2007 PWA Constructor's Champion
2007 PWA Slalom Champion
2007 PWA Freestyle 2nd (Women's) and 3rd (Men's)
2007 Formula World Champion
2007 Formula European Champion
2007 Raceboard World Champion
2007 Speed World Champion
World Sailing Speed Record holder 49.09 knots

Change?

When we at Starboard go windsurfing, ideas are created, changing the shape of our boards and our brand, resulting in barrier breaking technologies and benchmark performance.

How long can we expect to maintain the performance advantage in all categories of windsurfing?

I believe that as long as our core management team is fully involved in product development, on water testing and always stubbornly remember that change is the only certainty in a world that moves forward every day.
When we at Starboard go windsurfing, ideas are conceived, changing the shape of our boards and our brand.

As a market leader for the last 6 years, we are at times asked to keep the same board shapes for 2 or 3 seasons to simplify or stabilize the market. Every year we take great pleasure in challenging that opinion and proving that well tested and developed changes are a natural good for windsurfers.

Sometimes we start driving to the beach at 5 a.m. and are set for sailing well before a wonderful sunrise over the bay by 6:45 a.m. The inspiration from sailing and discovering new developments creates motivation and energy to continue into the late hours to service Starboard sailors the world over from our office at Lake Toxie.

Starboard continues to break barriers in technology and performance, leading to the new overall speed world record for sailing crafts at 49.09 knots, the two first places in PWA slalom circuit, the Roundboard and 10 of the top 12 places in the Formula Worlds. The PWA constructors championship sums up the results of a tremendous overall performance advantage and in waves and on freestyle.

It’s interesting to note that Antoine Albeau, after 13 years on the PWA slalom tour, had never won a final before he joined Starboard, then dramatically changed the benchmark, winning 11 finals.

How long can we expect to maintain the performance advantage in all categories of windsurfing from exciting Evil Twin developments to Serenity sailing? As long as our experienced development crew led by the extraordinary Starboard brand manager Tiesda You stubbornly remembers: change is the only certainty in a world that moves forward every day.

Svein dedicated 15 years to competitive windsurfing. He won 10 Norwegian championships and numerous Nordic, European and World championships. He was close to gold candidate for the Olympic games in 1984 after his second place in the pre-Olympics. He started Starboard in 1994 with US$ 10,000 of savings and no formal education. The concept of innovation and quality in windsurfing was soon threatened by a series of breakthrough boards and technologies, making windsurfing a better sport.
TIESDA YOU

Do you know what we did last week?

We took a 130 litre prototype board and we sliced it. Not in half, not along the length of the board or across it. We sliced off the bottom. We shaved a clean centerboard and half off the bottom, glassed it right back up and took it for a test run. What was left of the board measured 120 litres. It was 75cm wide and the rails looked like it will never work. Cutting a C-shaped rail in half leaves you with a rail that certainly looks too sharp, too different to the norm. It looks like I will catch tip and thrust the rider into a snapout off the first chop that comes along. What was left of the board looked very sexy. Easy to use, super low-thr to allow it to carry itself out of the water, let alone plane and perform like a normal windsurf board.

Bold strokes. If refinellers create the fundamental building blocks of incremental shape evolution, bold strokes generate the momentum that inspires shape evolution itself.

If one day, by chance, you come across our purely experimental super slim prototype, or say even one of our Spirit boards; or one of our latest Classics with its double wingers, or maybe the one meter wide Formula, or the box with its unusual deck design; if one day, by chance, you come across such a windsurf board, or indeed a stand up paddler with his or her board, or indeed a stand up paddler with his or her board, or its difference will drive the evolution of shapes can come from, because it’s where no one else is looking.

That’s how the Gemini came about, as did the GO board, the original Formula and the original Starboard. We sure believe in the millimeters too. The all-new Flares, the new generation Future, the Evos and the Phantom Race. They have been designed and refined millennium of information with the occasional centerboard and with the accuracy of a watchmaker. But when you want to create a something new, discover a breakthrough and move forward in big bold steps, forget the caliper and the CNC machine. Go for the bold strokes.

Do we know what 130kg of pure water feels when it’s riding 120 litres at 75cm? Just do we know if a C-shaped rail can actually be more efficient? Do we know if a 1.00m board will carry a 0.90 litres wind board or it’s simply wide enough? Do we know what 75cm wide and 75cm low makes in the box? Do we know the effects of a board that comes in gravity in a board? Now we know. We found out last week.
Twelve years on, Joe remains the driving force behind the scenes. General manager and the first Starboard employee, Joe’s experience in the core business and his management continues to expand every day, reaching for higher targets each year. With him, we look forward to the next twelve years.

Joe Dumrongvivat

Remi Vila

Remi has made it through a tough year thanks to what he calls Tiki Power. Recovering from an emergency cerebral operation, Remi is now back in full action. Even running at only 75%, he’s already stepped up his role in Starboard’s R&D programs and also set up the Formula One Design as a candidate for the 2012 Windsurfing Olympics. Thanks Remi, we wish you a speedy recovery back to your usual 200%.

Remi Vila

Ian Fox

Ian Fox is known by the team as the General. Ian runs the Starboard forums as well as putting them behind the scenes to keep them free from chaos. Ian also runs Starboard’s social media and sits with the management team as President of Starboard World Ltd.

Ian Fox

Scott McKeencher

Scott is the eternal traveler, with trips that span the five corners of the World and cover several hundred thousand miles. He turns our desk top dreams into visual reality with his photos, his books, his articles and his videos that reflect windsurfing’s essence. Working on a new project to show windsurfing to the rest of the world, Scott has also worked for the Eko concept, created the new Evil Twin range of twin fin wave boards and spearheaded Starboard’s SUP program.

Scott McKeencher

Peter Hart

Peter is one of the most influential figures in windsurfing history. Peter Hart’s technique articles in Windsurf magazine and technique DVDs are dissected by an entire generation of windsurfers who learn everything from zero to hero. Also one of the fastest sailors on the planet, Peter runs a chain of windsurfing clinics around the globe.

Peter Hart

Sven Akerboom

Sven has the dream job: he spends half the year on a windsurfari to the best spots in the World, and half the year with the Starboard R&D team to develop the wave, freestyle, windsurf and freeride designs. Bringing fresh energy to the core of Starboard with hands-on experience from the industry, Sven Akerboom is an all-round talent to watch out for in the future.

Sven Akerboom

Duncan Milne

An award-winning product designer from the UK, Duncan is currently with Starboard not only as a product designer but also as marketing editor for Starboard’s website news. For 2009, visit the website for weekly technique and product interviews with the Starboard Dream Team.

Duncan Milne

Eric Girard

Eric Girard continues his role behind the scenes with various Starboard video projects and travel stories to new places. He helps manage the Portfolio program, scout out new, young talent and develop the wave, windsurfing and kiteboarding centre in Canada.

Eric Girard

Keith Baxter

Keith is Starboard’s link with the pulse on Maui. He has supported the Starboard family and our sales since the very beginning and continues to do so passionately today. Keith spends a lot of time traveling the world with his son Connor Baxter. His energy secures sponsorship deals with some of the biggest sports companies outside windsurfing and markets the sport we love. With such support and a bright future ahead, Connor is on track to become a talented waterman and an ambassador for a new generation.

Keith Baxter

Michael Nakvachara

Michael manages the Starboard R&D centre in Naklua Bay in Thailand and supports the R&D team on the freeride, slalom and racing programs. Michael’s combination of experience and acute sensitivity to a board’s character is rare to find in any windsurfer; his endless energy for parties in the early hours after 12 hours of windsurfing makes Michael even more special. He continues to lead Starboard the Naklua way.

Michael Nakvachara

Ellen and Roger Jackson

Ellen and Roger are Starboards direct link with the US market and the entry-level segment of windsurfing from grassroots level. Ellen and Roger tour the US with their Taste of Windsurfing program and run the Start Windsurfing logo is the Starboard website. Both Ellen and Roger have received USWA’s Windsurfer of the Year award for what they represent to the sport and their dedication.

Ellen and Roger Jackson

Chris Pressler and Kerstin Reiger

Chris and Kerstin feed Starboard with their news and stories from around the World. Kerstin’s photos and Chris’s articles are also published in the best windsurfing magazines, taking their readers on a trip to the most distant spots. Chris today compiles full-time on the PWA slalom tour and also runs his own website www.continentseven.com/sevenseas

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Peter Hart
Collecting more international titles than any other windsurfing team before it and officially the World's fastest board brand, Starboard's Dream Team is currently the greatest windsurfing team ever brought together.

Congratulations

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Formula World Champion
Formula European Champion
Raceboard World Champion
Speed World Champion
World Sailing Speed Record holder 49.09 knots
**SLICK STRAP MkIII**
- Wider adjustment range to fit bigger feet and boots
- Increased padding
- Extra internal stitches to keep corners padded when stretched to maximum size
- Easy size adjustment
- 130g

**ONE-TOOL-FITS-ALL**
- All fittings on all Starboard boards work with one single tool. Simple.

**HEEL BUMPERS**
- Cushions landings
- Protects the board from heel impacts
- Featured on Evos, Evil Twins and the Kode 68, 74 and 80 models.

**FISH-SCALE PAD GROOVINGS**
- Uni-directional grip effect
- Grips when pushing into the straps to power the board
- Releases when pulling out of the straps for jibes or crashes.

