QUALITY of INNOVATION

By looking back 15 or even 20 years, it’s very clear that the evolution of windsurfing is still in its infancy and that the sport still has endless exciting developments to look forward to.

When we started Starboard in 1994, our 18 cm wide nose board was our light wind performer and we still had to travel with New Zealand for testing. 15 years later our development achievements allow us to test boards down to 10 liter boards in 15 knots, advancing our design process and drastically increasing overall performance.

Starboard’s main focus has always been to apply revolutionary ideas to windsurfing by moving ahead of the crowd. The Cox, the Formula, the Drift, the Excel, the Manta, the Soft, the Star, the, Wakesurfer, the SUP, the 125, the Wind technology, the TCA Series, the Technology, Starboard’s own famous board, you get the idea. Take your time, our development crew puts their heart, creativity and dedication and the latest new performance level.

When we started to say with pride the you can even, changed out I had some of my best windsurfing moments while testing the 1st 100 quad buttons boards at Darwin, Western Australia, that’s a whole new experience.

The brand-new Starboard series is to move up to enjoy exciting windsurfing and puts the special for the “Super Wind revolution”.

Your quality of windsurfing is our main innovation.

Sverr Rasmussen

2008 PWA Slalom 3rd
2008 PWA Freestyle Champion
2008 Formula World Champion
2008 Speed World Champion

Winning is a great inspiration and we at Starboard believe that our level of service is a direct result of that. www.star-board.com
A BOARD IS A BOARD

A board is a board. It doesn’t have a name or a story. It’s just a piece of wood that you can ride on. But sometimes, a board can be more than just a piece of wood. It can become a symbol of something bigger. It can be a piece of art, a work of craftsmanship, or a way to connect with others. And that’s where the magic happens. The magic of a custom board. The magic of a board that’s made just for you. It’s a board that’s not just a piece of wood, but a piece of you. It’s a board that’s not just a way to ride, but a way to express yourself. It’s a board that’s not just a tool, but a partner. And that’s what makes a custom board so special. It’s a board that’s not just a board, but a work of art. A work of art that’s made just for you.
BEHIND THE SCENES

Every year, there are a growing number of people working behind the scenes. Companies are by definition a team of people working together and this is what today, brings you Starboard 2010. Here and across the next few pages, we are proud to present a smattering of the best talent and their stories. The passion of each rider, the love and dedication to their chosen board, and the hard work that goes into making this possible.

Joe Dammongnit
Lieutenant 2009 marks Joe’s 20th year at Starboard, first as a Mercat and then as the General Manager. Joe handles the day-to-day operations of the company and its sales and logistics departments.

Romi Vila
Together with Sven Akerboom, Romi is the new sales head of Starboard’s board development programs. His business skills and passion for the sport make him a key player in the company’s growth strategy.

Ian Fox
The Speed Mosler, President of Starboard World Ltd, has a large role in the company’s success. Ian’s passion for the sport and his dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Margaret Engstrom
The newest member of the team, Margaret has been instrumental in the success of Starboard’s sales and marketing efforts. Her energetic approach and dedication to making the sport accessible for everyone have been key to the company’s growth.

Michael Nakashima
Michael manages the Starboard USA and Starboard Europe teams. He works closely with the designers and engineers to ensure the best possible designs for each board. His passion for the sport and his dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Scott Mckinrcher
Scott drives the web-based development and branding of Starboard and is responsible for all aspects of the company’s digital presence. His passion for the sport and his dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Kelly and Karen Duker
Kelly and Karen Duker have been instrumental in the success of Starboard. Their passion for the sport and their dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Ellen Faller and Tucker Jackson
Ellen Faller and Tucker Jackson have been instrumental in the development of Starboard’s social media presence. Their passion for the sport and their dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Sven Akerboom
The star of the show, Sven has become a leading force in the world of kiteboarding. His dedication to the sport and his passion for making it accessible for everyone are the driving forces behind Starboard’s growth.

Martin Hagle
Martin is the Global Sales Manager for Starboard. His passion for the sport and his dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Carol Flos
Carol is the Global Marketing Manager at Starboard. Her passion for the sport and her dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Duncan Milne
Duncan is the CEO of Starboard. His passion for the sport and his dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.

Chris Prager and Kerstin Reeder
Chris Prager and Kerstin Reeder have been instrumental in the development of Starboard’s social media presence. Their passion for the sport and their dedication to making it accessible for everyone are the driving forces behind Starboard’s growth.
TECHNOLOGY

Developed by Jean-Luc Ednman in 1984, Wood Technology became Starboard’s trademark construction since 1995. Starboard’s production process starts with a solid laminate sandwich technology, weight-bearing inlays under the core and construction, yet with higher impact resistance.

A sheet of 0.6 mm Australia pine wood forms the 14 outer skin of the board. Woods 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
- Higher dynamic shape stability
- High Rigidity

Availability:
- Quick, Kite, Fun, Freestyle, Fish, etc.
- Heavy Duty SKULL Wood construction on the Quad, the Kode 80 and smaller.

STAR TOUCH

STARBOARD’s innovative StarTouch non-abrasive deck traction introduced into the World of SUP last year ended the need for surf wax.

This Velcro deck grip provides a sure grip to traction when wet. The traditional non-abrasive deck grip is embedded with 100% Abrasive particles, but the SSTARBOARD now also introduces the Velcro technology to wetsuits. This Velcro technology is wind-up in the Fizz Spirit, No Armour Tech and in the Gemini.

A new era of functionality and simplicity.

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 and 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 sliding surface.

A combination of a carbon spar with ultra light, hexagonal carbon. The first board construction in the World to utilize an ultra light carbon fiber that is heat-treated for total mechanical efficiency and all the specific weight.

Advantages:
- Lighter weight
- Higher dynamic shape stability
- High Rigidity

Availability:
- Kode, Fun, Freestyle, Fish, etc.
- Heavy Duty SKULL Wood construction on the Quad, the Kode 80 and smaller.

TURBO

A lightweight, rigid and stop construction providing the highest performance value. TURBO™ is a special type of high tensile strength fibre with remarkable high tensile strength, high toughness and high impact resistance qualities. TURBO™ reinforcement together with Starboard’s Carbon and Wood eliminates the risk of stress, stress, and free areas. TURBO™ boards are built with high density PVC sandwich skin and a high/fiberglass internal core.

Advantages:
- Lighter weight
- High Rigidity

Availability:
- Kode, Fun, Freestyle, Fish, etc.
- Heavy Duty SKULL TURBO™ construction on the Quad, the Kode 80 and smaller.

Maximum performance and value, TURBO technology uses layers of high tenacity Kevlar sandwiched between an expanding epoxy resin system that creates a shock, impact and damage-resistant laminate. This laminate skin that wraps the entire board to protect and impact resistance, Star, Revo and Starboard’s sails.

Advantages:
- High impact resistance
- High performance

Availability:
- Fun, SST, Revo, Gemini, Kode Turbo, Phantom Race 320

This new super durable and super tough technology designed for windsurfing, kite and wakeboarding. According to testing by German DUF magazine in May 2003, Amour Tech is lighter and stronger than traditional molded polyethylene boards like HOP boards, and also has higher impact resistance. A new benchmark.

Advantages:
- Reduced thickness and lighter weight

Availability:
- R&D
The World's first Quad fin wave boards - more drive, more traction, the ability to generate more speed on the wave face, turn closer and tighter, ride more vertical with the ability to go where you want, when you want. When going out through waves, the Quad fins help you to stay upwind better than single or twin fin boards, thus positioning you to catch more waves.
The Quad wave concept was born 2 years ago when Ben Rushbrooke and Scott McKercher first started using Quad fin setups on their surfboards. With the right fins and board, they could harness the wind in the most efficient way. The Quad fin set-up was the key ingredient to making the Quad concept work.

What does a Quad set up offer?

