



## The BOARDS Test Team evaluate the multi-fin boards available for shredding waves this season – this issue, the 57cm-59.5cm wide (81-89L) range

Photos: Julia Toms

It would seem that for 2010 wavesailors will be facing the same problems as the Norwegian customs authorities – how many fins should they have? It's now possible to purchase a single-fin, a quad-fin, and anything in between. The twin-fins were new to the market last year and gained huge recognition for their capabilities in UK conditions. Tri-fins, or 'thrusters' as they are also known, have been produced by custom shapers for a while now so aren't entirely new, but this is the first year that the mainstream brands – notably RRD and Exocet – have put them into production. The big news for 2010 though is that Starboard and JP have both brought out quads. Unfortunately the JPs weren't ready in time for this test, but the Starboards were.

From our experience and UK market feedback, we decided to test multi-fin waveboards with an average width of 58cm (85L). These tend to be the first boards out of the van for an average sailor of 80kg when there's any sign of a wave, and it's 5.7m weather or below. This is mainly down to the fact that multi-fin boards are often extremely loose given their volume, and therefore provide a more radical riding sensation in conditions that you couldn't comfortably take your smallest board out in. The team tested the boards in everything from underpowered 5.3m to overpowered 4.2m weather, over chop, rolling swell, onshore and cross-shore waves.

Almost all manufacturers are offering some form of multi-fin board for 2010, and for this test we had eight boards from eight different brands, ranging from 57cm to 59.5cm wide (81L to 89L). There were five twin-fins, two tri-fins, and one quad. All were around 230cm long and weighed a little over 7kg (including footstraps and fins), apart from the Witchcraft, which tipped the scales at 8.3kg.

### THE TEST AND THE TEAM

Our main aim for this test was to find out how the multi-fin boards compared to each other, and in particular whether or not the twin-fins had been outclassed by the new tri-fins or quads. We wanted to do this from the perspective of the average competent UK wavesailor, and therefore put together a team that consisted of people with a range of weights and wavesailing perspectives. Our lightest member was 70kg wavehead Dan Lobato from North Devon. Next up was our highly experienced and extremely skilled regular, Emile 'Captain Kodak' Kott at 78kg. Then came our freestyle wonderkid, wave shredder, overexcited experimentalist, Neilson Centre manager, and advanced instructor of instructors, Sam Ross at 81kg. And finally myself, self-confessed South Coast chop botherer, at 86kg. We were also lucky enough to gain some invaluable information from the knowledgeable team at the OTC, which helped us to establish an even more rounded view of the kit we were putting to the test.



# multiimad





## TWINS, TRIS OR QUADS?

It's a pretty difficult question to answer... And it all depends on where you sail, who you are, and what exactly it is you want to do! Therefore we'll just tell you the pros and cons of each and let you make up your own mind.

### TWINS

One characteristic that stands out above all others when you stick two fins in the bottom of your waveboard is how loose it feels. And it's this that helps the board change direction in an instant, which generally makes them extremely good for riding waves where you constantly need to alter your angle of attack in order to smack the lip – Euro style waves being a good example. They also tend to be very good at doing a full top turn where you hit the lip and slide the tail right out, even in the smallest of waves, making the rider look and feel more radical. They don't tend to perform quite as well as their single-fin counterparts when blasting in chop, so you have to remember they've primarily been designed with wavesailing and not high wind bump-& jump in mind. Having said that, some of the twins this year did perform very well in those exact conditions. Most of the test team mentioned that if they were to purchase a twin-fin for UK sailing, the board would be their second smallest, with a volume that corresponded roughly to their weight with perhaps a few extra litres for added float in gusty conditions. And they would couple this with a single-fin of about 10L smaller for when conditions were well powered 4.7m weather or below.