**CLIPPERBOX MkIII**
- Simple clip daggerboard system
- Smooth and easy to operate
- Sand proof
- The deck plate mates to the side plates to secure the system in place
- Reinforced rubber lips rigidifies the rubber to totally eliminate water from gushing through the daggerboard case

**TUTTLE FIN BOXES**
- The strongest and most reliable fin box system
- Two bolts are used for a more secure fitting
- The best fins on the market are mostly available only in Tuttle Box
- A Deep Tuttle fin box fits both normal and deep Tuttle fins, allowing the board to use a wider range of fin sizes

**RACE STRAP MkII**
- Extra light - 90g
- Thick 10mm padding
- Low water absorption

**ULTRALIGHT STRAP**
- Ultra light – 60g
- Near-zero water absorption
- Available in 3 sizes: standard, 30cm and 40cm

**OVAL TUTTLE BOX RECESS**
- Larger recesses for easy fin bolt access

**EXTRA THICK FOOTSTRAP WASHER**
- Increased footstrap washer thickness for a firmer grip without distortion
- Reduces the tendency for straps to become loose themselves over time

**K9 ANTI-TWIST SYSTEM**
- Helps prevent strap twisting while sailing
- Sandwiched between the board and the strap, the K9 plug has four canine teeth that sink into the strap to provide a mechanical anti-twist effect

**32mm FOOTSTRAP SCREWS**
- New longer footstrap screws for easier strap fitting
- Increased pull-out resistance
- Stronger screw head

**HEAVY DUTY DOUBLE-BOLT STRAP INSERTS**
- Double extra fittings on the back straps provide more strength
- Featured on Evos, Evil Twins, Flares and the Kode 68, 74 and 80 models

**THE STARBOARD DREAMTEAM**
- Design Development Details
- The Starboard Dreamteam
- Design
- Development
- Details
- The Starboard
- Dreamteam
- KOLTdblock
- ARUTSANPETCH
- LEI
- ARNON
- PRACHA
- MARINA
- CHAT
- PEAK
- POP
- NIMIT
- PORMJAN
- SAISON
- ARNON
- HANPRADAPTHONG
- CHAT
- KAEWHORIT
- TOON
- SAKARIN
- PEAK
- SINGNIN
- PORMJAN
- NAING WIN
- PRACHA
- SAISONTHANANANT
- ABINAN
- LEI
Starboard's trademark construction since 1995. Developed by Jean Louis Colmas in 1984. These first Wood boards set the lead in lightweight sandwich technology, weighing in at a kilo under the competition, yet with higher impact resistance. A sheet of 0.6 mm Australian pine wood forms the outer shell of the board. Wood's unique properties are its natural rigidity, superior resistance to compression and higher energy absorption compared to carbon. It is the construction with the highest dynamic shape stability.

**Advantages:**
- Lighter weight
- Highest dynamic shape stability
- Rigid flex

**Availability:**
- Evo, Evil Twin, Kode, Kode Tusfkin, Flare, Futura, GO, Phantom Race, Formula

A combination of a wood spine with ultra light, flat-weave carbon. The first board construction in the World to utilize an ultra light carbon fibre that is flat-woven and unidirectional for total mechanical efficiency. The unidirectional flat-weave fibre generates equal tensile strength as biaxial or woven carbon fibre, yet at half the specific weight. A layer of 0.6 Australian pine wood runs along the spine of the board to provide rigidity, additional structural integrity and to increase strength in the most stressed areas of the board. The wave orientated WoodCarbon boards use biaxial flat-weave carbon layers and additional PVC stringers on the bottom for extra strength.

**Advantages:**
- Lightest weight
- Stiffer flex

**Availability:**
- Evo, Evil Twin, Kode, Flare
- Unidirectional, ultralight flat-weave carbon is used on the Flare and Kode 94+ models
- Additional bottom PVC stringers and biaxial flat-weave carbon fibre is used on Evo, Evil Twin, Kode 80 and smaller.

Maximum durability and value. Tufskin technology uses layers of 3-dimensional 400g glass mat wetted out with an expanding epoxy resin system that creates volume within the skin as it cures under pressure. This creates a flexible, stiff, and durable sandwiched laminate. The fine plastic skin that wraps the entire board adds scratch and impact resistance (Start, Rio models). The Tufskin AST variant loses the outer plastic skin to be replaced with a half-deck wood layer to improve rigidity without a weight penalty.

**Advantages:**
- Toughest construction
- Less expensive
- Most durable

**Availability:**
- GO, Start, Rio, Gemini, Kode Tusfkin, Phantom Race 320

What is dynamic shape stability? It is the board's ability to maintain its shape while sailing. Flying at high speeds over water, the board is subject to distortions in all directions: bending, twisting, compression. This distortion is greatest where you can't see while you're sailing: on the bottom of the board, in the area in front of the fin box. Shape distortions in that area reduce the efficiency of the planing surface. In a board like the iSonic for example, dynamic shape stability plays an especially critical role.
KODE

WHAT IS THE KODE?

WAVE FREESTYLE

2006 PWA FREESTYLE VICE CHAMPION

DREAM TEAM

FRANS TATY

TATY 2006 PWA FREESTYLE VICE CHAMPION

Photographer: John Carter

STARBOARD CATALOG 2009

Size 8.5 x 12 in.
The Kode.

Starboard’s flagship range for 2009. The result of two years of intense R&D involving an unprecedented number of riders and designers to shape, test, tweak and refine the ultimate wave-freestyle collection.


New shapes

The formula for the new Kodes is speed and aggressiveness with maximum maneuvering versatility for wave riding, freestyling or simply gliding. Old school freestyle, new school freestyle, driven bottom turns, light cutbacks, sideshore surf, onshore surf, back foot jibes or front foot jibes – the Kodes have a style fit for aggressive riders hungry for speed and power in all conditions.

Rockerlines: all Kodes are based on fast rockerlines as the basis for speed, early planing and acceleration. A subtle tail-kick release edge provides free-flying rides and a smooth carving nature in tight turns.

Vee: all Kodes feature the spiraling vee concept that creates more vee in the front of the board than in the tail. This spiraling vee delivers front foot carving power and a forgiving nature in rotational freestyle moves.

Rails: all Kodes have a rail shape with a harder release edge and a lower apex. This provides a more aggressive and sharper rail/lite with more speed and acceleration.

Outlines: all Kodes follow a compact outline concept to provide a quick and responsive ride. Individually adapted to fit each size, the largest Kodes have the most rounded outlines and the smallest Kodes have the straightest outlines.

Special features on the Kode 68, 74, 80: Heal bumpers; double insert screws for the back foot; extra double PVC stringer reinforcements on the WoodCarbon models. Dur-X construction on the Wood and Technora models.

Special features on the Kode 86, 94, 102: No heal bumpers for a lighter and more direct feel. Inboard and outboard insert position options.

Available in WoodCarbon, Wood and Technora:

The World’s lightest boards? WoodCarbon: the combination of a wood spine and ultralight carbon: a new composite material matrix that sets a new benchmark. The Technology is the first board construction in the World to utilize an ultralight carbon fibre that is flat-weaved for total mechanical efficiency. The unidirectional flat weave film generates equal tensile strength as biaxial or woven carbon fibre, yet at half the specific weight. A layer of 0.6 Australian pine wood runs along the spine of the board to provide rigidity, additional structural integrity and to increase strength in the most solicited areas of the board. The Kode 68, 74, 80 and 86 WoodCarbon use biaxial flat-weave carbon layers and additional PVC stringers on the bottom for extra strength.

Special features on the Kode 112, 122:

Enlarged cut-aways and new fins for more speed, quicker accelerations and improved jibing performance. No heal bumpers for a lighter and more direct feel. Inboard and outboard insert position options.

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Summary:

• Starboard’s flagship range for 2009
• Designed and refined by the largest R&D team ever brought together
• Designed for speed and aggressiveness with maximum maneuvering versatility, for wave riding, freestyling or freeriding
**Fast rockerlines** are the basis for speed, early planing and acceleration. A subtle tail-kick release edge provides a free-flying ride and a smooth carving nature in tight turns.

**Heel Bumpers** on the 68, 74 and 80 models. Extra thick pads on the 86, 94 and 102 models.

**Drake Natural Wave CNC G10 fins** – designed by Mark Nelson (68, 74, 80 models)

**Drake Crossover CNC G10 fins** – designed by Curtis Hesselgrave (94, 102 models)

**Drake Freeslalom Swift Carbon Prepreg fins** – designed by Tiesda You (112, 122 models)

**Double-screw fittings** for the back footstrap for maximum insert shear resistance (Kode 68, 74, 80 models).

**Rich Scale pads** for a unidirectional grip. Grips when you need it, releases when you don’t.

**Spiraling vee** concept creates more vee in the front of the board than in the tail: more front foot carving power and a more forgiving nature in rotational freestyle moves.

**Wood / Carbon Ultralight UD carbon and a wood spine** on the 94-122 models. **Biaxial carbon and double PVC stringers** on the 68-86 models.

Starboard’s trademark lightweight construction with industry leading reliability and maximum dynamic shape stability. Dur-X label on the 68-80 models.

**Wood / Carbon Sandwich construction with the easiest maintenance and highest durability**. Dur-X label on the 68-80 models.

**Technora** – the bomb-proof sandwich core construction with the easiest maintenance and highest durability. Dur-X label on the 68-80 models.

**Technora** – designed by Mark Nelson (68, 74, 80, 86 models)

**Drake Natural Wave 210**

**Drake Natural Wave 220**

**Drake Natural Wave 230**

**Drake Natural Wave 250**

**Drake Crossover 280**

**Drake Crossover 300**

**Drake Freeslalom Swift Carbon Prepreg 360**

**Drake Freeslalom Swift Carbon Prepreg 380**

**Sail ranges and fin ranges** are recommended indications.
Introducing the 7th generation Evos. The evolutionary compact wave boards in Starboard’s line-up. Since their introduction in 2003, the Evos have become the most popular waveboards in the world by a mile, and they remain the only production boards in the world to have won a PWA World Title. Many have followed, yet the Evos continue to set the benchmarks in their ability to maximize wave-riding performance in the widest variety of wind and wave conditions. Suitable for all riders from pros to progressing wave-sailors, the Evos make the most of every ride with their ability to maintain speed on the wave face, to flow through tight turns and to project big aerials off the lip.

The new WoodCarbon construction

The new Evos are available in Wood and WoodCarbon. The WoodCarbon version continues with the same technology as 2008, a construction that has been refined since 2003 to provide the industry’s leading warranty figures and the most reliable lightweight boards to date. Double sandwich cores, oversized reinforcements and a full 0.6mm wood skin for maximum rigidity, strength and dynamic shape integrity.

The WoodCarbon Evos are built using an ultra-light, high-performance carbon skin with a 0.6mm Wood layer that runs along the spine of the deck. Through optimal mechanical efficiency, the full-wave carbon offers more ballistic strength and stiffness than traditional seven carbon fibres at a lower specific weight, while the wood spine on the deck adds rigidity, strength and dynamic shape integrity. The bottoms of the WoodCarbon Evos feature a single sandwich PVC construction with double PVC stringers for additional compressive strength and resistance to buckling.

New Shapes

The Evo 66, 70, 75 and 80 are all new shapes that build on the same formula with a refined design to take wave-riding performance another level. The Evo 66 is an all new shape developed specifically with Dream Team rider Boujmaa Guilloul. It is longer than its predecessor with a more aggressive nose shape and new rail shapes brought over from the 2008 Acid 74 to add more aggression to its style portfolio, ridden compact and short or turn with more drive and a more drawn-out style. The Evo 70, 75 and 80 feature a refined outline for a centre of gravity that brings more control and a more accurate response. The nose design has been sharpened up for a more aggressive style and the new Evo 70 in particular has a refined tail outline that provides more drive. The Evo 90 and Evo 100 shapes remain unchanged, with the Evo 100 continuing to provide the market’s unique choice in the heavy weight segment.

