Since the day Jim Drake first went windsurfing back in 1967 until today the world has changed, our windsurfing gear has changed, our techniques have changed and we have changed.

Jim passed away this year after creating the sport and giving it a father figure for 45 years. He was an excited about new developments as ever and in each day passed us by we feel the loss grow. His main advice to us on how to grow our sport was to find better ways to include women into windsurfing, ignoring the social aspect of our sport. Jim also was the initiator of the Gamme tandem project, much for the same reasons.

Tuesday, Rimm Vila and Scott Mc Kiernan remain as our main team and continue to create gear with dream team members like Bjorn Duker, Jock and Philip Küster. There are also new think tanks like Dany Brush, Taty Frans and Kiro Thoas coming through with bright new ideas.

The Olympic decision concerning windsurfing was unfair and undiducated. It was probably also an indication that Olympic gear should be more attractive and better performing in lighter winds to make it an exciting racing class.

We see 2020 as the next Olympic opportunity and hopefully the games will be held in a windy venue.

My gear of the year would be the Phantom 190 package. It’s the best almost kit for most windsurfers in most places most of the time and it’s my favorite gear as well.

Windsurfing used to be mainly an inland sport. Lakes all over the world were full of action and there was a fair amount of ladies sharing their passion for windsurfing. My dream is to see surfers of the wind once again gliding over waterways everywhere and at the same time push the very limit of the sport by winning the Professional Windsurfer Association Constructors title line after line.

The future will again be full of changes and the new fashion might be back to sharing windsurfing with family and friends just like Jim did back in 1967.

6 X PWA Constructors titles in 7 years
Eighty Four new models. 2013 marks our biggest range update ever, among them are some new Koster Kode signature models, a new line of surfing-style NuEvos, all new Quad boards, refreshed Flare freestyleos, all-new Futura and iSonic ranges, new Carve models, all-new Go boards and the most exciting addition to our collection: Inflatable WindSUPs.

Pulling off this goal of a largest ever range update has been made possible by an expanded development team. That has allowed us to increase in both depth and breadth of testing and development. Danny Bruch, James Hopper and Philip Koster run Scott Worther in the development of our wave ranges. Ben Vos today handles the racing program and crosses over into the freeride program, tapping into a huge team of racers and recreational windsurfers for testing feedback. "Aty and Duen Akerboom lead the freestyle development and I would join him in the development of the Kode Freestyle Waves and Kode Freeriders. When it comes to entry level boards, WindSUPs, inflatables and any new ideas that we believe can continue to expand the envelope of windsurfing, it all hands on deck.

Most importantly, we’ve been able to team up with Starboard SUP and Sewage Sails in the expansion of our WindSUP activities. WindSUP today is windsurfing’s fastest growing segment, and teaming up with those two HoC companies has allowed us to take a leading role in this exciting new evolution of our sport.

We hope you’ll enjoy browsing through our new 2013 collection. A big thank you to everyone who has worked day and night to make Starboard 2013 happen. Starboard SUP and to Sewage Sails. Here’s to a windy year.

Teresa Yoo
Starboard Brand Manager / Chief Designer
STARBOARD

The past season has marked Starboard’s best ever on the PWA tour. Of the available seven PWA titles, Starboard picked up six and placed second in the remaining one. "At the time of print, Starboard is leading the 2012 Constructor’s Ranking in all disciplines: wave, slalom and freestyle.

Most importantly, Starboard’s development team is very proud of the fact that these titles have been won on production boards: standard off-the-shelf products that you and I can buy in a shop, without exception. For the team, it proves that our toxic development system, the way we work as a global team and the way we act on feedback to translate into successive generations, really works.

In 2012, the Dream Team continues to use production boards with the exception of Daida and Iballa in Pico and Tenerife, who rode extra small Qaud and Kode prototypes for these events. Production versions will follow once the stoppers have been validated.

Philip Köster,
PWA Wave Champion 2011
using 2012 production Evo boards

Daida Moreno,
PWA Wave Champion 2011
using 2012 production Quad and Evo boards

Iballa Moreno,
PWA Wave Vice-Champion 2011
using 2012 production Quad and Evo boards

Björn Dunkerbeck,
PWA Slalom Champion 2011
using 2011 production Sonic boards

Sarah Quita Offringa,
PWA Slalom & Freestyle Champion 2011
using 2011 production Sonic & Flare boards

Kiri Thode,
PWA Freestyle Vice-Champion 2011
using 2012 production Flares
As Strong As Possible! Starboard’s new technology for 2013 uses a soft deck and soft rail construction, over a glass fibre sheet that wraps around an extra-high density EPS core. A 3mm stringer adds extra longitudinal stiffness and a 10cm pine wood covers the back half of the deck for extra durability. The rails are finished in scratch-resistant, high-density laminate EVA.

**What’s special?** It’s strong! It’s dropped 12kg of steel balls from different heights. Regular boards crack at a height of 20cm. A.S.A.P. shows only a soft dent at heights of 100cm.

**Advantages:** Super tough, affordable, safe and user-friendly.

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**WOOD TECHNOLOGY**

Developed by Arnon Levit, Colimac and 1984, Wood Technology became Starboard’s mainstay construction in 1995. Starboard’s production wood boards are the first lightweight sandwich technology then weighing in at 1.6kg under the competition, yet with higher impact resistance. Today’s boards from many brands follow a similar construction. At Starboard, wood technology remains a favourite for riders preferring more comfort, more control and a special, unique feel of a Wood board.

**What’s special?** Starboard’s Wood Technology 2013 always uses a full PVC sandwich core to form the deck. This makes it lighter, softer and stronger than other wood sandwich boards that do not have a PVC sandwich core.

**Advantages:** Lighter than any other construction except Carbon. More impact resistant and more comfortable than Carbon.

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**CARBON**

Carbon is our lightest and stiffest construction. It uses Kevlar filaments instead of woven flax, meaning our Carbon significantly softer and lighter than regular carbon.

**What’s special?** Throughout 2012, the difference between our Carbon boards and others’ is magazine tests was a significant way lighter or more durable. Boards that are just as strong and boards that benefit from a more comfortable touch are made by Starboard. The Carbon wave boards go a step further: they use a thicker Carbon plate on the deck and double sandwich PVC core on the bottom. Boards that require maximum stiffness, typically lightweight using boards, use single PVC skin and Carbon both on the deck and bottom.

**Advantages:** Lightest weight, stiffest flex, fastest for the best acceleration and crispest response.

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**TECHNORA**

A lightweight, soft and flexible construction providing the highest performance value. Technora® is a special type of high tenacity Arimid fibre with remarkably high webbiness and impact resistance. Technora® reinforces, together with Kevlar. Carbon and Wood laminates strengthens the skis, race, and heat areas.

**What’s special?** Technora™ boards always use full PVC sandwich core construction. We’ve added black pigment and kept the white color to a minimum, to keep the weight down and to give the board a custom look.

**Advantages:** Light weight, stiff flex, tough in the most impact critical zones. Easy to repair.

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**TUF SKIN**

Maximum durability and value. Tufskin technology uses layers of 13mm glass mat wet out with an expanding epoxy resin technology that creates volume within the skin at extreme under pressures. This creates a huge, rigid, and durable sandwich laminate. Skin reinforcements improve the board’s rigidity and the deck’s impact resistance.

**Advantages:** Tough construction, more value, most durable.

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**ARMOUR TECH**

Starboard’s super durable and super tough technology designed for windsurfing clubs and schools. Its construction is similar to Tufskin, with double layers of 30g glass.

**What’s special?** According to testing by German SUIF magazine in May 2009, Armour Tech is lighter and stronger than tube-molded polyester fibre boards like HP/FB boards, and also has higher impact resistance.