### TRIS

Custom shapers have been utilising tri-fin set-ups for quite a while now, so it was very interesting to see a production brand going this way for 2010. The tri-fins tended to follow a very defined arc through the bottom turn, and this was generally coupled with quite a lot of drive. Then off the top the tri-fins seemed to have huge amounts of grip, giving a nice controlled top turn. This often didn't feel as radical as throwing the tail out on a twin, but did provide confidence to drive a much more powerful turn on the face. We wouldn't say that either of these styles of riding is better or worse – they're just different. And we're pretty sure that most wavesailors have their own opinion on how they wish to ride and what looks good anyway, so it's up to you to decide. Our test team agreed that if they were to purchase a tri-fin for UK conditions, it might well be as their smallest board because of the control it would give on the wave-face in extreme conditions.

### QUADS

In the surfing world, top level professionals have been developing four fin boards for a while now, so it was only a matter of time before our top waveriders followed suit. Although we only managed to get hold of the Starboard in time for this test, JP will most definitely be bringing out a quad-fin, and Quatro have been making customs with four fins for a while now, so there is some choice. The feedback from the test team was that a quad would probably sit in their quiver as the largest waveboard (80-88L) because of the extra drive they would gain out of the bottom turn on days with big surf and little wind. However, some also mentioned that they could possibly get a smaller one as well for those days when they're fully powered and need more control and grip on the face. Head straight to the individual write-up to see where the quad-fin excelled.

**“These tend to be the first boards out of the van for an average sailor of 80kg when there's any sign of a wave, and it's 5.7m weather or below...”**



## FANATIC NEW WAVE TWIN 86 TE – £1390

Now in its second year, the 2010 New Wave Twin has been through another season of development and sees some key changes. The new range has a wider tail, claimed to improve low-end performance, a forward concave for earlier planing and speed, and a reduced double concave for smoother flow at high speeds. Fanatic reckon this board is for those of you that want "stunning and immediate results for surf style turning rhythm and exploring tighter angles closer to the pocket". This year's range is available in four sizes from 72L to 93L.

**DESIGN:** The Fanatic is one of the narrowest in this category at 57cm, yet it has a quoted volume of 86L, which is one of the largest. It has quite a bit of tail rocker at 12mm, and the shortest planing flat with the 2cm point at 130.9cm. The board has a small amount of double concave throughout.

**ON THE WATER:** The New Wave Twin was enjoyed by everyone on test. It was nice and loose for carving really tight turns, but still forgiving enough for those with poorer technique. It handled being overpowered really well, yet was still very good in moderate conditions, which made it an instantly enjoyable all-rounder. The board was radical enough to change the direction of your arc during a turn, making it great for snappy onshore frontside riding as well as going down-the-line. It also held its rail well during aggressive bottom turns which gave the rider heaps of confidence

on every wave. Although this is mainly a riding board, it worked perfectly well for jumping, and was actually very comfortable for blasting.

**FITTINGS:** The Fanatic comes with two good quality G10 16.5cm fins, which have a nice flex throughout. The straps too are excellent, and were without doubt the most comfortable of all on test. The deck is quite domed and the pads comfortable.

**OVERALL:** Most of the team said that they would like to have a New Wave Twin in their quiver. It will work well in almost any conditions, making it a great tool for UK riding. Advanced riders will enjoy the radical nature of the board, while those with slightly less experience will soon be mastering tight, snappy turns at their local break. For a super-smooth ride at any break, look no further.







# GOYA

## CUSTOM TWIN-FIN WAVE 89 – £999

Goya are entering the twinser market for the first time with this line-up of twin-fin boards, available in 74L, 81L, and 89L. During development the guys say that they were riding closer to the pocket of the wave than ever before, and that the sensation they were getting was close to surfing. The new boards are said to bring more overall wave versatility by turning cross-on conditions into riding playgrounds. They have a much faster rockerline than the single-fin Wave Series, yet retain the ability to turn tightly due to the twin-fin concept.