Other Features

The back footfolds on the Evos use four screws instead of the conventional screws for ultimate strength and a mechanically twist-free function. All Evos feature integrated heel bumpers.

For all-round maximum wave-riding performance and for riders of all styles and all sizes, the choice is clear and simple: the Evo is the one. It’s the formula that drives the Evo’s popularity and its number one status.

Summary:

• The World’s most popular waveboards
• For maximum wave-riding performance in riders of all styles, all sizes and all conditions
• Evolutionary compact wave board
• New WoodCarbon Technology option
• Dream Team’s construction on the Wood option
• Integrated heel bumpers on all models

Drake Natural Wave

The Drake Natural Wave 260 brings more control and a more accurate response. The nose design has been sharpened up for a more aggressive style and the new Evo 70 in particular has a refined tail outline that provides more drive. The Evo 80 and Evo 100 shapes remain unchanged, with the Evo 100 continuing to provide the market’s unique choice in the heavy weight segment.

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Other Features

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Other Features

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For all-round maximum wave-riding performance and for riders of all styles and all sizes, the choice is clear and simple: the Evo is the one. It’s the formula that drives the Evo’s popularity and its number one status.

Summary:

• The World’s most popular waveboards
• For maximum wave-riding performance in riders of all styles, all sizes and all conditions
• Evolutionary compact wave board
• New WoodCarbon Technology option
• Drake’s construction on the Wood option
• Integrated heel bumpers on all models

Drake Natural Wave

The Drake Natural Wave 260 brings more control and a more accurate response. The nose design has been sharpened up for a more aggressive style and the new Evo 70 in particular has a refined tail outline that provides more drive. The Evo 80 and Evo 100 shapes remain unchanged, with the Evo 100 continuing to provide the market’s unique choice in the heavy weight segment.

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At the top of the R&D agenda for 2009, Dream Team Taty Frans, Nicolas Agkaziyan, Kiri Thode and Sara Quita Offringa have set ambitious goals for the new freestyle range, working with Tiesda You to produce the World’s lightest freestyle boards and the most advanced shapes possible.

WoodCarbon
Starboard’s WoodCarbon technology is the first board construction in the World to utilize an ultralight, pure unidirectional carbon fibre that is flat-woven for total mechanical efficiency. The unidirectional flat-weave fibre generates equal tensile strength as biaxial or woven carbon fibre but at half the specific weight. A layer of 0.6 Australian pine wood runs along the spine of the board to provide rigidity, additional integrity and increased strength in the most stressed areas of the board. WoodCarbon—the combination of a wood spine and ultralight carbon: a new composite material matrix that sets a new benchmark.

New shapes
Building on the success of the 2008 Flares, the 2009 Flare 98 and 106 are designed to bring even more speed and acceleration to the mix. The core evolution comes from a new DFC (Dual Flat Concept) rockerline, inspired by the results from the iSonic R&D program. The DFC rockerline features a short, flat tail section from 0cm-30cm and a secondary flat that extends from 30cm to 95cm. This extended flat provides an extremely fast ride with a new level of acceleration and early planing.

Any other shape changes?
The width of the Flare 88 has dropped by 2.5cm and the length by 2cm to regain more top-end speed and improved maneuverability in high wind conditions. The shape is trimmed out 15cm for the centre of pressure for more control. The length of the Flare 106 remains at 239cm for greater tolerance and more lightwind float. The mast footstrap angle has been increased from 45 degrees to 55 degrees.

Other features
- Starboard’s trademark freestyle feature, the heel gutters, continue on all models, providing an exaggerated deck dome for more comfort and grip.
- The tail shapes pack some extra volume for more float and tolerance during reverse and sliding transitions.
- The back footstraps use four screws instead of the conventional two screws for extra strength and a mechanically twist-free function.

The Flare 88
Together with the Flare 60 and 72, the Flare 88 shape continues unchanged for 2009 with its slalom rockerline and slalom vee. It remains the team’s weapon of choice for highwind conditions or lighter riders. Now also available in WoodCarbon.

Summary:
- New WoodCarbon construction
- Japan foil freestyle boards with more speed and acceleration for 2009
- New DFC Dual Flat Concept rockerline on the 98 and 106 models

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Shape Width</th>
<th>Weight Wood</th>
<th>Weight WoodCarbon</th>
<th>Sail range</th>
<th>Pins</th>
<th>Fin range</th>
<th>Pin box</th>
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<tr>
<td>Flare 88</td>
<td>88 litres</td>
<td>230 cm</td>
<td>65 cm</td>
<td>35 cm</td>
<td>5.7 kg</td>
<td>6.4 kg</td>
<td>4.6-6.0 m²</td>
<td>Drake Cross-Over 220</td>
<td>14-24 cm</td>
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<td>Flare 98</td>
<td>98 litres</td>
<td>238 cm</td>
<td>65 cm</td>
<td>35 cm</td>
<td>5.9 kg</td>
<td>6.7 kg</td>
<td>5.0-7.0 m²</td>
<td>Drake Cross-Over 240</td>
<td>14-28 cm</td>
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<tr>
<td>Flare 106</td>
<td>106 litres</td>
<td>239 cm</td>
<td>65 cm</td>
<td>35 cm</td>
<td>6.2 kg</td>
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Wood and WoodCarbon weights +-5%. Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges are recommendations.
FUTURA
IMPOSSIBLE ENGINEERING

Photographer: John Carter
2007 PWA SLALOM CHAMPION
2007 FORMULA WORLD CHAMPION
2007 SPEED WORLD CHAMPION
49.09 KNOTS SPEED RECORD HOLDER

DREAM TEAM

ANTOINE

STARBOARD CATALOG 2009

FUTURA
IMPOSSIBLE ENGINEERING
The Futuras have taken the World by storm. By offering a combination of performance previously considered impossible, the Futuras have shaken up the conventional freeride design philosophy and picked up swelling test results and numerous test awards along the way.

Consider this: a board that is the fastest board in its category, yet the most stable. A board that delivers more power and early planing than conventional freeride boards, yet remains comfortable. A board that is wide enough to carry bigger sails and deeper fins, yet feels small, light and responsive under foot. A board that is stable and accessible, yet carves smoothly, light feet that defines its width. This is the Futura.

It's secret? Extra slim shapes, extra width, combined with iSonic genetics.

Wind range – replace two conventional freeride boards with one Futura: with it’s extra wide and extra thin design, enjoy the ability to use larger sails and deeper fins for the power and early planing ability normally found in larger boards. Thanks to its reduced thickness, enjoy the responsive feel of a small board with light carving performance associated with smaller boards. Two in one.

Pure Speed – the Futuras are fast. In fact, they were chosen by several magazines worldwide as the fastest board in their category, showing the fine line between Freeride and Slalom. That's how fast they are. Thanks to their iSonic rockers, extra width, and a lower centre of gravity, the Futuras fly over the water with impeccable control. But here's the best bit: not only are they fast, but the sweet spot of the Futura is also bigger than that of conventional freeride boards. Ride a bit underpowered or overpowered, flat water or hard, choppy water, the Futura still delivers.

Control and handling – slimmer shapes equals a lower centre of gravity. This gives you control. With its lowered nose rocker, the board is immune to gusts of wind that would normally blow you out of control. And for advanced riders, the outboard strap settings combined with wider tail widths also give you more leverage over the fin, for even more control at the limits.

Comfort and accessibility – a previous concern, if you wanted freeride speed and performance, you needed a board that was hard and technical. If you wanted comfort and ease, you also had a board that was slower and boring to ride. This is one of the key behind the success of the new Futuras. It gives you performance, comfort and stability all in one. Its extra width inherently gives you more stability; the board won’t roll, it’s easy to uphaul and it’s easy to get going. With strap settings canted further inboard, they become even more accessible.

New outlines – the Futura 93, 101, 111, 122, 133 and 144 have new outlines that are wider in the area between your front foot and your back foot. The tail widths however have not been increased. This does two things in one: it improves the efficiency of the planing surface for more speed and quicker acceleration, and improves jibing performance.

Improved ergonomics – all Futuras have increased dome in the tail section, for improved comfort. Whether you ride the boards with the straps in full outboard settings or with the inner settings, more deck dome equals more comfort and more control. On the Futura 122, 133, 144 and 155, the footstrap inserts were also moved further inboard, making the Futuras even more accessible for progressing riders.

Improved jibing – the new outline with increased tail outline curve improves jibing. Furthermore, the footstraps are also placed further inboard; this makes it easier for the rider to initiate the carve and helps prevent the water from hitting the straps as it carves around.

New deck concave and a centre of gravity that is shifted back – more deck dome in the tail increases the thickness, but the front half of the boards were shallowed-out with a deep deck concave – the overall volume remains the same, the centre of gravity remains low and it is also shifted back. A centre of gravity that is shifted back brings it closer to the rider, which means more control and a quicker response to foot pressure.