**Advantages:** Replaces tube-molded polyester fibre boards with something more impact resistant yet lighter.
**Drake Slick Straps MKV:**
- Narrower friends/sailor straps.
- They are all new design since 2012.
- They are similar to the Wave strap but with a softer feel and a narrower body.
  - Size indicator tabs make strap sliding a breeze.
- New Sponge Pads:
  - Super comfortable fin-stripe pads with a 5mm sponge underlay that also exaggerates the deck dome for maximum grip and comfort. Featured on selected Kode and Cowans.
- New Dual Density Thick Pads:
  - Soft inside layer for comfort. Harder, grippier upper layer. Total thickness of 1.1mm gives a nice high rise. Featured on the Kode.
- New Extra Thick Deck Pads:
  - Single layer, high-density pads for a firmer feel and extra heel impact resistance. Featured on the Kode.
- Heel Bumpers:
  - Cushions landings, protects the board from heel impacts. Featured on the Kode.
- Drake Wave Straps MK III:
  - Wider double flap strap shaped for wave/free style riders. Extra strong, holds its shape impeccably and features strap-size indicators for easy size adjustment.

**FiTand FUNCTION**

**K9 Anti-Twist Plugs:**
- Sandwiched between the board and the strap, the K9 plug has four anti-twist teeth that sink into the strap to remove a mechanical anti-twist effect. No twisting means better control, better feel and better safety. Or so the theory says.
- The K9 system is replaced with a state-of-the-art screw lock system for easier setup and super strong.

**Screw Lock System:**
- One screw fits all:
  - Air valves, tangle locks, slot box, US box, bolt holes: a single screwdriver fits them all.
  - Simple.

**New 3rd Generation Slot Box:**
- The Slot Box is designed to be extra light, weighing 70% lighter than a US box. It has a big adjustment range and current US boxed fins can be cut to fit. The custom manufactured bolts fit the same screwdriver as your footstrap, making them effective against sand, keeping the system simple and hassle-free.

- “Quad boards fitted with Slot Boxes weigh, on average, 64g lighter than those using conventional boxes (Boards magazine ‘4th Wave Boards Test, Dec 2013’)

- New for 2011: Stab boards’ exclusive 3rd generation: Slot Box with quick release fittings: improved durability, improved resistance to over-tightening and a more secure fit when fitting rocks. The fins are more likely to hang off the back screw than to drop out completely.

**Fins and Function:**
- The new tool-free Clipperbox system: a simple clipping system that is smooth and easy to operate. New feature: remove and fit the diagonal with simply pulling it out and turning it back in. Sand proof and reliable. Features on the GO Warrior and the WindSUPs.

**Turtle Box:**
- The strongest and most reliable fin box system. Two bolts are used for a more secure fitting. Boards fitted with a Deep Turtle fin box can use both normal and deep cut fins, allowing the board to use a wider range of fin sizes.
Scott McKercher leads Starboard's Wave development. His signature range is the Quad, boards designed around his trademark speed, flow and power style.

Philip Köster, created PWA's youngest ever Wave Champion last year, introduces his signature range of next generation aerial, rotational style boards aptly nicknamed "the Köster Kodak".

2012 saw the introduction of guest designer James Hooher from Australia, whosew unique Nu Evo boards / Starboard Nu Evo production boards enjoy a widespread popularity for their unique and innovative surf-like performance.

The Freestyle flares, developed by Sven Akerboom and Tandy Frants, continue to reap rare magazine reviews and have narrowly missed the PWA Freestyle World title under the feet of Kiri Thode by the narrowest of margins.

Timoa You remains hands on the development of the Kode, from Philip's signature models through to the medium-sized Kode Freestyle Wave and the overview Kode Freemoves.
TheNuevo has a flat deck shape with ergonomically correct rails. Rails forward of the mast track are a full rounded section to prevent hipping in chop. Tuck is maintained through the midsection to provide grip through tail turns. There is a small amount of tuck through the tail section with a sharp edge for release. The Nuevo’s surfboard style rails give the board a lively and responsive feel.

**Fin type:** Wren. Widen spaced fins emphasize the tuck in feet of the board and makes sure a fin is engaged even in the most serrated turns. A slight toe-in of the fins makes the board more responsive to rider input and gives the board a real surfboard feel.

**Strap aperture:** 14.5cm gives a tighter wrap around your feet.

**Deck shape:** The flat deck gives the feel of a thinner board while retaining the float of a thicker board.

**Outlines:** Very compact outlines (“Choppie-off tail and nose”) allow the board to respond and react quickly.

**Bottom shape:** Flat through the nose section into “V” accelerating towards the tail. Double concaves from just in front of the mast passage, bringing just exhaust of the fins, help to create extra lift.

**Fits:** Ultralight Slot Boxes are used for twin fin setup.

**Rocker:** Medium rocker curvature is a comfortable balance between drive and release. But the large range of conditions and riders. The entry rocker is high enough for reliable re-entry into steep sections or small, tight waves.
Scott McKercher's signature wave boards. They generate maximum speed and drive, bringing an awesome production of speed, flow and power to your sailing.

Stable and direct in feel, the Quad is most rewarding when driven off the rails for power turns. They like to turn on a flat rail with their four-finned grip. They give a very connected sensation and still give the ability to lose the tail when extended through the tip for a rotational (whipped) move.

The new 2013 shapes, with their square tails and full monocovcaves, have added drive, have become suitable for a wider range of conditions and have a more lively, centred straight-line planing sensation.

QUAD
DRIVE AND POWER

DRIVE AND POWER AND NOT JUST FOR THE BIG DAYS

Onshore conditions: "Onshore conditions, the new Quad produces unparalleled speed out of turns. Initiate the rail into a turn and the board instantly produces speed, all the way around through the arc of a turn for maximum impact when hitting the lip. This is achieved with the new monocovcave bottom shape for speed and lift whilst the wider squash tail outline keeps the tail more buoyant, projecting more for a better release."

Slidershore and big wave conditions: "The remarkable thing is that the same boards will handle must high conditions with equal ease. The Quad draw smooth clean lines, with the ability to shoot vertically at any time, all with a sense of absolute control."

Lightwind conditions: "In lightwind conditions it becomes increasingly noticeable that it's the board producing the drive and not the power of the sail, which sets this board apart from anything else in the market."

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**SCOTT McKERCHER**
Head of Wave Tech and Quad designer

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**Fittings:** "Ultra-light Siz Boats are used for minimal weight"

**Bottom shape:** "Full monocovcave improve board's ability to generate speed and drive, even in crooked lightread and small wave conditions"

**Pads:** "Thin regular thickness pads, combined with bumpers shaped into the board to absorb shock"
“PROBABLY THE MOST RADICAL BOARD”
Windsurfing Journal

Starboard’s dedicated freestyle boards, designed and backed by the world’s top freestyle team.

The Flares are very quick to accelerate and feel sharp, precise and compact in both aerial and sliding maneuvers. They pop air easily and respond quickly to the rider’s moves.

Built with UDRO Carbon deck and a full Wood bottom, they are very light yet remain extremely strong. They are perfectly balanced and aggressive enough to invite their riders to go for bigger, faster combos with confidence while being forgiving enough to learn each move.

**Thickness profile:** “Thickness distribution remains even and thick throughout the length of the board with extra volume pumped into the tail to accentuate the forgiveness of the board during maneuvers.”

**Fittings and finish:** "To make them as light as possible, they’re fitted with the ultra-light “pig dot” box fin box and finished raw without paint or the deck”

**Fin:** "Choco Starlin New Radical 31.0 fins”

**Rails:** “The rails have hard release edges throughout and shaped square in the tail for a quick release from the water. With every pump, the board accelerates efficiently and cleanly.”

**Bottom shapes and coffin:** “The design starts with a bottom shape that comes from Starboard’s racing boxes. This generates the speed and ability to accelerate. On top of this racing chassis comes a new extra-compact freestyle outline (Flare 91, 101, 111 only), the basis for the Flare’s new 2mm of control, responsiveness and rotational speed.”

