



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

Change?

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

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

I believe that as long as our core management team is fully involved in product development, on water testing and always stubbornly remember that change is the only certainty in a world that moves forward every day.



JACOB STONES EVIL TWIN Photographer: Jan Carlar

INNOVATION QUALITY
STARBOARD

CHANGE?

When we at Starboard go windsurfing, ideas are created, changing the shape of our boards and our brand.

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

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

Starboard continues to break barriers in technology and performance, leading to the new overall speed world record for sailing crafts at 49.09 knots, the two first places in PWA slalom circuit, the Raceboard title and 18 of the top 20 places in the Formula Worlds. The PWA constructors championship sums up the results of a tremendous overall performance advantage also in waves and in freestyle.

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

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

Svein Rasmussen



Svein and Mayar Rasmussen

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



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JIM DRAKE

OUTSIDE THE BOX

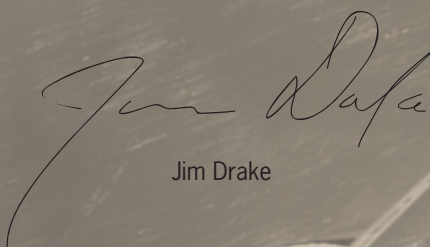
Last year in this space I illustrated what it means to "Think Outside The Box" in aircraft design, on one hand and windsurfing on the other. If you missed it or lost it, I'll summarize it by noting that in manned aircraft the high speed/high altitude boundary of the box is still held by the X-15, even after forty-some years. Remarkably, its records are still twice that of its nearest challenger, the SR-71. The X-15 is really outside the box

Windsurfing is also once again unique among its class, i.e., sailing craft, with Antoine Albeau's recent recapture of sailing's speed record. The design advantages of a windsurfer are likely to keep the speed record in windsurfing's hands for the foreseeable future. (Only kiteboarding represents serious competition in this arena, but only if safety concerns can be successfully treated.) Many features of Antoine's equipment can yield still greater thrust and less drag and, as a result, higher speeds.

But soon a physical property of water employed (by the fin) to resist the lateral force of the sail will form a barrier to further acceleration. At very high speeds the suction side of the fin will be no longer able to generate negative pressure without vaporizing the water. This destroys over half of the lateral force. Hydrodynamicists call this "Cavitation". It's a phenomenon similar to, but different from, what windsurfers call "Spin-out". This latter is caused by the suction side of the fin sucking air in from the outside along the bottom of the board if not enough surface is provided around the base of the fin. (This is a bit technical, I know, but if any of you stayed awake and want more explanation, write me on Starboard's web.)

Back to Cavitation, it's a lot like the Sound Barrier in aerodynamics. It was thought at one time to limit an airplane's top speed to less than the speed of sound in air – a little over 600 knots at sea level. Chuck Yeager proved that wrong in the middle of the last century. All it took was a lot more thrust, which the rocket engine installed in the X-15 amply provided. It's the same with beating Cavitation. All that is needed is more – a lot more – sail force. And that's where thinking "Outside the Box" may come in handy. Maybe eliminating the fin altogether and depending only on the board, tilted to the side like a kite board, to provide both vertical force and side force to withstand the sailor's weight and the sail's lateral force, respectively, could be the answer. It will need quite some design creativity, and a very skilled sailor, but I believe it will be managed – maybe sooner than later. Just remember – Outside the Box.

I'll see you all next year in this same place to review progress in the other dimension – zero wind – which has been spectacular with SUP and Serenity. So, till next year.....


Jim Drake

Do you know what we did last week?

We took a 120 litre prototype board and we sliced it. Not in half, not along the length of the board or across it. We sliced off the bottom. We shaved a clean centimeter and a half off the bottom, glassed it right back up and took it for a test run. What was left of the board measured 100 litres. It was 75cm wide and the rails looked like it will never work. Cutting a C-shaped rail in half leaves you with a rail that certainly looks too sharp, too different to the norm. It looks like it will catch, trip and throw the rider into a catapult off the first chop that comes along. What was left of the board looked very thin. Sexy yes, but surely too thin to allow it to carry itself out of the water, let alone plane and perform like a normal windsurf board.

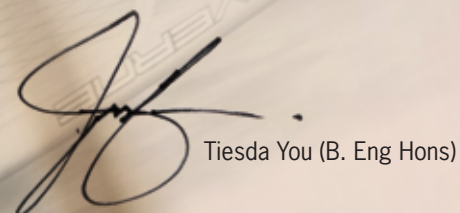
Bold strokes. If millimeters create the fundamental building blocks of incremental shape evolution, bold strokes generate the momentum that inspires shape evolution itself.

If one day, by chance, you come across our purely experimental super slim prototype; or say even one of our **Serenity** boards; or one of our latest **iSonic**s with its double wingers, or maybe the one meter wide **Formula**, or the **Rio** with its unusual deck design; if one day, by chance, you come across such a windsurf board, or indeed a stand up paddler with his or her **SUP** board, and its difference challenges you, makes you shake your head inside your head - then try it instead. You'll know that this is where Starboard is looking. This is where the momentum that will drive the evolution of shapes can come from, because it's where no one else is looking.

That's how the **Gemini** came about, as did the **GO** board, the original **Formula** and the original **Start** did.

We sure believe in the millimeters too. The all-new **Kodes**, the **Evil Twins**, the freestyle **Flares**, the new generation **Futuras**, the **Evos** and the **Phantom Race**. They have been designed and refined millimeter by millimeter, with the occasional centimeter and with the accuracy of a watchmaker. But when you want to create a something new, discover a breakthrough and move forward in big bold steps, forget the caliper and the CNC machine. Go for the bold strokes.

Do we know what 100kg Antoine Albeau feels when he's riding 120 liters x 75cm? Do we know if a cut C-shaped rail can actually be more efficient? Do we know if a 100 liter board can be a 9.0m2 light wind board if it's simply wide enough? Do we know how a 7cm thick board feels like in the jibe? Do we know the effects of a super-low centre of gravity in a board? Now we know. We found out last week.


Tiesda You (B. Eng Hons)

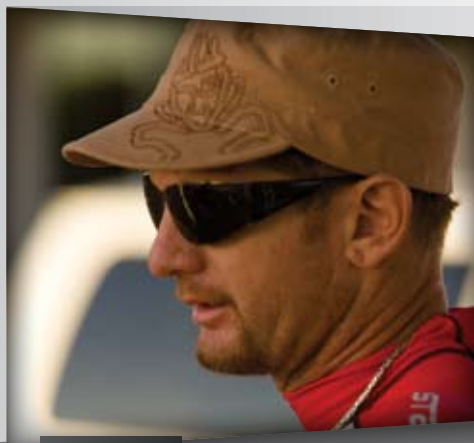
TIESDA YOU

BEHIND THE SCENES



JOE DUMRONGVIVAT
JOE DUMRONGVIVAT

Joe Dumrongvivat
Twelve years on, Joe remains the driving force behind the scenes. General manager and the first Starboard employee, Joe's experience in the core business and its management continues to expand every day, reaching for higher targets each year. With him, we look forward to the next twelve years.



REMI VILA
REMI VILA

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



IAN FOX
IAN FOX

Ian Fox
The ultimate speed addict, Ian Fox is known by the team as the General. Ian runs the Starboard forums as well as policing them behind the scenes to keep them free from chaos. Ian also runs Starboard's Maui photoshoots, the Starboard speed program and sits with the management team as President of Starboard World Ltd.



SCOTT MCKERCHER
SCOTT MCKERCHER

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



PETER HART
PETER HART

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



SVEN AKERBOOM
SVEN AKERBOOM

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



DUNCAN MILNE
DUNCAN MILNE

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



ERIC GIRARD
ERIC GIRARD

Eric Girard
Eric Girard continues his role behind the scenes with various Starboard video projects and travel stories to new places. He helps manage the ProKids program, scout out new, young rider talents and over the last year, he has set up his own idyllic windsurfing and kiteboarding centre in Canada.



KEITH BAXTER
KEITH BAXTER

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



MICHAEL NAKVACHARA
MICHAEL NAKVACHARA

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



ELLEN and ROGER JACKSON
ELLEN and ROGER JACKSON

Ellen and Roger Jackson
Ellen and Roger are Starboard's direct link with the US market and the entry-level segment of windsurfing from grass-roots level. Ellen and Roger tour the US with their Taste of Windsurfing program and run the Start Windsurfing forums on the Starboard website. Both Ellen and Roger have received USWA's Windsurfer of the Year award for what they represent to the sport and for their dedication.



CHRIS PRESSLER and KERSTIN REIGER
CHRIS PRESSLER and KERSTIN REIGER

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

DREAM TEAM

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

Congratulations

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SCOTT McKercher

ANTOINE Albeau

KEVIN Pritchard

CONNOR Baxter

TIFFANY Ward

ALICE Arutkin

SARAH-QUITA Olfringa

SARAH Hebert

MORANE Demont

JULIEN Quentel

ANDREA Cucchi

ZANE Schweitzer

TIMO Mullen

JAEGER Stone

BRIAN Talma

Bora KOZANOGLU

NICOLAS Agkaciyen

JURGEN Saragoza

WILHELM Schurmann

JESPER Vesterstrom

JOHN Hibbard

TATY Frans

KIRI Thode

BJORN Saragoza

BOUJMAA Guillouf



STARBOARD
DREAM TEAM 375

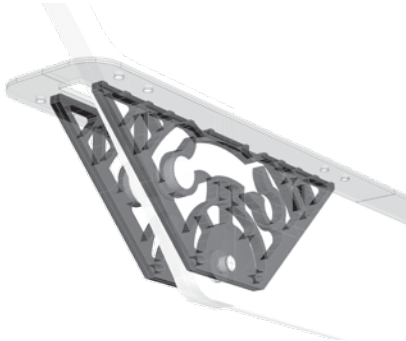
DESIGN DEVELOPMENT DETAILS



THE STARBOARD ART DREAMTEAM

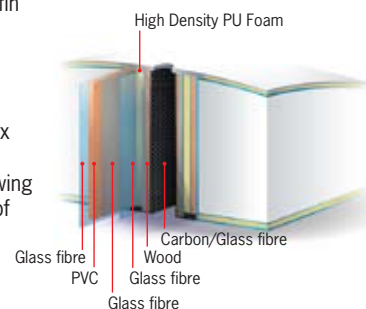
CLIPPERBOX MkIII

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



TUTTLE FIN BOXES

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



SLICK STRAP MkIII

- Wider adjustment range to fit bigger feets and boots
- Increased padding
- Extra internal stitches to keep corners padded when stretched to maximum size
- Easy size adjustment
- 130g



RACE STRAP MkII

- Extra light - 90g
- Thick 10mm padding
- Low water absorption



ULTRALIGHT STRAP

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



OVAl TUTTLE BOX RECESS

- Larger recesses for easy fin bolt access



ONE-TOOL-FITS-ALL

- All fittings on all Starboard boards work with one single tool. Simple.



EXTRA THICK FOOTSTRAP WASHER

- Increased footstrap washer thickness for a firmer grip without distortion.
- Reduces the tendency for straps to become loosen themselves over time.



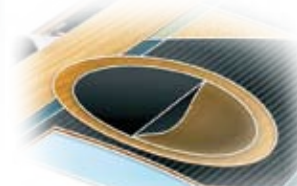
K9 ANTI-TWIST SYSTEM

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



HEEL BUMPERS

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



32mm FOOTSTRAP SCREWS

- New longer footstrap screws for easier strap fitting
- Increased pull-out resistance
- Stronger screw head



FISH-SCALE PAD GROOVINGS

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



HEAVY DUTY DOUBLE-SCREW STRAP INSERTS

- Double screw fittings on the back strap provide more strength
- Featured on Evos, Evil Twins, Flares and the Kode 68, 74 and 80 models.