Summary:
- Extra slim shapes and iSonic genetics: offers a combination of performance previously considered impossible
- New outlines with a more efficient planing surface
- New deck domes for improved comfort in both outboard and inboard settings
- Available in cool BLUE or last RED.
**Futura Series 2009**

**Model** | **Volume** | **Length** | **Width** | **Tail Width** | **Weight Wood** | **Weight Technora** | **Sail range** | **Fin** | **Fin range** | **Fin box**
---|---|---|---|---|---|---|---|---|---|---
Futura 93 | 93 litres | 23.7 m | 65.5 cm | 40.0 cm | 6.25 kg | 5.50 kg | 4.0-7.0 m² | Tuttle | 30-38 cm | Tuttle
Futura 101 | 101 litres | 23.9 m | 65.0 cm | 42.7 cm | 6.75 kg | 5.75 kg | 4.5-7.5 m² | Tuttle | 34-42 cm | Tuttle
Futura 111 | 111 litres | 24.0 m | 68.0 cm | 43.1 cm | 7.05 kg | 5.90 kg | 5.0-8.0 m² | Tuttle | 38-42 cm | Tuttle
Futura 122 | 122 litres | 24.2 m | 70.0 cm | 45.2 cm | 7.75 kg | 6.50 kg | 5.5-8.5 m² | Tuttle | 38-42 cm | Tuttle
Futura 133 | 133 litres | 24.5 m | 72.0 cm | 49.2 cm | 8.10 kg | 6.90 kg | 6.0-9.0 m² | Tuttle | 38-42 cm | Tuttle
Futura 144 | 144 litres | 24.8 m | 75.0 cm | 53.0 cm | 8.80 kg | 7.00 kg | 6.5-9.5 m² | Tuttle | 38-42 cm | Tuttle
Futura 155 | 155 litres | 25.0 m | 78.0 cm | 55.0 cm | 9.60 kg | 7.80 kg | 7.0-10.0 m² | Tuttle | 38-42 cm | Tuttle

**Features**

- **Deep deck concave** in the front: A centre of gravity that is shifted back, giving a more relaxed balance and a board that feels more connected to you.
- **Tail cutaways**: Improves speed and acceleration by reducing skin friction without affecting the planing surface lift, thus increasing overall efficiency.
- **Side-cuts**: Improves drive and permanence of the board with less nose lift and a lower centre of gravity.
- **Multiple insert positions**: Offer tuning options for intermediate, advanced and expert riders.
- **Deeper deck concave** in the tail: More comfort and more grip for your feet, whether riding with the straps in the full-outboard setting or the more relaxed setting.
- **Extra slim shapes**: The breakthrough behind the Futuras’ ability to offer a combination of performance previously considered impossible.
- **Extra slim shapes** lowers the centre of gravity to provide more control, more wind range and peak performance over a wider sweet spot.
- **Deeper deck concave**: The board is more responsive to the rider’s input, providing a more connected feel.
- **An extra wide outline**: One of the keys behind the Futuras’ mix of performance, wind range, comfort and stability.
- **iSonic rockerlines**: Give the Futuras their speed, early planing, acceleration and control qualities.
- **iSonic rockerlines** have a low angle of attack that reduces aerodynamic lift and drag on the nose.
- **An extra wide outline**: Helps to control the board in gusts and promotes the hoist and speed.
- **An extra wide outline**: Improves the board’s planing efficiency by allowing the board to trim over deep water withoutting on the planing surface.
- **Multiple insert positions**: Offer tuning options for intermediate, advanced and expert riders.
- **Performance or pleasure, power or comfort, more maneuverable or more accessible**: Tune your Futura how you like it.

**Specifications**

- **Technora and Wood weights**: ±5%. Weights are estimates, final weights are not available at time of print and will be updated on the website.
- **Sail ranges and fin ranges**: Recommended indications.

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*Volumetric and planing weights ±0.5. Specifications are estimates; final weights are not available at time of print and will be updated on the website. Sail ranges and fin ranges are recommended indications.*
**GO 175**
- Litres: 175
- Sail range: 5.0-11.0 m²
- Fin range: 5.04 kg - 10.50 kg
- Full 155S for maximum comfort (Go 144, 155, 175)
- Side-cut: Improve speed and acceleration
- Centre carry handle: Improves comfort
- New construction

**GO 155**
- Litres: 155
- Sail range: 5.0-10.5 m²
- Fin range: 4.43 kg - 9.00 kg
- New model

**GO 133**
- Litres: 133
- Sail range: 5.0-9.0 m²
- Fin range: 3.10 kg - 6.00 kg

**GO 111**
- Litres: 111
- Sail range: 5.0-8.0 m²
- Fin range: 2.30 kg - 4.30 kg

**New construction**
- For 2009, the GO collection introduces a new variant of Starboard’s Tufskin technology using a new manufacturing process known as A.S.T.
- The GO boards lose their outer plastic skin to be replaced with a half-deck technology that improves the board’s rigidity without the weight penalty. The rest of the boards like remain the same – it’s made from layers of biaxial and triaxial glass mat wetted-out with an expanding epoxy resin system, which makes a thick, durable and tough skin.

**What’s new?**
- **New model:** The GO 111 is a new addition to the GO range.
- **New sail ranges:** The GO 111, 122, 133 and 144 have new sail ranges that have a wider area in the area between your front foot and your back foot with the same sail width: improvedplaning efficiency and improved planing performance.
- **Improved ergonomics:** All GO boards have increased dome in the tail sections and footstraps positioned further inward: improved comfort, more accessibility, whether you’re using the full outboard setting or the inner setting.
- **New deck concave and a centre of gravity that is shifted back:** The GO 111, 122, 133, 144 have more deck concave – the overall volume remains the same, the centre of gravity remains low and it is also shifted back closer to the rider – more comfort and a quicker response to foot pressure.

**Summary:**
- **The original wide style, full EVA deck, all-rounder fun designs**
- **Easy, progressive, comfortable and high-performance boards for all**
- **New outline A.S.T. construction**
- **New deck concave and a centre of gravity that is shifted back**
The Kode Tufskin is designed as a perfect family board, to be shared by kids and adults alike. What makes it unique is its extra wide width compared to its extra compact volume. As such, it's the one board that a family can invest and share together, allowing mom and dad to have a blast and the kids to learn a new sport ten times more fun than a PlayStation.

For kids: the board is wide and compact, making it stable and light for kids to learn on. It comes with a full EVA deck with cool Kode graphics to make it fun and comfortable. There's also a centre fin box that allows for the supplied centre fin to be fitted, keeping young riders upwind and learning easy. Beginner footstrap positions and a leash attachment system are the additional features to help make learning an easy experience.

For bigger kids and adults: the shape of the board itself is a high performance compact wide-style board, designed for maximum maneuverability and a wide wind range. Fitted with the supplied pre-preg molded fin in the tail and with the centre fin box.

The Kode Tufskin is supplied with a new, faster and more efficient Freeslalom Swift fin that boosts acceleration and jibing performance.

“Windsurfing was first conceived as a family sport, and therein lies it’s future.” Windsurfing Magazine US, interview with the Schweitzer family, February/March 2007.

Summary:
• Dual concept for both adults and kids
• The widest board for its compact size
• Wide wind range with fast, fun and maneuverable planing performance
• 3 fins are supplied with the boards
• Value for money
• New Freeslalom Swift Fin

Tips on setting up the board (3 fins and a fin base adaptor are supplied to complement the Kode Tufskin’s dual purpose):

Kids’ entry level settings: fit the two supplied plastic Shallow Fins and place the footstrap in the entry level positions. The fin base adaptor is not needed.

Kids’ progressing settings: fit the Freeride fin in the tail only and place the footstrap in the intermediate positions. The centre finbox can be closed off with the supplied fin base adaptor.

Kids’ or adults’ performance settings: fit the Freeride fin in the tail only and place the footstraps in the advanced settings. The centre finbox can be closed off with the supplied fin base adaptor.

Model | Volume | Length | Width | Tail Width | Weight | Sail range | Fin | Fin range | Fin base
---|---|---|---|---|---|---|---|---|---
Kode 114 | 114 litres | 2.95 m | 78.0 cm | 44.3 cm | 9.7 kg | 2.0-8.5 m² | Drake Freeslalom Swift 160 S/5/L/EX + 36 Drake Shallow 310 FRN + Base | 28-42 cm | Table
Kode 122 | 122 litres | 2.95 m | 72.0 cm | 46.6 cm | 9.8 kg | 2.0-9.0 m² | Drake Freeslalom Swift 180 S/5/L/EX + 36 Drake Shallow 310 FRN + Base | 30-44 cm | Table

*Tufskin weights +/-6%, Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges and fin ranges are recommendations.*
My BOARD

1. CHOOSE YOUR STYLE

- **LIGHTWIND**
  - If you are looking for a board that offers performance from 2 knots of wind and up.

- **ENTRY LEVEL**
  - If you are looking to learn windsurfing the easiest way.

- **ALL-WIND**
  - If you want a board that is simply easy and fun in all wind conditions.

- **PROGRESSIVE**
  - If you are looking for a stable, comfortable board to progress towards high performance sailing.

- **FREEBRIDE**
  - If you are looking for a fast, high performance board with plug and play versatility.

- **FREESTYLE**
  - If you are looking for a board dedicated to tricks.

- **WAVE FREESTYLE**
  - If you are looking for an aggressive one-board solution for waves, jumps, freestyling and speed.

- **EVOLUTION WAVE**
  - If you are looking for a flowing wave-riding board that is more versatile and adapted to a wider range of conditions.

- **AGGRESSIVE WAVE**
  - If you are looking for a wave board with a fast, aggressive and powerful style.

- **SPEED & SLALOM**
  - If you are looking for pure speed and slalom racing performance.

- **FORMULA**
  - If you are looking for the ultimate upwind & downwind machine with huge power, speed and early planning capacity.

2. CHOOSE YOUR BOARD SIZE

The volume is the single most defining physical characteristic of a windsurf board. The higher the volume, the more stable and forgiving a board becomes. The lower the volume, the more responsive and more maneuverable it becomes.

<table>
<thead>
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<th>VOL.</th>
<th>LIGHTWIND (L)</th>
<th>LIGHTWIND (M)</th>
<th>ENTRY LEVEL</th>
<th>ALL-WIND</th>
<th>PROGRESSIVE</th>
<th>FREEBRIDE</th>
<th>FREESTYLE</th>
<th>WAVE FREESTYLE</th>
<th>EVOLUTION WAVE</th>
<th>AGGRESSIVE WAVE</th>
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Size: 8.5 x 12 in.
At the start of the 2009 development cycle, Dream Team riders Kevin Pritchard, Julien Quentin and Antoine Albeau were clear: the edges of the board had to go through a full Sonic debriefing. The boards are the most advanced slalom boards on the market. They win the births, win the races and they are considered the benchmark for the industry. What do we see next?

The riders were clear: the Sonics already had the edge on the start line. With their wide tails, they had the power and speed, to give the rider the edge to gain pole position off the line. For overtaking, the same power and speed ability allowed them to capitalize on the board’s speed advantage. As a rule the Antione proved time and time again, the Sonic’s allow you to constantly position yourself as an overtaking position, either to leeward or to windward.

As for control, the Sonic was unanimous: the side shapes and low nose rocker gave impeccable control. The square nose effectively increased the board’s average length without physically making it longer, allowing for a lower nose rocker. A low nose rocker generates less aerodynamic drag, less lift in the gusts and provides a shallower angle of attack for the water as the board flies over chop. A key breakthrough in the development of the Sonics since they were first introduced, this low-nose rocker concept was the start of the maximum efficiency concept.

In the jibs, the Sonics already had the instant response and the fast out speed with extra power to gun yet a line more meters. As German Surf magazine put it: “the board offers all the requirements needed to win a race and with a great control. Not only that, but at the same time, the Sonic 222 can gain some extra inc.” It reports that the Sonic 222 was able to cut on the jibe, yet shaped to dive into a stable position on the edge and carve into a self-adjusting turn. It can be pressed into overrun turns surprisingly well too, where it keeps a lot of speed to give an advantage coming out of the jibe and into the next reach.