**Special feature:** "Single heat gutters accentuate the dome effect on the deck, for added comfort and grip”

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fins</th>
<th>Finboxes</th>
<th>Fin range</th>
<th>Kite range</th>
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<tr>
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<td>174</td>
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<td>40.3</td>
<td>Choco Starlin Radial 14</td>
<td>Blk Box 13</td>
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<td>25-18</td>
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<td>51.2</td>
<td>40.1</td>
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<td>Blk Box 13</td>
<td>14.26</td>
<td>30-15</td>
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<tr>
<td>ProCite Flare 111</td>
<td>80</td>
<td>170</td>
<td>51.2</td>
<td>40.1</td>
<td>Choco Starlin New Radical 17</td>
<td>Blk Box 13</td>
<td>14.26</td>
<td>30-15</td>
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<tr>
<td>ProCite Flare 121</td>
<td>90</td>
<td>170</td>
<td>51.2</td>
<td>40.1</td>
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<td>14.26</td>
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<tr>
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<td>101</td>
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<td>30-15</td>
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<tr>
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<td>111</td>
<td>175</td>
<td>56.0</td>
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<td>Blk Box 13</td>
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<td>30-15</td>
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<tr>
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<td>ProCite Flare 161</td>
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<td>14.26</td>
<td>30-15</td>
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</tbody>
</table>
The Kode Waves are Philip Köster’s fast, aerial style signature wave boards, for riders who like to blend aerials and take with powerful wave-carving. Their straight-line speed and acceleration also make them the most ideal for big airs and double combination jumps.

The Kode Waves are twin fin boards that additionally offer a single fin option to turn them into a fast highwind blaster with more traditional single fin handling characteristics.

Originally designed by Scott McKenner, and refined further with input from Gary Boom, Tezuka You and Philip Köster, the Kode Waves are made to work well in the variety of conditions the PWA Wave tour presents: windy onshore to side-shore, Pico, euro-style Laurene, Denmark and St. Jit in larger, more powerful waves like those found on Maui or Australia, the Kode remains the board of choice for riders looking for the ability to do rotational and aerial moves on the wave.

**Table:**

<table>
<thead>
<tr>
<th>Model</th>
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<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Pin</th>
<th>Finbox</th>
<th>Sail range</th>
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</thead>
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<td>128</td>
<td>55.5</td>
<td>35.3</td>
<td>MB Tenant 16</td>
<td>160-120</td>
<td>3.05-7.5</td>
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<td>17</td>
<td>199</td>
<td>54.6</td>
<td>35.1</td>
<td>MB Turner 17</td>
<td>120-130</td>
<td>3.20-7.5</td>
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<tr>
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<td>239</td>
<td>58.6</td>
<td>36.7</td>
<td>MB Turner 16.5</td>
<td>120-130</td>
<td>3.65-8.0</td>
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<tr>
<td>Kode Wave 83</td>
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<td>234</td>
<td>50</td>
<td>37.3</td>
<td>MB Turner 17</td>
<td>120-130</td>
<td>4.00-8.0</td>
</tr>
</tbody>
</table>

**Fins:** Vertical twin fin design by MB finns generates compact power and plenty of straight line traction. On the bottom, they provide lots of drive. Off the top, they allow the rider to release and control the tail whip. Philip Köster uses the Maui Ultra Fin X Twin that gives a more steady tail. Early trimmed uses the stock fin.

**Bottom shape:** "The forward V provides a quick responsive feel when engaging the rail into the turn. I had the mono-concave in the tail with a wider section because it gives more speed, drive and power compared to the tail test pattern.”

**Fads:** "I like most the 20mm, single layered configuration without soft bumpers to provide a direct, responsive feel while still giving some cushioning effect from big jumps.”

**Wider, squashed square tail:** "The extra width and the square tail shape adds some area and volume to make the boards more versatile in softer waves. It’s also better for rotational and reverse moves.”
The Kode are all designed to be aggressive, fast and maneuverable. The Freestyle Wave and the Freemove models each offer their own balance between wave, freestyle and freeride.

Kode Freestyle Wave: the three styles are nestled quite equally, with freestyle performance pushed slightly ahead. To achieve this, these boards need to give a lot of straightline speed, a very light feel on the water and very quick acceleration. Their rails in the nose section are kept sharp and thin for a responsive bite whenever the rider curves the board. Their new 13mm thick rails with a square indent underneath give a very comfortable and controlled ride, where the rider feels like he/she stands more and high over the board.

The Kode Freemoves are maneuverable, aggressive freeriders. The new 2013 shapes have been changed with a lot of Freestyle Flats design cues, where we have learnt to generate a lot of speed, acceleration and rail hold from rail shaping. The Freemoves are the only models to include cutaways, for added speed and rail traction.

**Outlines:** “Short and compact. The Freemoves are also extra short compared to their predecessors. This makes them a little bit more responsive, more controllable and feel lighter than before.”

**Rails:** “To generate the aggressive bite, the rails are shaped thin between the front strap and the nose. For comfort and general use friendliness, the rails are thicker and bulkier under your back foot. The new Freemoves have new rails from the Freestyle Flats; more narrow rails for quick planning and acceleration. The reduced thickness above the arcs accentuate the bite and give when carving. The increased rail thickness adds to the tail’s ability to float out of turns and help to pop the board on to the plane.”

**Deck:** “The decks are quite domed and fitted with extra-endured Spion X pads.”

**Cutaways:** “The Freemoves models have new cutaways that are slimmer, longer for improved in tracking and increased top speed.”

**Speed:** “To generate the speed, fast rail line curves define the central spine of the bottom shape. That’s where you lost when riding in a straight line.”

**Manoeuvrability:** “To generate the manoeuvrability, the spiral veed bottom shape exaggerates the cussedness along the edges of the board. That’s the part you engage as you carve the board.”

**Fin:** “MFC Freemove for design for the Freestyle Waves, and my favourite Drake Freeride Slide for the Freemoves.”

**Tilesa You**
Lead designer for the Kodes
Starboard's racing program is led by Remi Vila, 4x World champion and designer for Starboard since 2002.

For 2013, he worked with a wide panel of rider weights and sail dynamics to ensure that Starboard boards can win under all combinations of wind, water conditions, sail type and rider weight: Cyril Moussilmani (69kg, Severe Saile), Ben Van Der Steen (69kg, Loit Saile), Bjorn Dunkerbeck (69kg, Severe Saile), Jimmy Darl (69kg, Vami Saile), Kevan Potrast (66kg, Ezy Saile), Steve Allen (63kg, Severe Saile), Alberto Menegatti (59kg, Gaceta Saile), Wojsz Brzoskowski (59kg, Nol Prado Saile), Tity Frans (72kg, Maui Saile), Sergio Chaha (70kg, Severe Saile), Someryvan Balacs (70kg, Severe Saile), Iury (58kg, Mahan 60kg Severe Saile), Peter Lecom (60kg Severe Saile), Sazhilele Magurane (60kg Nol Fryd Saile), Max Van Rijn (75kg, Nol Fryd Saile).

Highlight results of the last year includes the 2012 Raceboard World Champion title with Max Van Rijn. The 2012 GPS 100m speed 1st position with Jurjen Van der Noord, double PWA Slalom Championship titles with Bjorn Dunkerbeck & Sarah Quitte O'Brien. As well as winning the title, the technical advantage of Starboard racing designs was underlined by grabbing 8 of the top 10 positions in the Raceboard World and 3 of the top 4 PWA Slalom positions (1st, 3rd and 4th).

iSonic
iSonic Speed
UltraSonic
Formula
Formula Experience One Design
Phantom Race 377
Phantom 295

p28-29
p30-31
p32-33
p34-35
p36-37
p38-39
p40-41
The iSonic: fast racing machines designed for the highest top speeds, the highest average speeds, the quickest accelerations with powerful overtaking abilities throughout a wide wind range - maximum efficiency.

The range itself is designed around the PWA's three board format: a perfect quiver covering all conditions can be achieved by selecting one board most suitable from each of the iSonic's three size categories.