THE STARBOARD SHAPING DREAMTEAM

TECHNOLOGY

CHANGING THE BENCHMARK



Starboard's trademark construction since 1995. Developed by Jean Louis Colmas in 1984. These first Wood boards set the lead in lightweight sandwich technology, weighing in at a kilo under the competition, yet with higher impact resistance. A sheet of 0.6 mm Australian pine wood forms the 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. It is the construction with the highest **dynamic shape stability**.

Advantages:

- Lighter weight
- Highest dynamic shape stability
- Rigid flex

Availability:

- Evo, Evil Twin, Kode, Flare, Futura, iSonic, Phantom Race, Formula
- Heavy Duty DUR-X Wood construction on Evo, Evil Twin, Kode 80 and smaller.



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

Advantages:

- Lightest weight
- Stiffer flex

Availability:

- Evo, Evil Twin, Kode, Flare
- Unidirectional, ultralight flat-weave carbon is used on the Flare and Kode 94+ models
- Additional bottom PVC stringers and biaxial flat-weave carbon is used on Evo, Evil Twin, Kode 86 and smaller models



A light weight, stiff and crisp construction at a more affordable price than Wood or WoodCarbon. Technora is a special type of high tenacity Aramid 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. All Technora boards are built with cross-linked PVC sandwich skins and a 14g/l EPS internal core

Advantages:

- Light weight
- Stiff flex

Availability:

- Kode, Futura
- Heavy Duty DUR-X Technora construction on the Kode 80 and smaller.



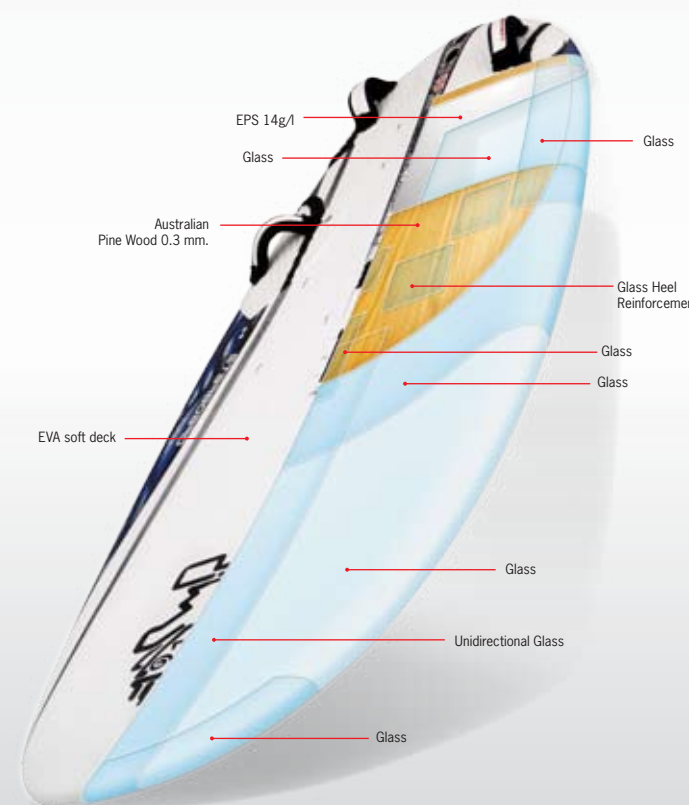
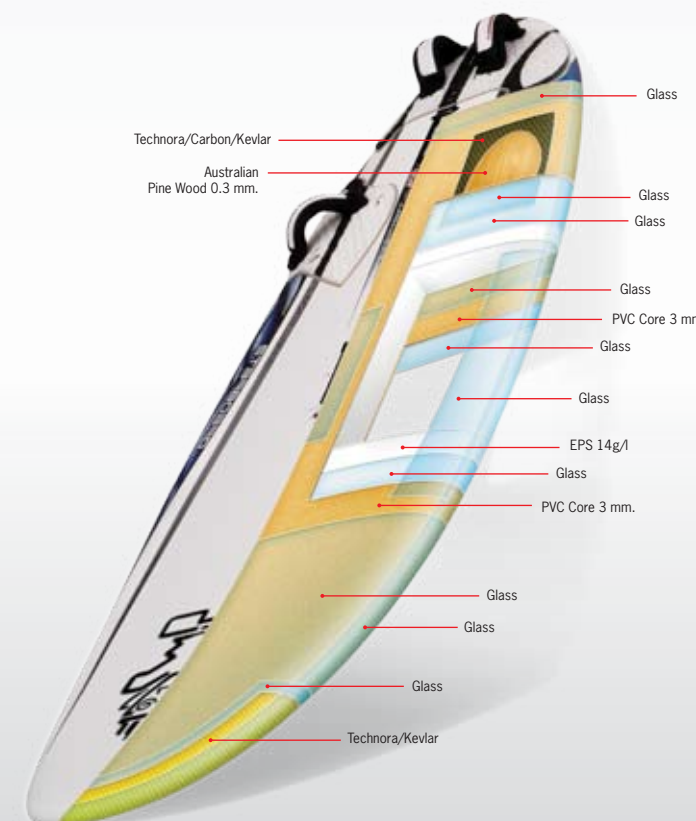
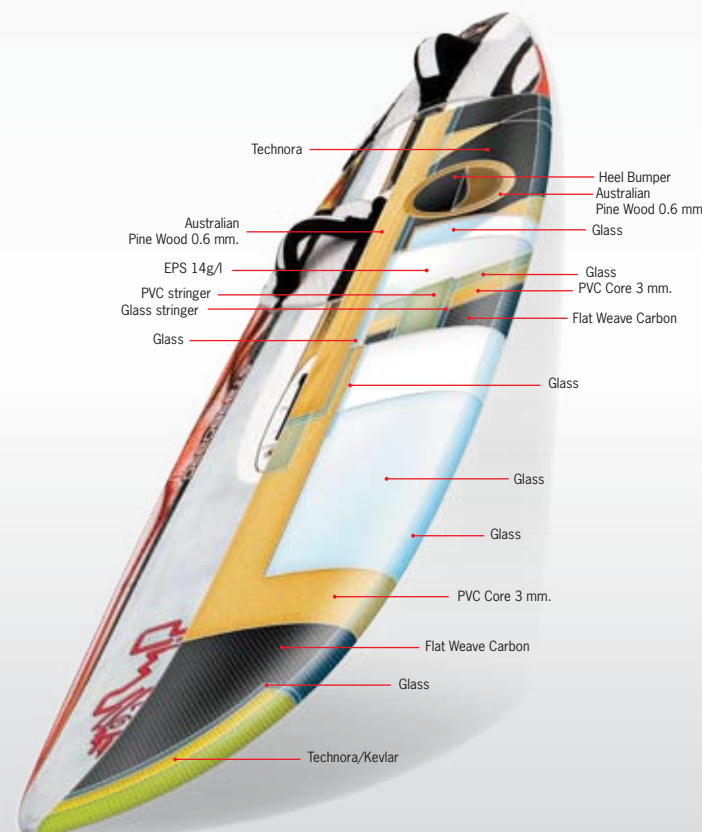
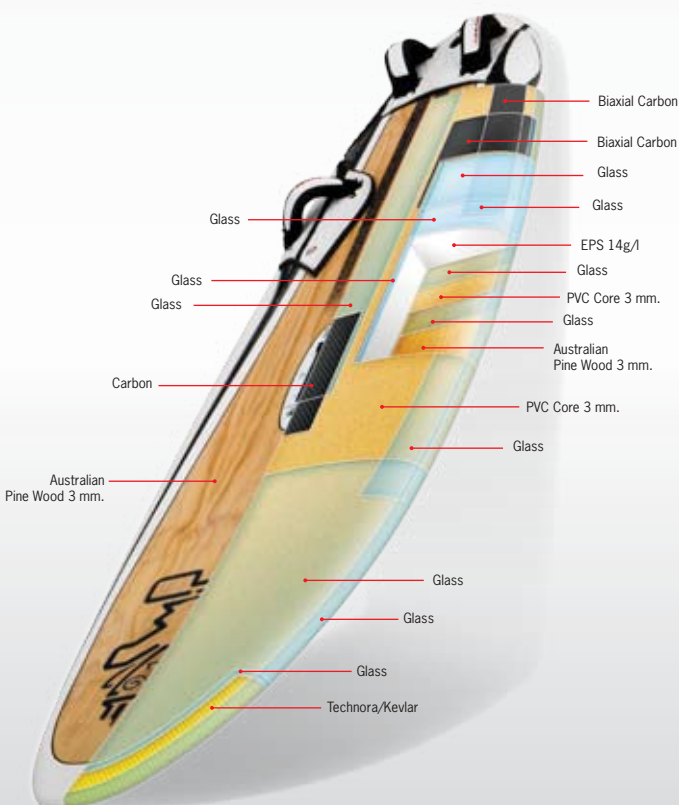
Maximum durability and value. Tufskin technology uses layers of 3-dimensional 400g glass mat wetted out with an expanding epoxy resin system that creates volume within the skin as it cures under pressure. This creates a thick, stiff, and durable sandwiched laminate. The fine plastic skin that wraps the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

Advantages:

- Toughest construction
- Less expensive
- Most durable

Availability:

- GO, Start, Rio, Gemini, Kode Tufskin, Phantom Race 320



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

DREAM TEAM **TATY** FRANS
2006 PWA FREESTYLE VICE CHAMPION

KODE

WHAT IS THE KODE ?

DREAM TEAM **SCOTT** MCKERCHER
2004 PWA WAVE CHAMPION



The Kode.

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

Nine designers: Boujmaa Guilloul, Scott McKercher, Kevin Pritchard, Tiesda You, Svein Rasmussen, Jim Drake, Sven Akerboom and freestyle specialists Taty Frans and Kiri Thode. Five countries across four continents: Australia, Vietnam, Maui USA, Thailand and Gran Canaria Spain. The ultimate wave-freestyle collection. Available in WoodCarbon, Wood and Technora. Available in eight sizes: 68, 74, 80, 86, 94, 102, 112, 122. **This is the Kode.**

New shapes

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

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

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

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

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

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

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

Special features on the Kode 112, 122: Enlarged cut-aways and new fins for more speed, quicker accelerations and improved jibing performance. No heel bumpers for a lighter and more direct feel; Inboard and outboard insert position options.

Available in WoodCarbon, Wood and Technora:

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

The **Wood** and **Technora** versions continue with the same specifications as 2008, constructions that have been refined since 2000 to provide the industry's leading warranty figures and the most reliable lightweight boards to date. The Kode 68, 74 and 80 are built to Dur-X standards: double sandwich construction, oversized reinforcements and on the Wood Dur-X models, there is a full 0.6mm wood skin (deck and bottom) for maximum rigidity, strength and dynamic shape integrity.

- Summary:**
- Starboard's flagship range for 2009
 - Designed and refined by the largest R&D team ever brought together
 - Designed for speed and aggressiveness with maximum maneuvering versatility, for wave riding, freestyling or freeriding

THIS IS THE KODE



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

New **Drake Slick Strap III** straps with larger size adjustment range

Fish Scale pads for a unidirectional grip. Grips when you need it to, releases when you don't

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

Harder release edge rails with a lower apex: more aggressive and a sharper rail bite with more speed and acceleration

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



Fast rockerlines are the basis for speed, early planing and acceleration. A subtle tail-kick release edge provides a free-flying ride and a smooth carving nature in tight turns

Drake Natural Wave CNC G10 fins – designed by Mark Nelson (68, 74, 80, 86 models)

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

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

Wood

Starboard's trademark lightweight construction with industry leading reliability and maximum dynamic shape stability.