Quad fns produce an immense amount of drive, which is a lot of fun to sail. They work together to channel the wind's energy into the board. They create extra drive and speed, and they can do this with minimum effort. This makes them perfect for long draws and tight turns. You can sail where you want, when you want, and generate more speed on the wave face. It's faster, ride more surfer.

Why is the front fin larger than the back fin?

Stowboard Surf and other surfboard shapers have been using Quads for some time now. They have found that the larger front fin helps to keep the board up in the wave, making it easier to ride. These designs, Stowboard Surf's own, have been inspired by other surfboard designs. With the Quad fin set-up, they found that there was a kind of ratio where the front fin and the back fin worked together to create a better overall performance. In a set of 3, 6, 9 cm wide fins, the back fin is always larger than the front fin.

For the convertible who wants to choose the single fin set up and when to choose the Quad fin set up?

Choose the single fin for more upwind and jumpeneous and Quad for pure wave oriented sailing.

Why surfboard Mini-Turtle fin boxes?

Surfboard Mini-Turtle fin boxes are a great addition to surfboards, especially for riders who want to add a little extra power and speed to their boards. They are lightweight and easy to install, and they can be added to any surfboard. The Mini-Turtle fin boxes are designed to provide extra lift and stability, which can be especially useful in rougher conditions. They are a great option for riders who want to improve the performance of their surfboards without adding too much weight or bulk.

Special note: Mini-Turtle wave fns may not be readily available in stores. For more information, please contact us at info@stowboardsurf.com.
Scott McKeon/Ensenada: "Something that had been missing in wave boards is the ability to produce drive through the nose like a surf board. Singles and fives were all about the controllability of speed and not the production of drive. This new Quad 8 delivers the perfect blend of smoothness and length when ridden, combined with light engaging pop as you come through turns, super-rideable stuff!"

Questions to Bounce in the Quad or Inversion?

The Quad 8 offers a more stable platform, which is critical when riding over larger waves. The Quad 8 is a great choice for those who want a board that is both fun and easy to ride, while still offering the performance of a high-performance wave board.

Quad TE/UV8:

Removing the twin tail means less drag, forward flex is less, the board will have more pop, making it a fun and quick ride. The Quad 8 has ailder nose through the middle, and a more engaging pop as you come through turns, offering a perfect blend of smoothness and length when ridden.

Quad 8/6/4:

The Quad 8/6/4 is a version of the Quad 8 with the twin tail cut out to make it easier to ride. The Quad 8/6/4 is a great choice for those who want a board that is both fun and easy to ride, while still offering the performance of a high-performance wave board.

Quad 8/6/4/2:

The Quad 8/6/4/2 is a version of the Quad 8 with a twin tail and a single tail on each side. The Quad 8/6/4/2 is a great choice for those who want a board that is both fun and easy to ride, while still offering the performance of a high-performance wave board.

Quad 8/6/4/2/0:

The Quad 8/6/4/2/0 is a version of the Quad 8 with a twin tail and a single tail on each side, with a flat nose. The Quad 8/6/4/2/0 is a great choice for those who want a board that is both fun and easy to ride, while still offering the performance of a high-performance wave board.

Construction:

The Quad 8 range is available in two models: the Quad 8/4 and the Quad 8/6. The Quad 8/4 is a more stable platform, while the Quad 8/6 is a more aggressive board. Both models are available in 7'6" and 8'0" lengths, and in both single tail and twin tail configurations.

Quad 8/4:

The Quad 8/4 is a more stable platform, which is critical when riding over larger waves. The Quad 8/4 has ailder nose through the middle, and a more engaging pop as you come through turns, offering a perfect blend of smoothness and length when ridden.

Quad 8/6:

The Quad 8/6 is a more aggressive board, which is critical when riding over smaller waves. The Quad 8/6 has ailder nose through the middle, and a more engaging pop as you come through turns, offering a perfect blend of smoothness and length when ridden.

Making a decision about which board to choose depends on your personal preferences and riding style. If you are looking for a more stable platform, the Quad 8/4 is the way to go. If you are looking for a more aggressive board, the Quad 8/6 is the way to go.

In conclusion, the Quad 8 range offers a perfect blend of smoothness and length when ridden, combined with light engaging pop as you come through turns, super-rideable stuff! Whether you are a beginner or an advanced rider, the Quad 8 range has a board that is perfect for you.
A decade of wave, freeride and freestyle R&D has evolved to bring you the Kodes of today. The perfect blend of speed and aggressiveness, with maximum maneuvering versatility and pure carving pleasure for wave riding, freestyle for the side shore waves of Cabo Verde to the choppy waters and beach breaks of Mu Ne, Vietnam.

Designed by the teams of Tadeo Yag, Steve Rasmussen, Jim Drake, Sean Kerohan, Scott McKeever, Kevin Petrich, Ruphan Gulliel and Ineedah specialists Tony Frone, Nicolas Legros and the V-man. The evolution of Kode.

R&D team proudly introduces the 2nd generation Kodes.

At the PWA wave event in Cape Verde, Kevin Petrich used a stock 2010 Kode 80 and took 3rd #3 overall. The best ship one that for a production board shone South PWA Wave #1 on a shockwave in 2004.

"The red rocket was a favorite of many testers. Better than the best at: Doing everything else, from free riding to wave-riding." Windsurfing USA, April 2009.

KODE
WHAT IS THE KODE?
Drake Freeride Glide Carbon Prepreg fins designed by Curtis Hesselgrave (94, 103 models)

Drake Crossover CNC G10 fins

Drake Natural Wave polyester fins

ride and a smooth carving nature in tight turns. A subtle tail-kick release edge provides a free-flying early planing and acceleration. A subtle 5 are the basis for speed, maximum insert shear for the back footstrap for releases when you don’t need it to, and 103 for a larger variety of turning ability.

New fins: for waves, G10 is out, polyester is in. The test team of four riders – Scott McKeever, Cyril Moussilmani, Svein Rasmussen, Boujmaa El Miraouti – outperformed the G10 originals, by providing a more responsive flex that allows the fin to breathe and deliver more power with more grip.

Technora™, Wood or WoodCarbon?

What’s new for 2010?

Kode 74: extra vee was added under the back foot to the tip of the tail, to loosen up the board and allow it to carve a larger variety of turns. It loses its rail more vertically without sacrificing speed or acceleration.

Kode 86, 94, 112: the tail sections have been printed red and removed down at the very tip. This allows these Kodes to carve a larger variety of turns, including tighter, snappier ones. Extra volume and deck dome was pumped into the rails in the tail and under the back heel, to provide a more dished shape and offer more fluid flow in the camber, more control, more grip, and more forgiving turns. With the very thin rails along the rest of the board, the aggressive and fast carving nature of the Kodes remains.

Kode 112: like the three smaller sizes, extra deck dome and rail volume in the tail have been added, to give the back foot more grip and more control. With extra rail volume in the tail, carving and turning becomes more forgiving, and the board speed and acceleration increase. A subtle unidirectional grip. Grips Fish Scale pads in the front of the board than in the tail: more spiraling vee in the front of the board than in the tail. More aggressive and a sharper rail biting concept creates more vee in the rails of the Kode 86, 94, 103 and 102 models.

The Kode 68, 74, 80 and 86 are built in a new upgraded WoodCarbon construction that uses biaxial freestyle carbon layers and a Wood bottom with double sandwich for extra strength.

New features on the Kode 86, 94, 102, 112: Heel bumpers; double insert screws for the back foot. Special features on the Kode 68, 74, 80:

Heel Bumpers; double insert position options. Narrower pin tails, including tighter, snappier ones. Extra volume and deck dome was pumped into the rails in the tip. This allows these Kodes to carve a larger variety of turns, more vertically without sacrificing speed or acceleration.

The Kode 68, 74, 102, 112, 122: the tail outlines have been pinned out and narrowed down along the rail to provide more free-flying nature in rotational freestyle moves. What’s new for 2010?