So by the end of the debrief, Kevin, Julien and Antoine’s wish list was clear: simply some more speed. And so the R&D team got to work.

The breakthrough came with the double wingers concept. Last season, the Sonics introduced a hipped outline concept that made for a more efficient planing surface. And from that concept, the double wingers idea was born.

The theory behind the concept, where the water first touches the board, is where lift is greatest. Where it leaves the board, it can be far more minimal. So effectively, you want more width at the leading edge of the planing surface and less at the trailing edge of the planing surface. Based on this info, the concepts of cutaways (Starboard innovation 1999), side cuts (Starboard innovation 2004) and tail wingers (Starboard innovation 2007) were already born. For 2009, Starboard introduces double wingers.

More width between your feet and less width in the tail and you have a more efficient planing surface. Kevin has a preference for conservative, smooth, even lines. He was the most skeptical when the double wingers concept was born. So effectively, you want more width at the leading edge of the planing surface and less at the trailing edge of the planing surface. Based on this idea, the concepts of cutaways (Starboard innovation 1999), side cuts (Starboard innovation 2004) and tail wingers (Starboard innovation 2007) were already born. For 2009, Starboard introduces double wingers.

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The result: a new generation of 2009 Sonics – incorporating double wingers from the 86 size and up. More speed, quicker acceleration and more efficiency.

Further design evolutions

Deck concaves and thinner noses – with extra deep deck concaves and a more neutral, the board’s centre of gravity is lowered and shifted back. This improves control and provides a more natural, neutral balance.

Lighter – with a new PVC grade as the bottom, the Sonic’s shape some weight while maintaining an advanced construction that combines to provide superior dynamic shape stability over the carbon rails.

Summary:

- **New double wingers concept** – more efficient planing surface
- **New double wingers concept** – more efficient planing surface
- **Lighter construction with full wood skin** – superior dynamic shape stability

Wood technology construction provides the most dynamic shape stability.

*What is dynamic shape stability?*

It is the board’s ability to maintain its shape while sailing. Unlike high-speed over water, the board is subject to distortions in all directions: bending, twisting and compression. This distortion is greatest where you can’t use wind pressure, on the bottom of the board, in the area in front of the fin box. Shape distortions in that area reduce the efficiency of the planing surface. With full wood construction and its superior dynamic shape stability, the Sonic’s construction is simply more efficient.

**Model** | **Volume** | **Length** | **Width** | **Tail Width** | **Weight** | **Sail range** | **Fin** | **Fin Box**
--- | --- | --- | --- | --- | --- | --- | --- | ---
(iSonic 76) | 70 litres | 242 cm | 55.0 cm | 37.4 cm | 5.0 kg | 4.5-6.0 m² | Drake Slalom Pro 320 | 26.30 cm | Tuttle
(iSonic 86) | 90 litres | 243 cm | 56.5 cm | 39.3 cm | 5.9 kg | 5.0-6.0 m² | Drake Slalom Pro 340 | 30.50 cm | Tuttle
(iSonic 101) | 111 litres | 254 cm | 58.0 cm | 40.3 cm | 6.2 kg | 5.7-7.2 m² | Drake Slalom Pro 360 | 34.00 cm | Tuttle
(iSonic 111) | 122 litres | 251 cm | 57.0 cm | 39.1 cm | 5.4 kg | 5.5-7.0 m² | Drake Slalom Pro 380 | 35.10 cm | Deep Tuttle
(iSonic 122) | 133 litres | 255 cm | 57.0 cm | 37.2 cm | 6.2 kg | 6.0-8.0 m² | Drake Slalom Pro 400 | 36.50 cm | Deep Tuttle
(iSonic 133) | 144 litres | 259 cm | 56.5 cm | 35.7 cm | 7.0 kg | 6.5-8.5 m² | Drake Slalom Pro 420 | 38.50 cm | Deep Tuttle
(iSonic 144) | 155 litres | 262 cm | 55.5 cm | 34.3 cm | 7.7 kg | 5.0-7.0 m² | Drake Slalom Pro 440 | 40.00 cm | Deep Tuttle
(iSonic 150) | 166 litres | 265 cm | 54.5 cm | 33.0 cm | 8.0 kg | 5.5-7.0 m² | Drake Slalom Pro 460 | 41.50 cm | Deep Tuttle

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight</th>
<th>Sail range</th>
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<th>Fin Box</th>
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</table>
| iSonic 76 | 70 litres | 242 cm | 55.0 cm | 37.4 cm | 5.0 kg | 4.5-6.0 m² | Drake Slalom Pro 320 | 26.30 cm | Tuttle
| iSonic 86 | 90 litres | 243 cm | 56.5 cm | 39.3 cm | 5.9 kg | 5.0-6.0 m² | Drake Slalom Pro 340 | 30.50 cm | Tuttle
| iSonic 101 | 111 litres | 254 cm | 58.0 cm | 40.3 cm | 6.2 kg | 5.7-7.2 m² | Drake Slalom Pro 360 | 34.00 cm | Tuttle
| iSonic 111 | 122 litres | 251 cm | 57.0 cm | 39.1 cm | 5.4 kg | 5.5-7.0 m² | Drake Slalom Pro 380 | 35.10 cm | Deep Tuttle
| iSonic 122 | 133 litres | 255 cm | 57.0 cm | 37.2 cm | 6.2 kg | 6.0-8.0 m² | Drake Slalom Pro 400 | 36.50 cm | Deep Tuttle
| iSonic 133 | 144 litres | 259 cm | 56.5 cm | 35.7 cm | 7.0 kg | 6.5-8.5 m² | Drake Slalom Pro 420 | 38.50 cm | Deep Tuttle
| iSonic 144 | 155 litres | 262 cm | 55.5 cm | 34.3 cm | 7.7 kg | 5.0-7.0 m² | Drake Slalom Pro 440 | 40.00 cm | Deep Tuttle
| iSonic 150 | 166 litres | 265 cm | 54.5 cm | 33.0 cm | 8.0 kg | 5.5-7.0 m² | Drake Slalom Pro 460 | 41.50 cm | Deep Tuttle

**Cutaways** reduce wetted surface area to provide higher efficiency and improved drive.

**Tail side cuts and wingers** for improved water release and fin drive.

**Double wingers** increase with size and help induce roll for a more efficient planing surface.

**Tailside cuts and wingers** for improved water release and fin drive.

**2 fins** supplied with the iSonic 101, 111 and 122 to maximum wind range.

**Inboard and outboard insert settings** adapt to various riding styles and foot size (iSonic 76, 86, 94; inboard and back foot are adjustable; inboard, outboard, angle iSonic 101,111, 122, 133, 144, 150; back foot only).
Speed remains the final frontier.

50 knots and a new Speed Sailing World Record are the next challenge and Starboard has risen to the task. On March 5th 2007, Dream Team rider Antoine Albeau takes a Starboard-built custom board to break the record and set a new benchmark in the world of wind-powered sports.

For 2009, Starboard is proud to introduce a collection of three new iSonic Speed Specials, exact replicas of the boards Antoine used to take home the World Speed Champion title. Designed by Christophe Fiorentini and Antoine Albeau, these three speed boards are simply the fastest production boards in the World.

Christophe Fiorentini: “I have been working actively on the shape of these 3 speed boards since 2005. In the course of events I have improved the design of each of these boards. To define the ideal characteristics, we tested boards in the South of France (a spot with very irregular winds and with both flat and choppy water conditions) but also in Fuerteventura (150° angle with light wind) and in Namibia (square conditions with 100° angle). Under your feet, the boards accelerate with a great feeling of ease. The boards have a neutral trim so that wind lulls and gusts can be coped with effortlessly and with maximum efficiency. The great special feature of these boards is that they keep the speed generated by a gust of wind for a very long time. The double concave is tailored individually on each model to blend acceleration on flat water and comfort. See the next page for our recommendation for what fins and sails to choose.”

Summary:
- iSonic Speed Specials: the World’s fastest production boards
- Three models: W44, W49 and W53
- Designed by Christophe Fiorentini and Antoine Albeau

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume (litres)</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
<th>Weight (kg)</th>
<th>Sail range (m²)</th>
<th>Fin Model</th>
<th>Fin range (cm)</th>
<th>Fin Box</th>
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<tr>
<td>iSonic Speed Special W44</td>
<td>53</td>
<td>229</td>
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<td>26.8</td>
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<td>4.0-6.5 m²</td>
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<td>iSonic Speed Special W49</td>
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<tr>
<td>iSonic Speed Special W53</td>
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<td>231</td>
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<td>32.0</td>
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<td>5.5-7.5 m²</td>
<td>Drake Slalom Pro 300</td>
<td>26-32 cm</td>
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Wood weights ± 5%. Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges and fin ranges are recommended indications.
In 2007, ISAF and the Formula Windsurfing class adjusted Formula Windsurfing rules from a one year product cycle to a two year product cycle. The move stabilizes the class and lowers the cost of racing, increasing participation and thus the popularity of what is already currently windsurfing’s largest racing class. With the Formula Experience class on a four year product cycle, never before has racing been so accessible.

Starboard’s lead, with the top two places in the Formula Worlds 2006 followed by the 2007 European Title and then the 2007 Formula World Title, Starboard’s Formula is the most successful racing board in Windsurfing history. With the new two year cycle, Starboard capitalizes on its design experience and introduces the new Formula 162. To maintain Starboard’s unassailable lead, the Formula is a unique R&D, R&D and R&D. Simply put, Starboard invests more in racing, shape development than any other brand: Tessa You, Jim Drake, Remi Vila, Sven Harmannsen, Antoine Albeau, René Pfohl and Julien Quentel plus the ability to make more prototypes faster creates a unique and unequalled development synergy. For the new two year cycle, this R&D advantage becomes the critical factor.

Design evolutions of the Formula 162

Higher aspect-ratio planing surface: in the tail, the planing area’s width was increased yet again for greater efficiency and to give the rider more leverage over today’s super-powerful foils. This increased width and increased leverage improves speed and downwind angles.

Low-nose rocker: the new F162 is designed to work with a low-nose rocker. A low nose provides a low angle of attack for both air and water, reducing aerodynamic drag to improve speed and highwind control. This low-nose rocker also improves speed over chop and the board’s ability to keep planing – especially deep downhill – as less speed is lost when hitting the back of a wave or crossing over rough water.

