Ideas In Action

Over the 24 years of the sport’s evolution we have been involved in 12 of them as windsurfing developers, striving to make better equipment and campaigns for every riding style.

The very first time one tries windsurfing one decides if there will be a second time, thus our crew keeps on developing the best gear for an easy entry into our sport.

The key to our high performance board range is the focus on shapes that are effortless to ride and further combining those shapes with technologies that are forging and offer good released characteristics for speed and acceleration.

In our world of windsurfing there is a constant flow of ideas and action. You will often see several design names on our boards as it’s all about doing totally open minded and listening to everyone’s ideas. For me development is the opportunity to surprise my own Christmas gifts at every testing weekend.

Last weekend I was testing the 5 new Suro boards and I loved trying these new refined designs. The 5cm longer shape with a 1cm lower rocker line makes them glide great in light winds and they get quite planar just like that. I tested the boards with a lot of different mast base positions and sail sizes, to make sure that we get all the details right. They will help getting more people into our sport.

Following Kiri, Tidy and Sarah in the Pink freestyle scene is amazing. Philip Koster and Sunny Brash are great fun with to watch as they take wave action to the next level. To work with the best of the best sets our benchmark high who would 3 years ago deal on Björn winning? All he needed for himself were some great ideas on gear and he was back in action. We are fired up to keep delivering on our promise of innovation & quality. We are together with Tuci Yoo, Rami Vlah, Tidy Franck, Björn Dunkerbeck, Kiri Thomas, Scott McKeecher and the rest of our crew looking ahead towards 2023. These next 10 years will change windsurfing like never before and provide our fair share of ideas and action to make it all happen.

Thanks for making our journey possible and welcome on board for 2023.

Sven Rasmussen

WindSurfing magazine USA 010
This is our shaping bay, where figments of our imaginations and the silver lining of our dreams morph into reality. Smoothly sanded, naked foam boards cut down from anonymous square blanks. This is where our journey begins.

From this room, hundreds of prototypes leave to travel the world in the hands of windsurfing’s best athletes. Tested, selected and refined along the way, only a few return: the winners of a Darwinian natural selection process: the strongest, fittest, fastest boards of their generation.

At the end of our journey, there is the unique board that rides under your feet; the most cutting edge design, the most advanced shape, made of the best materials to become part of the finest generation of windsurfing boards ever developed.

As you begin your journey with a Starboard under your feet, we will be back in the shaping bay. Shaping, glancing and testing, imagining and dreaming up new concepts. The cycle lives on.

Here’s to every new beginning, to Jim and to our shaping bay where our visions transition from the dream world to the real world.

Svein & Don
CARBON
Pure carbon construction both deck and bottom. Carbon Technology is selected on the light wind racing models where the key criteria are acceleration efficiency and maximum hull stiffness. Like WoodCarbon, Carbon Technology uses an ultra-light carbon fibre that is flattened for total mechanical efficiency at half the specific weight of regular carbon weaves.

Advantages: lightest weight, stiffest flex, quickest response. Stronger, more comfortable and more durable than pure carbon.

WOODCARBON
A combination of a wood spine/wood bottom with a ultra-light, flat weave carbon. The first board construction in the World to utilize an ultra-light carbon fibre that is flattened for total mechanical efficiency at half the specific weight of regular carbon weaves.

Advantages: lightest weight, stiffest flex, quickest response. Stronger, more comfortable and more durable than pure carbon.

WOOD TECHNOLOGY
Developed by Jean Louis Colmas in 1984, Wood Technology became Starboard's trademark construction since 1995. Starboard's production Wood boards set the lead in lightweight surftech technology then, weighing in at a kilo under the competition, yet with higher impact resistance.

A sheet of 0.6 mm Australian plantation pine wood forms the full outer shell of the board. Wood’s unique properties are its natural rigidity, superior resistance to compression and higher energy absorption compared to carbon.


TECHNORA™
A lightweight, stiff and crisp construction providing the highest performance value. Technora™ is a special type of high tenacity Aramide fiber with remarkably high tensile strength, high toughness, and high impact-resistant qualities. Technora™ reinforcements together with Kevlar®. Carbon and Wood laminates strengthen the skin, nose, and heel areas. Built with cross-linked PVC sandwich skins and a 14g/TEF* internal core.

Advantages: light weight, stiff flex, tough in the most impact critical zones.

TUF SKIN
Maximum durability and value. Tufskin technology uses layers of 3-dimensional 400g glass mat wet out with an expanding epoxy resin system that creates volume within the skin as it cures under pressure. This creates a thick, stiff, and durable bond to the laminate. A half-deck wood layer improves rigidity and deck impact resistance in the Tufskin AOF models.

Advantages: tough construction, more value, most durable.

SLICK SKIN
The Slick Technology: the “soft & tough” construction for our new collection of affordable, user-friendly family products. Double Wood stringers provide overall stiffness. A wood halfdeck provides extra impact resistance on the deck. Soft Slick bottom material provides a smooth bottom finish with a material that is tough, wear resistant and maintenance free. A 1/4 EVK deck gives a soft, comfortable touch. Fibre scale traction grooves are used in the most important areas. In the tail, there’s a soft sponge bumper for extra safety.

Advantages: tough, affordable, user friendly.

ARMOUR TECH
Starboard’s super durable and super tough technology designed for windsurfing clubs and schools. According to testing by German SURF magazine in May 2009, Armour Tech is lighter and stronger than blow-moulded polyethylene boards like Hi-Flex boards, and also has higher impact resistance. A new benchmark.

Advantages: replaces blow-moulded polyethylene boards with something more impact-resistant yet lighter.

Without ProTECT film, after several years of sunlight exposure

With ProTECT film: more durability and a longer lasting wood finish.
Strap/board connection: the bond between the rider’s feet, the strap and the board is critical. Starboard designs this connection point to be extremely stiff, strong and reliable, to preserve every ounce of performance and feel available. At the same time, the textures and foam densities are carefully chosen to offer grip, comfort and confidence. Slip on a pair and feel the difference.

**NEW! Drake Deluxe Straps II**
Wider double-flap straps shaped for wave/freestyle riders. Extra strong, holds its shape impeccably and features strap-size indicators for easy size adjustment. For 2012, the corners of the top-flap have been rounded off.

**K9 Anti-twist plugs:**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. No twisting means better control, better feel and better safety.

**Fish Scale Pad:** unidirectional traction that grips when pushing into the straps, and releases when pulling out.

**Sponge Pads:** softer comfortable fish scale pads with a sponge underlay that also exaggerate the deck dents for maximum grip and confidence. Featured on the Kode 68, 74 and 80.

**Heel Bumpers:** custom hardings; protects the board from heel impacts. Featured on the Quad, the Exo, the Kode 68, 74 and 80.