**DESIGN:** With a maximum width of 58.5cm and a quoted volume of 89L this was one of the largest multi-fins on test. It had very little tail rocker for a waveboard – only 4mm – and the 2cm point was quite far forward at 142.9cm, making for a reasonably long planing flat. The board had a small amount of single concave in the tail, turning into double concave towards the midsection.

**ON THE WATER:** The first thing you notice when you step on the Goya is that despite being just 1.5cm wider than the smallest twin-fins on test, it has quite a bit more float, which really suited the heavier riders. The board seemed to prefer to bottom turn with a wider arc and was therefore more enjoyable on bigger cross-shore days rather than in onshore mush. It wasn't the quickest to plane, or the fastest board overall, but we found that the board was a little quicker when the fins were placed just back of centre. This also increased its jumping capabilities without hindering the turning radius. The

relatively long planing flat helped the board to track upwind well, which was really noticeable when jostling for position at a point break, and in turn would easily increase your chances of getting more waves.

**FITTINGS:** It comes with two 16.5cm MFC G10 fins, which are quite stiff throughout and slightly thinner in profile than most. The new straps that come with the board are a 100% improvement on last year's, and are now very comfortable, as are the pads.

**OVERALL:** The Goya would suit a heavier rider who needed that extra bit of float to get out through the white water on lighter wind days. Although not the loosest of boards, the Goya is extremely surefooted and has the ability to tail-slide as much as anything else out on the water. The fin trim system is absolutely brilliant. We think that all twin-fin manufacturers could look at what Goya have done here.







# JP TWINSER WAVE 82 PRO

PRO EDITION: £1399 FWS: £1299

Marketed once again as Kauli's Twinsers, these boards are said to allow every rider to carve more radical turns on any wave from average onshore days to epic mast-high and down-the-line. The widths and lengths remain similar to last year's models, but a new hull shape utilising deep double concaves apparently enhances the grip while allowing a faster ride. JP are confident that your waveriding will reach new heights, and recommend the Twinsers for anything from cross-on to cross-off conditions.

**DESIGN:** At 57cm wide and with a quoted volume of 82L the JP was one of the smallest twin-fins on test. It had the most amount of tail rocker out of the twins, at 12mm, and a 2cm point of 132.6cm, which was one of the shortest planing flats. It also had one of the largest double concaves and a bit of vee.

**ON THE WATER:** We found this board to be the most dependable of all of the twin-fins on test. You could drive it as hard as you liked in the bottom turn and you'd never have to worry about catching a rail. For a twin-fin the JP was blisteringly quick, and therefore jumped really well. It also planed relatively early considering the amount of tail rocker it has. Along with a huge amount of grip, the board was also extremely loose, which allowed you to carve as tight a turn as you wanted. This made it great for the cross-on days in El Médano when you needed to turn through huge angles to get back to the lip with speed to do some frontside smacks. The Twinser was also really controllable when sliding the

tail. You could carry it on round into a taka if you had the skill, or simply bring the tail back underneath you with ease and have another go at hitting the lip.

**FITTINGS:** The board was supplied with two matching 16.5cm G10 fins which had a nice flex to them. The straps were great, as were the pads; couple this with a lightweight hull and you've got yourself a great out-of-the-box package.

**OVERALL:** The JP was a clear favourite within the team. Whenever anyone took the board to the harbour wall they had a huge grin on their face from start to finish. The Twinser may not get planing as early as a single-fin of similar size, but compared to the rest of the multi-fins it was extremely competitive. This board will do anything you want it to in a wave environment: it will grip, slide, carve, smack and jump. Now it's just down to you!







# QUATRO

## TEMPO WAVE TWIN-FIN 84 – £1049

The Twin-Fin 84 is part of Quatro's brand new Tempo range, and has been designed to perform in waves found anywhere around the globe. Quatro say that the Tempo offers the perfect balance between early planing, speed, stability – and of course that new loose feeling that twin-fins are all about. When compared with Quatro's other line of twin-fins, these boards have a wider outline and a progressive bottom contour together with a bullet-fast rocker, offering a board that's less demanding but still radical in the waves. The Tempo is available as a 76L, 84L and a 92L, in either premium PVC or premium wood construction.