The three smallest sizes are most narrow and shaped specifically for light wind conditions. The three middle sizes are compact designs for maximum performance across a wide wind range, particularly medium wind strengths. The three largest sizes are extra-wide designs optimizing light wind performance.

**Model** | **Volume** | **Length** | **Wide** | **Tail width** | **Recommended Fin** | **Fluxus** | **Flex range** | **Solid range**
---|---|---|---|---|---|---|---|---
**iSonic 90** | 80 | 240 | 36.5 | 36.5 | Drake Sabot OW | Tuttle | 28 to 36 | 5.1 to 7.3
**iSonic 97** | 90 | 240 | 36.5 | 36.5 | Drake Sabot OW | Tuttle | 32 to 38 | 5.1 to 7.3
**iSonic 107** | 107 | 230 | 45.7 | 45.7 | Drake Sabot OW | Tuttle | 34 to 46 | 61 to 8.5
**iSonic 117** | 117 | 220 | 56.6 | 56.6 | Drake Sabot OW | Tuttle | 38 to 48 | 61 to 8.5
**iSonic 127** | 127 | 210 | 67.9 | 67.9 | Drake Sabot OW | Tuttle | 41 to 50 | 61 to 8.5
**iSonic 137** | 137 | 200 | 79.1 | 79.1 | Drake Sabot OW | Tuttle | 44 to 54 | 7.0 to 9.3

**New Size-Cuts:** All the new iSonic's have new side-cuts that narrow down the outline starting from 30cm to tail. This reduces drag to increase acceleration and speed. Because the width at the critical 30cm mark is maintained, you still have a wide planing surface that creates efficient lift, keeps the board stable and gives you your leverage over the fin for added control. With the side-cuts, the board also sits more on the foil.

**New Cut-away designs:** All the new iSonic's have a new cut-away shape that has evolved to provide less drag than previous versions, to improve top end speed and provide quicker acceleration in the gusts. The spot angle remains lower water and also reduces the wetted area by a fraction.

"Ever since their inception, the iSonic's focus on achieving not just the highest top speed, but also the highest average speeds, the quickest accelerations, the most effective overtaking power, and the most powerful planing performance. All this across the widest range of conditions.

This philosophy has created some design innovations, such as the wide outline, the foil profile, the low aspect ratio, the fullwidth, the cut-outs, the double winglets, the deep deck concave and much more.

Remi has led the development for the 203 models, which includes new proportions for the i110 and i50 models. Across the range, he has also developed new cutaway shapes with foil extensions for less drag, more top speed and quicker acceleration, without loss of control or stability."

"I'm convinced that the iSonic 90, 97, 107, 117, 127, 137: "I love the full carbon construction on both deck and bottom to be super light and very responsive, improving early planing, acceleration, control and top end speed."

**iSonic 80:** "They are more available in Carbon too!"

**iSonic 110:** "A totally new board that is basically a 25cm version of the 2011 iSonic 117 Wide. This board is the most evolved of all iSonic's, it's the model with the slimline profile in our range and it also has the highest performance to weight ratio. A real gain in the family and highly recommended!"

"It's a totally new board that is a hybrid between the previous 90 and 97, but closer to the 97 at 66 cm wide!"

"It's a great board, nice to ride and very effective. The most stable of the new range, with a narrower profile that helps you to control the board better in gusts and also to plan for a longer time."

**iSonic 107:** "We added one more footstrap insert for the front feet."

"iSonic 117:** "It's a hybrid between the previous 97 and 107, but closer to the 97 at 66 cm wide!"

"iSonic 127:** "It's a hybrid between the previous 107 and 117, but closer to the 107 at 79 cm wide!"

"iSonic 137:** "It's a hybrid between the previous 117 and 127, but closer to the 117 at 91 cm wide!"

**iSonic 90, 97, 107:** "Slightly taller rails from 93 to 122 to keep the perfect balance in planing."

"iSonic 90, 107:** "They are more available in Carbon too!"
iSONIC
SPEED SPECIAL

The iSonic Speed Specials are the pure speed needles of Starboard’s range, for speed sailors who know what they need to go fast. Not just the feeling of going fast, but knowing that speed is the result of meticulous GPS measurements and the combination of hours of tuning with perfect riding expertise.

The W44 is designed for one purpose in mind: the absolute highest possible speed on a windsurfer. It is currently the 2012 GPS speed record over 500m with Jurjen van der Poel.

The two middle sizes, the W49 and W54, are designed for consistently fast races throughout a wide range of conditions. These are the typical choices for speed riders on tour.

New for 2013 and the largest size, the W58 is quite wide by speed-board standards. It is designed to deliver the highest possible top speed in relatively light wind conditions.

BJörn Dunkerbeck, designer of the W44, W49 and W54

“The W44 is a great contest board when it is flat. It can sail 7.8 down to 6.2. It’s easy; it has great control and it’s very very fast. The W49 is good from 7.0 to 5.5. Faster and just as easy with the same levels of control. The W54 is the most fun to ride but it needs the most wind. Use it with sail 5.2 and down to 4.5. These boards have been developed over years and they are the fastest boards I got to date. Carlo Cossa and I have been working on speed boards together since 1996 and with great results. Try them out and wind faster than ever. Enjoy your speed sailing.”

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fins</th>
<th>Fin range</th>
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<td>92.1</td>
<td>10</td>
<td>26.14</td>
<td>6.4-8.8</td>
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</tbody>
</table>

The W58 is the new shape for 2013. Designed by Remi Vila as the top choice for all-round medium and light wind speed runs.

Extended 70cm flat section for more stability

New cutaway shapes reduce wetted surface, improve fin function and trap less water than previous designs.

We sail has more we than incumbent, to allow the board to release a bit more from the water at full speed.

All iSonic Speed Specials are built in a specially developed Speed Technology, a pure carbon construction with carbon overlapping rail wraps for maximum stiffness.

Highly dome decks – for grip and extra leverage

Rounded concave front section gives added stability in windy conditions

New insert positions give two extra-narrow stance options

No paint finish on the deck and rails for minimum weight

New super deep deck concave for maximum control, a more vertical sail position and a tighter gap between the sail’s foot and the board.

Additional text not visible in the image.
The best way to describe the Ultra Sonic is that it's the largest and widest of the Sonics. With ISAF and PWA limits set at 65cm in width, the Ultra Sonic is actually over the limit and therefore illegal in official racing. However, that doesn't stop us from using it in competitions allowed Starboard designers to increase the Ultra Sonic's user-friendliness and comfort aspects of the board by taming down the rail shapes' power and moving shapes slightly further forward.

The Ultra Sonic is also often compared to the Formula. Like the Formula, the board is in the ultra wide category, both excel in lightened performance, with incredible early planing abilities. However, the Formula is designed for the best possible upwind and downwind performance, which translates into much more power for sustained reaching angles. The Ultra Sonic is designed with reaching and cutting, as most windsurfers prefer to do. It's much more comfortable and maneuverable than a Formula board. Most importantly, it's also faster on a reach than a Formula board.

The 2013 Ultra Sonic is a new design, featuring new cutaway designs, heel extension and a new improved rockerline.

**Ultra Planing**

The Ultra Sonic design starts from the Sonic base and adds some extra width and loses more thickness.

New cutaway shapes combined with side cut outs and heel extension reduces wetted area for the same lift. It makes it more efficient. The fin gains more traction and the rider will feel like the board locks more on to it. The most importantly, the width of the tail at the 'one foot off' remains the same; the board will maintain its ability to provide power and roll stability through chop and acceleration out of a jibe.

The nose of the Ultra Sonic is then lengthened to make the board smoother to get planing, latching, planing and getting going becomes easier, more stable and more accessible.

**New rockerline:** due to the changes to the wetted surface area, the rockerline has been adjusted to match.

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

**Harder rail edges in the tail increases top speed:** enables quicker acceleration in gusts, improves earlier planing and improves the boards ability to maintain top speed in lulls.