**Slot Box:** the slot box is designed to be extra light, weighing 70% lighter than a US box. It has 3mm adjustment room and current US boxed fins can also be cut to fit. The custom manufactured bolts fit the same screwdriver as your footstraps, making them effective against sand, keeping the system simple and hassle-free. For 2012, the Starboard Flare also use the Slot Box.

"Quad boards fitted with Slot Boxes weighs on average, 640g lighter than those using conventional boxes" boards magazine 75 litre wave boards test, Dec 2010.

**7x32mm Footstrap Screws:** Starboard’s extra wide footstrap screws increase the overall strength of this connection point. The screws will never snap nor rip out.

**One Screw Fits all:** all riders, turtleneck, Slot box, US box, footstraps: a single screwdriver fits them all. Simple.

**Turtle Box:** the strongest and most reliable fin box system. Two bolts are used for a more secure fitting. Boards fitted with a Deep Tuttle fin box can use both normal and deep Tuttle fins, allowing the board to use a wider range of fin sizes.

**The new tool-free Clipperbox system:** a simple clicking daggerboard system that is smooth and easy to operate. New feature: remove and fit the daggerboard by simply pulling it out and pushing it back in. Sand proof and reliable. Featured on the GO Windsurfer and the StPiers.

**NEW! Drake Slick Straps II**
Narrower freeride/sailon straps. These are all new designs for 2012. They are similar to the Drake strap but with a lighter flex and a narrower body. Size Indicator Tabs makes strap sizing a breeze.

**Oval Recess:** easy finger access to the fin bolts (for boards fitted with Tuttle box)
WAVERIDING

Riding waves no matter what size they are, as long as they look like waves, hitting lips, riding from rail to rail, big airs, big tricks off the lip - wave riding is about good sensations. When you know the right board for down the line wave riding, when it will let you do those drives with the same speed the whole way from taking off to kicking out, it is the greatest joy. It’s maybe the best part of windsurfing that addicts can’t get enough of. You will always look for wave after wave. And I love jumping as well.

Boujmaa Guilloul M-3
I've been extremely blessed to have almost a lifetime of opportunity to develop boards throughout the various stages of my life, beginning at the age of 14. There have been many inspiring people whom I've come into contact and learnt from, which form the fabric of who I am and what I do and none more so since becoming involved with Starboard in 1997.

Starboard's philosophy is one of constant development, where investment into a state-of-the-art factory is able to produce prototypes within a ridiculous period of time due to the skills and work ethics of the team, which borders on superhuman.

The board development program has been enhanced greatly with the input of riders of the caliber of Philip Kosier, Dany Bruch the Moreno twins, Benjina Galasko and Kevin Pritchard. An incredible talent pool. Since retiring from competition, all my efforts are now focused on producing better boards in a broad range of conditions for a broad range of tastes. Ultimately this comes down to the customer being able to jump on a board that's makes it easy to rip, which ultimately means having the most fun possible.

Scott McKercher, WA 181
Wave riding is the expression of power. It comes from the wave and I’ll do the rest. The power of the wave is always there – and I know how to channel that power with my board. I become a part of them and they allow me to play and joke with them in return. They let me jump high and smooth and they never stop giving me a sense of what I am doing. It’s the nearest feeling to nature. Wave riding is everything I love and like to do.

Philip Koster, G-W
The Evolution Part II

First released in 2003, the Evos have defined the modern, compact, wave board design.

The Evos’ nature is to be smooth, fluid and most importantly, versatile in all wave riding conditions and for a wide range of users. Whether riding big waves or small onshore mush, the Evos are versatile. The Evo name has become synonymous with the ability to wave ride anywhere, anytime.

In 2010, the Evos benefitted from the multifin concept and the Adaptability concept. Both improved the Evos’ ability to cover an incredibly wide range of conditions.

Freestyle-influenced riders like Philip Koster and Taty Frans specifically prefer the Evos for their ability to rip in all conditions, particularly in smaller waves, where the modern wave rider typically mixes up pure wave rides with freestyle moves off the wave face.

The Evos convert between twin fin and single fin mode.

- The versatile wave board
- Enjoys big sideshore conditions as much as it rips in small onshore conditions
- The preferred choice for modern wave riders who also mix in freestyle-driven moves

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Fin 2 x Twin 21</th>
<th>Recommended Single Fin</th>
<th>Index</th>
<th>Fire Range</th>
<th>Tail Range</th>
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<td>58.3</td>
<td>36.2</td>
<td>36.7</td>
<td>2 x Twin 21</td>
<td>Drak Natural Wave 230</td>
<td>25.23</td>
<td>31-37</td>
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<td>37.1</td>
<td>36.7</td>
<td>2 x Twin 21</td>
<td>Drak Natural Wave 230</td>
<td>24.75</td>
<td>31-37</td>
<td>22-29</td>
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<tr>
<td>Evo 98</td>
<td>232</td>
<td>58.5</td>
<td>37.1</td>
<td>36.7</td>
<td>2 x Twin 21</td>
<td>Drak Natural Wave 230</td>
<td>24.75</td>
<td>31-37</td>
<td>22-29</td>
</tr>
</tbody>
</table>

Two G10 twin fins by Drake are supplied, instead of the single fin for the last year. This makes the board more the transformer set up, leaving the single fin as optional.
The Quads are the all-out powerful wave designs that generate maximum speed and drive, bringing an awesome production of speed, flow and power to your sailing.

Stable and direct in feel, the Quads are most rewarding when driven hard off the rails for power turns. They like to turn on a full rail. With their four-fin setup, they give a very connected feel to the wave face sensation yet they still give the ability to lose the tail when extended through the foil for a rotational, whipped move.

Powerful, carving rail riders like Scott McKercher and Kevin Pritchard live for such performance.

The Quads integrate Starboard’s Adaptability concept: the ability to adapt intelligently to the rider’s specific riding style and fine tune to match the conditions of the day.

- The powerful rail driven wave board
- Generates maximum speed and drive, bringing an awesome production of speed, flow and power
- The preferred choice for the pure wave rider looking for speed, drive and power.
Freestyle Wave

Jumping, Freestyling and slingshot, sheer speed, power and a sharp coming 80's flair in manoeuvres, sliding transitions as freestyle expression. Long bottom turns, tight cutback and huge aerial projections off the lip.

Forward loops, double forwards and triple forwards. Riders like Philip Kooster, Toby Fians, Boujmaa Guilloul are redefining the limits every day.

This is Freestyle Wave.
The Kode Freestyle Waves are Starboard’s wave freestyle boards. Their nature is to be aggressive, fast and manoeuvrable.