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FLARE
FREESTYLE WITH FLARE

Starboard's fastest growing board range: the Flare. As a result of the intensive RAD program initiated two years ago, the 2009 Flares quickly became the new kings of freestyle and have won every magazine freestyle test this last season.

For 2010 come three new shapes developed by Starboard's full freestyle team: Cibo Azerboon, Nicole Azerboon, Italy; Frans, Kti Thode and PWA Champion Sarah-Quita Offringa.
New rockerlines
The Flare 88, 98 and 106 have a new rockerline that are evolutions over the DFC rockers (Dual Flat Concept). Derived from the Kodes, these new rockerlines have intermediate kick and a smoother flat to flat transition, giving more pop with a more lively ride and a quicker response to the riders input.

Any other shape changes?
The Flare 98 also has its nose section reduced to improve on rotational slides and a finbox positioned further back.

The Flare 88 gains some extra tail volume with heel gutters that are shallower: more float with more forgiveness to break off moves and more tolerance to different feet sizes. The nose has been thinned down to minimize the board’s moment of inertia and increase the board’s responsiveness. With the thinner nose, the board’s centre of gravity shifts back, closer to the rider’s feet, for a more natural balance. The fin box is also positioned further back.

Other features
Starboard’s trademark freestyle feature remains the heel gutters. They provide an exaggerated deck dome for more comfort and more grip. The tail shapes of all Flares 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.

WoodCarbon
One of the key ingredients to the Flare’s success has undoubtedly been the unique WoodCarbon technology. It 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-wave fibre generates equal tensile strength as biaxial or woven carbon fibre, yet at half the specific weight. A layer of 0.6mm Australian pine wood runs along the spine of the board to provide rigidity, additional structural integrity and to increase strength in the most critical areas of the board.

Why does Starboard supply the Crossover fins with the Flares?
Freestyle, like wave sailing and slalom racing, is very sensitive to fin selection. Advanced riders and professional riders know exactly the fin they like, and they will be very specific about the style and size they want. They often also have their own quiver of fins. The stock fins supplied with the boards were therefore selected for the average rider in mind; planing performance, speed, grip and maneuverability become the key parameters.

ProKids Flares
The ProKids Flare 60 and 72 shapes continue unchanged for 2010. Since 2006, these two models have brought with them a whole new generation of young windsurfers that today have begun to take over the top places of freestyle. Many thanks and congratulations to Sarah-Quita, Kiri Thode, Amado Vrieswijk; and good luck to Bjorn Saragoza for his first year on the PWA tour this season.

Wood

| Model | Volume | Length | Width | Tail Width | Sail range | Fin range | Fin
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<tbody>
<tr>
<td>Flare 88</td>
<td>88 litres</td>
<td>235.0 cm</td>
<td>60.0 cm</td>
<td>36.8 cm</td>
<td>4.5-6.0 m</td>
<td>14-24 cm</td>
<td>US 8”</td>
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<tr>
<td>Flare 98</td>
<td>98 litres</td>
<td>238.0 cm</td>
<td>63.0 cm</td>
<td>42.2 cm</td>
<td>5.0-6.8 m</td>
<td>14-28 cm</td>
<td>US 8”</td>
</tr>
<tr>
<td>Flare 106</td>
<td>106 litres</td>
<td>240.5 cm</td>
<td>65.0 cm</td>
<td>42.2 cm</td>
<td>5.2-7.0 m</td>
<td>14-28 cm</td>
<td>US 8”</td>
</tr>
</tbody>
</table>

Wood and WoodCarbon weights ± 5%. Weights 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.

Photographer: John Carter
FUTURA
IMPOSSIBLE ENGINEERING

The Futures: the pure freeride boards that combine
stability and ease of use with the widest wind range
and the highest top-end performance in its group.
Blurring the lines between freedalon boards and
freeride boards, the Futures are also, astonishingly,
the most easy freeride boards in their group. This
thanks to extra width and their ability to automatically deliver
peak performance across a wide sweet spot.

Starboard Futures were recently introduced in the World's
leading windsurfing centre, St. Peter-Ording. The season with 80% of
the centre's bookings was by far the best season ever, up to 50% over
the overall average. The Futures outperformed all other boards,
chosen for their unique combination of maximum performance with
the widest and most robust sweet spot and the simple choice.

Impossible engineering made possible: the Starboard Futures.

On the water: The Futures show where it can go in the near
future. Super sailability with outstanding, definitely excellent
for intermediates and, when fully planing, the fastest board of the
whole test group. You can learn to plane with the Futures and
can keep the board up to pace on the double course. The
planing position is extremely smooth. The board has the top
average speed and wins the Futures II. The board offers
no other board can follow. The rate of speed increase when
planing, the performance and the control is unequaled within
desire test group. Additionally the Futures outclass the highest
class boards with ease.

German SAIL Magazine, May 2003

Kevin Pritchard

PHOTOGRAPHED BY NICK JAMES
What’s new for 2010

New cutaways that reduce the wetted surface area without losing width under your back foot, a more efficient planing surface for higher speed and quicker acceleration, but without loss of control, stability or power. Futura 101, 111, 122, 133, 141 and 155.

New cutaways that create more width between your feet less width in the tail to a more efficient planing surface for a higher and more stable speed and quicker acceleration. (Futura 122, 133, 141 and 155).

New nose shape on the Futura 122 and 133 that have been designed to deliver improved performance. The 122 has a slightly narrower nose and the 133 has a slightly wider nose. Both are a touch longer than last year.

The Futura 141 has also been thinned down further compared to last year, to provide increased manoeuvrability and controllability with the same level of ease, stability and control.

New Freeride Glide for that delivering less drag, more speed and increased top speed.

Futura Tufskins are delivered in test winning 09 shapes.

Futura woodCarbons have extra stiffness and rigidity due to a different design and material composition, but without loss of control, stability or power.

Futura 133, 141 and 155 are the toughest and impact resistant woodcarbon boards in their category, giving them more stability when waterstarting and taking off higher speeds.

Woodcarbon are available to order or outboard, a Futura can then be faired to deliver easy waterstart with maximum performance.

Futura 101, 111, 122, 133, 141 and 155.

The Tufskin 122, 133, 141 and 155 are mainly in medium to high wind strengths. In high winds, control is more important than stiffness. The Extrawide 122, 133, 141 and 155 are slightly longer than last year.

New wingers that create more width between your feet, whether you’re riding in the inboard or outboard position. The nose of the board also features a deep deck concave to lower the mast track, enhancing control and returning the centre of gravity further.

Futura and woodCarbon

New, deeper tail cutaways and thicker woodcarbon fibre. These cutaways and thicker woodcarbon fibre resist bending that creates a more comfortable rounded shape under your feet, whether you’re riding in the inboard or outboard position. The nose of the board also features a deep deck concave to lower the mast track, enhancing control and returning the centre of gravity further.

Extra wide outline and wider inboard and outboard footstraps available in the Futura range (Technora™, Wood, Woodcarbon).

Woodcarbon are available to order or outboard, a Futura can then be faired to deliver easy waterstart with maximum performance.

The wider width and the extra size profile of the Futura is their secret to their efficiency, just like the modern slalom boards, the reduced thickness and extra width is the key to deliver the most efficient performance and total control in all conditions. They have a high waterstart and flat water performance in the roughest seas states.

The reduced thickness also greatly increases the controllability of the board and allows the centre of gravity: more control and more responsive to ride and jibe.

Futura Freeride glide 320 cm

The deck shape of every Futura has been shaped to offer a comfortable rounded shape under your feet, whether you’re riding in the inboard or outboard position. The nose of the board also features a deep deck concave to lower the mast track, enhancing control and returning the centre of gravity further.

A wide sweet spot, a wide wind range and the ability to tune

The greatest thing about a Futura is its efficiency: its stable limitation peak performance across a wide sweet spot, whether riding, slightly underpowered or totally overpowered. It demands and rewards fine-tuning to its limits, giving it the ability to be fully tuned by the user, with a wide nose shape and a wide wind range than any other freeride board.