**The rail shapes under the footstraps are more comfortable and less bony than the Sonic.** This makes the board more comfortable. The shapes are easier to get into and there is less running power in your back thigh when fully powered.

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**Technical Specifications**

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
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<td>55.5</td>
<td>60-65 mm</td>
<td>75-80 mm</td>
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</table>
Formula boards have the widest wind range of all boards, the earliest planing threshold (at 6 knots) and the best genre/downwind performance. Formula Windsurfing events are held all over the world, giving every racer the opportunity to join local, national and international Formula events year round.

Other than the R1F Formula Windsurfing Worlds and Europeans, other events around the globe include: the IFW Geotronics Australia, the IFW German Masters, the Australian Windsurfing Nationals, the North Sea Cup Holland, the North Sea Cup UK, the Baltic Cup Estonia, the Polish Open, the Estonian Cup, the Baltic Cup Estonia, the IFW Baltic Cup, the South American Championships, the Austrian Nationals and IS Championship, and many more.

For the upcoming season, you can stay updated with the official Formula Windsurfing website www.formula-windsurfing.org

New footstraps with a longer tail section (50cm) improve lightwind acceleration.

New carbon construction deck and bottom. 150 carbon on the deck, 220 carbon on the bottom.

167 Wide: special oversized cutway designs with low heels - they bring out the best of the 84cm wide tail. These cutaways are on the board, but the wide tail rides free, accelerates and improves top speed.

167 Wide: 90cm wide tail - unbeatable lowend and downwind performances. Maximum power.

167: 84cm wide tail - incredible speed and downwind performance, with more control than the 90cm wide tail of the 167 Wide.

Steve Allan - Senior Formula Vice-World Champion 2012
Wojtek Brzozowski - Master Formula World Champion 2012

<table>
<thead>
<tr>
<th>Model</th>
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<tr>
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<td>6.5-8.5</td>
<td>Deep Sails</td>
<td>62-70</td>
<td>6.5-8.5</td>
</tr>
</tbody>
</table>
The Formula Experience One Design Class: the only 100% planing, global windsurfing one-design class in the world.

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

One package will last four years minimum, allowing you to join any Formula Experience One Design event close to you.

Formula Experience Racing is currently established in Uruguay, France, Portugal, Spain, Brazil, Chile, Estonia, Denmark, Mexico and the USA and there are two key international events: the European Championships and the World Championships where the winners are crowned ISAF’s European FE Champion and World FE Champion respectively.

To find information on any FE30 event dates and places, visit the Formula Experience website on http://fe.internationalwindsurfing.com
The Phantom Race 377 Bat Wing is Starboard's third-generation raceboard. The board is innovative in many aspects, featuring batwings, slanted mast tracks and heel extensions.

In June 2012, the Phantom 317 was crowned Raceboard World Champion, under the feet of World Champion Max Wojuk.

Daniel Silenikka FIN 5:
"The new Phantom is really good board in strong and in light wind. This new one is better for my weight because it’s 32 liters smaller than last year’s Phantom 380. It compares it to Far Infrared Phantom 380. It’s easier to handle and it’s going to upwind like a train, it doesn’t try to change the direction like the Farinfrared. When I tried 360, it was too big for me too much reduced "Batwings" in the back of the board make planning in marginal conditions (91 knots) possible and easy to sustain. Good board for lighter guys like me (64kg) and it works very well with Severne’s 5.5 18 sail almost up to 130k.

Max Wojuk, reigning Raceboard World Champion:
"Advantages: The Phantom 317 board is very stable upwind and is going easy on rail from 5-15. It is easy and comfortable to control and steer. The wings in the back of the board make planning in marginal conditions (91 knots) possible and easy to sustain. The wings are not shaping the board from going fast upwind too. New daggerboard is great for light and medium breezes up to 10 knots). It is hard to control the board above this wind. It’s a board of very good quality materials and details. All in all, the board is easy to sail on the rail when going upwind. In planning conditions, the downwind runs are fast and one can sail really low. The upwind footstraps are in perfect place. For 2013, there are new 2 back tostraps: the new position is 30 cm forward."

Bat Wing Design

- At low speeds, the Bat Wings sink below the water to allow the water to flow around the narrow, streamlined section of the tail. The board glides like a narrow missile with a smooth water exit at the tail.
- In slightly more wind, the board starts to lift to its tail, so one wing lifts cut of the water while the leeward wing continues to travel below the water surface, acting like an extra fin.
- As the board accelerates speed with more wind, the wide planing surface starts to generate lift, allowing the board to transition smoothly into planing mode. Because the wings are wide, the planing surface is wide. So the transition into planing is happens earlier than other narrowtail raceboards.
- In full planing mode, the board planes high above the water: ride fast and free, allows for deeper tacks to be used and for deeper upwind/downwind angles to be reached.

New for 2013: 45 degrees Biaxial Carbon is replaced by 30 degree Biaxial Carbon on the deck. As strong as before, but lighter. Biaxial Carbon was chosen over 30 Carbon for its superior impact resistance and better vibration absorption.

New for 2013: extra footstrap position for the back foot.

No-paint finish for minimum weight.

Cutline concept: reduced width at 65.8m for improved glide and increased rigging effect, combined with BatWing tail design to still gain in easy planning and upwind power.

Slantec adjustable mast track: the front section is raised, helping the board to roll up onto its tail quickly in light winds. The back section is sunk below deck level, to improve control in full planing mode.

Reduced volume for better efficiency and a reduced weight.

Redesigned, quality tested for smoother ride over chop.
The Phantom 295: a fun, social and affordable racing package that covers the widest range of conditions and the widest range of riders, young and old, small, medium or large. Enjoy fast lightwind races and powerful, exciting planing races. All this at an affordable price.

Sven Rasmussen, Starboard:
"How does it feel? A nice balanced gliding feel upward in light winds. As soon as a little breeze comes the sail wants to angle itself up over exciting sailing sensations. With a bit more wind the daggerboard retract and the sail planes up early with great power around the tail part, delivering an impressive and fun unhooked ride. On the reach the revolutionary winglet concept creates a lift and soaring sailing sensation which makes the Phantom 295 the most versatile board in the history of Starboard. The rig is based on the award winning Syma/Turbo sail design and given that extra light and lively feel. The Phantom 295 is a pet project that we are very proud of and wish to share with our riders and regular sailors worldwide."

**Lightwind conditions**

- The revolutionary Dot Wing design: at low speeds, the wings travel below the water surface, allowing the water to follow the more streamline shape of the main deck. This contributes to the board's light glide and speed.
- In slightly more wind, the board starts to lift off to its rail, so one wing lifts out of the water while the forward wing continues to travel below the water surface. As the board increases speed with more wind, the wide planing surface starts to generate lift, allowing the board to transition extremely smoothly into planing mode.
- It includes a new powerful fix-up daggerboard that makes non-planing racing an exciting, strategic competition. It's important to note that this flexibility creates exaggerated lift that raises the board up very early, enabling outstanding light wind performance. In fact, the daggerboard technology is closer to a Formula kite than a conventional raceboard daggerboard.
- It is a relatively long and narrow board, so it glides fast.
- Heel extensions in the light wind position also create more leverage to help the board get up on its rail.
- The Dot Wings are wide so the planing surface is wide. Therefore, the transition into planing is happening earlier than other narrow board racers.

**Highwind conditions**

- The mast track is lowered below deck level in planing mode, as control is increased.
- In full planing mode, the board planes high above the water, rides fast and free, allows for deeper flaps to be used and for deeper upward/downward angles to be reached.