Low-nose rocker: improves speed and control

New two year cycle makes FW more affordable

New low-nose rocker improves early planing and maintaining downhill speed

New nose volume: to make the low-nose concept work, the nose area was also enlarged on the sides, thus artificially making the board longer without physically increasing maximum length.

Cutaways

Squashed-off nose shape allows for a lower nose rocker; less aerodynamic drag and a lower angle of attack

Wider tail designs for increased efficiency and mechanical leverage

New powerful R20 fin delivered as standard, with a near-vertical rake angle

Wood technology construction provides a more rigid, tougher and more dynamic shape stability than carbon construction

Conclusion: the upwind mark, and first across the finish line.

In the nose.

New thinner nose:

Wood technology construction provides a more rigid, tougher and more dynamic shape stability than carbon construction.

New powerful R20 fin delivered as standard, with a near-vertical rake angle

Cutaways

Squashed-off nose shape allows for a lower nose rocker; less aerodynamic drag and a lower angle of attack

Wider tail designs for increased efficiency and mechanical leverage

New powerful R20 fin delivered as standard, with a near-vertical rake angle

Wood technology construction provides a more rigid, tougher and more dynamic shape stability than carbon construction.

Conclusion: the upwind mark, and first across the finish line.

Formula Experience allows the same format as equipment that is simply more affordable and more accessible. Board designs are frozen for four years and there needs to be built in a more durable and less expensive construction. Two models are currently available from Starboard; the Formula Experience 162 and the ProKids Formula.

Formula Experience is the official Youth and Junior Class across the globe: USA, France, Spain, Peru, Peru, Thailand, Switzerland, Germany, Belgium etc. More information on Formula Experience can be found on the official website:

http://fe.internationalwindsurfing.com

Model | Volume | Length | Width | Tail Width | Weight Wood | Weight Tufskin | Sail range | Fin | Fin range | Fin less
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
Formula 162 | 162 litres | 228 cm | 103.5 cm | 82.0 cm | 5.3 kg | 5.5 - 8.5 m² | Drakes R20 Race MK 7D0 | Drakes R20 Race MK 7D0 | 65.75 cm | Deep Tuttle | Drakes R20 Race MK 7D0
Formula Experience 160 | 160 litres | 228 cm | 103.5 cm | 77.9 cm | 6.0 kg | 7.5 - 12.5 m² | Drakes R13 Race MK 7D0 | Drakes R13 Race MK 7D0 | 57.00 cm | Deep Tuttle | Drakes R13 Race MK 7D0
ProKids Formula | 117 litres | 217 cm | 90.0 cm | 68.0 cm | 8.0 kg | 11.5 kg | 5.5 - 12.5 m² | Drakes R20 Race MK 7D0 | Deep Tuttle | 334.00 cm | Deep Tuttle | Drakes R20 Race MK 7D0

*Prices are estimates, final weights are not available at time of print and will be updated on to the website. Sail ranges and fin ranges are recommended indications.

Wood Sail range | Fin | Fin box
--- | --- | ---
Tufskin |

http://fe.internationalwindsurfing.com

Formula ProKids

Formula 162 Experience

Formula Experience

2007 FORMULA EXPERIENCE WOMEN WORLD CHAMPION

DEMONT

2007 FORMULA EXPERIENCE WOMEN WORLD CHAMPION

MORANE

2007 FORMULA EXPERIENCE WOMEN WORLD CHAMPION

DREAM TEAM

2007 FORMULA EXPERIENCE WOMEN WORLD CHAMPION

FORMULA

2007 FORMULA EXPERIENCE WOMEN WORLD CHAMPION

ProKids
Formula Windsurfing has been the World’s most popular racing class over the last eight years. The formula is simple: cutting edge equipment, the World’s best and most prestigious racers in a format that covers a wide wind range starting from a mere 6 knots of wind. No international Formula event has ever been cancelled since 2001 due to lack of wind.

Formula Experience is its international feeder class, a class that utilizes the same format on equipment that is simply more affordable and more accessible. Board designs are frozen for four years and they need to be built in a more durable and less expensive construction.

Formula One Design - the natural progression

For the next official Olympic Windsurfing Class in London 2012, the International Windsurfing Association, the Formula Windsurfing Class, the Formula Experience Class and Starboard are pleased to support the launch of a new One Design racing format: Formula One Design.

Svein Rasmussen: "Windsurfing has been an Olympic sport since the LA games in 1984 when Stephan Van Den Bergh won the Gold medal on a Windsurfer. At that time the participants were not allowed to use a harness or to pump the rig. Ocean racing was changed only by deep and Olympic Windsurfing…

The equipment:

Starboard Formula 162 One Design
Volume: 162 ltrs    Length: 228cm    Width: 100.5cm    Tail Width: 82cm    Weight: 9.34kg
Fin box: Deep Tuttle

Starboard Formula One Design Custom Deboichet fin
Size: 70cm    Rake Angle: +6    Weight: 840g

Starboard Formula One Design 11m2 sail (for men)
Luff: 570cm    Boom: 265cm    Cams: 3    Battens: 7

Starboard Formula One Design 9.5m2 sail (for women)
Luff: 537cm    Boom: 244cm    Cams: 3    Battens: 7

Starboard Formula One Design Blue Line 540 mast (for men)
Length: 540cm    Weight: 2.55kg    Carbon content: 75%    Bend: IMCS 32

Starboard Formula One Design Blue Line 490 mast with 20cm tip extension (for women)
Length: 490cm    Weight: 2.2kg    Carbon content: 75%    Bend: IMCS 29

Starboard Formula One Design Blue Line boom 260-270 (for men)
Size: 260-270cm    Weight: 4.0kg    Construction: monocoque alloy

Starboard Formula One Design Blue Line boom 240-260 (for women)
Size: 240-260cm    Weight: 3.7kg    Construction: monocoque alloy

Starboard Formula One Design 36cm extension
Size: 36cm    Adjustment steps: 2cm    Construction: alloy    Weight: 630g

Why Formula for the Olympic Games?

- Proven equipment because it has been developed on the racing track over the last 8 years.
- Simpler equipment - no daggerboard, no moving parts, maximum reliability and maximum production consistency.
- Lighter equipment - the board is almost half the weight of the current Olympic board.
- More exciting - 100% planing, 100% more marketable.
- More popular - formula is windsurfing’s most popular racing class.
- More spectacular - its what windsurfers want to see.
- Easier to transport.
- More affordable - two thirds of the cost of the current Olympic Class.
- More feeder channels.
- More appeal to windsurfers.
- More appeal to the public.
- More appeal to the media.
- More appeal to sponsors.

It’s time to bring planing windsurfing to Olympic Windsurfing.
START WINDSURFING

ENTRY LEVEL

Photographer: Eric Girard

DREAM TEAM

SARAGOZA

BJORN

BOESEN

IDA

STARBOARD CATALOG 2009

Size 8.5 x 12 in.
Feature-packed with smart ideas and offering the sport’s latest shape in the entry-level segment, the Starts make learning to windsurf and planing in the straps easier than ever.

The original Start from 1999 was the board that changed windsurfing from a difficult sport to learn into a sport that you could learn in just 60 minutes. Many of its features continue in today’s Start.

• Super wide shape: therefore ultra-stable.
• Full EVA deck: makes the Start comfortable and fun to ride on.
• Convenient carry handles.
• Beginner footstraps positions.

Other features are new, with each new generation of Start boards over the last eight years bringing in new ideas and evolving the concept to continue to make windsurfing easier and easier to learn and ride.

Ultra-stable and also fun
• More glide thanks to flatter shapes with a low, slender rocker that makes getting on to the plane smooth and easy.
• Early planing: the extra-wide tail of the new Starts allows them to plane early and to the plane smooth and easy.
• More glide thanks to longer shapes with a low, slender rocker that makes getting on to the plane smooth and easy.

New Clipperbox III daggerboard system
• Integrated nose protector
• Tail carry strap: improves speed and direction.
• Extra-wide tails: offer easier and earlier planing.
• Tail cutaways: improve the drive and release.

New Clipperbox III daggerboard system
• Integrated nose protector
• Tail carry strap: improves speed and direction.
• Extra-wide tails: offer easier and earlier planing.
• Tail cutaways: improve the drive and release.

Smart deck design
• Contour deck: Normally, a deck is mostly curved towards the outside edges. This means that the strap positions need to be out on the edges to be comfortable, but then getting into the footstraps is very difficult. If the straps are positioned closer to the board’s centre line, the deck will be flat and uncomfortable. With Starboard’s Contour Deck, specially shaped recess makes the deck comfortable when the straps are positioned inboard. This makes it easy and natural but also comfortable use the more advanced footstrap positions. The extra thick rail section in the middle of the board adds extra stability. The deck is totally flat in the area where entry level sailors will walk around the first hours onboard.
• Colour coded deck: different colours on the deck indicates both ideal foot positions and sail positions: for uphauling, for medium-power-zone and for more-power-zone.

Smart details
• The third generation Clipperbox system is the easiest and most functional daggerboard system ever. Its stop system is super smooth and easy to operate, it’s totally sandproof, strong and reliable.
• The rubber tips on the bottom are back-plated with L-shaped plastic strips. This totally prevents any water going through the daggerboard case when the daggerboard is retracted and board is planing. For the first time, you can feel the efficiency of a non-daggerboard board in a board with a daggerboard system, so learning to plane becomes easier than ever.

• The rubber lips on the bottom are back-plated with L-shaped plastic strips. This totally prevents any water going through the daggerboard case when the daggerboard is retracted and board is planing. For the first time, you can feel the efficiency of a non-daggerboard board in a board with a daggerboard system, so learning to plane becomes easier than ever.

Integrated nose protector to protect the board from mast impacts.

Summary:
• The easiest board to learn on or teach with
• Contour deck – makes it easier than ever to get into the footstraps.
• Colour coded deck – makes it simpler to learn on or teach with
• Full EVA deck – for maximum comfort and fun for all
• Super-wide tail design makes planing easier and earlier
• More length with more glide and longitudinal stability in light winds
• Specially designed heel gutters makes it easier than ever to get into the footstraps.