**DESIGN:** At 58cm wide the Tempo is one of the widest twin-fin boards in this test, and has a quoted volume of 84L. It has a fairly small amount of tail rocker for a waveboard (6mm), but this wasn't the smallest on test. It has the longest planing flat of all of the twins with the 2cm point at 143.4cm, and there's a bit of vee in the tail becoming double concave further forwards.

**ON THE WATER:** Stepping onto the Quatro immediately feels great because the board's size seems perfectly matched with a 5.3 or 5.0m sail. The board isn't the quickest to plane, but once up and going it feels relatively fast. The Tempo would be a great first-time twin-fin because it forgives poor technique and mistakes from the rider – you almost feel like you can get away with too much! It isn't the most radical rail to rail, but is loose enough to turn relatively tightly in onshore conditions, providing the opportunity for that all-important smack. The board handles being well powered admirably, and on occasions it performed

better in these conditions, holding its rail really well in the bottom turn. And during the top turn it was great for sliding the fins out, giving the rider that awesome surf-style feeling.

**FITTINGS:** It comes with two 16.5cm MFC G10 fins which are fairly stiff throughout. The new straps are a 100% improvement on last year's, and are now very comfortable, as are the pads. The board also features the brilliant fin trim system which allows for easy alignment of the two fins.

**OVERALL:** A great board for those that aren't looking for something too radical. Those that are should probably look at the Rhythm Twin-Fin from Quatro instead. The Tempo performs well in both onshore and cross-shore riding conditions, and suits a jumping session too. An easy-going board that you'll be sliding the tail out on in no time!







# TABOU DA CURVE TE 85 – £1299

The Da Curves are totally new shapes for 2010 and are still available as singles or twin-fins (though not as a three-boxed optional). Tabou believe that both single and twin-fin set-ups work on the same shape. The new boards have a more compact outline and new central rockerlines, which supposedly allow for more speed. Tabou shaper Fabien Vollenweider comments: "We went all out and started completely over for the 2010 Da Curves. We had a lot of fun developing them over the last two years, and we wanted to make sure everything was perfect." They are available in four sizes from 67L to 85L.

**DESIGN:** The Da Curve is one of the narrowest boards in this test with a maximum width of 57cm – but it has a quoted volume of 85L, so isn't the smallest. The board has an average amount of tail rocker at 9mm, and an average length planing flat with the 2cm point at 135.5cm. It has plenty of vee in the tail going into double concaves and then single concave as you move forwards.

**ON THE WATER:** One of the greatest things about the Tabou is that it's possible to leap on and immediately enjoy sailing it. It gets up and going early, which may be down to the slightly larger fins, but these really don't hinder its ability to turn. It's not the most radical board in the line-up, but it's dependable and easy. It carves a nice arc with all of that vee in the tail, and holds its rail well enough to ensure that you don't ever have to worry about it. The board is also fast enough to get you some good airtime and therefore reduces the need for a freestyle-wave to partner it. Our only criticism would be that it becomes a little bit of a handful when fully

powered, but it doesn't take much to change the fins for a smaller size in this situation (by which time it may well be time to move down to your smaller board anyway).

**FITTINGS:** It comes with two 17cm G10 Zinger fins, which are the largest of all of the twins on test. They have a nice flex throughout, with more than average flex at the tip. The straps are comfortable and the pads fairly spongy and thick, cushioning the ride well. The deck is actually quite domed, but when riding you don't notice this because the pads make it feel quite flat.

**OVERALL:** It's a bit of a no-brainer with this one. If you don't get a huge amount of time on the water and need something that you know you'll have a good time on, then the Da Curve is for you. It may not be as loose as other boards on the market, but you'll still feel like a legend because you won't trip a rail on your bottom turn and you'll be hitting the lip every time. Instant plug-&-play.