**The Phantom rig:**
- The Phantom sails are available in 6.5, 7.5 and 8.5.
- Designed by Ens Sorensen and Simon Hurrey.
- Features compact outlines with two cambers.
- The sails always cover a wide win range from non-planing to planing conditions.
- 23 / 32 / 44 / 54 / 64 / 74 cc two piece carbon mast.
- 130-240 TB aluminium racing boom.
- Severne 70/70 SEM Extension.
- Phantom universal joint.
- One racing sail for life.
2013 marks Starboard's biggest range update, with 84 new models. The freeride segment benefits with all new shapes for all Futuras, two new shapes in the Carve range with the 151 and 161, all new Go boards and two new Kode Tufskins.

Rudi Vila has led their development, introducing the latest evolution of cut-away designs in Futuras and ultra-modern trim shaping in the Carves. The new Carves have been updated across the range with new summer shapes, whereas both Tufskins have new 'freerider' rail shapes, improved cutaway designs and shortened rakes.

Testing was completed with Svino Rahumaseen (75 kg), Tiondo You (65 kg), Srgios Chakha (70 kg), Tety Fram (75 kg), Arthur Acharin (70 kg) and Avie Jezkin (65 kg).

- Futura: p44-47
- Carve: p48-51
- Go: p52-53
- Kode Tufskins: p54-55
Extremely fast, like slalom boards, but with more user-friendliness and more comfort – the Futuras are the sports cars of windsurfing.

When it was first introduced in 2008, Starboard's Futuras revolutionary design redefined the freerace category. Its 10% thinner profile and its wider outline, inspired by the evolution of modern slalom boards, offered the casual freerider a board that was very stable at low speed yet extremely fast and powerful throughout an incredibly wide wind range. On top of these benefits, the thinner shape made for better jibing and more control. It was a win-win design trap forwards.

Today, the Futura has become the freerace market leader and the benchmark other boards are measured by. In 2011, the Futuras won every comparative test it entered: the Flachemag test, the Wind magazine test, the Windsurf magazine test, the Boats/R槐ndseeker test and the Surf magazine test. In 2012, it won the Wind Top Choice award for a second year in a row.

For 2013, Starboard offers upgraded Futuras in six sizes and two technology options, all of them with new cutaway shapes designed to release more top-end speed and squeeze yet even more efficient acceleration in the gusts.
What's New? “For 2013, Renn Kila has developed new cut-away shapes with wide angles for less drag and a reduced wetted surface area, giving more speed and quicker acceleration. There are also new side cuts on the side that reduce some wetted area, but without losing the width at the one-foot mark, which gives control and stability.”

Outline & Profile: “Wide outlines coupled with a 15% thinner profile forms the basis for each Futura design. By making the outlines wider, the boards will have better low speed stability: this is important when the air is cold or controlling your plans for example. By making the outlines thinner, these wider boards don’t feel big – on the contrary, the lower center of gravity makes the board more responsive to foot steering, quicker to carve and take sharper turns.”

Deck design: “The massive deck concaves shaped lowers the centre of gravity, improves control, closes the gap between the sail and board, allows for a more vertical position of the sail and reduces board aerodynamics, lift in overpowered conditions.”

Rake design: “Like the Sonicas, the Futuras’ noses are relatively wide, allowing for a shorter nose and a lower rocker to be used. This shorter and lower nose reduces swing weight, reduces aerodynamic drag and improves the boards ability to skim over steep without losing speed.”

Wind range: “The combination of width and minimal thickness also increases wind range. On one hand, the extra width allows the rider to fit a deeper fin and a larger sail, giving it more light wind power. On the other hand, the low volume from the thin profile allows the board to be more controllable in high winds, using a smaller sail and a smaller fin.”

Rail shape: “The rails are shaped for power, with extra hard rail edges. But they remain thinner and more comfortable than the falcon-like rail shapes of the Sonicas. This makes the Futuras more comfortable and less powerful. Most importantly, these rail shapes allow the use of rail-board strap positions. When using the rail-board strap positions, the Futuras become very accessible and comfortable to ride.”

“Tresde You, designer of the Futuras.”
CARVE

8% SLIMMER

Fast, exciting and fun, and always delivering their best performance regardless of rider skill: we call it Plug and Play. The new Carves, with their slimmer shapes and extra wide widths, are the class-leaders in wind range and they jibe beautifully in all manner of styles: from wide-arc power turns to pivotal back foot carves. With its stability, they even help you progress in your carve jibing skill and make uphauling easier.

The new Starboard Carves join the evolution towards slimmer shapes: 8% slimmer on average in the middle. The new slim Carves are extra stable and cover an extra wide wind range. They plane earlier, carry ‘bigger’ sails and ultimately reach faster speeds than before – more often and more effortlessly.
The slim concept was applied to the Carve 121, 131, 141 when we transitioned from the 2011 model to 2012 model. The slim concept then followed on the 151 and 161, as we transition sax-from the 2012 model to the 2013 model. So for 2012, all the Carves now follow the new Slim Concept wider and thinner for a more efficiency. The thickness difference is 8% in the mid-section on average.

"Unlike the Futures or Sonics, the boards remain generously big by modern standards. This allows for easier passion-planing; the boards will glide on to the plane more easily and more gradually."

"Wide outlines coupled with a thinner profile forms the basis for each new Carve design."

"By making the profiles thinner, these wider boards don’t feel big – on the contrary, the lower center of gravity makes the board more responsive to footstowing, quicker to carve and ride sharper into turns."

"The tail area of the deck remains thick and heavily duned so that the board remains comfortable underfoot, lie any strap position and even outside of the straps. The Carves are very versatile and comfortable to ride."

"The combination of width and thinness also increases wind range. On one hand, the extra width allows the rider to fit a deeper fin and a larger sail, giving it more lift and power. On the other hand, the low volume from the thin profile allows the board to be more controllable in high winds, using a smaller sail and a smaller fin."

Remi Vila, lead designer on the Carve program:

"In conclusion, the Carves are designed to offer an incredible range of performance but in one simple easy package."

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fin</th>
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Starboard's iconic range of progressive freeriders. They are the original, comfortable, stable and easy all-round designs that have transformed modern windsurfing by making it easy to progress from early-learner to advanced rider.

The GC3 is about getting planing, hooking in to the harness, learning to waterstart, learning to windsurf with speed and power and mastering the carve jibe.

The all-new 2013 GC3 share the same ultra-modern slim shapes as the new 2013 Curve range. Wider and slimmer than ever, they enjoy a wider wind range than before, slim extra width offers more stability and earlier planing, and the ability to use bigger sails and deeper tacks. With reduced thickness comes a stiffer, more race-like sensation and improved control in higher winds.

The popular 3G Windsurfer, now entering its third year, is a special model that includes a daggerboard for more stable and planing conditions. Unlike the other GO boards, this board is extra-stong and extra-totaled for added fun in light winds.

Outline design: "Wide cut-outs coupled with a thinner profile forms the basis for a more efficiency. By making the cut-out wider, the board will have better low-speed stability; this is important when planing or completing your jibe for example. By making the profiles thinner, these wider boards don't feel big – on the contrary, the lower center of gravity makes the board more responsive to foot steering, quicker to carve and late sharper into jibes."  

User-friendly features: "Carry handles in the centre and nose of the board make handling on land easier. A full talk deck adds comfort for the nose."  

Ride comfort: "The tail area of the deck remains heavily domed so that the board remains comfortable underfoot, in all strap position and even outboard of the straps."  

New cut-away shapes: "All the new shapes also benefit from the new cut-away designs that provide more top speed and a quicker acceleration."  

"The GO Windsurfer, at 171 litres, is a special dagger board model with extra length and extra area for more fun and performance in lighter conditions."  