Dur-X label on the 68-80 models.

Technora

The bomb-proof sandwich core construction with the easiest maintenance and highest durability.

Dur-X label on the 68-80 models.

WoodCarbon

Ultralight UD carbon and a wood spine on the 94-122 models

Biaxial carbon and double PVC stringers on the 68-86 models.



Kode 68

Kode 74

Kode 80

Kode 86

Kode 94

Kode 102

Kode 112

Kode 122

Model	Volume	Length	Width	Tail Width	Weight WoodCarbon	Weight Wood	Weight Technora	Sail range	Fin	Fin range	Fin box
Kode 68	68 litres	228 cm	53.5 cm	32.2 cm	5.20 kg	5.90 kg	6.50 kg	3.0-5.0m ²	Drake Natural Wave 210	19-23 cm	US 8"
Kode 74	74 litres	234 cm	54.0 cm	33.5 cm	5.45 kg	6.15 kg	6.85 kg	3.3-5.3m ²	Drake Natural Wave 220	20-24 cm	US 8"
Kode 80	80 litres	234 cm	56.0 cm	34.1 cm	5.60 kg	6.30 kg	7.00 kg	3.5-5.5 m ²	Drake Natural Wave 230	21-25 cm	US 8"
Kode 86	86 litres	237 cm	58.5 cm	38.5 cm	5.75 kg	6.15 kg	6.75 kg	4.0-6.0 m ²	Drake Natural Wave 250	14-26 cm	US 8"
Kode 94	94 litres	237 cm	62.0 cm	40.2 cm	5.70 kg	6.45 kg	7.05 kg	4.5-6.5 m ²	Drake Cross Over 280	14-33 cm	US 8"
Kode 102	102 litres	237 cm	65.0 cm	42.6 cm	5.90 kg	6.65 kg	7.25 kg	5.0-7.5 m ²	Drake Cross Over 300	14-34 cm	US 8"
Kode 112	112 litres	237 cm	68.0 cm	44.3 cm	6.30 kg	6.85 kg	7.40 kg	5.2-8.5 m ²	Drake Freeslalom Swift 360	26-40 cm	Tuttle
Kode 122	122 litres	236 cm	72.0 cm	46.5 cm	6.45 kg	7.00 kg	7.50 kg	5.5-9.0 m ²	Drake Freeslalom Swift 380	28-42 cm	Tuttle

WoodCarbon, Wood and Technora 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.

DREAM TEAM **BOUJMAA** GUILLOUL

EVO
EXTRA VERTICAL

DREAM TEAM **BOUJMAA** GUILLOUL

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

The new WoodCarbon construction

The new Evos are available in Dur-X Wood and WoodCarbon. The Dur-X Wood version continues with the same technology as 2008, a construction that has been refined since 2000 to provide the industry's leading warranty figures and the most reliable lightweight boards to date. Double sandwich core, oversized reinforcements and a full 0.6mm wood skin for maximum rigidity, strength and dynamic shape integrity.

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

New Shapes

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

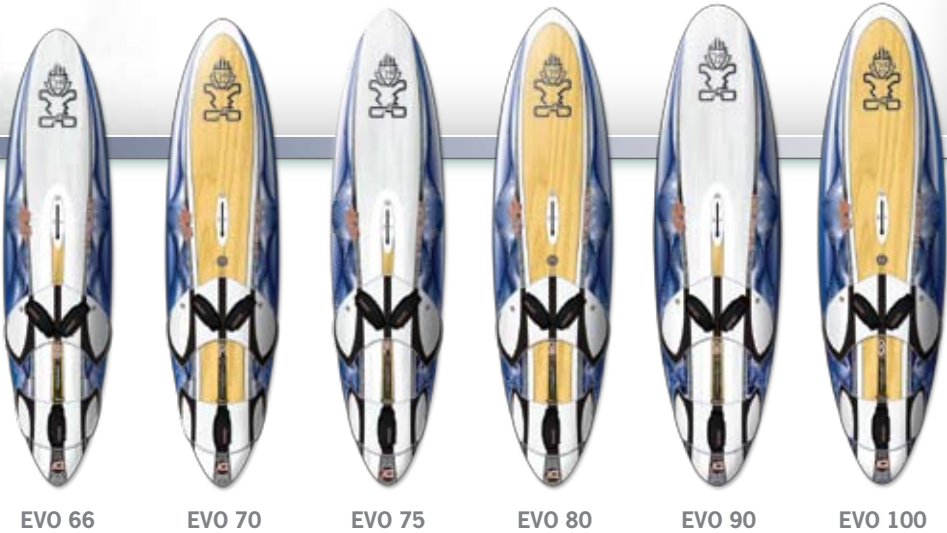
Other features

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

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

Summary:

- The World's most popular waveboards
- For maximum waveriding performance for riders of all styles, all sizes and all conditions
- New 66, 70, 75 and 80 shapes
- New WoodCarbon Technology option
- Dur-X construction on the Wood option
- Integrated heel bumpers on all models



- 1 Ultra-strong Dur-X** construction label on the Wood models
New WoodCarbon construction option featuring flat-weave carbon and a wood spine.
- 2 Soft surf-board rail** shapes for a smooth flowing curve
- 3 Double-screw fittings** for the back footstrap for maximum insert shear resistance
- 4 Mono-concave to double-concave** hull shape for maximum grip
- 5 New, more aggressive nose shape**
- 6 Heel bumpers**
- 7 Wide and short compact outlines** for a wide wind range, more responsiveness and reduced swing weight.
- 8 Thinner deck profile** for a lower CG on the Evo 70, 75 and 80
- 9 Drake Natural Wave**CNC G10 wave fins

Model	Volume	Length	Width	Tail Width	Weight WoodCarbon	Weight Wood	Sail range	Fin	Fin range	Fin box
Evo 66	66 litres	223.0 cm	53.0 cm	33.7 cm	5.25 kg	6.05 kg	2.3-4.7 m ²	Drake Natural Wave 210	18-22 cm	US 8"
Evo 70	70 litres	229.0 cm	55.5 cm	35.5 cm	5.40 kg	6.20 kg	3.0-5.0 m ²	Drake Natural Wave 220	19-23 cm	US 8"
Evo 75	75 litres	233.5 cm	55.5 cm	36.0 cm	5.55 kg	6.35 kg	3.5-5.5 m ²	Drake Natural Wave 230	20-24 cm	US 8"
Evo 80	80 litres	233.5 cm	58.5 cm	39.4 cm	5.90 kg	6.70 kg	4.0-6.0 m ²	Drake Natural Wave 240	21-25 cm	US 8"
Evo 90	90 litres	236.0 cm	62.5 cm	39.5 cm	6.20 kg	7.00 kg	4.5-6.5 m ²	Drake Natural Wave 250	22-26 cm	US 8"
Evo 100	100 litres	237.0 cm	63.0 cm	39.5 cm	6.55 kg	7.35 kg	5.0-7.0 m ²	Drake Natural Wave 260	23-28 cm	US 8"

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.

FREESTYLE

DREAM TEAM **TATY** FRANS
2006 FREESTYLE PWA VICE CHAMPION

Photographer: John Carter

FLARE

FREE STYLE WITH FLAIR

DREAM TEAM **KIRI** THODE
2007 PWA FREESTYLE 3rd PLACE

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

Any other shape changes?
The width of the Flare 98 has dropped by 2.5cm and the length is shorter by 2cm to regain more top-end speed and maneuvering accuracy in high to medium winds. The boards are thinned out to lower the centre of gravity for more control. The length of the the Flare 106 remains at 239cm for greater tolerance and more lightwind float. The front footstrap angle has been increased from 45 degrees to 55 degrees.

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- Slalom rockerline** for speed and acceleration in the 88
 - New DFC rocker** in the 98 and 106 for improved speed, early planing and acceleration without compromising on maneuverability
 - Heel gutters** exaggerate the deck dome effect for more comfort and grip
 - Drake Crossover CNC G10 fins** - designed by Curtis Hesselgrave
 - Double-screw fittings** for the back footstrap for maximum insert shear resistance
 - Thinner shapes** for a lower CG: maximum aerial control and increased responsiveness
 - Increased tail** volume for more float and tolerance in reverse moves
 - WoodCarbon:** the world's lightest board construction that combines ultralight UD carbon and a wood spine.
Wood: a unique freestyle specific construction that combines Carbon/Kevlar under a full layer of wood: lightweight, high impact resistance and stiff.



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

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

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

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

- Summary:**
- New WoodCarbon construction
 - Super-fast freestyle boards with more speed and acceleration for 2009
 - New DFC (Dual Flat Concept) rockerline on the 98 and 106 models

Model	Volume	Length	Width	Tail Width	Weight WoodCarbon	Weight Wood	Sail range	Fin	Fin range	Fin box
Flare 88	88 litres	239 cm	60 cm	36 cm	5.7 kg	6.4 kg	4.5-6.0 m ²	Drake Cross Over 220	14-24 cm	US 8"
Flare 98	98 litres	238 cm	63 cm	42.1 cm	5.9 kg	6.9 kg	5.0-7.0 m ²	Drake Cross Over 240	14-28 cm	US 8"
Flare 106	106 litres	239 cm	65 cm	42.7 cm	6.1 kg	7.0 kg	5.2-7.5 m ²	Drake Cross Over 260	14-28 cm	US 8"

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.

FREERIDE

DREAM TEAM **ANTOINE** ALBEAU
2007 PWA SLALOM CHAMPION
2007 FORMULA WORLD CHAMPION
2007 SPEED WORLD CHAMPION
49.09 KNOTS SPEED RECORD HOLDER

Photographer: John Carter

FUTURA

IMPOSSIBLE ENGINEERING



DREAM TEAM **KEVIN** PRITCHARD
2007 PWA SLALOM VICE CHAMPION

Photographer: John Carter

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

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

Its secret? Extra slim shapes, extra width, combined with iSonic genetics.

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

Pure Speed – the Futuras are fast. In fact, they were chosen by several magazines worldwide as the fastest board in their category, blurring the line between freeride and slalom. That's how fast they are. Thanks to their iSonic rockerlines and a low-nose design, the Futuras fly over the water with impeccable control. But here's the best bit: not only are they fast, but the sweet spot of the

Futura is also bigger than that of conventional freeride boards. Ride a bit underpowered or overpowered, flat water or hard, choppy water, the Futura still delivers.

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

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

Power – for advanced riders, the Futura delivers all the power you can wish for – power to go upwind, power to plane up early, power to translate into maximum top speed. With its Tuttle fin box system, enjoy the ability to tune your board to even higher levels of performance with the best fins on the market today – they're only available in Tuttle box.

Jibes – those who ride the Futuras are impressed by one thing in common: they jibe far better than expected from their extra width. Making boards thinner and thus lowering the centre of gravity simply improves a shape's ability to respond to foot pressure. Carrying no more volume than you really need, the Futuras simply offer you a more efficient design for your weight.

New shapes:

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

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

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

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

Summary:

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

15% MORE EFFICIENT



Deeper deck concave in the front
A centre of gravity that is shifted back, giving a more neutral balance and a board that feels more connected to you.

More deck dome in the tail
More comfort and more grip for your feet, whether riding with the straps in the full outboard setting or the more inboard setting.

Tail cutaways: improves speed and acceleration by reducing skin friction without affecting the planing surface's lift, therefore increasing overall efficiency.