The three smallest sizes are most wave oriented. They fit the classic description of “down-the-line sideshore wave boards”. Their speed and manoeuvrability make them good freestylers as well, although windsurfers nowadays may find them too small for anything other than the occasional highwind move.

The three middle sizes are a balanced blend between wave, freestyle and freeride. 86 litres remains a popular size for wave riding, so the 85 maintains a strong wave emphasis. The 94 and 103 are the best freestylers and highwind freeriders.

The two largest sizes are mostly freeride-oriented, since their size does not fit with the generally accepted wave or freestyle volumes. They can best be seen as engaging, manoeuvrable alternatives in the freeride segment.

The range that blends wave, freestyle and freeride.

- 68, 74, 80: classic down-the-line style wave rosters with high-end freestyle ability
- 86, 94, 103: perfectly balanced blend between wave, freestyle and freeride
- 113, 123: manoeuvrable freeriders
As we go to press, the Flies and Starboard’s Freestyle Team lead the PWA’s Freestyle tour:

PWA Overall Freestyle Ranking (Constructors): 1st
PWA Overall Freestyle Ranking (Men): 1st, 10th, 17th, and 28th
PWA Overall Freestyle Ranking (Women): 1st

Congratulations Kiri, Tiey, Sarah-Guita, Dieter, Bjorn, Philip and Nicolas.

FreeStyle
Kiri Thode

Freestyle to me, it's everything. Every time I hit the water I feel so happy to sail and do the freestyle moves. It's so sick. It's like doing something that you really love. You can try anything to create something new in freestyle. It's just amazing sailing with friends on the water and having fun. You feel so comfortable. Freestyle means everything to me.

Kiri Thode, 4B-31
Freestyle it’s the way you want to express yourself with what you can do with the board and sail. Putting your imagination to work and make it a reality. The extreme, beautiful part of windsurfing.

Taty Frans, KB 9
The Flares are Starboard's dedicated pro-level freestyle boards, designed and backed by the world's best freestyle team.

Freestyle boards require an interesting blend of riding characteristics: they need to be very quick to accelerate and feel compact in both aerial and sliding maneuvers; they need to pop easily and carve and respond quickly to the rider's moves. Of all boards, they need to be the lightest yet remain extremely strong. To finish off, a freestyle board needs to be perfectly balanced and aggressive enough to invite its riders to go bigger, faster and stronger with confidence while being forgiving enough to help him or her finish each move.

The Flares excel in each of these criteria. They also come in more sizes than any other freestyle board range, catering for riders of all ages and all sizes.

- Dedicated freestyle boards
- Most compact and quickest to accelerate
- Designed to generate lots of pop off flat water and be highly responsive with a direct, aggressive feel
- The small freestyle fin, the thick tail and centered straps make a good freestyle skill level and a vertical riding style

**Model** | **Length** | **Width** | **Tail width** | **Fit** | **Finboxes** | **Flare range** | **Sail range**
--- | --- | --- | --- | --- | --- | --- | ---
Flare 90 | 5.7 | 64.5 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 91 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 93 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 95 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 97 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 99 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 101 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 103 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 105 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 107 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7
Flare 109 | 5.7 | 64.0 | 34.2 | Wide | 380-350 | 1420-1440 | 3.04-2.7

**New**

**Exaggerated deck dome and hull cutters improve rime comfort, grip and control over the board**

**New ultra-light 70g sail box liner**

**New finbox**

**New extra-diff tail improves fluidity and forgiveness during jibe. New square, hard-edge rails create a sharper release edge for cleaner, quicker acceleration with every pump**

**New railless and now configuration cut from Starboard's designs.**

**Flare 91, 101, 111: new extra-compact outline increases rotational speed, improves responsiveness and control.**

**DIETER VAN DER EYKEN**
Throughout the 2011 season, the iSonics and Starboard’s Dream Team continue to dominate the PWA Slalom tour:

2011 PWA Overall Slalom Ranking Constructors: 1st
2011 PWA Overall Slalom Ranking Men: 1st, 3rd and 4th
2011 PWA Overall Slalom Ranking Women: 1st, 2nd, 5th and 6th
2011 PWA Slalom Alacati, Turkey: 1st and 2nd,
2011 PWA Slalom Fuerteventura: 2nd, 3rd and 4th,
2011 PWA Slalom Aruba: 1st, 2nd and 6th,
2011 PWA Slalom Costa Brava, Spain: 3rd, 3rd and 4th,
2011 PWA Slalom Ulsan, Korea: 1st, 5th, 6th and 7th.
2011 PWA Slalom Mu Ne, Vietnam: 1st, 3rd, 5th and 7th.

Congratulations Ben, Cyril, Jimmy, Steve, Taty, Alice, Mirane, Cagla and Ayako, and especially to Bjorn and Sarah-Quita for their 2011 PWA Champion titles.
Racing and competing makes me feel alive. I enjoy it and it keeps me focused. I also do it for the testing testing of Severne's sails, the Starboard boards, the fins and your own skills. It's about pushing the limit all the time, going often beyond 100mph in Slalom and in speed sailing.

Bjorn Dunkerbeck E-1
The bottom design includes cut-outs: these reduce the length of the wetted surface area and increase its aspect ratio, therefore its efficiency at allowing lift with less drag. Beside the cut-outs are what we call the planing surface ribs. These are generally just under the back foot. They are individually tuned to carefully adjust the ride and trim of each model.

**NEW - 87, 97, 107, 117, 127, 137:**

Reduced rail thickness in the nose shifts the volume and CG back in the board for improved control.

**NEW - Biaral Carbon deck:**

Extra strong, more impact resistant and absorbs more vibrations.

The nose of each board is relatively wide, allowing for a shorter nose and a lower rocker to be used. This shorter and lower nose reduces swing weight, reduces aerodynamic drag and improves the board's ability to skim over chop without losing speed.

There are two levels of WAX options: these help to release the water that remains along the bottom rail at high speed. This water would otherwise stick to the rail, resulting in a board that is not as sharp and quick as it could be.

**New - 117 Wide:**

New Hi-Extension for improved leverage.

**The Sonic’s maximum efficiency:**

The Sonic is Starboard’s slalom boards. They are fast racing machines designed for the highest top speeds, the highest average speeds, the quickest accelerations with powerful oversteers throughout a wide wind range.

The two smallest sizes are most narrow and shaped specifically for high wind conditions. The five middle sizes are compact designs for maximum performance across a wide wind range. The two largest sizes are extra-wide designs emphasizing light/medium performance and heavier riders.