## RRD WAVE THRUSTER 84 LTD – £1379

Dubbed “the missing link” by RRD, the Wave Thrusters are the first tri-fins to hit the scene from a mass-market manufacturer for a long time. We’re told that they’re fast and early planing boards that will feel as secure as a single-fin, but ‘turny’ and radical like a surfboard. RRD also state that they’ll be a pleasure for both onshore and cross-shore sailing. There will be three sizes available – 68L, 76L and 84L – and these will be built in RRD’s custom-made full sandwich construction.

**DESIGN:** With a maximum width of 58.5cm, the RRD is slightly wider than most of the twins on test, but it’s not the widest. It has a quoted volume of 84L, which is not unusual for its width, and it’s of a standard length at 230.5cm. The Wave Thruster has a fair amount of tail rocker for a waveboard of this size (9mm), and it has the longest planing flat of any of the boards featured in this test, with a 2cm point at 151.5cm. It has a tiny amount of vee in the tail, and a similarly small amount of double concave moving forwards. The board also features a very small swallowtail.

**ON THE WATER:** The first thing you notice about the RRD is that it performs well in chop compared to the twin-fins. You never get the feeling that you’re going to spin out, making it great for blasting out to sea in search of huge ramps to get airborne. It doesn’t have the super-loose feeling of a twin-fin, and therefore requires a little bit more skill and effort to drive a really tight turn in onshore conditions. It does, however, hold its speed well through the turn and really grips, so long as you

keep to the same arc that you initiated. Through the top turn it wasn’t as easy to slide the tail as a twin, although it did throw a fair amount of spray when we got it right. It wasn’t the quickest to plane, but did have a good top speed once up and going.

**FITTINGS:** It comes with a 17.5cm MFC central fin with a US box fitting and a nice flex throughout, plus two 8cm, relatively swept-back and thick thruster fins with mini Tuttle box fittings. The straps are very comfortable, and although the pads are slightly thinner than we’re used to from RRD, they’re fine as well.

**OVERALL:** The Wave Thruster is at its best in moderate to powered conditions and well-sized cross-shore waves. It doesn’t quite have the snappy turning ability of a twin-fin, but it does have heaps of grip, making it a winner when it comes to do-or-die bottom turns. If you like getting plenty of air on the way out, and you’re not too fussed about tight frontside turns in onshore conditions, then the RRD may well be the board for you.







# WITCHCRAFT CHAKRA 88 SDT – £1313 (based on €/£ exchange rate at time of going to press)

The Chakra is the second line of thrusters to be put into production by Witchcraft. It supposedly has more of a classic freestyle-wave rockerline, but due to the progressive rail shape and tri-fin system it also crosses over nicely into wave territory, hence its inclusion in this test. Witchcraft tell us the Chakra is the most versatile board for all coastal waters, and that it excels in onshore wave conditions. Six sizes are available from 76L to 106L.

**DESIGN:** With a maximum width of 59.5cm and a quoted volume of 88L, it's one of the largest boards in this test. It has 7mm of tail rocker, which is an average amount for a waveboard of this size, and it has a relatively long planing flat with the 2cm point at 148.5cm. It has quite a lot of vee in the tail, with a subtle double concave that flattens out as you move towards the nose. It also features the progressive rail shape synonymous with Witchcrafts.

**ON THE WATER:** As soon as you beachstart the Witchcraft you're up and planing and about to hit your first ramp – this board was without a doubt one of the earliest to get going, making it an absolute joy to go jumping with in gusty onshore conditions. It wasn't as loose as some of the other boards in this test, but was super-smooth with plenty of drive in the bottom turn, and just as nice off the lip. It went upwind like a rocket and was always a favourite for sailing round to the upwind breaks, making it perfect for any tidal waters in the UK where you constantly feel like you're having

to sail upwind. It was better suited to the bigger guys; some of the smaller riders said that it felt a little bit too large for 5.3m weather. It seemed absolutely bullet-proof, and although it topped the scales at the weigh-in it never felt heavy on the water or in the air.