Side-cuts: improves fin drive and promotes the release of water that sticks to the leeward rail. When accelerating on to the plane, out of a jibe or in a gust, the improved release gives a sharper and quicker acceleration

Multiple insert positions offer tuning options for intermediate, advanced and expert riders.

Performance or pleasure, power or comfort, more maneuverable or more accessible, tune your Futura how you like it.

An extra wide outline is one of the keys behind the Futura's mix of performance, wind range, comfort and stability.

The upgraded 2009 outline now also benefits from more iSonic R&D findings: by increasing the width of the planing surface but without increasing the maximum width or the tail width, the planing surface becomes more efficient.

This new outline also increases the amount of curvature between your feet, improving maneuverability and jibing performance.

Extra slim shapes: the breakthrough behind the Futura's ability to offer a combination of performance previously considered impossible.



iSonic rockerlines give the Futuras their speed, early planing, acceleration and control qualities.

These iSonic rocker lines have a low angle of attack that reduces aerodynamic lift and drag off the nose.

Less drag and less nose lift improves the board's control in gusts and improves the top end speed.

A low angle of attack also improves the board's planing efficiency, by allowing the board to skim over chop instead of bouncing over it.

Extra slim shapes lowers the centre of gravity to provide more control, more wind range and peak performance over a wider sweet spot.



Model	Volume	Length	Width	Tail Width	Weight Wood	Weight Technora	Sail range	Fin	Fin range	Fin box
Futura 93	93 litres	237.5 cm	61.5 cm	40.5 cm	6.25 kg	6.55 kg	4.0-7.0 m ²	Drake Freeslalom Swift 340	26-38 cm	Tuttle
Futura 101	101 litres	239.5 cm	65.0 cm	42.7 cm	6.75 kg	7.05 kg	4.5-7.5 m ²	Drake Freeslalom Swift 340	28-40 cm	Tuttle
Futura 111	111 litres	240.0 cm	68.0 cm	43.1 cm	6.85 kg	7.15 kg	5.0-8.0 m ²	Drake Freeslalom Swift 380	30-42 cm	Tuttle
Futura 122	122 litres	244.0 cm	72.0 cm	47.3 cm	7.05 kg	7.35 kg	5.5-9.0 m ²	Drake Freeslalom Swift 400	32-44 cm	Tuttle
Futura 133	133 litres	247.5 cm	77.0 cm	49.2 cm	7.70 kg	8.00 kg	6.0-9.5 m ²	Drake R13 Race SL 480	40-50 cm	Tuttle
Futura 144	144 litres	246.0 cm	79.0 cm	50.0 cm	8.10 kg	8.60 kg	6.5-10.0 m ²	Drake R13 Race SL 480	42-52 cm	Tuttle
Futura 155	155 litres	249.0 cm	85.0 cm	59.5 cm	8.60 kg	9.10 kg	7.0-10.5 m ²	Drake R13 Race NR 520	48-58 cm	Deep Tuttle

Technora and Wood 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.

PROGRESSIVE
FREERIDE

DREAM TEAM **RESI** STUEGLER
2007 US SKIING CHAMPION

DREAM TEAM **KEVIN** PRITCHARD
2006 PWA WAVE CHAMPION

GO
ONE FOR ALL

DREAM TEAM **ALICE ARUTKIN**
2007 FRENCH AFF CHAMPION

It's been more than 10 years since the GO board was first introduced. These original wide-style, full EVA deck, all-round fun designs marked the beginning of the modern windsurfing era by bringing comfortable, accessible windsurfing to everyone, everywhere, anytime.

Why go wide? With extra width, the GO boards simply give you more stability and early planing. The GO 155 for example, has so much stability that many motivated people go for it as their first time board, learning and progressing all the way to advanced levels. With extra width also comes more power and early planing ability: as you progress, the GO boards give you some of the highest performance levels you can get from a windsurf board. With their full EVA deck, they provide exceptional comfort and the carry handles make them easy to transport.

The GO 133, the GO 122 down to the GO 111, 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 remain, which allows progressing windsurfers to tune the board for maximum planing ease, or for more advanced windsurfers to tune the board for maximum power and performance.

New construction
For 2009, the GO collection introduces a new variant of Starboard's Tufskin technology: using a new manufacturing process known as A.S.T., the GO boards lose their outer plastic skin to be replaced with a half-deck wood layer that improves the board's rigidity without a weight penalty. The rest of the board's skin remains the same: it 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.

These are the secrets behind the GO board's success and its number one status as the World's most popular board over the last ten years: they are easy and comfortable, people can learn on them and yet they will grow with its rider as he or she progresses to the highest levels.

The largest GO board, the **GO 175**, is a dedicated GO design that provides the most stability and it is the easiest to learn on. With its short length, its wide outline and when fitted with the supplied Shallow fin, it becomes a good platform for learning and progressing. It is also the GO size that has most racing like performance when fitted with the larger racing fin (also supplied), making it the most powerful and earliest planing GO model for more advanced windsurfers. With extra volume, it is also the perfect family board: kids can play on it, jump on board, learn, experienced adults can blast up and down with full power. The GO 175 has footstrap positions that will cater for the total beginner, progressing sailors and advanced windsurfers.

The **GO 155** is based on the same concept as the GO 175, but it is one size smaller making it the better choice for those who want a more fun freeriding board without that much compromise on stability and ease. Like the GO 175, the GO 155 has footstrap options to cater for the total beginner, progressing sailors and advanced windsurfers.

The **GO 144** starts to become more pure freeride orientated, yet it remains wide and stable enough for windsurfers that are already getting better. From this size and down, there are no more beginner footstrap options, only intermediate and advanced options.

What else is new?
New model - The GO 111 is a new addition to the GO range.
New outlines - the GO 111, 122, 133 and 144 have new outlines that have are wider in the area between your front foot and your back foot, with the same tail width: improved planing efficiency and improved jibing performance.

Improved ergonomics - all GO boards have increased dome in the tail section and footstraps positioned further inboard: improved comfort, more accessibility, whether you're using the full outboard setting or the inner setting.
New deck concave and a centre of gravity that is shifted back (GO 111, 122, 133, 144) - more deck dome in the tail increases the thickness, but the front half of the boards were shallowed-out with a deep deck concave – the overall volume remains the same, the centre of gravity remains low and it is also shifted back closer to the rider: more control and a quicker response to foot pressure.

Summary:
• The original wide-style, full EVA deck, all-round fun designs
• Improved ergonomics
• Easy, progressive, comfortable and high-performance boards for all
• New GO 111 model
• New Tufskin A.S.T. construction
• New deck concave and a centre of gravity that is shifted back

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- 1 **Extra wide** and extra slim shapes
- 2 **Nose carry handle** (Go 144, 155, 175)
- 3 **New improved ergonomics:** extra dome and footstrap positions positioned further inboard makes the GOs easier and more comfortable
- 4 **New Tufskin A.S.T. construction**
- 5 **Multiple insert positions** offer tuning options for entry level/ intermediate/advanced/expert riders
- 6 **Two fins** are supplied with the GO 155 and 175
- 7 **Full EVA decks** for maximum comfort (Go 144, 155, 175)
- 8 **Side-cuts** improve fin drive and release
- 9 **Tail cutaways** improve speed and acceleration
- 10 **Centre carry handle** (Go 144, 155, 175)

Model	Volume	Length	Width	Tail Width	Weight	Sail range	Fin	Fin range	Fin box
GO 111	111 litres	240 cm	68 cm	43.1 cm	8.9 kg	5.0-8.0 m ²	Drake Freeslalom Swift 380 S-Flex	30-42 cm	Tuttle
GO 122	122 litres	244 cm	72 cm	47.3 cm	9.4 kg	5.0-9.0 m ²	Drake Freeslalom Swift 400 S-Flex	32-44 cm	Tuttle
GO 133	133 litres	247 cm	77 cm	49.2 cm	10.4 kg	5.0-9.5 m ²	Drake R13 Race SL 480 S-Flex	40-50 cm	Tuttle
GO 144	144 litres	246 cm	79 cm	50.0 cm	11.0 kg	5.0-10.0 m ²	Drake R13 Race SL 480 S-Flex	42-52 cm	Deep Tuttle
GO 155	155 litres	249 cm	85 cm	59.5 cm	11.8 kg	5.0-10.5 m ²	Drake R13 Race SL 520 S-Flex + Shallow 410	48-58 cm	Deep Tuttle
GO 175	175 litres	253 cm	91 cm	62.4 cm	12.4 kg	5.0-11.0 m ²	Drake R13 Race SL 560 S-Flex + Shallow 410	52-62 cm	Deep Tuttle

Tufskin weights +6%. 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.

DUAL
CONCEPT

Photographer: John Carter

DREAM TEAM **JURGEN** SARAGOZA
2007 PROKIDS WORLD CHAMPION

- 1 Full EVA deck** for maximum comfort
- 2 Tufskin construction** for maximum durability and value
- 3 1 Freeride fin** is supplied for performance use. 2 plastic Shallow fins are supplied for entry level use.
- 4 Spiraling vee concept** for powerful front-foot jibing performance – the forward vee engages the rails into the turn – like the front steering wheels of a car
- 5 3 Insert positions:** entry level/progressive/advanced
- 6 Mini tail cutaways** for improved release and fin drive

KODE TUFSKIN

DUAL CONCEPT

The Kode Tufskin is designed as a perfect family board, to be shared by kids and adults alike. What makes it unique is its extra wide width compared to its extra compact volume. As such, its the one board that a family can invest and share together, allowing mum and dad to have a blast and the kids to learn a new sport ten times more fun than a PlayStation.

For kids: the board is wide and compact, making it stable and light for kids to learn on. It comes with a full EVA deck with cool Kode graphics to make it fun and comfortable. There's also a centre fin box that allows for the supplied centre fin to be fitted, keeping young riders upwind in lightwinds and learning easy. Beginner footstrap positions and a leash attachment system are the additional features to help make learning an easy experience.
For bigger kids and adults: the shape of the board itself is a high performance compact wide-style board, designed for maximum maneuverability and a wide wind range. Fitted with the supplied pre-preg molded fin in the tail and with the centre fin box

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

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

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

Tips on setting up the board (3 fins and a fin base adaptor are supplied to compliment the Kode Tufskins' dual purpose):

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

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

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



Kode Tufskin 114 Kode Tufskin 122

Model	Volume	Length	Width	Tail Width	Weight Tufskin	Sail range	Fin	Fin range	Fin box
Kode 114	114 litres	235.0 cm	68.0 cm	44.3 cm	9.7kg	2.0-8.5 m ²	Drake Freeslalom Swift 360 S-FLEX + 2x Drake Shallow 310 FRN + Base	28-42 cm	Tuttle
Kode 122	122 litres	235.0 cm	72.0 cm	46.6 cm	9.8kg	2.0-9.0 m ²	Drake Freeslalom Swift 380 S-FLEX + 2x Drake Shallow 310 FRN + Base	30-44 cm	Tuttle

Tufskin weights +6%, 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.

1. CHOOSE YOUR STYLE

LIGHTWIND

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

ENTRY LEVEL

If you are looking to learn windsurfing the easiest way.

ALL-WIND

If you want a board that is simply easy and fun in all wind conditions

PROGRESSIVE

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

FREERIDE

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

FREESTYLE

If you are looking for a board dedicated to tricks.

WAVE FREESTYLE

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

EVOLUTION WAVE

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

AGGRESSIVE WAVE

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

SPEED & SLALOM

If you are looking for pure speed and slalom racing performance.