**PWA 2011 World Tour:**

- PWA Vietnam Winner 2011
- PWA Korea Winner 2011
- PWA Arabia Winner 2011
- PWA Turkey Winner 2011

<table>
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<th>Model</th>
<th>Volume</th>
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<th>Tail width</th>
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<td>26.35</td>
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<td>34-35</td>
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<tr>
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<td>243</td>
<td>55.5</td>
<td>36.7</td>
<td>Drake Series Pro 300</td>
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<td>57.3</td>
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<tr>
<td>Sonic 137</td>
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<td>213</td>
<td>85</td>
<td>57.5</td>
<td>Drake R1 Race R8</td>
<td>45</td>
<td>7.5-12.5</td>
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</tr>
</tbody>
</table>
The UltraSonic is the lightwind specialist among Starboard's iSonic family. It is designed to bring high levels of lightwind performance to the masses. It's easy, it's fast and it's really fun.

- Starboard's ultralightwind recreational slalom board.
- Our earliest planning board together with the Formula.
- Incredibly efficient, it transforms the idea of what is possible in lightwinds.

**Model**

<table>
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<tr>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fin</th>
<th>Fabric</th>
<th>Range</th>
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<td>240</td>
<td>95.2</td>
<td>65.3</td>
<td>Deep Tutle</td>
<td>50/42</td>
<td>7.5-13.0</td>
<td></td>
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</table>

Ultra efficient planning hull design directly drawn from the iSonic family. The Ultrasonic design adds some extra width and focus more thickness. The outside design makes the board very stable at low speeds and plane extremely early.

- Softer edge
- Harder rail edges in the tail increases top speed, enables quicker acceleration in gusts, improves earlier planning and improves the bowline ability to maintain top speed in lulls.

The rail shapes under the footstraps are more comfortable and less long than the iSonic. This makes the board more comfortable, the drops are easier to get into and there is less turning power in your back/hip when fully powered.

The nose of the UltraSonic is then lengthened to make the board smoother to get planning. Tacking, slewing and getting going becomes easier, more stable and more accessible.

Very Deep Deck: Concave maximizes control by having the pivot point between sail and board kept low. The centre of gravity of the board is also lowered further to minimize uncontrolled sway weight. The very deep deck concave also break the aerodynamic vacuum effect that often kills the nose out of control in high winds. Last but not least, the gap between the sail and deck is eliminated and the mast base can be moved back to improve top wind speed without compromising control.

UltraSonic Racing

Cyril Moussilmani

Superior control and stability

Starboard USA

Heavily curved tail outline reduces tail width to create maximum reaching speed without the burning/gusts synchrony.
The iSonic Speed Specials are the pure speed noodles of Starboard’s range. Technically advanced designs, they are reserved for the best of speed sailors who know what they need to go fast. Not just the feeling of going fast, but knowing that speed is the result of meticulous GPS measurements and the combination of hours of tuning with perfect riding expertise.

The two middle sizes, the W44 and W54, are designed for consistently fast runs throughout a wide range of conditions. These are the typical choices for speed riders on the tour.

The largest size, the W58, is quite wide by speedboard standards. It is designed to deliver the highest possible top speed in relatively light wind conditions.

The W44 is designed for one purpose in mind: the absolute highest possible speed on a windsurfer.

- Starboard’s speed boards.
- Ultimately the Starboard’s fastest boards.
- For speed experts competing on the race tour, for GPS speed sailors and for Bjorn himself.

The shapes of the W44, W49 and W54 are Bjorn’s exact custom specifications, shaped by Carlo Sacca. They include very deep deck-concavities that increase control and improve aerodynamics. The W58 is designed by Rene Wilga as the top choice for allround medium and lightweight speeders.

1. W44, W49, W54: constant use bottom shape with 70cm flat, except for the W44 that has a 60cm flat / W58, double concave front section flowing into a 60cm flat. 70cm flat section.
2. The iSonic Speed Specials are built in a specially developed Speed Technology: a pure carbon construction with carbon overlapping ripples for maximum stiffness. No paint finish on the deck and rails – for minimum weight.
3. New insert positions give two extra-narrow stance options. The 2012 models also have only one row per strap instead of two rows – reduces weight.

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fin</th>
<th>Fin range</th>
<th>Sail range</th>
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<td>43.7</td>
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<td>16/18</td>
<td>20-22</td>
<td>5.4-6.2</td>
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<td>44.5</td>
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<td>28-35</td>
<td>6.3-7.8</td>
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<td>84</td>
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<td>36.5</td>
<td>16/18</td>
<td>28-34</td>
<td>5.8-6.4+</td>
</tr>
</tbody>
</table>
The Formula 167 Wide: special oversized cutaway designs with two levels – they bring the best of the 90cm wide tail. These cutaways live up to the Goods, let the wide tail ride free, accentuates acceleration, and improve top speed. 167 Wide: large sidekick designs – they bring out the best of the 84cm wide tail. Lverse up the board, lets the wide tail ride free, accentuates acceleration, and improves top speed.

THE SECRET

167 Wide: 90cm wide tail – unbeatable upward and downward performance. Maximum power.

167 Wide: 84cm wide tail – incredible upward and downward performance, with more control than the 90cm wide tail of the 167 Wide.

The Formula 167 and 167 Wide are Starboard’s Formula race boards. Formula racing is the modern format of windsurfing course racing, which is a close cousin of sailboat racing. Formula racing starts in just 5 knots of wind, with no upper wind limit, unlike the 8-10 knots of sailboat racing. Formula racing covers maximum upward performance and maximum downward performance. Finally, Formula racing allows only one board to be used. These parameters are to become the key drivers of Formula board design.

First introduced in 1998, Starboard’s Formula was the first wide-style racing board. This truly turned the racing scene on its head, as no other board could beat its upward, downward, and overall performance. By 2000, it dominated the racing scene by taking the top 6 in the World Championships.

Throughout the decade, Starboard’s Formula continued to dominate, with 11 top positions in the 2006 World Championships.

In 2007, Formula rules changed, requiring board designs to be frozen for two years. 2008 and 2009 boards were identical, 2010 and 2011 boards were identical, 2012 marks the next generation boards that will remain identical for 2013.

And you can be sure that Starboard’s R&D team has stopped nothing short of two new revolutionary designs:

1. Starboard’s Formula board
2. Designed for absolute upward/downward performance
3. The 2012 models: two REVOLUTIONARY designs, featuring 90cm and 84cm wide tails.
Starboard's Formula Experience board is made for the Formula Experience One Design Class, one of the most popular windsurfing classes in the world.

Like Formula racing, it covers a very wide range of wind conditions and starts from just 7 knots of wind. FE's equipment rules however, ensure that the board, fin and sails are affordable and durable.

Formula Experience racing is currently established in France, Portugal, Spain, Brazil, Peru, Chile, Estonia, Denmark, Mexico and the USA. There is also the new Formula Experience One Design European Tour. It starts June 13th 2011 in Portugal and ends in September 14th 2011 in Italy, with stops in France, Latvia, Estonia and Denmark in between.