**FITTINGS:** It comes with an 18.5cm G10 central fin with US box fitting, which is quite stiff throughout, plus two 13.5cm thrusters with mini Tuttle box fittings. It was fitted with Pro Limit kiteboard-style straps, which proved very comfortable, and thick, comfy deckpads. The Chakra also featured a very small mast-track, giving little room for adjustment.

**OVERALL:** A very good board for coastal blasting, jumping, and riding. The tri-fin system worked really well, giving great upwind performance and extra drive through turns. If you're a big guy and worried about snapping boards, then this should surely suit you – we're positive that you'd never break it, even in the standard construction that we used!







# STARBOARD QUAD 81 WOOD CARBON – £1299

Starboard are the first to bring a four-fin set-up back to the windsurfing market with the introduction of their Quad. We're promised "more drive, more traction, the ability to generate more speed on the waveface, turn closer and tighter, ride more vertical with the ability to go where you want, when you want". Starboard also reckon we'll have better upwind ability on a quad, giving us a greater chance to catch more waves. Their new line-up replaces both the Evil Twin and the Evo, and is available in five sizes from 66L up to 86L. The board is also available with a fifth finbox so it can be converted into a standard single-fin (not tested here), and comes in three different constructions.

**DESIGN:** The Quad has a maximum width of 58.5cm and a quoted volume of 81L, making it one of the widest in this test yet with the lowest volume. It has 14mm of tail rocker, which was the highest we measured. It has a fairly standard planing flat for this size board, with a 2cm point at 141cm. The board features a slight single concave in the tail going through to double concave further forwards. It also has a small swallowtail.

**ON THE WATER:** Considering its large amount of tail rocker the Quad is relatively quick to get planing, which is surely down to the pretty large fin area underfoot. It feels a little strange when you first get going as all four fins take time to engage, but once that happens you can aim it wherever you want. You can almost point directly into wind and it will keep planing! The Quad is very good for jumping as the large fin area gives you something to push against when you reach the top of a ramp, but its real forte lies in riding. On the one hand, it's super-loose and you can change your angle of attack in an instant, but on the other it grips like nothing you've ridden before. You can't slide the tail

out quite as easily as you can on a twin, but the extra drive you gain during the bottom turn means that you don't need to because you just go for an aerial instead! We found that the bigger and the smoother the waves were, the better the Quad performed.

**FITTINGS:** It comes with two mini Tuttle box 16cm fins, which are quite stiff throughout, plus two 11cm, soft and blunted fins with FCS fitting. The board was fitted with very comfortable straps and really nice pads. The rear strap had double screw inserts that were excellent at reducing twist.

**OVERALL:** The Quad really grew on the team throughout the test. The more someone used it, the more fun they had, and the more waves they tore to pieces on it. If you've got the time to put in and love shredding good cross-shore waves, this could be the board you've been waiting for. It grips harder than any other waveboard we've tested. And if you do get one, you'll be throwing so much spray that anyone watching from the beach will think you're a pro!





## OUR FAVOURITES

Due to the individual aspect of wavesailing and the broad nature of the test – three different fin configurations – there were many different opinions on which boards were the overall favourites, causing much heated debate. However, there were still certain boards that would leave the rack more quickly than others in certain conditions, thus giving a clear indication of what was most popular.

### MOST LIKED

The **JP Twinser Wave** was a clear favourite with almost all of the test team in Tenerife. It had heaps of grip, yet was still super-loose, giving the rider streams of confidence on every wave. It jumped well, carried plenty of speed, and was comfortable to blast on.