The Futura offers the highest level of control and overall ride comfort at any wind weight. The wooden bottom combined with the carbon fibre mid-sections large for maximum stiffness and minimum weight.

WoodCarbon (Technora™, Wood, Woodcarbon)

How does a Futura manage to combine the best top end performance with the easiest board?

For the same reason, the width of a Futura matches the width of a modern slalom board. This makes the new freeride boards in their category, giving them more stability when waterstarting and taking off higher speeds.
The GO: the original progressive freeride board that offers stability, comfort and volume with a blend of high performance, speed and fun for the progressive rider. This simple formula, born out of the widebody revolution that Starboard pioneered in 1999, places the GO as the board that marked the beginning of modern windsurfing design: no other board before it provided such ease of use, stability and performance for the average windsurfer.

In 2013, the GO boards share the same original formula and the same features that have made it so successful over a decade ago: a wide deck for comfort, multiple insert positions for beginners, intermediate and experts, and easy handling in all boards for consistent handling.

"Born in 1999, the GO from Starboard is undoubtedly the pioneering board of revolution for Windsurfing... already and with high levels of performance, the GO keeps leading the revolution as many years later! A true bestseller, the GO has found its public by opening windsurfing to both more accessible and higher performance." Windsurf Journal, France
Extra wide and extra slim shapes
Full EVA soft decks for maximum comfort
Two fins are supplied with the GO 155 and 175
Side-cuts improve fin drive and release
Multiple insert positions offer tuning options for entry level/intermediate/advanced/expert riders
Centre carry handle (for GO 144, 155, 175)
Tail cutaways improve speed and acceleration
Tufskin A.S.T. construction
Ergonomics: extra dome and footstrap positions positioned further inboard makes the GOs easy and more comfortable
Nose carry handle (GO 144, 155, 175)
GO 175, 155: the GO boards with the most stability. These two models include footstrap positions for entry level and are supplied with an additional Shallow fin to help beach starting in shallow waters. For advanced windsurfers, with footstraps set in the advanced positions and fitted with their racing fins, these two boards are also the most powerful GO boards delivering some serious performance.
GO 144, 133: the perfect blend between stability and more maneuverability. The 144 and 133 remain wide and stable enough for more confident, progressing windsurfers, but also offer a more exciting ride, more maneuverability and more control in higher winds. These footstrap positions are available intermediate, advanced and expert.
GO 122, 111: these are more performance orientated freeride machines. They are fast and fun, with a wide wind-range, early planing performance and class leading stability. Multiple insert options allow the board to be tuned for easy planing or maximum performance. Three footstrap positions are available on the 122, two options are available on the 111.

<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>Fin</th>
<th>Fin range</th>
</tr>
</thead>
<tbody>
<tr>
<td>GO 111</td>
<td>111 ltr</td>
<td>240 cm</td>
<td>66 cm</td>
<td>45.1 cm</td>
<td>8.50 kg</td>
<td>5.0-8.0 m</td>
<td>Tuttle</td>
<td>Deep Tuttle</td>
</tr>
<tr>
<td>GO 122</td>
<td>122 ltr</td>
<td>244 cm</td>
<td>72 cm</td>
<td>47.3 cm</td>
<td>9.10 kg</td>
<td>5.0-9.0 m</td>
<td>Tuttle</td>
<td>Deep Tuttle</td>
</tr>
<tr>
<td>GO 133</td>
<td>133 ltr</td>
<td>247 cm</td>
<td>77 cm</td>
<td>49.2 cm</td>
<td>10.1 kg</td>
<td>5.0-9.5 m</td>
<td>Tuttle</td>
<td>Deep Tuttle</td>
</tr>
<tr>
<td>GO 144</td>
<td>144 ltr</td>
<td>246 cm</td>
<td>80 cm</td>
<td>50.0 cm</td>
<td>11.35 kg</td>
<td>5.0-10.0 m</td>
<td>Tuttle</td>
<td>Deep Tuttle</td>
</tr>
<tr>
<td>GO 155</td>
<td>155 ltr</td>
<td>249 cm</td>
<td>85 cm</td>
<td>50.5 cm</td>
<td>12.40 kg</td>
<td>5.0-11.0 m</td>
<td>Tuttle</td>
<td>Deep Tuttle</td>
</tr>
<tr>
<td>GO 175</td>
<td>175 ltr</td>
<td>253 cm</td>
<td>91 cm</td>
<td>52.0 cm</td>
<td>13.95 kg</td>
<td>5.0-11.0 m</td>
<td>Tuttle</td>
<td>Deep Tuttle</td>
</tr>
</tbody>
</table>

Construction
GO boards are made in Tufskin Technology. The outer layer is made from layers of 3-dimensional 400g glass mat wetted out with an expanding epoxy resin system which creates a thick, durable and tough skin. A half-deck 0.6mm thick wood layer covers the deck to improve the board’s rigidity and impact resistance.

Ergonomics: all GO boards have plenty of dome in the tail section and footstraps positions available inboard; this offers full comfort and maximum accessibility in any strap setting.

Deep deck concaves (GO 111, 122, 133, 144): the front half of the boards are shallowed out with a deep-deck concave to lower the centre of gravity, offer more control and provide a quicker response to foot steering pressures.
The Kode Tufskin is a dual purpose board: a freeride board for adults and an entry level, progressive board for kids. What makes the shape work for both purposes is the extra wide width for its compact volume. With its special features, this shape can then be adapted for either type of rider, making it the perfect board to be shared by all.

For kids: the board is wide and compact, making it stable and light for kids to learn on. The full EVA deck and cool Kode graphics make it fun and comfortable. With the centre fin fitted, the board keeps young riders upwind in light winds and makes learning easy. Beginner footstrap positions and a leash attachment system are the additional features to help make learning an easy experience.

For more advanced 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 high performance fin in the tail and with the centre finbox sealed off with the supplied adaptor, the Kode Tufskin comes to life.

Powered up with a full size sail, it transforms into a powerful, fast, maneuverable and exciting freerider.

Setting up the board

3 fins and a finbase adaptor are supplied to complement the Kode Tufskin’s dual purposes:

**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, place the footstraps in the advanced settings. The centre finbox can be closed off with the supplied fin base adaptor.

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<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>EVA</th>
<th>Tail sections</th>
<th>Sail range</th>
<th>Fin range</th>
<th>Fin base</th>
<th>Adaptor</th>
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<tbody>
<tr>
<td>Kode 114</td>
<td>114 litres</td>
<td>235.0 cm</td>
<td>68.0 cm</td>
<td>44.3 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>2.0-9.5 m²</td>
<td>28-42 cm</td>
<td>Tulo</td>
<td>TBA</td>
</tr>
<tr>
<td>Kode 122</td>
<td>122 litres</td>
<td>235.0 cm</td>
<td>72.0 cm</td>
<td>46.6 cm</td>
<td>9.3 kg</td>
<td>9.5 kg</td>
<td>2.0-9.5 m²</td>
<td>30-44 cm</td>
<td>Tulo</td>
<td>TBA</td>
</tr>
<tr>
<td>Kode 133</td>
<td>133 litres</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>2.0-9.5 m²</td>
<td>32-46 cm</td>
<td>Tulo</td>
<td>TBA</td>
</tr>
</tbody>
</table>

*Model 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.*
Starboard iSonic took the top 3 places of the PWA Overall Slalom ranking in 2008. Over the last two seasons, every event was won on an iSonic, under the feet of Konrad Prachtel, Bjorn Dunkerbeck and Willy Albers. Albers even won a single PWA Slalom event until he switched to iSonic. Bjorn hasn't won a single event since then either, until the top switched to iSonics last August.

As the 2009 iSonic season gets underway, the 2009 iSonics have already led the tests in France, Germany and UK, establishing them as the reference sails for boards yet again.