The Formula Experience class also hosts two key events: the European Championships and the World Championships, where the winners are crowned ISAF’s European FE Champion and World FE Champion respectively.

For complete information on event dates and places, visit the Formula Experience website on http://fe.internationalwindsurfing.com

Starboard's Formula Experience One Design board
The durable, accessible and affordable Formula racing board
The only 100% planning ISAF class
Built in durable and affordable Tuttle AST technology
The Prediatrics Formula is also available – it's the smaller Formula board design for young racers
The Phantom 295 is a complete windsurfing package that includes a revolutionary racing board design and a complete rig.

The Phantom class is the new all-in-one international windsurfing class supported by Starboard, with events held around the world, and championship events coordinated by Starboard International and a global network of national Starboard distributors and partners.

The class positions itself as a feeder to many other established classes: the Formula class, the KSX, PWA Slalom and the Racineboard class. The Phantom 295 class is fun, social and competitive on one hand, and a stepping stone towards other classes on the other hand.

The Phantom 295 board design and its flextip daggerboard make the Phantom 295 truly stand out as a totally revolutionary hybrid.

**How Does it Feel?**

A well-balanced sailing feel enjoyed in light winds as well as a little breeze gives the rider the ability to sail upwind and downwind with ease. The rig is designed for maximum control and ease of use, allowing the rider to enjoy the ride without feeling overwhelmed.

The rig is based on the award-winning Swimmer concept, featuring a wrap-around design that provides excellent control and comfort, making it perfect for all levels of riders.

The Phantom 295 is a real project that can be very proud of and excited to share with riders andngoing sailors around the world.
The Phantom 295 class; a fun, social and affordable racing class that covers the widest range of conditions and the widest range of riders. RS:X, Formula and PWA Silikon. With its unique and innovative design, you may enjoy fast, lightweight racing and powerful, exciting planning races. All this at an affordable price.

ORDER YOUR PACKAGE NOW BY CONTACTING YOUR LOCAL STARBOARD DISTRIBUTOR, LISTED IN WWW.STARBOARD.COM

The Phantom rig
Available in 6.5, 7.5 and 8.5
Designed by Ben Severne and Simon Hurrey
Features compact outlets with two cambers
The sails easily cover a wide wind range from non-planning to planning conditions
75% 430/460cm two piece carbon mast
190/240 Tuff aluminium racing boom
Severne 36cm SDM Extension
Phantom Race joint
One racing uphaul line

Model | Volume | Length | Width | Tail width | Flex | Fin box | Fin range | Sail range
--- | --- | --- | --- | --- | --- | --- | --- | ---
Phantom 295 | 294 | 294 | 23.5 | 32.5 | Deep Tuflex | 44/54 | 5.5/9.0

Highwind conditions
The revolutionary Bat Wing design: as slightly more wind, the board starts to lift off to its rail, so one wing lifts out of the water. In the lowered wing continues to travel below the water surface. As the board increases speed with more wind, the wide flying surface starts to generate lift, allowing the board to transition extremely smoothly into planing mode. The Bat Wings are wide so the planing surface is wide. Therefore, the transition into planing happens earlier than other narrow-tail raceboards.

In full planing mode, the board planes high above the water, ripples fast and free, allowing for deeper fins to be used and for deeper upward/downwind angles to be reached.

The mast track is lowered below deck level in planing mode, so control is increased.

It is a relatively long and narrow board, so it rides fast.

At low speeds, the wing travels below the water surface, allowing the board to follow the more streamlined shape of the main deck. This contributes to the board’s light weight glide and speed.

Heel extensions in the light wind position also create extra leverage to help the board get up on its rail.
The Phantom Race 377 Bat Wing and 320 are Starboard’s raceboards. Raceboarding is the classic racing class that is thrilling with renewed enthusiasm at the moment.

Raceboarding, organized and sanctioned by ISAF, has always been popular thanks to its ability to deliver exciting racing in both planing and non-planing conditions. Through natural evolution, the winning designs tend to be long and slender, and they always include daggerboards and adjustable mast tracks. The list of eligible boards is available on ISAF’s website. As the newest board to be registered, Starboard’s new Phantom Race 377 is race-legal from January 2012 onwards. The largest sail size allowed for raceboarding is 9.5m².

The Phantom Race 377 Bat Wing is the third generation raceboard that replaces the outgoing 380. It has been developed by Remi War’s team over a two year period. The board is truly innovative in many aspects, featuring bat-wings, slanted mast tracks and heel extensions.

The Phantom Race 320 is designed to win the Hybrid 320 segment of the raceboarding class. This hybrid segment limits the maximum length to 320cm and allows for designs up to 100cm wide.

**Starboard’s raceboards**

- Phantom Race 377 Bat Wing is designed for the Raceboard 380 segment of the class
- Phantom Race 320 is designed for the Hybrid 320 segment of the class

### Phantom Race 320

The design starts with the 380 shortened down to 320. The rocker, the nose, the daggerboard and mast track positions were adjusted to match the new length.

Super-sized 2cm high heel extensions help the board roll up to its rail quickly.

### Bat Wing Design

At low speeds, the BatWings sink below the water to allow the water to flow around the narrow, streamlined section of the tail. The board glides like a narrow inside with a smooth water exit off the tail.

In slightly more wind, the board starts to lift on to its rail, so one wing lifts out of the water while the forward wing continues to travel below the water surface.

As the board increases speed with more wind, the wide planing surface starts to generate lift, allowing the board to transition smoothly into planing mode.

Because the wings are wide, the planing surface is wide. So the transition into planing happens earlier than other narrower tail raceboards. In full planing mode, the board planes high above the water, rides fast and free, allowing for deeper humps to be used and for deeper upward/downward angles to be reached.

This is freeriding.
FUTURA
IMPOSSIBLE ENGINEERING

“The Futuras won every comparative test it entered: the Planchemag test, the Wind magazine test, the Windsurf magazine test, the Boards/Boardseeker test and the Surf magazine test.”
The Futura is Starboard's freecarve boards. Freecarve boards are designed to go extremely fast, like slalom boards, but with more user-friendliness and more comfort. They are the sports cars of windsurfing.

When it was first introduced in 2008, Starboard Futura's revolutionary design redefined the freecarve category: its 15% thinner profile and its wider outline, inspired by the evolution of modern slalom boards, offered the casual freecarver a board that was very stable at low speed yet extremely fast and powerful throughout an incredibly wide wind range. On top of these benefits, the thinner shape made for better jibing and more control. It was a win-win design leap forwards, without any compromises needed.

After taking two years to get itself established, the Futura has become the clear market leader and the new performance benchmark. In 2011, the Futura won every comparative test it entered: the PlancheMag test, the Wind MAGazine test, the Windsurf Magazine test, the Boar d/SurferBoard test and the Surf Magazine test.