"The GC 151 and 161 include a centre fin-box – perfect for fitting an extra centre fin that makes a beginner's first steps even easier."  

| Model | Length | Width | Tail width | Fin
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<td>GO 91</td>
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<td>121</td>
<td>2</td>
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<tr>
<td>GO 111</td>
<td>141</td>
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<td>141</td>
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<td>GO 141</td>
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</tr>
<tr>
<td>GO 161</td>
<td>201</td>
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</table>

Weights: 91 14.44 Kg 27.1
111 16.4 Kg 34.8
121 18.4 Kg 42.4
141 20.4 Kg 50.0
161 22.4 Kg 57.5
Windsurfer 24.4 Kg 65.0

**The 151, 171, and Windsurfer models are certified with two fins – a shallow fin that makes handling easier for beginners, including the first steps in shallower water, and a deeper fin performance to but unlock the full performance potential of the rider.**
The Kode Tufskins are two boards in one: exciting, maneuverable freeriders for adults on one hand and stable, compact entry level boards for kids on the other hand. Perfect for sharing windsurfing with Mum, Dad and the kids.

For 2013, the 125 and 113 sizes are all new shapes whilst the 137 keeps its shape.

**What’s new?** The 113 and 123 models have followed the same shape upgrade as the 2013 Kode freerides. The new rails come from the Kites. These new rails have been tuned for harder edges; you get more acceleration and quicker planing. With reduced volume above the apex, they bite hard and feel very aggressive, giving the rider a very sharp, precise and exciting sensation when maneuvering the board.

**Deck features:** Soft EVA deck for maximum comfort and a carry handle to make handling more convenient.

**Outline:** The Kode Tufskin is very compact, short and wide. This makes them very stable and manoeuvrable for kids to learn and progress with. For adults, this compact shape makes the board manoeuvrable, fast and fun. For 2013, the 113 and 123 are shorter yet again for a tighter feeling and more responsive ride.

**Dual purpose:** multiple insert positions, three fins and two fin boxes allows the Kode Tufskin to be suited for beginners, intermediates or experts.

<table>
<thead>
<tr>
<th>Model</th>
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<th>Length</th>
<th>Width</th>
<th>Tail width</th>
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WindSUPing, a combination of stand-up paddleboarding and windsurfing, has become the hot new trend within windsurfing. In the last 12 months, it has become our fastest growing category as it attracts new people to the water, new paddleboarders to wind power and follows the explosive growth of stand-up paddleboarding.

For 2013, Tessa You, Sven Hemmerschmidt, Mathew Kuecker and Pern Vila worked on two ideas proposed by US distributor Decan Sacre and Starboard Surf manager Andrew Scorer to introduce two exciting new WindSUP ranges: the WindSUP Inflatables and the WindSUP A.S.A.P. (As Strong As Possible).

WindSUP
WindSUP Inflatable
WindSUP Sail Package
p58-59
p60-61
p62-63
The boards for SUPing and windsurfing in one: the Starboard WindSUPs. WindSUPing is the fastest growing category of windsurfing, marking the return of mainstream windsurfing. Paddle power or sail power? You can choose either.

Essentially, Starboards' WindSUPs utilize the same shape and fittings as their SUP models and add a mast and a retractable daggerboard. The range also includes one exceptional lightweight surfer specialists: the WindSUP Wave. For 2011, we’ve refreshed the graphics and expanded the line with new inflatable models (see next page) and the strongest A.S.A.P. construction option (As Strong As Possible).

A.S.A.P. Technology: this new technology remains a price point option, yet the resistance to impact has increased by a factor of 5 compared to current softboards. Dropping a 33kg steel ball has shown standard AST technology to start cracking when the weight is dropped from a height of 30cm. For the ASAP construction, the skin doesn’t crack until the height exceeds 100cm.

Compared to the outgoing Slings technology, A.S.A.P. is also easy to repair with regular fiberglass and epoxy.

WindSUP Wave 8’10"

The ultra compact, radical surfing shape with lots of volume and float, blending the best of the wave-riding as a windsurfer and the maneuverability stand up paddle board in one.

As a windsurfer, it’s the fastest and most efficient wave board that lets you catch waves non-stop, all day long, whether conditions are glassy or not. With plenty of volume and float in the rails, there is no easier ticket to wave sailing. As a stand up paddle board, the ultracompact shape maneuvers and responds with a charm that even SUP surfers just can’t match.

The WindSUP Wave: two totally new riding experiences in one board, drifting from knee-high waves, with or without wind.

WindSUP 12’6"
The longest and most stable board known as the Drifter. It glide beautifully whether windsurfing or paddling and includes a fully retractable daggerboard.

WindSUP 12’
The most stable board known as the Big Easy. It’s a good platform for even the heaviest of riders. Great for racing with a paddle or a rig, includes a fully retractable daggerboard.

WindSUP 10’
The favorite allrounder and known as the best selling Whopper. A feature packed board which performs well in the waves and at the same time costs well below entry level WindSUPs. The Swell includes a thruster fin set up and a retractable daggerboard. The A.S.A.P. model sports a Thruster fin set up and a batten (Dakota Shallow 410 center fin).

WindSUP 9’
The most compact model, ideal for younger riders. Available in A.S.A.P. only and supplied with a set of thruster fins and a sail comes for.

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<td>132</td>
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<td>2 x FLY 14’5</td>
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<td>2 x FLY 14’5</td>
<td>2 x Surf 14’5</td>
<td>2 x 2 x FLY 14’5</td>
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<td>ASAP 12’</td>
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<td>ASAP 10’</td>
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<td>2 x FLY 14’5</td>
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<td>ASAP 12’</td>
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<td>2 x FLY 14’5</td>
<td>2 x Surf 14’5</td>
<td>2 x 2 x FLY 14’5</td>
</tr>
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</table>
Starboard’s WindSUP Inflatables are the new inflatable boards for windsurfing and stand-up paddleboarding.

Available in four sizes, you can choose between the centre fin version and the daggerboard version. The Daggerboard version is available in Silver or Bright Orange.

- **WindSUP Inflatable 10’ x 34”**: Based on the famous Sprayer shape, this is the ideal all-rounder. It offers a great glide and excellent stability.
- **WindSUP Inflatable 11’2” x 32”**: Ideal for those who prefer a classic glide sensation and longitudinal traction.
- **WindSUP Inflatable 11’2” x 35”**: The super stable option; most suitable for beginners, clubs and schools.
- **WindSUP Inflatable 12’6” x 32” Touring**: The fastest option with the smoothest glide.

Lighter and tougher than regular hard boards, these boards are seriously fun toys for the windsurfing/paddleboarding family, for schools and for clubs. They glide nicely, they’re safe because you can’t bump your head against them and they can be treated with minimal care. Drop them on the ground and they simply bounce.

For boat owners, this is the hassle-free board to have onboard. They won’t damage your boat and deflate, they roll up into a compact bag.

<table>
<thead>
<tr>
<th>Board</th>
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<th>Length</th>
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<th>Fin (Centre)</th>
<th>Fin (Daggerboard)</th>
<th>Sails</th>
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<tr>
<td>WindSUP 10’ x 34” Inflatable</td>
<td>55L</td>
<td>32”</td>
<td>34”</td>
<td>4 x Sprayer 220</td>
<td>3 x Inflatable 5/10</td>
<td>4.5/7.0</td>
</tr>
<tr>
<td>WindSUP 11’2” x 32” Inflatable</td>
<td>60L</td>
<td>35”</td>
<td>34”</td>
<td>4 x Sprayer 220</td>
<td>3 x Inflatable 5/10</td>
<td>5.0/7.0</td>
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<tr>
<td>WindSUP 11’2” x 35” Inflatable</td>
<td>65L</td>
<td>36”</td>
<td>35”</td>
<td>4 x Sprayer 220</td>
<td>3 x Inflatable 5/10</td>
<td>Fastbox / Upperbox</td>
</tr>
<tr>
<td>WindSUP 12’6” x 32” Inflatable Touring</td>
<td>70L</td>
<td>38”</td>
<td>36”</td>
<td>4 x Sprayer 220</td>
<td>3 x Inflatable 5/10</td>
<td>Fastbox / Upperbox</td>
</tr>
</tbody>
</table>
The WindSUP Sail Package is the simple, lightweight windsurfing rig. It is light, powerful, and easy to assemble. The idea is to make the sail as simple as a paddle. It takes a minimum number of steps and no technical knowledge to rig it right.