FORMULA

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



2. CHOOSE YOUR BOARD SIZE

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

VOL.	LIGHTWIND FREERIDE	LIGHTWIND RACING	ENTRY LEVEL	ALL-WIND	PROGRESSIVE	FREERIDE	FREESTYLE	WAVE FREESTYLE	EVOLUTION WAVE	AGGRESSIVE WAVE	SPEED & SLALOM	FORMULA
230+	Serenity	Phantom Race 320 Phantom Race 380	Start L									
220												
210			Start M	Rio L								
200	SUPER 12'6"			Rio M								
190												
170				Rio S	Go 175							
160												Formula 162 Formula Experience
150					Go 155	Futura 155					iSonic 150	
140					Go 144	Futura 144					iSonic 144	
130						Futura 133 Go 133					iSonic 133	ProKids Formula
120					Kode Tufskin 122	Futura 122 Go 122		Kode 122			iSonic 122	
110					Kode Tufskin 114	Futura 111 Go 111	Flare 106	Kode 112			iSonic 111	
100					Prokids Go	Futura 101	Flare 98	Kode 102	Evo 100		iSonic 101	
90						Futura 93	Flare 88	Kode 94	Evo 90		iSonic 94	
80								Kode 86 Kode 80	Evo 80 Evil Twin 80	Kode 80	iSonic 86	
70							Prokids Flare 72	Kode 74 Kode 68	Evo 70 Evo 75 Evil Twin 74	Kode 68 Kode 74	iSonic 76	
60							Prokids Flare 60		Evo 66 Prokids Evo			
50												iSonic Speed Special
40										Prokids Kode		

SPEED
AND
SLALOM



ANTOINE ALBEAU
DREAM TEAM
2007 PWA SLALOM CHAMPION
2007 FORMULA WORLD CHAMPION
2007 SPEED WORLD CHAMPION
49.09 KNOTS SPEED RECORD HOLDER

KEVIN PRITCHARD
DREAM TEAM
2007 PWA SLALOM VICE CHAMPION

iSONiC

MAXIMUM EFFICIENCY

At the start of the 2009 development cycle, Dream Team riders Kevin Pritchard, Julien Quentel and reigning double World Champion Antoine Albeau sat down with the R&D team to go through a full iSonic debriefing. The boards are the most advanced slalom boards on the market. They win the tests, win the races and they are considered the benchmark for the industry. What to do next?

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

As for control, the trio was unanimous: the slim shapes and low nose rockerlines provided impeccable control. The square nose effectively increases the boards' average length without physically making them longer, allowing for a lower nose rocker. A low nose rocker generates less aerodynamic drag, less lift in the gusts and provides a shallower angle of attack for the water as the board flies over chop. A key breakthrough in the development of the iSonics since they were first introduced, this low-nose rocker concept was the start of the maximum efficiency concept.

In the jibes, the iSonics already had the instant response and the fast exit speed with extra power to gain yet a few more meters. As German Surf magazine puts it: *"the board offers all the requirements needed to win a race and with a great control. Not only that, but at the jibe mark the iSonic 122 can gain some meters too. It doesn't really matter how rough the conditions are, the board always finds itself into a stable position on the edge and carves into a self-adjusting turn. It can be pressed into narrow turns surprisingly well too, where it keeps a lot of speed to give an advantage coming out of the jibe and into the next reach".*

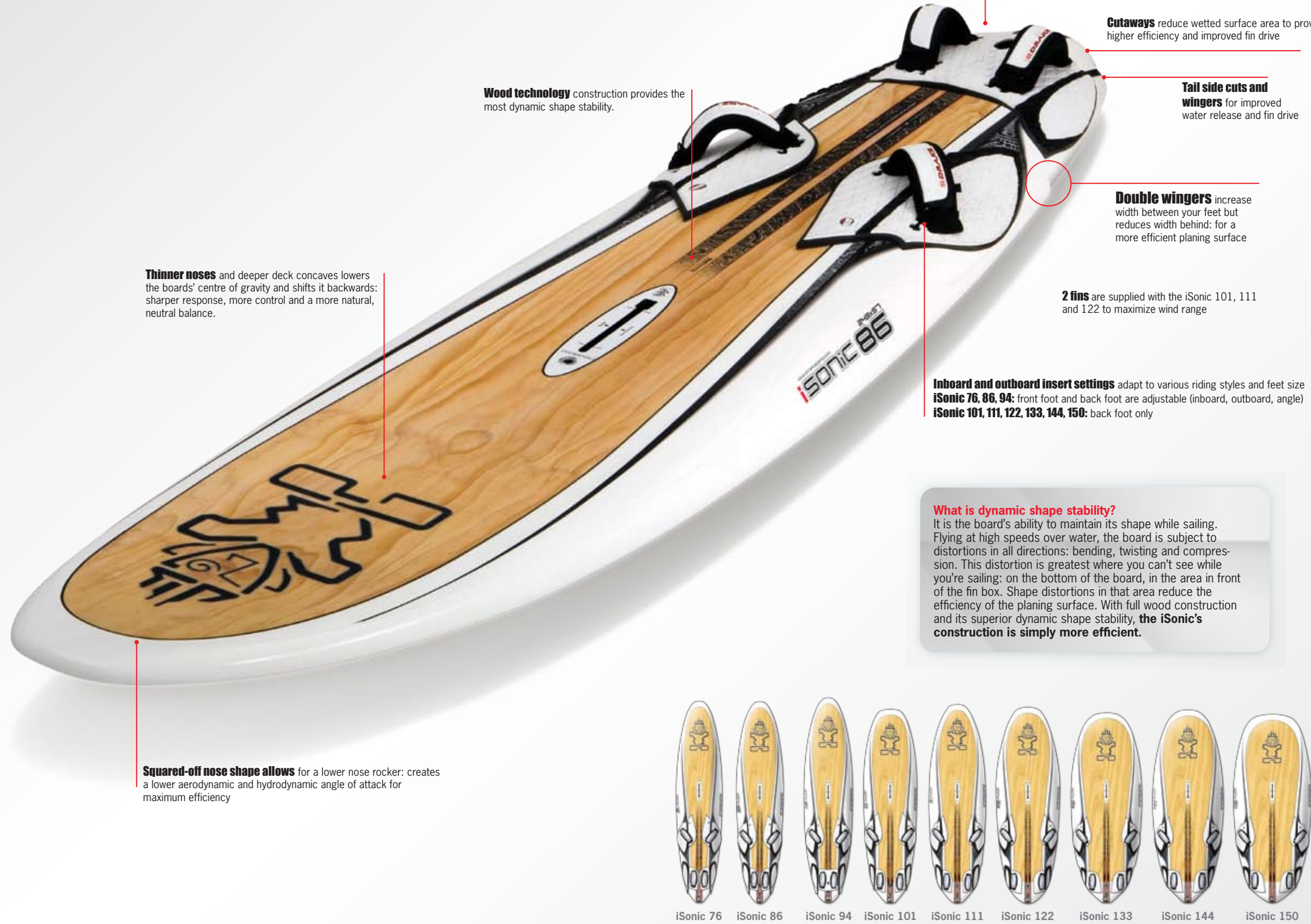
So by the end of the debrief, Kevin, Julien and Antoine's wish list was clear: simply some more speed. And so the R&D team got to work.

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

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

More width between your feet and less width in the tail and you have a more efficient planing surface. Kevin has a preference for conservative, smooth, even lines. He was the most skeptical when the first prototypes were made, but after weeks of testing in all conditions across all sizes and with various sails, the extra speed and acceleration the double winger concept created was undeniable.

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



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 planing surface. With full wood construction and its superior dynamic shape stability, **the iSonic's construction is simply more efficient.**

Further design evolutions

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

Lighter – with a new PVC grade on the bottom, the iSonics shave some weight while maintaining an all-wood construction that continues to provide superior dynamic shape stability over its carbon rivals.

Summary:

- **New double winger concept** – more efficient planing surface
- New deeper deck concaves and thinner nose – more control and a more neutral, natural balance
- Lighter construction with a full wood skin – superior dynamic shape stability

Model	Volume	Length	Width	Tail Width	Weight Wood	Sail range	Fin	Fin range	Fin box
iSonic 76	76 litres	242 cm	55.0 cm	37.4 cm	5.95 kg	4.5-6.5 m ²	Drake Slalom Pro 320	26-36 cm	Tuttle
iSonic 86	86 litres	243 cm	56.5 cm	37.3 cm	5.95 kg	5.0-7.0 m ²	Drake Slalom Pro 340	26-38 cm	Tuttle
iSonic 94	94 litres	243 cm	59.0 cm	40.5 cm	6.20 kg	5.2-7.8 m ²	Drake Slalom Pro 340	28-40 cm	Tuttle
iSonic 101	101 litres	234 cm	63.5 cm	45.4 cm	6.25 kg	5.5-8.5 m ²	Drake Slalom Pro 360+Drake Slalom Pro 420	30-44 cm	Tuttle
iSonic 111	111 litres	234 cm	68.5 cm	49.9 cm	6.65 kg	5.8-9.0 m ²	Drake Slalom Pro 380+Drake Slalom Pro 440	32-48 cm	Tuttle
iSonic 122	122 litres	231 cm	75.0 cm	52.8 cm	7.00 kg	6.0-9.5 m ²	Drake Slalom Pro 400+Drake Slalom Pro 460	34-50 cm	Deep Tuttle
iSonic 133	133 litres	223 cm	85.0 cm	57.0 cm	7.75 kg	6.5-10.5 m ²	Drake Slalom R13 Race NR 520	40-56 cm	Deep Tuttle
iSonic 144	144 litres	225 cm	85.0 cm	57.2 cm	8.20 kg	7.0-11.0 m ²	Drake Slalom R13 Race NR 520	40-56 cm	Deep Tuttle
iSonic 150	150 litres	228 cm	93.5 cm	65.1 cm	8.50 kg	7.5-11.5 m ²	Drake Slalom R13 Race NR 560	52-62 cm	Deep Tuttle

Wood 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.



DREAM TEAM **ANTOINE ALBEAU**
2007 SPEED WORLD CHAMPION
49.09 KNOTS SPEED RECORD HOLDER



iSonicSpeed Special W44 iSonic Speed Special W49 iSonic Speed Special W53

Model	Volume	Length	Width	Tail Width	Weight Wood	Sail range	Fin	Fin range	Fin box
iSonicSpeed Special W44	53 litres	229 cm	44 cm	26.8 cm	4.5 kg	4.0-6.5 m ²	Drake Slalom Pro 240	20-26 cm	Tuttle
iSonicSpeed Special W49	64 litres	230 cm	49 cm	28.7 cm	4.9 kg	5.0-6.8 m ²	Drake Slalom Pro 260	22-28 cm	Tuttle
iSonicSpeed Special W53	74 litres	231 cm	53 cm	32.9 cm	5.3 kg	5.5-7.5 m ²	Drake Slalom Pro 300	26-32 cm	Tuttle

Wood 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.

2009 iSonic Speed Special

Over the past seasons, Starboard has dominated the competitive scene using only production boards.

Formula World Champion, Formula European Champion, PWA Slalom Champion, Raceboard World Champion, PWA Constructor's Champion, Speed World Champion, PWA Wave Champion, PWA Freestyle Vice-Champion, PWA Supercross Champion.

More than a question of proving the quality in innovation, competing and winning has been the drive of the Starboard Dream Team since day one. Speed remains the final frontier.