For 2012, Starboard continues to offer the Futura in six sizes and two technology options. The 111, 121, 131 are new shapes.

- 111/121/131: New outline shapes with more open angles that trap less water.
- Very deep deck concaves improve control and lowers the board's CG further.
- Wider outlines for low-speed stability.
- Short Wide noses improve aerodynamic efficiency, reduces sailing weight.
- 15% thinner profiles for lower CG.
- 111/121/131: Smaller, longer rails improve acceleration and the free holding release from the water.
- Wider outlines coupled with a thinner profile forms the basis for each Futura design. By making the outline wider, the boards will have better low-speed stability; this is important when upwinding or completing your luffs for example.

By making the profiles thinner, these wider boards don't feel big — on the contrary, the lower center of gravity makes the board more responsive to foiling upwind, quicker to carve andSide Sharonikai plus plan.

The combination of width and thickness also accentuates wind range: on one hand, the extra width allows the rider to fill a deeper fin more root and have more light wind power. On the other hand, the new profile allows the board to be more controllable in high winds, using a smaller sail and a smaller fin.

The Futura's noses are relatively wide, allowing for a shorter nose and a lower rocker to be used. This shorter and lower nose reduces sailing weight, reduces aerodynamic drag and improves the board's ability to slip over chop without losing speed.

The rails are shaped for power, with extra rail edges. But they remain thinner and more comfortable than the full-blown rail shapes of the Orca. This makes the Futura more comfortable and less powerful. Most importantly, these rail shapes allow the use of inboard strap positions.

When using the inboard strap positions, the Futura become very accessible and comfortable to ride.

In conclusion, the Futura offers, quite simply, an incredible scope of performance options: they are accessible and comfortable. You want them to be, or they can be speedboat racing machines with a superwide wind range. If you want them to be. This is where the future bodyboards and truly live up to its merits of impossible engineering.

Tien Duy, Futura board designer
"I was testing the new APP Carve against the 185/285 models, I couldn't believe what I felt! It felt like I was with a thin and agile in development time. The difference is just incredible!"  
Sean Leahy Coliman, original kiteboard designer and inventor of board technology, contributing designer and tester.

"Plug and play is very clever. Each is wide wind range. The level of control, forgiveness and comfort in rough conditions is outstanding. Add the ability to put larger sails and plan water than water sites, and this board will leave many other classic kitesurfers behind!"  
Teddy Vu, kiteboard brand manager and board designer.

"The new APP Carve is a lot faster than the previous generation. By really it was what we wanted to that them against the 185/285. And it was not be surprised if they are so fast! I'm convinced that with these new models, we have a board that is faster, more easy, easier-placing and more comfort- 
Fonki Vila, lead designer for the new APP Carve.
With the all new 2012 Carve 111, 121, 131 and 141, plug and play has never offered so much speed and performance in such a light-tail and comfortable package. To top it off, the Carve’s new shapes offer a massive wind range. They take the plug and play concept to a new level.

New outlines: the four new shapes benefit from wider and thinner shapes that extend the board’s low-end power, top end control, early planing abilities and overall efficiency.

The Carves are now available in the super lightweight, range-topping Carbon option.

The 121, 131 and 141 integrate a new tail cut away design developed by Jean Louis Collins in New Caledonia. His new cutaway design adds some leeway and top end speed to make the Carve the perfect board.

The Carves are Starboard’s pure freeride boards.

The Carves are always easy to tune and ride. They deliver their best performance, all the time. Exciting, fun and light, they always remain controllable, comfortable and forgiving. They are the plug and play freeriders.

Starboard’s plug and play freeride boards

Technically forgiving - so it’s easy to always bring the best out of the Carves

“The Essence of Freeriding. Highly Recommended.” – Windsurf Magazine UK

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fin</th>
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</table>
Progressive windsurfing: it's about your first planning experience, learning to use the harness, mastering the waterstart, gradually windsurfing with more power and more speed, having a blast and crossing your first cavasides.

Progressing is the most fun part of windsurfing.

ALICE ABUTKIN

Photographer: John Carter
The GO is Starboard's iconic range of progressive freeriders. They are the original, comfortable, stable and easy airfoil designs that have transformed modern windsurfing by making it easy to progress. Progressive freeriding is about getting planing, hooking in to the harness, learning to waterstart, learning to windsurf with speed and power, and most importantly, mastering the milestone of windsurfing the carve jibe. Starboard's progressive freeride boards

The board that takes you through the progressive stages of windsurfing, from planing and waterstarting to carve jibing.

The GO boards are designed around three key principles: make planing easy, make the ride fast and exciting, and make the handling fun and responsive.

Maintenance plenty of width, the GOS remain super stable with lots of power in reserve. For more advanced riders, this power can be used with upper sail to maximize the board's early planing abilities, drive speed and reach top speed.

Footstrap positions for every level of sailing: beginner, intermediate and advanced.

In the turns, the 90s shape makes riding virtually automatic. They are the easiest boards to learn your carve jibe, perfect your skills and make your first big planing jibe. Their width, their carved, rounded tails and the float designed into the board's rails makes them plane out of a jibe more easily than ever.

New hard rail edges allow the board to release cleanly from the water as it accelerates, permitting early planing yet further and giving the board a crisp, clean ride with sharp accelerations with every gust of wind.

The GO 131 and 171 include a centre fin and are extra center fin that makes it beginner's first steps even easier.

The GO Windsurfer includes a Centrebox daggerboard, making it the most versatile model within the GO family.

The 131, 171 and Windsurfer models are delivered with two fins – a shallow fin that makes handling easier for beginners, including the first steps in shallower water, and a deeper, high performance fin that unlocks the full performance potential of the GO.

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<th>Model</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
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<td>Tuttle</td>
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<td>Tuttle</td>
<td>4554</td>
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</table>
The Kode Tukskins are two boards in one: exciting, maneuverable freeriders for adults on one hand and stable, compact entry level boards for kids on the other hand. Perfect for sharing windsurfing with Mum, Dad and the kids.

The Kode Tukskins are loaded with features and parts that allow the board to fully adapt to its dual purpose.

- Starboard’s dual concept board
- An entry level board for the kids
- An advanced freerider for adults

Kode Tukskins are very compact: short and wide. This makes them very stable and maneuverable for kids to learn and progress with. For adults, this compact shape makes the board maneuverable, fast and fun.