On the water, the sail feels light and powerful, generating a lot of forward pull.

Light, simple and powerful
Available in 5.5 and 6.5m² sizes

The WindSUP Sail Package is designed to power SUP boards fitted with mast tracks and lightweight windsurfing boards.

The sail package packs into a convenient bag.

Colour-coded boom settings and recommended markings make setting up the sail simple.
Getting started windsurfing? Starboard offers the most complete and technically most advanced entry-level and kids’ boards.

The ultrawide Start, the iconic boards that started the whole widestyle revolution in the entry-level segment, are simply the most stable and easiest boards to learn windsurfing on.

The Rios and more glide and to make them the first choice albatrosses; from learning to progressing and planing. Packed full of neat, convenient features and available in a variety of colours, construction and deckfinish, these two models are the benchmarks in entry-level board technology.

The Gemini, our wide and stable tandem board, is not only a super fun social board for skilled windsurfers, it’s also a popular teaching and introductory tool for clubs and schools. There’s no better way to get newcomers addicted to the sensation of flying on the water than to give them a ride on the front of a Gemini.

The ProKids family is our specialized boards for young windsurfers, tailor made for kids from 5 years old to 12.

Start-Windsurfing.com  p66-67
Start  p68-69
Rio  p70-71
Gemini  p72-73
ProKids  p74-75
The reference website for anyone looking to give windsurfing a go.

The website includes video instructions for all the windsurfing basics, from preparing your board and sail to learning to uphaul, to maneuver, to use the harness and to get into the straps.

There’s a forum for anyone seeking answers and a list of places to rent equipment or get lessons.

So where do you go? Go to Start-Windsurfing.com.
The Start is Starboard's super-stable beginner board. Featured with smart design and offering the widest space in the entry-level segment, the Starts make learning to windsurf and planing in the shape easier than ever.

The original ultra-wide Start from 1999 was the board that changed windsurfing from a difficult sport to learn into a sport that you could learn in just 50 minutes.

Since the original design, many new features have been added to make the Start the most technologically advanced entry-level board.

“Lots of dock features make the Starts user-friendly and versatile, there are nose and centre carry handles for convenience, multiple insert positions offer tuning options for entry level/intermediate/advanced riders and there’s also an integral nose protector to protect the board against nose impacts from the mast.”

“The Start’s tail design is also wider than any other entry-level board. This allows the Start to get planing earlier, at lower speeds and with less power.”

“Contoured deck shape allows foot apps to remain close to the board’s centreline; it’s easy to reach”

“The rails are extra thick in the mid section for added stability”

“Coloured footpads, soft EVA deck helps the user learn correct foot positions and sail positions”

**FASTER & MORE GLIDE**

“The new Start X has been lengthened to 330cm to hugely improve the board’s glide and longitudinal traction in lightwinds. With the longer length, the rockerline of the board can be flatter, which also allows the board to transition very gradually from planing mode – smoothly and easily, without the need to overcome a power surge.”

**Svein Rasmussen**, creator and lead designer for the Start
The Rio are Starboard's entry-level all-rounder boards. They cover learning, progressing and planing for the first time. They are considered all-rounders because they are equally good at providing stability for beginners to learn and providing power for progressing windsurfers to get planing smoothly. Once planing, the Rios feel responsive and fun. We like to call it the all-rounder, all-rounder windsurfer for all. The easy choice!

Three finishing options are available for the Rio 2013.

The soft EVA deck option is the best choice for those who want comfort above everything else. The deck of the board is covered in a soft, grippy and grooved EVA sheet 2 to 3 mm thick. The bottom and rails of the board are not covered in EVA for better durability.

The Sport is the lighter, high performance version of the Rio. The EVA deck is replaced with a conventional nonslip finish.

The Armour Tech model is the extra strong model. Perfect for school and clubs, the Armour Tech's double thickness, double layered construction makes the board extra sturdy for extra durability. Like the Sport, the Armour Tech model uses a conventional nonslip finish.

The Rio XL is a special board in the Rio family, it is conceived for schools that prefer 'long, narrow shapes that give the most prow and high-end traction. It is a cross-over board, available only in Armour Tech and is finished altogether to make repair and maintenance easy. The deck is finished in conventional nonslip.

The extra-long shape offers maximum lightness suited and glide for beginners. Moderate with others sufficient lateral stability for beginners.

A shallow 25cm tail fin to help keep the board tracking straight yet easy to maneuver and a nose hole allows the board to tow or safety hock.
The Gemini Mk II is Starboard's second generation tandem board, building on the first wide-style tandem windsurfing board, the original Gemini. It transformed the idea of sharing windsurfing with others, enabling riders to share the fun and excitement of wind sports with others instantly and save them planning within seconds.

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

**Construction:**
The Gemini Mk II is built in the super tough and durable Tekline Technology. The deck is finished in traditional non-slip grip. Grooved EVA pads are positioned around the deck where extra grip and comfort are required.

**Forward Daggerboard Position:**
The new daggerboard is now operated by the front rider. The daggerboard is positioned much more forward on the board, improving the handling off the board and allowing the rider to track upwind. The speed and angle of the new Gemini is upwind is drastically improved, even when the rider is riding solo.

**Deck Contour Design:**
Deck contour design is total comfort for both riders. Enjoy the perfect grip under your feet and feel right at home. The new Gemini's deck shape is designed to feel and ride just as if you were riding your solo freeline board.

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail width</th>
<th>Fin</th>
<th>Finish</th>
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</table>
The ProKids, first introduced in 2006, was the first range dedicated to making high-performance boards for kids. Seven years on, many current PWA Champions have come from the ProKids rank: Philip Köster, Sarah-Quita and Kiri Thode to name some examples.

As is any sport, to push the level of windsurfing higher, riders need to start high-level windsurfing younger and younger, and it would be impossible without a dedicated kids sized board.

Getting kids into windsurfing is also an important aspect of growing, sustaining and sharing our sport. Above all else, there is no greater pleasure than see the smile on the kids face after a great day’s windsurfing.
### Specifications 2013

#### WAVE & FREESTYLE

<table>
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#### GETTING STARTED

<table>
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<tr>
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### Fin

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<tbody>
<tr>
<td>Prime 74</td>
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<td>11.15 - 11.25</td>
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<tr>
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<td>11.15 - 11.25</td>
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<tr>
<td>Prime 77</td>
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<td>10.15 - 10.25</td>
<td>11.15 - 11.25</td>
</tr>
<tr>
<td>Prime 79</td>
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<td>10.15 - 10.25</td>
<td>11.15 - 11.25</td>
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<tr>
<td>Prime 82</td>
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<td>10.15 - 10.25</td>
<td>11.15 - 11.25</td>
</tr>
<tr>
<td>Prime 84</td>
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<td>10.15 - 10.25</td>
<td>11.15 - 11.25</td>
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<tr>
<td>Prime 86</td>
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<td>11.15 - 11.25</td>
</tr>
<tr>
<td>Prime 88</td>
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<td>11.15 - 11.25</td>
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<td>Prime 90</td>
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### WINDSUP

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<td>North 80% Flatwater 91%</td>
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<tr>
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<td>North 80% Freeride 210%</td>
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### Weight & Inflatability

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<tr>
<td>Prime 77</td>
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<tr>
<td>Prime 79</td>
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### Tech & Armour Tech

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<td>Prime 88</td>
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<td>Prime 90</td>
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</tbody>
</table>

### Specifications Notes

- *Carton* weight and *Techno* & *Armour Tech* weights shown. *Inflatable* weights are s/a. Relative performance Only. Please refer to weights featured on our website. Tail range and fins are recommended indications. Specifications and performance may vary. Please refer to our *Specifications Guide* for full details. Inflatable dimensions are estimated based on the size of those brand tubes on open water. For open water performances & specifications.*