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

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

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

Summary:

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

FORMULA

DREAM TEAM **JULIEN** QUENTEL
2007 EUROPEAN FORMULA CHAMPION

FORMULA

EXTENDING THE LEAD

FORMULA

In 2007, ISAF and the Formula Windsurfing class adjusted Formula Windsurfing rules from a one year product cycle to a two year product cycle. The move stabilizes the class and lowers the cost of racing, increasing participation and thus the popularity of what is already currently windsurfing's largest racing class. With the Formula Experience class on a four year product cycle, never before has racing been so accessible.

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

Design evolutions of the Formula 162

Higher aspect-ratio planing surface: in the tail, the planing area's width was increased yet again for greater efficiency and to give the rider more leverage over today's super-powerful fins. This increased width and increased leverage improves upwind and downwind angles.
Low-nose rocker: the new F162 is designed to work with a low-nose rocker. A low nose provides a low angle of attack for both air and water, reducing aerodynamic drag to improve speed and highwind control. This low-nose rocker also improves speed over chop and the board's ability to keep planing – especially deep downwind – as less speed is lost when hitting the back of a wave or crossing over rough chop.
Wider nose: to make the low nose concept work, the nose area was also enlarged on the sides, thus artificially making the board longer without physically increasing maximum length.
New thinner nose: this shifts the volume distribution back, giving the rider direct control over the board and minimizing excess dead-weight in the nose.
Conclusion: increased upwind and downwind angles, more downwind comfort, less drag and more speed: the new F162 gets you first to the upwind mark, and first across the finish line.

- New two year cycle makes FW more affordable
- New low-nose rocker improves speed and control
- New low-nose rocker improves early planing and maintaining downwind speed
- New wider nose artificially increases length for more downwind comfort
- New wider tail increases upwind and downwind angles



Formula 162

- 1 Squared-off nose shape allows** for a lower nose rocker: less aerodynamic drag and a lower angle of attack
- 2 Wider-tail designs** for increased efficiency and mechanical leverage
- 3 New powerful R20 fin** delivered as standard, with a near-vertical rake angle
- 4 Cutaways** reduce wetted surface area to provide higher efficiency and a fin drive
- 5 Thinner nose and a scooped-out deck lowers** the board's centre of gravity for a sharper response and improved handling
- 6 Wood technology construction provides** a more rigid, tougher and more dynamic shape stability than carbon construction.



DREAM TEAM **MORANE DEMONT** 2007 FORMULA EXPERIENCE WOMEN WORLD CHAMPION

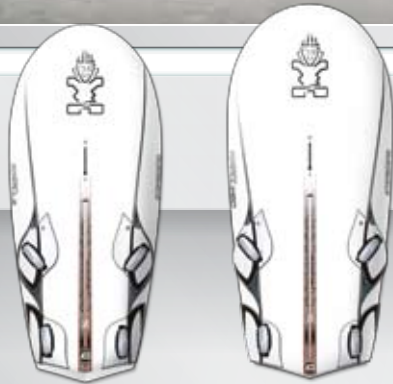
Photographer: John Carter



Formula Experience utilizes the same format on equipment that is simply more affordable and more accessible. Board designs are frozen for four years and they need to be built in a more durable and less expensive construction. Two models are currently available from Starboard: the Formula Experience 160 and the ProKids Formula.

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

<http://fe.internationalwindsurfing.com>



Formula Prokids

Formula 160 Experience

Model	Volume	Length	Width	Tail Width	Weight Wood	Weight Tufskin	Sail range	Fin	Fin range	Fin box
Formula 162	162 litres	228 cm	100.5 cm	82.0 cm	9.34kg	-	7.5-12.5 m ²	Drake R20 Race NR 700	65-75 cm	Deep Tuttle
Formula Experience 160	160 litres	228 cm	100.5 cm	77.9 cm	-	11.5 kg	7.5-12.5 m ²	Drake R13 Race NR 700	65-70 cm	Deep Tuttle
ProKids Formula	117 litres	217 cm	93.0 cm	69.8 cm	-	10.2 kg	5.5 - 8.5 m ²	Drake R13 Race NR 620 S-FLEX	54-66 cm	Deep Tuttle

Wood weights +5%, Tufskin weights +6%. 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.

DREAM TEAM **SVEIN** RASMUSSEN
1983 PRE-OLYMPICS 2nd PLACE

Photographer: Howie Choo



FORMULA ONE DESIGN

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

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

Formula One Design - the natural progression

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

Svein Rasmussen: "Windsurfing has been an Olympic sport since the LA games in 1984 when Stephan Van Den Bergh won the Gold medal on a Windglider. At that time the participants were not allowed to use a harness or to pump the rig. Since then things have changed step by step and Olympic windsurfing is catching up with the sport of windsurfing. The current RSX is actually a planing hull and potentially the link to bring Olympic windsurfing from a Hybrid stage to a fully planing sport. The technological developments over the years in the Formula Windsurfing class has reduced the planing threshold, matching the current 6 knots wind minimum for Olympic windsurfing. The Formula windsurfing class has been the most popular windsurfing class over the last 8 years and no events have been cancelled due to lack of wind since 2001. It was thus with great pleasure Starboard accepted a proposal from the Formula Windsurfing class to provide a one design package solution for the Games."

The equipment:

Starboard Formula 162 One Design

Volume	Length	Width	Tail Width	Weight	Fin box
162 ltrs	228cm	100.5cm	82cm	9.34kg	Deep Tuttle

Starboard Formula One Design Custom Debochetet fin

Size: 70cm Rake Angle: +6 Weight: 840g

Starboard Formula One Design 11m2 sail (for men)

Luff: 570cm Boom: 265cm Cams: 3 Battens: 7

Starboard Formula One Design 9.5m2 sail (for women)

Luff: 537cm Boom: 244cm Cams: 3 Battens: 7

Starboard Formula One Design Blue Line 540 mast (for men)

Length: 540cm Weight: 2.55kg Carbon content: 75% Bend: IMCS 32

Starboard Formula One Design Blue Line 490 mast with 20cm tip extension (for women)

Length: 490cm Weight: 2.2kg Carbon content: 75% Bend: IMCS 29

Starboard Formula One Design Blue Line boom 260-270 (for men)

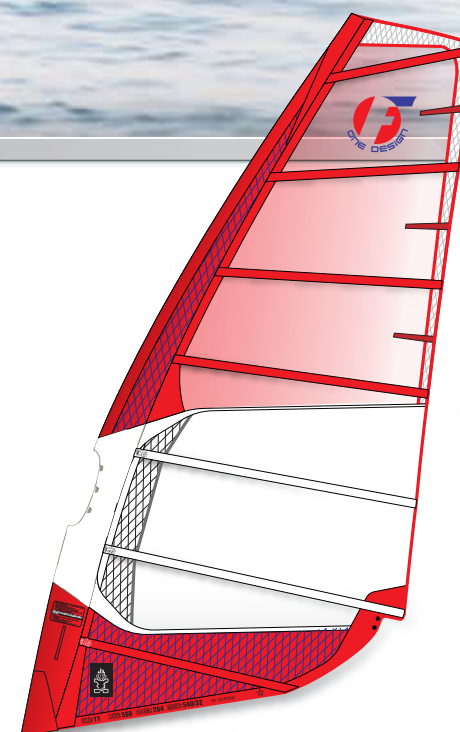
Size: 260-270cm Weight: 4.0kg Construction: monocoque alloy

Starboard Formula One Design Blue Line boom 240-260 (for women)

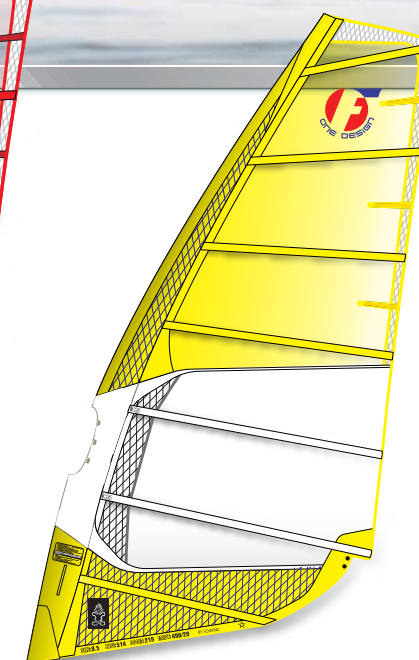
Size: 240-260cm Weight: 3.7kg Construction: monocoque alloy

Starboard Formula One Design 36cm extension

Size: 36cm Adjustment steps: 2cm Construction: alloy Weight: 630g



Formula One Design 11.0



Formula One Design 9.5

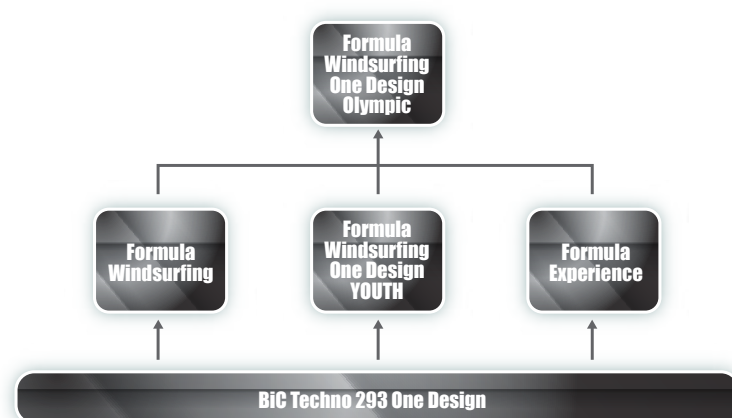


Formula 162 One Design

Why Formula for the Olympic Games?

- Proven equipment: because it has been developed on the racing track over the last 8 years.
- Simpler equipment: no daggerboard, no moving parts, maximum reliability and maximum production consistency.
- Lighter equipment: the board is almost half the weight of the current Olympic board
- More exciting: 100% planing, 100% more marketable
- More popular: Formula is windsurfing's most popular racing class
- More spectacular – its what windsurfers want to see
- Easier to transport
- More affordable: it's two thirds of the cost of the current Olympic Class
- Deeper distribution: buy what you need from any Starboard shop or distributor
- More focus on racing, less on pumping
- More feeder channels
- More appeal to windsurfers
- More appeal to the public
- More appeal to the media
- More appeal to sponsors

It's time to bring planing windsurfing to Olympic Windsurfing.