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
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<td>113</td>
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<td>68</td>
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<td>230</td>
<td>72</td>
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<td>137</td>
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<td>2 x Tab</td>
<td>3044</td>
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Our basic windsurfing website: www.begin-windsurfing.com

Here's where you can find places to learn windsurfing
A forum where you can find more help, hints and tips from the windsurfing community
Videos on windsurfing basics, setting up your gear and more

ENTRY LEVEL

Iballa Moreno

Tiffany Ward
**Key Concept:** Their long and wide shapes provide plenty of stability for even the most nervous beginners. They are also fast with a smooth glide in light winds. For advanced riders, the longer, narrower shape combined with the internal ballast system and a strong daggerboard allows the board to power upward off the leeward rail.

**Contour deck:** Makes it easier than ever to get into the footstraps.

**Integrated nose protector (EVA model only):**

**Soft EVA deck, regular deck finish or Armour Tech options available:**

**Nose carry handle for convenience:**

**Rio S, M and L’s extra 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 bestseller in the all-wind windsurfing category.**

**Multiple insert positions for the best choice for comfort:**

**Soft EVA deck option:** The best choice for comfort. The deck of the board is covered in a soft, grippy and grooved EVA sheet. 2 to 5 mm thick.

**The Sport option:** The lighter, high performance version of the Rio. The EVA deck is replaced with a conventional non-slip finish.

**The Armour Tech option:** The extra strong model. Perfect for school and clubs, the Armour Tech’s double thickness, double layered construction makes the board extra beefy for extra durability.

**Long, wide outline with extra volume in the rail for additional stability:**

**The Rio XL:** The special extra-long and narrower model. It has the most glide and longitudinal stability. Available only in plain white Armour Tech.

---

**The Rios are Starboard’s entry-level all-round boards. They cover learning, progressing and planing for the first time.**

They are considered all-rounders because they are equally good at providing stability for beginners to learn and providing power for progressing windsurfers to get planing smoothly. Once planing, the Rios feel responsive and fun.

The Rios advanced shape and fittings make them by far the most thoroughly designed entry-level board on the market today.

- Starboard’s entry-level all-round board.
- Stable for beginners, easy to plane for intermediates, responsive and fun for experts.
- The most advanced entry-level all-round design available.

---

**Entry Level Specifications:**

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Fin Width</th>
<th>Fin Hole Size</th>
<th>Fin Slot Range</th>
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<tr>
<td>Rio M</td>
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<td>30-40</td>
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<td>25-30</td>
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<td>Rio L</td>
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<td>336</td>
<td>90.5</td>
<td>40.1</td>
<td>40-50</td>
<td>4</td>
<td>35-40</td>
</tr>
</tbody>
</table>

**EVA or Armour Tech:** Available only in plain white Armour Tech.
The Starts are Starboard’s super-stable beginner boards. Feature-packed with smart ideas and offering the widest shape in the entry-level segment, the Starts make learning to windsurf and planing in the straps easier than ever.

- Starboard’s super-stable entry-level boards
- Extra-stable for beginners, easy and smooth to get planing for intermediates

What’s new?

The 2012 Start M and L have been lengthened to 280 cm to hugely improve the boards’ glide in lightsails. With the longer length, the profile of the board can be flattened, which also allows the board to gradually transition into planing mode — smoothly and easily, without the need to overcome a power surge.

The Start’s tail design is also wider than any other entry-level board. This allows the Start to get planing earlier, at lower speeds. Again, this helps beginners to plane smoothly and easily.

**FASTERS & MORE GLIDE**

Longer nose with a longer, lower rocker - for more longitudinal stability and more glide

**NEW**

- Multiple insert possibilities offer tuning options for entry level/intermediate/advanced riders
- Tail cutaways improve speed and acceleration
- Extra-wide tails offer easier and earlier planing
- Integrated nose protector
- Soft deck EVX Tufnol construction
- Specially designed deck contours make it easier than ever to sail in the footstraps
- Extra-wide outlines with extra volume in the tail mid-section for additional stability

**OLD**

- All-glass daggerboard system

**COLOUR CODED DECK**

- **UPPERBOARD**: Top grey area 60% Tail grey area 40%
- **MIDDLE BEEFERS**: Top 60% Tail 40%
- **FOOT STRAPS**: Top 50% Tail 50%

**IDO**

The IDO accessory replaces a conventional mast-base and universal joint to prevent the sail from dropping into the water. This transforms windsurfing into an instant learning experience, as the uphauling process is eliminated. There is enough freedom of movement in the IDO to allow the board to be maneuvered through rig steering as usual. The IDO is recommended for beginners on lightwind days and with sails up to 5.5m².
The Gemini Mk II is Starboard's second generation tandem board. Being the first wide-style tandem windsurfer, the original Gemini transformed the idea of sharing windsurfing. With its wide-body stability, you could share windsurfing with beginners instantly and take them planing within seconds. Schools, wondered at the ability to teach beginners while sailing together with them on the same board. For windsurfing clubs, windsurfing centres and high performance riders, there was no better exhilaration than to share a high speed reach with a friend on the world's easiest tandem platform.

The new Gemini Mk II offers a quantum leap over the original Gemini and has become by far the fastest, most comfortable and natural feeling tandem we have ever designed.

- Starboard's wide-body tandem board
- The second generation design

### Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fin</th>
<th>Finbase</th>
<th>Fin range</th>
<th>Sail range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gemini Mark II</td>
<td>361</td>
<td>159</td>
<td>120.5</td>
<td>87.2</td>
<td>Deep Tuttle</td>
<td>40-70</td>
<td>59-61</td>
<td></td>
</tr>
</tbody>
</table>
The SUPER Wave 8'10" - the ultra-compact, radical surfing shape with lots of volume and float, blending the best of lightwind wave riding as a windsurfer and a manoeuvrable surfing stand-up paddle board in one.

As a windsurfer, it's the easiest and most efficient wave board that lets you catch waves non-stop, all day long, whether conditions are planing or not. With plenty of volume and float in the rails, there's no easier ticket to wave riding.

As a stand up paddle board, the ultra-compact shape manoeuvres and responds with a drive that longer SUP surfers just can't match.

The SUPER Wave: two totally new wave riding experiences in one board, starting from knee-high waves, with or without wind. Thruster fin setup. Front footstraps can be used when windsurfing waves, for added control.

Single concave bottom configuration gets the board onto waves incredibly easy and early.

With plenty of volume, lots of width yet within a compact, manoeuvrable shape, wave riding has never been easier or more fun. Ride out and catch any wave, any time.

When wave riding with a sail, only the front straps are used. For pure paddle boarding, no straps are needed.

As a SUP, the board's 31 " width and generous volume makes it user friendly. The compact 8'10"x3'2" outline maintains a high surf performance edge.

The new design blends a planing windsurfing rockerline with a paddleboarding rockerline to create a new hybrid breed: a lightwind wave riding shape that has the remarkable ability to generate planing speed while turning.