The **Fanatic New Wave Twin** was also extremely well liked. Some couldn't make up their minds between the JP and the Fanatic, and in the end, the majority decided they would love to have either in the back of their van!

### MOST USER-FRIENDLY

The **Tabou** came up trumps for instant plug-&-play. It was easy to adapt to, and did everything that was asked of it.

### WOULD LIKE TO SPEND MORE TIME ON...

The **Starboard Quad** took a while to get used to but seemed to get more praise each and every time. With every go, you'd want more. And with every go you got, your riding just seemed to improve.

### CONCLUSION

So have the twins been outclassed by the new tris or quads? That all depends on what you're after from your board! The tris and quads aren't as loose and slashy as the twins, but then again the twins don't produce the drive and maintain the same grip levels of the tris and quads. Ultimately it's down to your individual style of riding and the conditions that you sail in most.



	Tail (cm)	Nose (cm)	Max (cm)	Pling (cm)	Tail (mm)	2cm (cm)	30cm (cm)	O/A (cm)	Weight (kg)*	Vee (mm)†	Length (cm)	Vol. (ft³)	Fins (cm)
	w i d t h				r o c k e r								
<b>Fanatic NewWave Twin 86</b>	33.1	35.5	57.0	54.1	12	130.9	13.5	26.0	7.2	3scdc/4DC/2DC	231	86	2 x 16.5
<b>Goya Custom Twin 89</b>	34.1	40.8	58.5	54.5	4	142.9	12.5	24.5	7.5	4SC/5SC/3scdc	230.5	89	2 x 16.5
<b>JP Twinser 82</b>	34.0	39.0	57.0	54.2	12	132.6	13.5	25.5	7.1	4SC/6DC/4DC	230	82	2 x 16.5
<b>Quatro Tempo 84</b>	35.1	39.5	58.0	54.5	6	143.4	12.7	25.3	7.5	5/5DC/4dc	231	84	2 x 16.5
<b>Tabou Da Curve 85 Twin</b>	33.7	39.8	57.0	54.0	9	135.5	11.8	24.0	7.1	10/3dc/1scdc	227.5	85	2 x 17
<b>RRD Thruster 84</b>	36.6	40.5	58.5	54.0	9	151.5	10.8	24.5	7.4	3/4dc/3DC	230.3	84	17.5 + 2 x 8
<b>Witchcraft Chakra 88</b>	36.0	42.0	59.5	56.5	7	148.5	10.0	25.0	8.3	8/2/2	229.5	88	18.5 + 2 x 13.5
<b>Starboard Quad 81</b>	35.2	40.5	58.5	55.5	14	141.0	13.0	26.5	7.4	1SC/4dc/12	230.3	81	2 x 16 + 2 x 11

\*Weights w/ dry straps & fins † DC – double concave dc – small double concave SC – single concave scdc – single concave w/ double concaves within

## TENERIFE TEAM HQ

We were lucky enough to stay in an amazing villa organised by Grahame Williamson right in the centre of town, which was just a short walk away from the OTC. It was the perfect place to relax and recharge after a long hard day on the water. Grahame has plenty of villas and apartments available to rent – including the one we stayed at – from as little as €15 per person per night, with equipment storage. He can even arrange your transfers should it be required. We would absolutely recommend that you get in contact with him if you're thinking about going to Tenerife. The villa he put us up in was without doubt the best team accommodation we've ever had. You can contact Grahame on **0034 618 894402** or email [grahamewilliamson@btinternet.com](mailto:grahamewilliamson@btinternet.com)

## THANK YOU

We would very much like to thank all those who supplied the equipment for the test, but particularly Aeron for helping out with their stiff aluminium booms – we've used them for many test trips now and they never disappoint. Also a huge thank you to DaKine for donating some of their awesome 30-inch fixed harness lines. Many thanks also to 2XS for giving us plenty of Pro Sport sun cream – not one of us burnt throughout the whole trip. And thanks to the OTC team for their assistance with the travel, and location.