"Once again, we appreciate the brand of glide, control and power. This gives it the cutting edge in all circumstances. Overall Fast Track: Starboard has really created waves with their radical new board concept. It was necessary to choose, the iSonic is the board with most argument in its favor." White magazine, April 2009
New cutaway shapes for the iSonic 101, 111, 121, 131 threaten the existing surface area of the board without loss of tail width or leverage.

New cutaway shapes for the iSonic 101, 111, 121 and 131: Variations of the cut-away shapes were tested first to see how they increased the efficiency of the planing surface. The new shape reduces the wetted surface while maintaining the width of the tail, therefore reducing drag without loss of lift, leverage or stability, the result is a higher top-end speed.

What stays for 2010?

The double wing concept, the deep deck concave, the side cuts in the tail, the reverse concept and the water-tail design remain for 2010.

The iSonic 86 Slim and the new iSonic 94

The iSonic 94 is an all new shape designed as a smaller version of the 101. The slim shape is more compact and well suited for a slalom rider who wants more leverage and higher top-end speed and higher performance greater than that of the outgoing 94 yet with more bottom and a larger wetted surface area.

The iSonic 86 Slim 100% carbon Konect board is identical to the iSonic 86 but with a thinner profile. 5-litre smaller, it offers more control and comfort in high winds and rough conditions, especially for lighter riders. With the same bottom half shape as the 86, the slim offers the same top speed, acceleration and planing while increasing the wetted surface. More lifting area and a cleaner water release and wider wetted surface area can be seen. The new and unique concept and a great choice for those who don’t need the extra 5 litres.

Fins for the iSonics

For 2010, the iSonics are delivered without fins. Debbie Salle, R13 and R16 fins are the fins the R&D team has used for testing the boards and the fins the racing team is using on tour. These are obviously the ones recommended. Each board will have the recommended fins printed on the tail, together with the ideal sail size.

WINGMANN: the iSonic’s have a massive wind range, therefore a quad of two to three fins is highly recommended to take full advantage of the boards’ performance.

Wood or WoodCarbon?

Wood offers the best control; the highest level of dynamic shape stability and increased comfort at a very light weight. The undirectional Australian pine wood sheet of 0.6mm thickness wraps the entire board, deck, and bottom, to form a stiff and rigid shell that is also tough and impact resistant.

WoodCarbon offers the lightest weight of all with a different construction that offers quicker acceleration in lighter winds. Undirectional, ultra-light and flat weave carbon is used for maximum stiffness and minimum weight.

The iSonic WoodCarbons are only available for the larger sizes. This construction itself is staggered into two groups; the iSonic 94, 101, 111 WoodCarbons are built with a carbon deck and wood bottom to achieve a blend between stiffness and control, as those boards are used mainly in medium wind strengths. The iSonic 86, 94 WoodCarbon boards are built with carbon both deck and bottom, as those boards are mainly used in lighter winds. All WoodCarbon boards feature a wood spine on the deck to add structural rigidity and shock-absorbing and vibration damping effect.

Inboard and outboard insert settings - grip to serious ridge shaping and best performance.

(iSonic 86 Slim, 86, 94) front foot only

(iSonic 94, 101, 111, 121, 131) back foot only

Wood technology: high aspect ratio shape stability, more control and comfort.

WoodCarbon: lighter, stiffer and quicker acceleration in lighter winds.

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?

Wood or WoodCarbon?
iSonic Speed Specials

Maximum Efficiency

Starboard speed boards remain windsurfing's fastest and the smallest prototype continues to hold windsurfing's 49.09 knots record. First introduced in 2009, the production series of iSonic Speed Specials are Starboard's fastest production boards designed for the needs of the professional speed sailor: to post the best results in a wide variety of conditions, from flat-out, off the wind in flat water to square runs in light, choppy conditions.

For 2010, a new iSonic Speed Special W58 has been introduced to plug the gap between the high wind slalom performance of the iSonic 86 and the speed performance of the iSonic Speed Special W53. The W58 is the most maneuverable windsurfing board and delivers everyday speed for everyone with the possibility to set new records on the best of days. For the recreational speedboarder, the heavy weight or lightweight surfer, or the professional speedboarder needing to secure top positions in all conditions, on one board, the new W58 is the weapon of choice.

Christophe Fiorentini, designer of the iSonic Speed Specials W43, W49, W53: "I have been working actively on the design of these boards since 2005. All the shapes and features have improved the design of each of these boards. To define the ideal characteristics, we tested boards in the South of France in very irregular winds and with both flat and choppy water conditions, but also in Fuerteventura (350° angle with light wind) and in Namibia (square conditions with 200° angle). Under your feet, the boards accelerate with a great feeling of ease. The boards have neutral trim so that wind lulls and gusts can be coped with effortlessly and with maximum efficiency. The boards have a double concave which is tailor-made for each model to blend acceleration on flat water and comfort. Below are our recommendation for what fins and sails to choose."
### 1. CHOOSE YOUR STYLE

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

- **ALL-ROUNDER**
  - If you are looking for a board that is simple and fun in all wind conditions.
  - **PHANTOM**

- **ENTRY LEVEL**
  - If you want to learn windsurfing the easiest way.
  - **START**

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

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

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

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

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

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

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

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

### 2. CHOOSE YOUR BOARD SIZE

The volume is the single most defining physical characteristic of a windboard. The higher the volume, the more stable and forgiving a board becomes. The lower the volume, the more responsive and more manuverable it becomes.
FOR THE 2010 AND 2011 FORMULA GENERATION, SCION DESIGNS TWO ALL-NEW DESIGNS WITH ALL-NEW TECHNOLOGY: THE FORMULA LWR WOODCARBON AND FORMULA FWR WOODCARBON.
**Formula HWR**

Designed for light to medium winds or for medium to Heavy Weight Riders, the Formula HWR provides the most all round performance. Reigning World Champion Wojtek Brozozowski, Michael Polanowski and Remi Vila have come up with a new rocker line with 2mm extra tail-lift and a rail design with a new cutaway shape.

The cutaway shape provides a longer rail length and a wider planing surface under your back foot. Combined with the 2mm extra tail-lift, this allows the board to generate more power yet also release from the water creating a more lively board that hunts upwind at greater angles. With more power and a wider planing surface area, the Formula HWR is also quicker overall, and immune to wind or water conditions. Choppy water or flat water, underpowered or overpowered: the Formula HWR delivers peak performance.

**Formula LWR**

The new Formula LWR is designed for medium to high winds or for medium to Lighter Weight Riders. The LWR has the same new cutaway shapes as the HWR, to increase the efficiency of the planing surface and increase the power delivery under your back foot.

With 5mm more tail-lift, the board also has more release and provides a better ride, making the board more immune to wind and water conditions. The nose has also been thinned down for improved aerodynamics and a reduced nose weight.

**Starboard’s new Formula WoodCarbon Technology**

After thorough tests between pure wood technologies, pure carbon technologies and two variations of a new Wood Carbon hybrid technology across various wind, water and rider conditions, Starboard chose the hybrid WoodCarbon technology with a uni-directional 80g carbon deck. This technology blends the advantage of carbon and the advantage of wood into one board. With its wood bottom, Starboard’s Formula continues to provide the best control, comfort and dynamic shape stability in its class. With its carbon deck, the board provides the crisp, light and razor-sharp acceleration efficiency in all wind conditions. Starboard’s new Formula WoodCarbon Technology: the hybrid construction that brings you the best of both worlds.

The Formula LWR and the Formula HWR WoodCarbons: two all-new designs for the 2010 and the 2011 racing season. Gentlemen, start your engines.