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Pin</th>
<th>Flaxen</th>
<th>Sail range</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUPER Wave 8'10&quot;</td>
<td>342</td>
<td>271</td>
<td>80</td>
<td>48.3</td>
<td>2 x R50</td>
<td>2 x R50</td>
<td>4.7-6.5</td>
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</tbody>
</table>
The SUP/Per are Starboard's crossover boards between light-wind summer windsurfing and stand-up-paddle boarding. The range also includes one exceptional lightwind wave surfer specialist: the SUP/Per Wave (see previous page).

As windsurf boards, they bring back the essence of relaxed, summer windsurfing: sharing windsurfing with your friends and family, gliding along the coast powered by a gentle breeze and catching some waves.

As stand-up-paddle boards, they open up the door to the wonderful world of an entirely new sport: paddle boarding. Stand-up, enjoy the view and paddle out to sea, explore the coastline and surf the waves.

The SUP/Per range offers a variety of models, going from a fast glider, an ultra-stable model to a dedicated surfing model:

- Starboard's crossover stand-up and windsurfing boards: windSUP boards.
- Suitable for paddle boarding, paddle-surfing and windsurfing.

**SUP/Per Models**

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUP/Per 9 Slick</td>
<td>185</td>
<td>190</td>
<td>78</td>
</tr>
<tr>
<td>SUP/Per 10 Breezy</td>
<td>215</td>
<td>204</td>
<td>78.5</td>
</tr>
<tr>
<td>SUP/Per 10 Breezy</td>
<td>235</td>
<td>204</td>
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</tr>
<tr>
<td>SUP/Per 10 Breezy</td>
<td>255</td>
<td>204</td>
<td>78.5</td>
</tr>
<tr>
<td>SUP/Per 12 Breezy</td>
<td>250</td>
<td>204</td>
<td>78.5</td>
</tr>
<tr>
<td>SUP/Per 12 Breezy</td>
<td>270</td>
<td>204</td>
<td>78.5</td>
</tr>
</tbody>
</table>

**The SUP/Per Sail Package**

The SUP/Per Sail Package is the simple, light-wind windsurfing rig. It is light, powerful and easy to assemble. New windsurfers and standup paddlers will find assembling the rig very easy. Once on the water, the sail will feel the wind light yet powerful. The SUP/Per Sail Package is designed to power SUP boards fitted with mast tracks and lightwind windsurfing boards. Available in 6.5 and 5.5.

**SUP/Per 126** - the longest and most slender board will glide beautifully whether windsurfing or paddling and includes a fully replaceable daggerboard.

**SUP/Per 12** - the most stable board. It is a solid platform for even the heaviest of riders. Great for riding with a paddle or a rig. Includes a fully replaceable daggerboard.

**SUP/Per 10** - the favorite slalom board. A fabulous paddle board which performs very well in the waves and at the same time doubles as an excellent entry level Windsurfer. The Slalom includes a thruster fin setup and areplaceable daggerboard. The Slalom model sports a Thruster fin setup and a Tuffel box Drake Slalom 450 center fin.

**SUP/Per 6** - the most compact model, ideal for younger sailors. Available in Slalom only and supplied with a set of thruster fins, a set of stubble fin and a tail center fin.
ACCESSORIES

TRAVEL BAGS

8mm foam top and bottom, 12mm padded sidewalls. Plastic zipper, zipped hand, quickclip shoulder straps.

Sizes: M, L, XL, Formula, Triple M, Double Good, Triple Good.

DAY BAGS

Available for all Starboard boards. 8mm foam padding, polyester 600D construction. Zipped front, quickclip shoulder strap.

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

For a complete board-to-bag compatibility chart, visit www.starboard.com.
Many riders couldn’t make it to our photo shoots this year; Sarah Guita had her exams, Dany Bruch was recovering from his knee operation and so on...

To these riders and to everyone else, we’d like to thank you all for your contribution to the Starboard journey. Your competition results, your contribution to R&D and your smiles have played an important role in making Starboard what it is today.

Special thanks also go out to the best windsurfing photographers on the planet: John Carter and Jerome Hoguet.

Enjoy 2011.
<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Source</th>
<th>Type</th>
<th>Engine</th>
<th>Power</th>
<th>Weight</th>
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</thead>
<tbody>
<tr>
<td>2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Model: 2012

#### Specifications

- **2012 BMW M3**:
  - Engine: S65B43A
  - Power: 420 hp at 7,000 rpm
  - Weight: 3,500 lbs

- **2012 Jaguar XKR-S**:
  - Engine: AJ-V8
  - Power: 550 hp at 6,500 rpm
  - Weight: 4,100 lbs

- **2012 Porsche 911 Turbo S**:
  - Engine: 3.6L twin-turbocharged flat-six
  - Power: 520 hp at 6,100 rpm
  - Weight: 3,800 lbs

- **2012 Audi R8 V10 Plus**:
  - Engine: 5.2L V10 plus
  - Power: 525 hp at 8,250 rpm
  - Weight: 3,600 lbs

- **2012 Ferrari 458 Italia**:
  - Engine: 4.5L V8
  - Power: 570 hp at 8,250 rpm
  - Weight: 3,350 lbs

- **2012 Lamborghini Aventador LP 700-4**:
  - Engine: 6.5L V12
  - Power: 700 hp at 8,250 rpm
  - Weight: 3,900 lbs

- **2012 McLaren MP4-12C**:
  - Engine: 3.8L twin-turbocharged V8
  - Power: 580 hp at 7,500 rpm
  - Weight: 3,000 lbs

- **2012 Pagani Huayra**:
  - Engine: 6.0L V12
  - Power: 600 hp at 7,000 rpm
  - Weight: 3,500 lbs

- **2012 Porsche 918 Spyder**:
  - Engine: 3.4L V8 + 2.9L Hybrid
  - Power: 887 hp at 9,000 rpm
  - Weight: 3,500 lbs

- **2012 Bugatti Veyron 16.4 Super Sport**:
  - Engine: W16
  - Power: 1,200 hp at 6,700 rpm
  - Weight: 4,000 lbs

### Notes

- All specifications are based on the factory's official information.
- Weight configurations may vary slightly depending on the trim level.
- Engine specifications include displacement and power output.
- Performance data such as top speed, acceleration, and fuel efficiency are not listed.

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**Additional Information**

- **Engine Options**: Various engines are available with different displacement and power ratings.
- **Transmission**: Most models come with automatic transmissions, though some offer manual options.
- **Safety Features**: Advanced safety features like ABS, ESP, and airbags are standard on all models.
- **Tires**: Standard tire sizes vary by model, but include options for increased performance or off-road capabilities.

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**Disclaimer**

Specifications may vary slightly depending on the model year and trim level. Always consult the manufacturer's website or an authorized dealer for the most accurate and up-to-date information.