DREAM TEAM **IDA** BOESEN

DREAM TEAM **BJORN** SARAGOZA

START

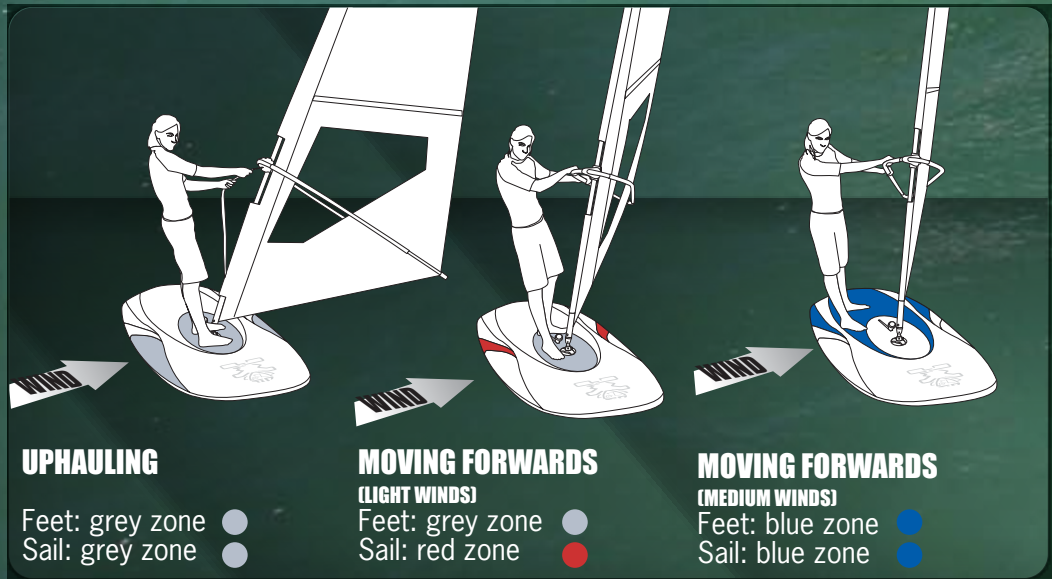
START WINDSURFING

DREAM TEAM **IDA** BOESEN

- ▶ **Longer nose** with a longer, lower rocker – for more longitudinal stability and more glide
- ▶ **Specially designed deck contours** make it easier than ever to sail in the footstraps
- ▶ **New Clipperbox III** daggerboard system
- ▶ **Integrated nose protector**
- ▶ **Tail cutaways** improve speed and acceleration
- ▶ **Extra-wide tails** offer easier and earlier planing
- ▶ **Side-cuts** improve fin drive and release



Colour-coded deck: EASY TO LEARN, EASY TO TEACH



- ▶ **New Clipperbox Daggerboard 570**
- ▶ **Multiple insert positions** offer tuning options for entry level/ intermediate/advanced riders
- ▶ **Centre carry handle**
- ▶ **Nose carry handle** for convenience.
- ▶ **EVA-Tufskin construction**
- ▶ **Extra-wide outlines** with extra volume in the rail mid-section for additional stability
- ▶ **Full 2mm Colour Coded EVA deck**



Model	Volume	Length	Width	Tail Width	Weight Tufskin	Sail range	Fin	Fin box
Start L	235 litres	275.5 cm	100.5 cm	80.5 cm	15.2 kg	2.0-9.5 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	Deep Tuttle + Clipperbox
Start M	210 litres	280.0 cm	94.0 cm	74.0 cm	14.5 kg	2.0-9.5 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	Deep Tuttle + Clipperbox

Tufskin weights +6%. Weights are estimates based on last season's models. Final weights are not available at time of print and will be updated on to the website. Sail ranges and fin are recommended indications.

Specially designed heel gutters makes it easier than ever to get into the footstraps

Normal deck shape
Starboard's special deck shape



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

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

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

Ultra-stable and also fun

- More glide thanks to longer shapes with a low, slender rocker that makes getting on to the plane smooth and easy.
- Early planing: the extra-wide tail of the new Starts allows them to plane early and easy. The quicker you get planing, the quicker you get hooked.

Smart deck design

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

Smart details

- 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.
- 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 board is planing. For the first time, you can feel the efficiency of a non-daggerboard board in a board with a daggerboard system, so learning to plane becomes easier than ever.

- The 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 livelier upwind.
- Integrated nose protector to protect the board from mast impacts.

Summary:

- The easiest board to learn on or teach with
- Contour deck - makes it easier than ever to get into the footstraps
- Colour coded deck - makes it simpler to learn on or teach with
- Full EVA deck – for maximum comfort and fun for all
- Super-wide tail design makes planing easier and earlier
- More length with more glide and longitudinal stability in light winds
- Clipperbox III daggerboard system
- Integrated nose protector



Start M Red

Start L Blue

DREAM TEAM **SARAH-QUITA** OFFERINGA
2007 PWA FREESTYLE VICE CHAMPION

Photographer: John Carter

RIO
THE EASY CHOICE



Photographer: John Carter

ALL WIND

DREAM TEAM **MARGARETA ENGSTROM**
PHOTOGRAPHER

- 1 **Longer nose** with a longer, lower rocker – for more longitudinal stability and more glide
- 2 **Integrated nose protector**
- 3 **Tail cutaways** improve speed and acceleration
- 4 **Extra-wide tails** offer easier and earlier planing
- 5 **Side-cuts** improve fin drive and release
- 6 **New Daggerboard 570 and Clipperbox III** daggerboard system
- 7 **Multiple insert positions offer tuning options** for entry level/ intermediate/advanced riders
- 8 **Centre carry handle**
- 9 **Nose carry handle** for convenience.
- 10 **EVA-Tufskin construction**
- 11 **Long, wide outlines** with extra volume in the rail midsection for additional stability
- 12 **Full 2mm EVA deck**

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

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

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

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

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

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

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

The Rio's special features

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

Summary:

- The All-Wind windsurfer
- Contour Deck design makes it extremely easy to progress on
- Contour Deck design makes it extremely easy to windsurf using the footstraps
- Extra-long for extra glide
- Wide and stable for beginners
- Smooth and fast for lightwind freeriding fun
- Powerful upwind performance for advanced riders who like the thrill of railing up



Model	Volume	Length	Width	Tail Width	Weight Tufskin	Sail range	Fin	Fin box
Rio L	215 litres	290 cm	85.0 cm	67.2 cm	14.6 kg	2.0-9.50 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	Deep Tuttle+Clipperbox
Rio M	195 litres	275 cm	80.5 cm	58.7 cm	14.3 kg	2.0-9.55 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	Deep Tuttle+Clipperbox
Rio S	175 litres	269 cm	76.0 cm	56.2 cm	14.1 kg	2.0-9.50 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	Deep Tuttle+Clipperbox



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

LIGHT WIND



Serenity Windsurfing

SERENITY

ESCAPE FROM PRESSURE

LIGHT WIND

DREAM TEAM **SVEIN RASMUSSEN**
STARBOARD R&D

- 1 Cup-holder
- 2 Centre carry handle
- 3 New tail fin
- 4 New powerful 70cm centre-fin

- ▶ **Cup-holder** for easy fin bolt access and convenient drinks storage – the EVA cover size has been increased for a tighter fit
- ▶ **Centre carry handle**
- ▶ **New tail fin** for increased waterline efficiency
- ▶ **New powerful 70cm centre-fin** with a thinner tip that provides extra flex. An optional 41cm Shallow fin is also supplied for shallower waters.



Serenity Sport Tech Serenity Wood

That first feeling of gliding across the water with the power of the wind in your hands. That first feeling of planing. That first feeling of controlling the board from the straps, using heel and toe pressure to carve the board as it skims over the water. The first jump, the first wave ride, that first aerial.

These first feelings are always the best, and we all windsurf to find these feelings again. Over and over again – windsurfers are addicted to that special, unique feeling that no other sport can offer, and we want stronger hits every time. It's addictive like crazy. Somewhere along the way, the pure and simple joy of gliding disappears.

Sailing a Serenity for the first time is like feeling the joys of windsurfing all over again.

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

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

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

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

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

Summary:

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

Model	Volume	Length	Width	Weight Wood	Weight Sport Tech	Sail range	Fins	Fin range	Fin boxes
Serenity	256 litres	460 cm	61.5 cm	12.3kg	13.6kg	5.0-10.0 m ²	Drake Race XL 700+Drake Shallow 410+Tail fin 135	40-70 cm	Deep Tuttle+US 8"

Wood weights +5%, Sport Tech weights +6%. Sail ranges and fin ranges are recommended indications.

SUP

DREAM TEAM **TIFFANY** WARD

SUP
DO IT STANDING UP

SUP



Photographer: John Carter and Howe Choo



For more information: www.star-board-sup.com

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

Starboard in 1995 revolutionized the surfing world by introducing epoxy wood veneer molded mini mals and longboards . The same year Starboard complimented their surf board range with the EVA shock deck technology and also produced epoxy sandwich boards, well ahead of the surf industry.

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

As an international market leader, Starboard introduces the widest offering in the sport.

From the 7'2" Kid which enables grommets to rip, to the 14'8" Point for long distance and speed paddling.

The fish shapes in the range, the 9'0" and 9'8" Extremists and the 10'5" Crossover, are probably the World's most progressive shapes, and drives the cutting edge of competitive SUP.

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

Mr Easy, the 12'0" x 32", provides a great stable platform to get into the sport.

These boards are available in Wood Sport Tech, in extra durable Tufskin construction and in different graphics.

The ultra light 14'8" Point with a built-in steering mechanism is available in a benchmark full carbon/wood construction.



- 1 New 78cm daggerboard
- 2 Heel recess for the daggerboard: push down to push out the daggerboard
- 3 5 step adjustable mast track (Phantom Race 320) 75cm range adjustable mast track (Phantom Race 380)
- 4 Racing rockerline and bottom shape for maximum speed and glide in lightwinds
- 5 Upwind and reaching footstrap positions



Starboard Raceboard Sail 9.5 Phantom Race 320 Phantom Race 380

PHANTOM

The Phantom Race 380, the Phantom Race 320 and the Starboard Raceboard 9.5 sail: advanced equipment that provides new breath into one of the longest standing windsurfing classes

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

Developed by Remi Vila, Julien Quentel, Svein Rasmussen and with recent upgrades from Mariano Reutemann, the Phantom Race 380 has since then become the new benchmark for raceboards. It takes advantage of the latest raceboard class rules with its wider width and longer daggerboard.

- The wider width gets the board planing earlier, either daggerboard in or out, and also allows the board to reach deeper downwind angles.
- The powerful 78cm daggerboard provides more drive and power, enabling the board to rail up earlier.

- The extra-long mast track features a 75cm adjustment range that extends further forward, allowing the rider to maximize the waterline, maximize the power of larger rigs and close the gap between the sail and the deck more effectively.
- The rails are extremely boxy, to provide maximum leverage and raling effect.

The Phantom Race 380 comes with eight Ultralight footstraps with complete reaching and upwind insert positions. The mast track pedal can be activated with the daggerboard head. There are no pads to save 500g in weight.

A special raceboard construction. The Phantom Race 380 construction is designed specifically for the board: full uni-directional ultralight carbon covers the entire board. A wood stripe runs along the bottom of the board and a wood shell covers two thirds of the deck to provide the board's overall structural rigidity.

Phantom Race 320
The Phantom Race 320 is the board that links progressive lightwind windsurfing to lightwind racing performance. It measures 320cm by 71cm and is powered by the same 78cm daggerboard as the Phantom Race 380. With its dimensions, the board is race-legal for the raceboard class's Hybrid category.

Not only for racing, the Phantom Race 320 is also the ideal board for all-wind weekend windsurfing, with more performance than what a Rio would offer for example. Whether freeriding or racing in planing or non-planing conditions, the Phantom Race 320 offers you a fast gliding sensation from just 2 or 3 knots of wind. In stronger winds, the Phantom Race 320 planes up to give a fast, free ride with the feel of a much smaller board. With its new 78cm daggerboard down, the board drives upwind and reveals its power and racing potential.

It's the perfect board for windsurfers looking for a board that will be fast and fun in any wind, any time.

Starboard Raceboard 9.5 sail: specially designed by Sam Wong HK1 for the Raceboard class, the sail is a 4 cam design that is shaped with an especially deep draft, a compact shape and built in a race-special construction that is much lighter than an ordinary sail. With the return of the Raceboard class, the Starboard 9.5 is the latest and greatest, helping the Raceboard class upgrading to better equipment. This Starboard 9.5 has been the test sail used for the development of the Starboard Phantom Race 380, making them the perfect match.
Rigging tips: Light sailors can use a 490 mast with mast extender that would soften the rig and allow it to flex and breath. Medium and heavy weight sailors can use a 530 or 540 mast. Severne Red Line masts are recommended. Special rigging instructions: special care is needed when sliding the mast in to the luff pocket. The mast has to stay in front of the cams when sliding through the luff pocket.