**WoodCarbon 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.

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight WoodCarbon</th>
<th>Tail range</th>
<th>Recommended Drake Fin</th>
<th>Fin range</th>
<th>Pin box</th>
</tr>
</thead>
<tbody>
<tr>
<td>HWR</td>
<td>162 ltrs</td>
<td>238 cm</td>
<td>102.2 cm</td>
<td>81.1 cm</td>
<td>6.9 kg</td>
<td>14.5-15.5 m²</td>
<td>Drake R20 Race N° 700</td>
<td>67-75 cm</td>
<td>Deep Tuttle</td>
</tr>
<tr>
<td>LWR</td>
<td>168 ltrs</td>
<td>238 cm</td>
<td>103.5 cm</td>
<td>81.8 cm</td>
<td>8.4 kg</td>
<td>16.5-17.5 m²</td>
<td>Drake R20 Race N° 700</td>
<td>69-75 cm</td>
<td>Deep Tuttle</td>
</tr>
</tbody>
</table>
Formula Experience is arguably the fastest growing windsurfing class due to its simplicity, high performance and low entry cost. In South America alone there are some 50 events each year. This year the US is coming on board with another 10 events. The F160 hull shape has proven not only to be comfortable and fully competitive in the FW development class, but also very durable in its ASA construction. If you are looking for fast and thrilling racing without the development hysteria, the Formula Experience class is clearly the only racing class for you.

The 10 most important dates for the FW Class:

July 4-10: Formula Experience French Championship
May 1-3 & Sept.26-27: Formula Experience Perú Championship
May 13-14 & May 21-23: Formula Experience Chile Championship
October 9-12: Formula Experience Brazilian Championship
October 31- Nov 2: Formula Experience South American Championship
November 14-15: Miami Pro-Am FW, H, O Miami, FL www.miamiwindsurfing.com

USA:
January 1-2-3: 1stTeam Formula Experience Arica
January 30-31: 5th Grand Prix Formula Experience Puerto Varas

Perú:
July 11-12: Regata Club Nautico Avandaro, Valle de Bravo, Mexico
May 30-31: Regata Club Marinos Avanda, Valle de Bravo
May 8-10: Regata Club Marinos Avanda, Valle de Bravo

France:
May 23-24: Windsurfing Autumn event Paracas Formula Experience
May 25-26: Formula Experience Martinique Cup
May 30-31: Regata Club Nautico Avandaro, Valle de Bravo
May 16-17: Regata Club Nautico Avanda, Valle de Bravo

Model | Volume | Length | Width | Tail Width | Sail range | Fin | Fin box
--- | --- | --- | --- | --- | --- | --- | ---
Prokids Formula | 117 litres | 217 cm | 83.5 cm | 66.5 cm | 10.2 kg | Deep Tuttle | Tufskin
Formula Experience 160 | 160 litres | 217 cm | 100.5 cm | 77.9 cm | 12.2 kg | Deep Tuttle | Tufskin

**Worldwide Formula Experience Tools**

- [http://fe.internationalwindsurfing.com](http://fe.internationalwindsurfing.com)
START WINDSURFING

Feature-packed with smart ideas and offering the sport’s latest shade in the entry-level segment, the Starts make learning to windsurf and having fun in the drops easier than ever.

WITH THE
CONNOR BAXTER
CANAL, VIRGIN ISLANDS
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. 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 footstrap 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 teach.

Smart deck design:
- Contour deck: Normally, a deck is mostly curved towards the outside edges. This means that the strap positions need to be cut on the edges to be comfortable, but then getting into the footstraps is very difficult. With the Start’s contour deck, the deck is planing. For the first time, you can feel the efficiency of a non-daggerboard board in a daggerboard system, so learning to plane becomes easier than ever.
- The new Clipperbox daggerboard 570 also features a stronger handle fitting and a new rake angle that is less upright than before, providing a more forgiving and directional ride. Molded in a more flexible plastic, the new daggerboard is lighter and provides more lift making the board accelerate and offer tuning.
- The rubber lips on the bottom are back-plated with L-shaped plastic strips. This totally prevents any water from gushing through the daggerboard case when the daggerboard is retracted and makes it easier than ever to get into the footstraps.
- The third generation Clipperbox system is 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.
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RIO & RIO SPORT
THE EASY CHOICE

Bridging the gap between planing boards and lightwind longboards, blurring the line between stable entry level boards and progressive freeride boards, the Rio is the board that covers the widest scope of users in all wind conditions: windsurfing for everyone, every time and everywhere.
Its long and wide shape provides plenty of stability for even the most nervous beginners, and also a fast, smooth glide in light winds. For advanced riders, the longer, narrower shape combined with the inboard heel-recesses and a soft daggerboard allows the board to power speed off the leeward rail.

As the wind speed increases, the Rio’s unique wide tail derived from Formula racing boards provides the early planing, the high speeds and the high performance racing fun that have made it a best seller in the all-wind windsurfing category.

The Rio’s unique features:

• Contour Deck: makes it easy for everyone to progress into the straps, and easy to rail upwind for advanced windsurfers.

• Clipperbox daggerboard: the easiest and most functional daggerboard system. The clip system makes it smooth and easy to operate. Totally sand-proof, strong and reliable.

• Rigid rubber bumpers: back-plated with L-shaped plastic strips, this unique system prevents any water from gushing through the daggerboard case when the daggerboard is retracted: easier to plane, and faster planing speeds.

• A wide and long shape, with a wide tail: stable at slow speeds, fast to glide and transitions smoothly from non-planing to planing.

• 57cm soft-flex daggerboard: generates powerful lift, providing high performance speed ability, speed and racing fun.

The standard Rio with its full EVA deck remains the same as the 2009 model. For 2010, two new technology options are introduced.

The new Starboard Rio Sport:
The lighter, high performance version of the Rio all-wind board. With Starboard’s exclusive Star Touch deck finish, the EVA deck is replaced with a layer of textured PU (polyurethane) that gives the deck a smooth, non-abrasive coating that grips when wet. Unlike traditional non-slip coatings, the Star Touch deck won’t irritate or cut your skin.

Ideal for windsurfers looking for a lighter first-buy board and windsurfing centres who want a more UV resistant finish than EVA soft deck.

The new Rio ARMOUR TECH:
Built in the world’s toughest board construction, the Rio Armour Tech is lighter and even tougher than polypropylene boards (as tested by German SURF magazine, April 2009).

### Model Volume Length Width Tail Width Middle Fins Weight Stiffness Weight Stiffness Weight Stiffness Sail range (m²)

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
<th>Middle Fins (kg)</th>
<th>Weight (kg)</th>
<th>Stiffness (H)</th>
<th>Weight (kg)</th>
<th>Stiffness (H)</th>
<th>Weight (kg)</th>
<th>Stiffness (H)</th>
<th>Sail range (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rio S</td>
<td>215 l</td>
<td>250</td>
<td>83.5</td>
<td>80.2</td>
<td>15.4</td>
<td>14.6</td>
<td>18.5</td>
<td>12.1</td>
<td>14.7</td>
<td>13.2</td>
<td>2.0-9.5</td>
<td></td>
</tr>
<tr>
<td>Rio M</td>
<td>175 l</td>
<td>227</td>
<td>82.0</td>
<td>78.5</td>
<td>14.7</td>
<td>13.1</td>
<td>16.6</td>
<td>11.6</td>
<td>14.0</td>
<td>12.0</td>
<td>2.0-9.5</td>
<td></td>
</tr>
<tr>
<td>Rio L</td>
<td>175 l</td>
<td>205</td>
<td>76.5</td>
<td>75.0</td>
<td>13.9</td>
<td>12.3</td>
<td>15.9</td>
<td>11.3</td>
<td>13.4</td>
<td>12.4</td>
<td>2.0-9.5</td>
<td></td>
</tr>
</tbody>
</table>

Weights: +6%. Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges are recommended indications.

### Specifications

- Contour deck: makes it easier than ever to get into the footstraps
- Integrated nose protector (EVA version only)
- Tail cutaways improve speed and acceleration
- Extra-wide tails offer easier and earlier planing
- Side-cuts improve fin drive and release
- New Clipperbox Daggerboard 570
- Multiple insert positions offer tuning options for entry level/intermediate/advanced riders
- Centre carry handle
- Nose carry handle for convenience
- Tufskin construction
- Clipperbox III daggerboard system
- Long, wide outlines with extra volume in the rail mid-section for additional stability
- Full EVA deck (Rio)
- Star Touch deck (RioSport and Rio Armour tech)
- Specially designed heel gutters make it more exciting, more comfortable to ride inboard and easier to rail upwind.