Model | Volume | Length (cm) | Width (cm) | Tail Width (cm) | Height (cm) | Sail range | Fin box
--- | --- | --- | --- | --- | --- | --- | ---
Start L | 235 litres | 245.5 cm | 80.5 cm | 65.0 cm | 15.2 kg | 2.0-9.5 m² | Drake  Shallow 410 FRN + Clipperbox Daggerboard 570
Start M | 220 litres | 240.0 cm | 80.5 cm | 65.0 cm | 14.1 kg | 2.0-9.5 m² | Clipperbox III DRK 570
Drake 410 FRN + Clipperbox Daggerboard 570
Drake 410 FRN + Clipperbox Daggerboard 570

Measurements are made from the tips of the mast when the board is standing on its edge. Weights are estimates based on last season’s models. Final weights are not available until end of print and will be updated on the website. Sail ranges and fin are recommended indications.
ALL WIND

Photographer: John Carter

2007 PWA FREESTYLE VICE CHAMPION

DREAM TEAM

OFFRINGA

SARAH-QUITA

2007 FREESTYLE VICE CHAMPION

STARBOARD CATALOG 2009

Size 8.5 x 12 in.
The Rio is all about windsurfing for everyone, everywhere and everytime. Its unique design makes it great for first-timers, great for some lightwind fun and for all-round windsurfing.

Whether you are an advanced rider or a beginner, whether you're looking for a simple light wind board or an all-wind board, the Rio is the easy choice.

It glides effortlessly – the Rio’s extended length and slender rockerline lets it glide on a long waterline, giving it more longitudinal stability and glide in light winds.

It gets planing easily and quickly – with its wide tail design, the board transitions quickly and smoothly into planing mode as the wind picks up.

It's easy to learn on – with its relatively wide shape, the Rio is extremely stable, making it easy for beginners to learn the basics and progress from there. The 57cm long daggerboard makes the board track upwind.

It's easy to progress on – the special contour deck design with footstraps close to the board’s centerline makes it extremely easy and comfortable to step into the footstraps as you progress and start to sail with more power in the sail.

It offers high performance for advanced riders - the longer, narrower shape combined with the inboard heelrecesses and a soft daggerboard allows the board to power upwind off the leeward rail.

### The Rio’s special features
- EVA deck for total comfort – an original Starboard innovation.
- Contour Deck design
- Built-in Tufskin for maximum durability
- Integrated nose protector for extra protection against mast impacts
- Third generation Clipperbox system – it’s the easiest and most functional daggerboard system ever. Its clip system is super smooth and easy to operate, it’s totally sand-proof, strong and reliable.
- Unique daggerboard box rubber lips system – they’re back-plated with L-shaped plastic strips. This totally prevents any water from gushing through the daggerboard case when the daggerboard is retracted and board is planing.

### Summary:
- The All-Wind windsurfer
- Contour Deck design makes it extremely easy to plan on
- Contour Deck design makes it extremely easy to Windsurf using the footstraps
- Smooth and fast for lightwind freeriding fun
- Powerful speed performance for advanced riders who like the thrill of raling up

<table>
<thead>
<tr>
<th>Size</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight</th>
<th>Sail range</th>
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<tbody>
<tr>
<td>Rio S</td>
<td>225 litres</td>
<td>220 cm</td>
<td>89.0 cm</td>
<td>57.2 cm</td>
<td>14.4 kg</td>
<td>2.0-9.50 m²</td>
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<tr>
<td>Rio M</td>
<td>245 litres</td>
<td>225 cm</td>
<td>88.5 cm</td>
<td>56.7 cm</td>
<td>14.1 kg</td>
<td>2.0-9.50 m²</td>
</tr>
<tr>
<td>Rio L</td>
<td>275 litres</td>
<td>230 cm</td>
<td>87.5 cm</td>
<td>56.2 cm</td>
<td>13.9 kg</td>
<td>2.0-9.50 m²</td>
</tr>
</tbody>
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*Drake: Shallow 417 FRN + Clipperbox Daggerboard 570 \* Deep Tuttle+Clipperbox*
That first feeling of gliding across the water with the power of the wind in your hands. That first feeling of planing. That first feeling of controlling the board from the straps, using heel and toe pressure to carve the board as it skims over the water. The first jump, the first wave ride, that first aerial. These first feelings are always the best, and we all windsurf to find these feelings again. Over and over again – windsurfers are addicted to that special, unique feeling that no other sport can offer, and we want stronger hits every time. It’s addictive like crazy. Somewhere along the way, the pure and simple joy of gliding disappears.

Sailing a Serenity for the first time is like feeling the joys of windsurfing all over again. No matter what level you are at, sailing the Serenity for the first time will reignite the very first feeling of simply windsurfing once again. It is so beautifully simple, so smooth and so quiet as if a cut serenely across the water. The sheer pleasure of windsurfing rushes back. The Serenity glides like no other board. It sails like no other board. It’s almost like a different sport altogether, that complements your windsurfing on windier days. If you haven’t tried one, you can’t imagine what the feeling is like.

Scott McKercher, wave sailing PWA champion: “I didn’t realize that a part of myself was about to be reborn. I stepped on, locked in upwind, and the memories, sensations and feelings of youth came flooding back, mesmerized. Just watching the bow penetrating the water and the wave of water it created. Loving the way it varied as it came up and down through the chop. Or the perfect symmetry of the parting water on a glassy day. Watching water flow. Loving the look of a yacht’s bow as it beat upwind. And that’s where I lost myself. It felt surreal, a total departure from my normal windsurfing experience.”

The new design 2009 sees the introduction of an all-new Serenity shape, based on the same principles as the original.

• New hull shape with pure, flowing lines for more streamlined efficiency
• Extra deck dome and thickness to improve railing power
• New centre fin with a thinner, softer tip for improved speed and more light wind power
• New extra tail fin to increase the efficiency of the waterline and more linear tracking.

With these new features and improved performance, the Serenity remains true to its original simplicity concept: no daggerboard system, no adjustable mast track system – just plug in, get on and go.

Summary:
• Pure lightwind windsurf board
• Designed around simplicity principles: no daggerboard, no adjustable mast track: just get on and go
• New shape with more glide, more lightened speed, higher upwind angles and speed railing performance.

| Model  | Volume | Length | Width | Weight | Height AS | Sail range | Flex | Flex range | Flex box
|--------|--------|--------|-------|--------|-----------|------------|------|------------|--------|
| Serenity | 250 litres | 440 cm | 61.5 cm | 12.3 kg | 13.9 kg | 5.0-11.0 m² | Drake Race BL 700+Drake Shallow 410+Tail 139 | 40-70 cm | Deep Tuttle 45°"
Starboard in 1995 revolutionized the surfing world by introducing epoxy wood veneer molded mini mals and longboards. The same year Starboard complemented their surf board range with the EVA shock deck technology and also produced epoxy sandwich boards, well ahead of the surf industry.

Starboard further was the first production brand to introduce carry handles in the SUP boards, full deck EVA, special diamond groove texture in the standing area and specialized kids’ boards.

As an international market leader, Starboard introduces the widest offering in the sport. From the 7’2” Kid which enables grommets to rip, to the 14’8” Point for long distance and speed paddling. The fish shapes in the range, the 9’0” and 9’8” Extremists and the 10’5” Crossover, are probably the World’s most progressive shapes, and drives the cutting edge of competitive SUP.

The fast paddling SUPer 12’6” is a surprisingly maneuverable board in the surf. It is now also available with a daggerboard option, making it a true crossover between windsurfing and SUP. It’s a light wind machine, tracks extremely well speed, has that old school surfing feel and is probably the best light wind freestyle board in the market today.

The best selling 11’2” is the Ultimate Blend between paddle speed, stability and wave riding, truly an allrounder.

Mr Easy, the 12’0” x 32”, provides a great stable platform to get into the sport. These boards are available in Wood Sport Tech, in extra durable Tufskin construction and in different graphics. The ultra light 14’8” Point with a built-in steering mechanism is available in a benchmark full carbon/wood construction.

For more information: www.star-board-sup.com
The Phantom Race 380, the Phantom Race 320 and the Starboard Raceboard 9.5 sail: advanced equipment that provides new breath into one of the longest standing windsurfing classes.

**Phantom Race 380**
At the 2007 Raceboard World Championships in Argentina, the latest raceboard designs on the market were pitched against the classics from the 90s. Mariano Reutemann tested all and chose Starboard’s Phantom Race 380 for its performance. He went on to win the event and take home the Raceboard World Champion title.

Developed by Remi Vila, Julian Quentel, Svein Rasmussen and with recent upgrades from Mariano Reutemann, the Phantom Race 380 has since then become the new benchmark for raceboards. It takes advantage of the latest designs on the market were pitched against the classics from the 90s. Mariano Reutemann tested all and chose Starboard’s Phantom Race 380 for its performance. He went on to win the event and take home the Raceboard World Champion title.

• The powerful 78cm daggerboard provides more drive and power, enabling the board to reach deeper downwind angles.
• The wider width gets the board planing earlier, either daggerboard in or out, allowing the rider to maximize the sail area, minimize the power of larger rigs and close the gap between the sail and the deck more effectively.
• The rails are extremely boxy, to provide maximum leverage and railing effect.
Not only for racing, the Phantom Race 380 is also the ideal board for all wind weekend windsurfing, with more performance than what a 9.5 sail would offer for example. Whether freeriding or racing in planing or non-planing conditions, the Phantom Race 380 offers you a fast gliding sensation from just 2 or 3 knots of wind.

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight</th>
<th>Sail range</th>
<th>Fins</th>
<th>Fin range</th>
<th>Fin boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phantom Race 320</td>
<td>233 litres</td>
<td>120 cm</td>
<td>71 cm</td>
<td>15.2 kg</td>
<td>5.5-6 m²</td>
<td>Deep Tuttle-Daggerbox</td>
<td>51-52 cm</td>
<td>Deep Tuttle-Daggerbox</td>
<td></td>
</tr>
<tr>
<td>Phantom Race 380</td>
<td>295 litres</td>
<td>180 cm</td>
<td>70 cm</td>
<td>15.3 kg</td>
<td>6.0-6.5 m²</td>
<td>Deep Tuttle-Daggerbox</td>
<td>51-62 cm</td>
<td>Deep Tuttle-Daggerbox</td>
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</table>

**Phantom Race 320**
The Phantom Race 320 is the board that links progressive lightwind windsurfing to high-performance racing boards for all wind conditions. It measures 320cm by 71cm and is powered by the same 78cm daggerboard as the Phantom Race 380. With its dimensions, the board is racelegal for the raceboard class’s Hybrid category.

• The rails are extremely boxy, to provide maximum leverage and railing effect.
• Extra-long mast track features a 75cm adjustment range that extends further forward, allowing the rider to maximize the sail area, minimize the power of larger rigs and close the gap between the sail and the deck more effectively.
• The new 78cm daggerboard down, the board drives upwind and reveals its power and racing potential.