- Summary:**

 - High-performance racing boards for all wind conditions
 - Extra-light Carbon/Wood construction for the 380
 - Adjustable mast tracks
- 78cm daggerboards
 - New Starboard Raceboard 9.5 sail also available

Model	Volume	Length	Width	Tail Width	Weight	Sail range	Fins	Fin range	Fin boxes
Phantom Race 320	233 litres	320 cm	71 cm	51.7 cm	15.2 kg	6.5-9.5 m ²	Drake R19 Race NR480+Daggerboard 780	42-52 cm	Deep Tuttle+Daggerbox
Phantom Race 380	295 litres	380 cm	70 cm	43.3 cm	13.9 kg	6.5-9.5 m ²	Drake R19 Race NR480+Daggerboard 780	40-50 cm	Deep Tuttle+Daggerbox

Wood weights +5%, Tufskin weigh +6%. Weights are estimates, final weights are not available at time of print and will be updated on to the website. Sail ranges and fin are recommended indications.

Sail specifications							
Name	Size	Boom	Luff	Cams	Head	Recommended Severne masts	
Raceboard 9.5	9.5m2	232cm	540cm	4	Fixed	Red Line 490/530/540, IMCS 32-34	



DREAM TEAM **CONNOR** BAXTER



DREAM TEAM **BJORN** SARAGOZA



DREAM TEAM **JURGEN** SARAGOZA



DREAM TEAM **ZANE** SCHWEITZER



DREAM TEAM **FRANCISCO** GARCIA



DREAM TEAM **MORANE** REMONT



DREAM TEAM **ALICE** ADUTKIN

PROKIDS

NEW WAVE



Prokids Evo

Evolution wave board
PVC Sandwich construction



Prokids Flare 60, 72

Pure freestyle boards
PVC Sandwich construction



Prokids Formula Tufskin

Formula Experience class legal
Tufskin construction



Prokids Go

Progressive freeride board
with a centre fin box for beginners
Tufskin construction

The Starboard ProKids: a range of high performance boards for windsurfers under 55kg, designed for the new generation of riders who are taking windsurfing to the next level. The ProKids GO in particular covers a dual purpose: a compact freeride board for adults, and the ideal progressive board for kids.

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

Summary

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

Model	Volume	Length	Width	Tail Width	Weight Technora	Weight Tufskin	Sail range	Fin	Fin range	Fin box
Prokids Flare 72	72 litres	230 cm	57.0 cm	35.1 cm	5.8 kg	-	2.5-5.5 m ²	Drake Cross Over 220	12-24 cm	US 8"
Prokids Flare 60	60 litres	214 cm	54.5 cm	34.2 cm	5.1 kg	-	2.0-4.7 m ²	Drake Cross Over 200	10-22 cm	US 8"
Prokids Evo	66 litres	223 cm	53.5 cm	33.7 cm	5.7 kg	-	2.3-4.7 m ²	Drake Natural Wave 210	18-22 cm	US 8"
Prokids Formula Tufskin	117 litres	217 cm	93.0 cm	69.8 cm	-	10.2 kg	5.5-8.5 m ²	Drake R13 Race NR 620 S-FLEX	54-66 cm	Deep Tuttle
Prokids Go Tufskin	100 litres	217 cm	76.5 cm	50.1 cm	-	8.7 kg	2.0-7.5 m ²	Drake Freeride Flow 400 S-FLEX + 2x Drake Shallow 310 FRN+Base	34-44 cm	Tuttle

Technora weights +5%, Tufskin weights +6%. 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.

TANDEM

Photographer: John Carter

DREAM TEAM MARGARETA ENGSTROM

DREAM TEAM SCOTT MCKERCHER

GEMINI

DOUBLE DELIGHT



Gemini

- Nose handle** (positioned longitudinally for easier handling)
- Front sailor's mast track**
- Front sailor's strap**
- Rear sailor's mast track**
- Rear sailor's strap positions**
- Tail handle** (positioned longitudinally for easier handling)
- Solo sailor's mast track**
- Clipperbox 57cm Daggerboard**
- Full EVA deck**
- Deep Tuttle tail fin**

Model	Volume	Length	Width	Tail width	Weight Tufskin	Sail range	Fin	Fin range	Fin boxes
Gemini	367 litres	367 cm	101.5 cm	84.6cm	22.8 kg	2.0-10.0 m ²	Drake R13 Race 700 NR + Clipperbox daggerboard 570 + Drake Shallow 410 FRN	40-70 cm	Deep Tuttle + Clipperbox

Tufskin weights +6%. Sail ranges and fin ranges are recommended indications.

A wide-style tandem board changes everything about the windsurfing experience.

For advanced windsurfers: the Gemini reveals more performance and brings more fun than you can imagine. Guaranteed to make you laugh and enjoy the most unique ride of your life, the Gemini also unlocks amazing speed and power that will see you overtake the solo windsurfers on the water. For the most social windsurfers out there, the Gemini is the ultimate date.

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

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

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

- Summary:**
- The World's only widestyle tandem board
 - For advanced windsurfers and for social windsurfers
 - For schools, centers and beginners
 - **The current Gemini World Speed Record: 29.2 knots**

ACCESSORIES



1. Start Leash: The leash fits on to the Start, Rio and Kombi Tufskins that have a leash loop attachment fitting on the bottom. The attachment point is situated in the middle of the board for a neutral reaction (a leash attached to the tail of the board creates tail-biased drag). The Start leash features lead weights to sink the rope around the board, preventing the leash from getting tangled up with the fins. An elastic bungy gives room for the board to slow down gradually to a stop. **2. Windsocks** **3. Flags** **4. Beach Flag** **5. Mast base for adjustable mast tracks** **6. Zero alloy extension base** **7. Standard mast base:** Includes a North pin / push pin adaptor **8. North pin / push pin adaptor** **9. 50cm alloy extension base** **10. Safety Washer** **11. Fin bag:** Race: stores up to 10x 70cm fins. Slalom: stores up to 10x 50cm fins. **12. Accessory Bag** **13. HD mast impact protectors:** Triple layer construction: top plastic structure spreads the load, high density EVA beneath it disperses energy and the soft low density EVA underneath absorbs the load. The soft construction allows the HD nose protector to fit a variety of nose shapes. For a board compatibility chart, please refer to our website www.star-board.com. **14. Tiki Tool:** Wide, rubberized moulded handle for maximum torque and grip, even with wet hands. Compatible with all Starboard board fittings: straps, air-valve, fin bolts and daggerboard plates. **15. Custom Philips #2 head M4 22mm bolt**

SOFTWARE



SHORT SLEEVE LYCRA

Classic lycras to keep you cool, protect from the sun and protect from rashes.

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



LONG SLEEVE LYCRA

Long sleeve versions of the classic lycra.

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



TITANIUM SKIN

Titanium coated neoprene tops for extra warmth and protection from the wind. Can be worn alone or under a wetsuit for extra insulation.

Available in black only (red sides)
Sizes XS, S, M, L, XL



QUICK-DRY WET-SHIRT

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

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



AIR-COOL WET-SHIRT

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

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



CAP

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

T-SHIRT



DA TIKI



FLASH



PRO



TIKINA



KIDS

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KOR SPORTS

DREAM TEAM **SCOTT** MCKERCHER
2004 WAVE WORLD CHAMPION

EVILTWIN

TWIN FIN WAVE

- 1 Wide and short compact outlines** for a wide wind range, more responsiveness and reduced swing weight. Twinzer-tuned outlines
- 2 Ultra-strong Dur-X New WoodCarbon construction option** construction label on the Wood models featuring flat-weave carbon and a wood spine.
- 3 Soft surf-board rail shapes** for a smooth flowing curve
- 4 Double-screw fittings** for the back footstrap for maximum insert shear resistance
- 5 Mono-concave** to vee hull shape for maximum grip
- 6 Drake Evil Fin** CNC G10 wave fins
- 7 Heel bumpers**

Are you Evo or are you Evil? The new Evil Twin – in the words of ScottMcKercher: a variation of the Evo theme. With new shapes developed around the concept of a twin fin set-up, the Evil Twins offer the opportunity to ride powerful waves in a new style that is as close as it gets to pure wave surfing. The Evil Twins hold more speed in tight turns with more top-turn drive and more squirt for a new wave-riding style with flowing transitions carrying greater speed.

The genetics of Evil Twin come not only from the Evos but also the original 1997 Starboard Twister wave board, developed by Scott McKercher and Svein Rasmussen and tested in Cabo Verde over a decade ago.

The Evil Twin bottom shape features a tail-biased rocker and a monoconcave front hull shape that provides drive on the wave face with a smooth flowing response. The new outlines are designed around the set-up of two fins placed side by

side, with more curvature in the tail section that flows into a mild swallow tail. The rail shapes are soft like those of the Evos, inspired by surfboard rails for a smooth flowing feel, and the nose shapes are sharpened up for a more aggressive look.

The Evil Twins are available in Dur-X **Wood** and the new **WoodCarbon** construction. The Dur-X Wood version continues with the same technology as 2008, a construction that has been refined since 2000 to provide the industry's leading warranty figures and the most reliable lightweight boards to date. Double sandwich construction, oversized reinforcements and a full 0.6mm wood skin (deck and bottom) for maximum rigidity, strength and dynamic shape integrity.

The WoodCarbon Evil Twins are built using an ultralight, flat-weave carbon skin with a 0.6mm Wood layer that runs along the spine of the deck. Through optimal mechanical efficiency, the flat-weave carbon offers more tensile strength and stiffness than traditional woven carbon fibres at a lower specific

weight, while the wood spine on the deck adds rigidity, strength and dynamic shape integrity. The bottom of the WoodCarbon Evos feature a single sandwich PVC core with double PVC stringers for additional compressive strength and resistance to buckling.

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

- The new generation twin-fin waveboards
- A variation of the Evo theme: carries more speed through tight, aggressive turns with more flowing transitions
- New WoodCarbon Technology option / Dur-X construction on the Wood option
- Integrated heel bumpers on all models

Model	Volume	Length	Width	Tail Width	Weight WoodCarbon	Weight Wood	Sail range	Fins	Fin range	Fin boxes
Evil Twin 74	74 litres	230.0 cm	55.5 cm	35.5 cm	5.8kg	6.7kg	3.5-5.5 m ²	Drake Evil 160x2	13-17 cm	US 8"
Evil Twin 80	80 litres	232.5 cm	58.0 cm	36.6 cm	6.1kg	7.0kg	4.0-6.0 m ²	Drake Evil 160x2	14-18 cm	US 8"

WoodCarbon and Wood 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.



	KODE	EVO	EVIL TWIN	FLARE	FUTURA	iSONIC	FORMULA	GO	KODE TUFKIN	RIO	START	PHANTOM	GEMINI	SERENITY	SUPER 12'6"
LIGHTWIND FREERIDE ▶															
LIGHTWIND RACING ▶															
ENTRY LEVEL ▶															
ALL-WIND ▶															
PROGRESSIVE ▶															
FREERIDE ▶															
FREESTYLE ▶															
WAVE FREESTYLE ▶															
EVOLUTION WAVE ▶															
AGGRESSIVE WAVE ▶															
SPEED & SLALOM ▶															
FORMULA ▶															

TRAVEL BAGS

8mm foam top and bottom. Extra thick 12mm padded sidewalls. Plastic zipper, zipped fin-slot and mast track slot. Quick-clip shoulder straps.

Sizes: M, L, XL, Formula, Triple M, Double iSonic

DAY BAGS

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

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

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