The Rio’s long and wide shape provides plenty of stability for even the most nervous beginners, and also a fast, smooth glide in light winds. For advanced riders, the longer, narrower shape combined with the inboard heel-recesses and a soft daggerboard allows the board to power speed off the leeward rail.

As the wind speed increases, the Rio’s unique wide tail derived from Formula racing boards provides the early planing, the high speeds and the high performance racing fun that have made it a best seller in the all-wind windsurfing category.

The Rio’s unique features:

- Contour Deck: makes it easy for everyone to progress into the straps, and easy to rail upwind for advanced windsurfers.

- Clipperbox daggerboard: the easiest and most functional daggerboard system. The clip system makes it smooth and easy to operate. Totally sand-proof, strong and reliable.

- Rigid rubber bumpers: back-plated with L-shaped plastic strips, this unique system prevents any water from gushing through the daggerboard case when the daggerboard is retracted: easier to plane, and faster planing speeds.

- A wide and long shape, with a wide tail: stable at slow speeds, fast to glide and transitions smoothly from non-planing to planing.

- 57cm soft-flex daggerboard: generates powerful lift, providing high performance speed ability, speed and racing fun.

The standard Rio with its full EVA deck remains the same as the 2009 model. For 2010, two new technology options are introduced.

The new Starboard Rio Sport:
The lighter, high performance version of the Rio all-wind board. With Starboard’s exclusive Star Touch deck finish, the EVA deck is replaced with a layer of textured PU (polyurethane) that gives the deck a smooth, non-abrasive coating that grips when wet. Unlike traditional non-slip coatings, the Star Touch deck won’t irritate or cut your skin.

Ideal for windsurfers looking for a lighter first-buy board and windsurfing centres who want a more UV resistant finish than EVA soft deck.

The new Rio ARMOUR TECH:
Built in the world’s toughest board construction, the Rio Armour Tech is lighter and even tougher than polypropylene boards (as tested by German SURF magazine, April 2009).

### Model Volume Length Width Tail Width Middle Fins Weight Stiffness Weight Stiffness Weight Stiffness Sail range (m²)

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
<th>Middle Fins (kg)</th>
<th>Weight (kg)</th>
<th>Stiffness (H)</th>
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<td>13.4</td>
<td>12.4</td>
<td>2.0-9.5</td>
<td></td>
</tr>
</tbody>
</table>
The angle limitation cup.

Limits the angle of the sail to 29 degrees.

The deck plate with lateral screws: reinforces the connection between the base and the board.

The extension that fits inside the mast is compatible with other double push-pin mast bases on the market: schools can switch between iDO systems (for new beginners) to standard systems (for more advanced beginners) instantly.

This extension can work with RDM masts and SDM masts.

Because of the large leverage forces, the iDO uses a pull clip system to attach the base section to the mast extension.

Ever since windsurfing was invented forty years ago, many inventions allowed windsurfing to reach ever higher levels of performance. In these forty years, only three inventions have really helped make windsurfing easier: the clamp-on boom and ultra wide beginner boards make two.

Together with Dario Oliviero, its inventor, Starboard is proud to introduce the third invention: the iDO.

What is the iDO? It is a mast base that limits the lean of the sail, designed for boards 85cm wide or more, and with sails up to 5m².

What does the iDO do? It eliminates the need to uphaul and the need to balance the sail for beginners.

What difference does it make? People can windsurf instantly. And we really do mean instantly. The difference it makes is equivalent to trainer wheels on bicycles. Without them, people need to learn to balance on two wheels before they can ride a bicycle. With trainer wheels, they can ride instantly, and as they pick up speed, they naturally start to balance on two wheels as normal.

With its angle limitation, everyone can windsurf instantly too, moving forward and maneuvering the board with natural feel and without fear of falling.

Most people think it’s hard to learn to windsurf. If what the iDO does is true, wouldn’t thousands of people learn to windsurf instantly? This is exactly what makes the iDO the most exciting invention in the last decade. With its distribution to schools, clinics and shops worldwide, windsurfing changes forever.

Among all the ways the iDO changes the way beginners experience windsurfing and how people can now perceive windsurfing as an easy sport to learn, it is when the iDO is used with the Gemini tandem board that the iDO reveals one of its greatest potential: to see beginners scream as they feel the sensation of planing and flying on the water instantly is simply incredible. It’s just like tandem skydiving with a beginner. There’s no need to learn or practice. It’s an instant thrill for everyone: the iDO Gemini.
In 2005, when the Serenity concept was first revealed to the World by Windsurfing magazine USA, development work by Windsurfing brands and media exposure on light wind windsurfing and longboards no longer existed. The industry had only just started to get the hang of wide-style boards, those new designs that have helped windsurfers the World over to plane in less wind. Planing windsurfing was all there was for windsurfers to read about, talk about, preach and practice.

*The Serenity aims at alighnt winds and cruising, and puts a modern spin on the simple elegance that helped windsurfing boom decades ago. It doesn’t require a jumbo sail. It doesn’t require pro-level skills to enjoy. Best of all, it doesn’t require real wind for an exhilarating ride.*

Simply hop on, sheet in and go. In this regard, the Serenity succeeds, and succeeds in a big way. In terms of growing the sport, putting more sails on waterways everywhere, and offering everyone a form of windsurfing that’s all the fun and all the time, the Serenity provides a valuable wake up call.

**Starboard’s Serenity**

The Serenity is an uncompromised lightwind board designed to give the most exciting, lightwind ride in 1-10 knots. The board’s design is inspired by racing kayaks and Division II boards of the 70s and 80s.

The Serenity is about simplicity. This principle created a design that needed no retractable daggerboard, adjustable mast track or footstrap, thus keeping the board light and easy to use: just jump on, glide and go. And glide it does.

That feeling of gliding across the water with the power of the wind in your hands: no matter what level you are at, the Serenity will give a unique feeling of serene gliding, so beautifully simple, so smooth and so quiet as it cuts its way across the water. It glides like no other board. It sails like no other board.

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, reenergized. 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 beam speeded. And that’s where I lost myself. It felt surreal, a total departure from my normal windsurfing experience."

Escape from pressure. The Starboard Serenity.
SUP
SEARCHING FOR WATER
and FINDING THE WORLD

Introducing the most well put together collection of shapes, technologies and options ever seen. Driven by innovation and dedication, Starboard is the trendsetter and slow world leader in SUP today.

For more info...
www.star-board-sup.com
The SUPer 12'6" and the new SUPer 12'0": the World’s first SUP/windsurf boards with a daggerboard system, unlocking the doors to a wonderful World of wind and water.

When stand-up paddling, their long, slender shape glides smoothly and catches waves easily with surprising maneuverability. The integrated daggerboard and mast track for windsurfing transforms the kit into a lightwind windsurfer, a maneuverable board for lightwind waveriding and for old-school flat-water freestyling.

With its wide width, it’s also a stable platform for progressing windsurfers and for family fun.

A true crossover between two sports, inviting all generations.

SUPer 12'6" x 30"

The longer and narrower model, for more glide and a faster ride, whether windsurfing or paddling.

SUPer 12'0" x 32"

Shorter and wider, for more stability and an easier ride when windsurfing or paddling.

A perfect board for clubs

Where did longboarding go? The light blue area in this graph reflects the windsurfing that has disappeared: longboards. Decades of shortboard focus has made windsurfing an exclusively elitist sport. With SUP, the SUPer 12'6" and other longboards like the Serenity and the Phantoms, Starboard believes that longboards can define the next chapter in windsurfing’s history just as they have once written its beginning.
30% Thinner

Ultra slim design for maximum maneuverability and reactivity.