**Starboard Raceboard 9.5 sail:** specially designed by Sam Wong HK1 for the Raceboard class, the sail is a 4-cam design that is shaped with an especially deep draft, a compact shape and built in a race-special construction that is much lighter than an ordinary sail. With the return of the Raceboard class, the Starboard 9.5 is the latest and greatest, helping the Raceboard class upgrading to better equipment. This Starboard 9.5 has been the test sail used for the development of the Starboard Phantom Race 380, making them the perfect match.

Rigging tips: Light sailors can use a 490 mast with mast extender that would soften the rig and allow it to flex and breath. Medium and heavy weight sailors can use a 530 or 540 mast. Severne Red Line masts are recommended. Special rigging instructions: special care is needed when sliding the mast in to the luff pocket. The mast has to stay in front of the cam when sliding through the luff pocket.

**Summary:**
• High-performance racing boards for all wind conditions
• Extra-light Carbon/Wood construction for the 380
• Adjustable mast tracks

**Sail specifications**

<table>
<thead>
<tr>
<th>Name</th>
<th>Size</th>
<th>Boom L</th>
<th>Cams</th>
<th>Head</th>
<th>Recommended Severne masts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raceboard 9.5</td>
<td>5.5m²</td>
<td>230 m</td>
<td>4</td>
<td>Flat</td>
<td>RedLine 490/530/540 UMC 33/34</td>
</tr>
</tbody>
</table>
The Starboard ProKids: a range of high performance boards for windsurfers under 55kg, designed for the new generation of riders who are taking windsurfing to the next level. The ProKids GO in particular covers a dual purpose: a compact freeride board for adults, and the ideal progressive board for kids.

With two freestyle, one slalom, one racing, two freeride and a wave model, the ProKids program offers a complete spectrum of boards with a size, construction and insert positions adapted to smaller riders.

Summary:
• High performance boards for windsurfers under 55kg
• ProKids GO and ProKids Formula also designed for adult use

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail</th>
<th>Weight Tufskin</th>
<th>Weight Tufskin</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
<th>Fin box</th>
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<tbody>
<tr>
<td>ProKids Flare 60</td>
<td>60 litres</td>
<td>214 cm</td>
<td>54.5 cm</td>
<td>53.5 cm</td>
<td>5.1 kg</td>
<td>5.1 kg</td>
<td>2.0-4.7 m²</td>
<td>US 8&quot;</td>
<td>22 cm</td>
<td>Tuttle</td>
</tr>
<tr>
<td>ProKids Flare 72</td>
<td>72 litres</td>
<td>230 cm</td>
<td>57.0 cm</td>
<td>55.5 cm</td>
<td>5.7 kg</td>
<td>5.7 kg</td>
<td>2.5-5.5 m²</td>
<td>US 8&quot;</td>
<td>22 cm</td>
<td>Tuttle</td>
</tr>
<tr>
<td>ProKids Evo</td>
<td>66 litres</td>
<td>223 cm</td>
<td>53.5 cm</td>
<td>53.7 cm</td>
<td>5.3 kg</td>
<td>5.3 kg</td>
<td>2.3-4.7 m²</td>
<td>US 8&quot;</td>
<td>22 cm</td>
<td>Tuttle</td>
</tr>
<tr>
<td>ProKids Go</td>
<td>100 litres</td>
<td>217 cm</td>
<td>57.0 cm</td>
<td>55.0 cm</td>
<td>6.7 kg</td>
<td>6.7 kg</td>
<td>3.5-6.5 m²</td>
<td>US 8&quot;</td>
<td>22 cm</td>
<td>Deep Tuttle</td>
</tr>
</tbody>
</table>

Technora weights ±5%, Tufskin weights ±6%. Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges and Fin ranges are recommended indications.
A wide-style tandem board changes everything about the windsurfing experience.

For advanced windsurfers: the Gemini reveals more performance and brings more fun than you can imagine. Guaranteed to make you laugh and enjoy the most insane ride of your life, the Gemini also unlocks amazing speed and power. For the majority of windsurfers out there, the Gemini is the ultimate date.

For beginners: feel the rush of planing and experience the basics of high-performance windsurfing from the first minute onboard. Simply get in the front with a smaller sail, and partner yourself with an experienced sailor in the back.

For schools and centers: the Gemini is a wide, stable shape that offers a platform for both the coach and the learner to sail together. The beginner can also learn solo sailing with the coach sitting on the board. As a tool, it’s a must and a fantastic way to start windsurfing.

The new Gemini’s colour coded deck: the EVA deck has colour coded sections for the front sailor that indicates the ideal sail and foot positions. This makes it easier to upload, to get going and to find the right sailing position.

Summary:
- The world’s only wide-style tandem board
- For advanced windsurfers and for social windsurfers
- For schools, centres and beginners
- The current Gemini World Speed Record: 29.2 knots
1. **Start Leash**: The leash fits on the Start, Rio and Kombat Tufskins that have a leash loop attachment fitting on the bottom. The attachment point is situated in the middle of the board for a neutral reaction (a leash attached to the tail of the board creates tail-biased drag). The Start leash features lead weights to sink the rope around the board, preventing the leash from getting tangled up with the fins. An elastic bungy gives room for the board to slow down gradually to a stop.

2. **Windsocks**

3. **Flags**

4. **Beach Flag**

5. **Mast base for adjustable mast tracks**

6. **Zero alloy extension base**

7. **Standard mast base**: Includes a North pin / push pin adaptor

8. **North pin / push pin adaptor**

9. **50cm alloy extension base**

10. **Safety Washer**

11. **Fin bag**: Race: stores up to 10x 70cm fins. Slalom: stores up to 10x 50cm fins.

12. **Accessory Bag**

13. **HD mast impact protectors**: Triple layer construction: top plastic structure spreads the load, high density EVA beneath it disperses energy and the soft low density EVA underneath absorbs the load. The soft construction allows the HD nose protector to fit a variety of nose shapes. For a board compatibility chart, please refer to our website www.starboard.com.

14. **Tiki Tool**: Wide, rubberized moulded handle for maximum torque and grip, even with wet hands. Compatible with all Starboard board fittings: straps, air valve, fin bolts and daggerboard plates.

15. **Custom Philips #2 head M4 22mm bolt**

---

**ACCESSORIES**

**SOFTWARE**

**T-SHIRT**

**SHORT SLEEVE LYCRA**

Classic lycras to have your cool, protect from the sun and protect from rashes.

Available in blue, yellow or red. Sizes XS, S, M, L, XL.

**LONG SLEEVE LYCRA**

Long sleeve versions of the classic lycra.

Available in black or red. Sizes XS, S, M, L, XL.

**TITANIUM SKIN**

Titanium coated neoprene tops for extra warmth and protection from the wind. Available in black only (red sides). Sizes XS, S, M, L, XL.

**QUICK-DRY WET-SHIRT**

Loose-cut T-shirts with a quick-dry fabric.

Available in blue, yellow or red. Sizes XS, S, M, L, XL.

**AIR-COOL WET-SHIRT**

High stretch T-shirts with high ventilation and higher water absorption to keep you as cool as possible in hot conditions.

Available in blue, yellow or red. Sizes XS, S, M, L, XL.

**CAP**

Mesh caps with embroidered Tiki logos. Available in navy blue, khaki brown and camo green.

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Are you Evo or are you Evil? The new Evil Twin – in the words of Scott McKercher: a variation of the Evo theme. With new shapes developed around the concept of a twin fin set-up, the Evil Twins hold more speed in tight turns with more top-turn drive and more squirt for a new wave-riding style that is as close as it gets to pure wave surfing. The Evil Twins are available in both Wood and WoodCarbon constructions. The Dur-X Wood version continues with the same technology as 2008, a construction that has been refined since 2000 to provide the industry’s leading warranty figures and the most reliable lightweight boards to date. Double sandwich construction, oversized reinforcements and a 0.6mm wood skin (deck and bottom) for maximum rigidity, strength and dynamic shape integrity.

The WoodCarbon Evil Twins are built using an ultralight, flat-weave carbon skin with a 0.6mm Wood layer that runs along the spine of the deck. Through optimal mechanical efficiency, the flat-weave carbon offers more tensile strength and stiffness than traditional woven carbon fibres at a lower specific weight, while the wood spine on the deck adds rigidity, strength and dynamic shape integrity. The bottom of the WoodCarbon Evos feature a single sandwich PVC core with double PVC stringers for additional compressive strength and resistance to buckling.

Other features:
- The back footstrap on the new Evil Twin uses four screws instead of the conventional two screws - ultimate strength and a mechanically twist-free function.
- All Evil Twin boards feature integrated heel bumpers.

### Basic Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
<th>Weight (kg)</th>
<th>Sail range (m²)</th>
<th>Fin range</th>
<th>Fin boxes</th>
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</thead>
<tbody>
<tr>
<td>Evil Twin 74</td>
<td>74 litres</td>
<td>232.0</td>
<td>56.5</td>
<td>35.5</td>
<td>5.1</td>
<td>3.5-5.5</td>
<td>Drake Evil 160x2</td>
<td>13.0 cm</td>
</tr>
<tr>
<td>Evil Twin 80</td>
<td>80 litres</td>
<td>232.5</td>
<td>56.0</td>
<td>36.0</td>
<td>5.3</td>
<td>4.0-6.0</td>
<td>Drake Evil 160x2</td>
<td>14.0 cm</td>
</tr>
</tbody>
</table>

Wood volumes and WoodCarbon weights are estimates. Exact weights are not available at time of print and will be updated on the website. Sail ranges and Fin boxes are recommended indications.
### DAY BAGS

Available for all Starboard boards. 8mm foam padding, polyester 600D construction. Zipped fin-slot, quick-clip shoulder strap.

Sizes: XS, S, M, L, XL and many more.

For a complete board-to-bag compatibility chart, please visit www.star-board.com

### TRAVEL BAGS

- **Lightwind Freeride**
- **Lightwind Racing**
- **Entry Level**
- **All-Wind**
- **Progressive**
- **Freeride**
- **Freestyle**
- **Wave Freestyle**
- **Evolution Wave**
- **Aggressive Wave**
- **Speed & Slalom**
- **Formula**

### STARBOARD CATALOG 2009

<table>
<thead>
<tr>
<th>MODEL</th>
<th>LIGHTWIND FREERIDE</th>
<th>LIGHTWIND RACING</th>
<th>ENTRY LEVEL</th>
<th>ALL-WIND</th>
<th>PROGRESSIVE</th>
<th>FREERIDE</th>
<th>FREESTYLE</th>
<th>WAVE FREESTYLE</th>
<th>EVOLUTION WAVE</th>
<th>AGGRESSIVE WAVE</th>
<th>SPEED &amp; SLALOM</th>
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