Extra thick foam with a super soft underlayer for added pressure while riding. No need for excessive pressure on your hands.

Spiraling on bottom shape: creates the proper steering effect when cutting the board through turns.

Specifications:
- **Model**: 99
- **Volume**: 40 L
- **Length**: 237 cm
- **Width**: 40 cm
- **Thickness**: 13 cm
- **Tail Width**: 7 cm
- **Tail Rocker**: 2
- **Board Category**: 1
- **Finish**: fiberglass

**Weight Range**: 75-90 kg

Model: 99

**Unit**: mm

<table>
<thead>
<tr>
<th>30% Thinner</th>
<th>99</th>
<th>40 L</th>
<th>237 cm</th>
<th>40 cm</th>
<th>13 cm</th>
<th>7 cm</th>
<th>2</th>
<th>fiberglass</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Weight</strong></td>
<td>75</td>
<td>90 L</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>75</td>
<td>90 L</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>16</td>
</tr>
</tbody>
</table>

Starboard introduces the Atom 99, the hyper-manueverable freeride board. The freerider designed with a single purpose to bring the freedom of style to freeriding.

Ride it straight for total freedom of expression, to carve the edge and feel the side and side flat balance. Or ride it straight for conventional control.

Ultra-light with a fast rocker line and maximizing Starboard's power steering spiraling on bottom shape. The Atom 99 limits canvas and restricts like no other freerider. It's no longer about top speed and Russell's power. Only freedom exists.

Forget points, forget feet screws, forget complications and freeriding as you know it.

Meet the Atom.
The new Phantom Race 380: the reigning World Raceboard Champion and UK Raceboard Champion. Designed by Raceboard World Champion Mariano Reutemann, Remi Vila and Svein Rasmussen, the shape features five new key design elements:

- A lower nose rocker combined with extra nose vee allows the board to glide faster in light winds for improved lightwind performance. This lower nose rocker also gives the board greater speed in medium to high winds as the board crosses chop at a more efficient angle of attack. Faster in lightwinds and faster in high winds.

- The deck shape features heel extensions that increase the rider’s leverage over the daggerboard and fin. Extra leverage = extra power and extra upwind angle.

New Construction

The new 2009 Phantom Race 380 is built deck and bottom in full PVC sandwich and unidirectional 80g carbon. Flat-woven and unidirectional, the UD80 carbon fiber is the most efficient fiber ever used in the construction of a windsurf board, weighing a mere 80g per square meter and providing extremely high stiffness.

A new oversized side-plate holds a new, more powerful 78cm daggerboard, spreading the load evenly and ensuring total reliability, durability and functionality.

New 78cm daggerboard with oversized size plates: total reliability, durability and functionality

Low nose rocker with extra nose vee: efficiently cuts across water in light winds and high winds

Heel extensions

Heel extensions for maximized leverage over the daggerboard

New 320

The new Phantom Race 320: the compact version of the 380. A totally new design concept that started with the 380 shortened down to 320. The rocker, the nose vee, the daggerboard and mast track positions were adjusted to match the new length. Super-sized 2cm high heel extensions were added to the deck to maximize the sailor’s leverage when railing upwind.

Competitive in the 380 class and by far the most advanced board in the 320 class.

Available in Tufskin and in PVC Carbon, the Phantom Race 320 is the new gem in the family.

Phantom Race 9.5

The new Phantom Race 9.5 is Starboard’s dedicated raceboard sail. Extra light weight, this 4 cam design has a very deep profile. The new outline has a higher foot line, preventing the water from catching the foot of the sail and creating unnecessary drag.

The boom opening is bigger and higher. The width of the luff on the bottom of the sail has been increased to promote improved aerodynamics. The bottom batten has been replaced by a tube batten for extra shape stability and the three wheel pulley has been replaced by a new four wheel pulley for easier downhauling.

<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 9.5</td>
<td>5.5m2</td>
<td>223cm</td>
<td>154cm</td>
<td>4</td>
<td>5.8kg</td>
<td>Redline 320/340/360</td>
<td>32-34</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5 years since they were first introduced, Starboard ProKids boards continue to be the only true high-performance kids’ board available on the market today. Not just small versions of adult sailboards, the ProKids are specifically shaped and sized down in their lengths, volumes, thicknesses and widths to match the dynamics of a sub-55kg sailor. Five models are available, covering the disciplines of racing, waveriding, freeriding and freestyling.

<table>
<thead>
<tr>
<th>Model</th>
<th>Volumes</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Fin</th>
<th>Sail range</th>
</tr>
</thead>
<tbody>
<tr>
<td>ProKids Flares 60</td>
<td>60 litres</td>
<td>214 cm</td>
<td>54.5 cm</td>
<td>54.0 cm</td>
<td>2.0-7.5 m</td>
<td>2.0-4.7 m</td>
</tr>
<tr>
<td>ProKids Flares 72</td>
<td>72 litres</td>
<td>230 cm</td>
<td>57.0 cm</td>
<td>53.5 cm</td>
<td>2.5-5.5 m</td>
<td>2.0-4.7 m</td>
</tr>
<tr>
<td>ProKids Quad</td>
<td>66 litres</td>
<td>223 cm</td>
<td>54.2 cm</td>
<td>53.7 cm</td>
<td>2.3-4.7 m</td>
<td>2.3-4.7 m</td>
</tr>
<tr>
<td>ProKids Formula Tufskin</td>
<td>117 litres</td>
<td>217 cm</td>
<td>93.0 cm</td>
<td>69.8 cm</td>
<td>5.5-8.5 m</td>
<td>2.0-7.5 m</td>
</tr>
<tr>
<td>ProKids GO</td>
<td>100 litres</td>
<td>217 cm</td>
<td>76.5 cm</td>
<td>50.1 cm</td>
<td>-</td>
<td>-</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.
<table>
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<tr>
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<th>Length</th>
<th>Width</th>
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<th>Weight</th>
<th>Fin range</th>
<th>Fluke range</th>
<th>Fin boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gemini</td>
<td>367 l</td>
<td>371 cm</td>
<td>101.5 cm</td>
<td>84 cm</td>
<td>20.3 kg</td>
<td>30-70 cm</td>
<td>40-70 cm</td>
<td>Deep Tuttle + Clipperbox</td>
</tr>
</tbody>
</table>

The Gemini is the World’s first and only wide-style tandem board. Introduced in 2007, hundreds of Gemini have been adopted by resorts, schools and clinics around the globe.

The Gemini 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 result and a fantastic way to start windsurfing.

The Gemini and the iDO: for 2010, the Gemini comes with the lateral screws that make it work with the iDO mast base system. The iDO can be used by a solo sailor using the centre mast track, or by a beginner using the front mast track.

When the Gemini is used with the iDO in the front, the combination of the two reveals one of the greatest potential to get beginners hooked within 10 seconds to see beginners scream as they feel the sensation of planing and flying on the water instantly is simply incredible. It’s just like tandem skydiving with a beginner. There’s no need to learn or practice.

**The instant thrill for everyone: the iDO Gemini**
The Starboard world crew of over 400 sailors, instructors and champions from more than 50 different countries is the largest group of windsurfing ambassadors ever presented.
Our Dream Team has joined us for 6 photo shoots spanning all five continents. From the most remote areas of Australia to the waves of Cabo Verde, from the tropical waters of southern Thailand to the Mecca of Maui’s north shore, from the islands of Bonaire and beyond, the photos all have the same theme in common: Searching for wind, and finding the World.

Special thanks to John Carter and Margareta Engström for their amazing photography work, that has only made our photo selection ever so hard; and to Matt Holder of Reflex Films for the top videos, available for downloads or streaming on www.star-board.com.

2008
2008 PWA Constructor’s Champion
2008 PWA Slalom Champion
2008 PWA Slalom 2nd
2008 PWA Slalom 3rd
2008 PWA Freestyle Champion
2008 Formula World Champion
2008 Speed World Champion
World Windsurfing Speed Record holder 49.09 knots