

"THE UNSOLVED MYSTERIES OF THE SOUTH SEAS HAD FASCINATED ME. THERE MUST BE A RATIONAL SOLUTION TO THEM, AND I HAD MADE MY OBJECTIVE THE IDENTIFICATION OF THE LEGENDARY HERO TIKI"
THOR HEYERDAHL FATU HIVA MARQUESAS 1937

"Tiki, he was both god and chief. It was Tiki who brought my ancestors to these islands on which we live. He mastered the wind and the waves."
 Tei Tetua, the last native that had tasted "Long Pig" (man) reciting an old folk tale by the evening fire.

For the next 10 years Thor worked on his theory that the Pre-Incan high priest and sun-king-Kon-Tiki Viracocha, who had been forced to flee Peru by a warring chieftan, was identical with the Polynesian ancestor god, Tiki.

Thor drifted in the Kon-Tiki raft on the Humboldt Current from Peru to Polynesia in 3 months. The Kon-Tiki expedition Book was translated into sixty different languages, the only book other than the bible to reach such recognition. The following film received the 1951 Academy award for the best documentary.

The ancient Polynesian heritage of surfing was introduced to the western world by Hawaiians like Duke Kahanamou in the early 1900s and a unique culture was created.

California 1967, surfing meets aerospace when Aerospace engineer Jim Drake inserts a center board into a longboard, adds a rig with an universal joint and becomes the World's first Windsurfer.

"Suddenly I realized why I was a painter" Pablo Picasso upon viewing the collection of primitiva at the Musee d'Ethnographie du Trucadero in Paris. In fact as early as 1919 he was hailed as "an old adept of the Tiki"



"**Ah, Good taste!**
 What a dreadful thing! Taste is the enemy
 of creativeness"

Pablo Picasso

BRIAN TALMA
 TATY FRANS
 TIFFANY WARD
 SAM IRELAND

ALLEN QUENTEL
 COLIN SPERLEN

CONNOR BAXTER
 MICK WARMUTH
 KONAN LANG
 ANDREA CUCCIA



BOUJMAA GULLOUL
 SARAH QUIT
 SCOTT MCKERCHER
 ANTOINE ALBEAU

ANDREA CUCCIA
 ZANE SCHWETZER



LEVI SIVER
 MAEGER STONE

KEVIN PRITCHARD
 WITTEK BRZOWSKI



2007
STARBOARD

THE SERENITY IS AN ULTRA LONG AND
SLENDER BOARD THAT GIVES THE FEELING
OF GLIDING EFFORTLESSLY WITH A
CHALLENGING AND EXCITING SENSATION

SERENITY

NOT FOR EVERYONE

The design brief was simple: develop a concept board that would make sailing in 2-9 knots exciting, challenging and rewarding. The instant acceleration, totally serene gliding sensation, almost ghosting and alive ride makes light wind areas around the world become the playground for people who take pleasure in the smooth sensitivity of a windsurfing hull.

The partly round bottom shape can be sailed with a fair bit of railing for sailors who are able to appreciate this, providing an especially exciting feel no other boards can match.

The minimalist design has a 70cm daggerfin and the deep V tail-shape provides enough directional stability to eliminate the need for a tail fin. A 40 cm shallow fin is also available for shallow waters, and it makes sailing in higher winds more stable. On the deck a little storing compartment is conveniently located just on top of the daggerfin box. The carry handle makes it possible to carry the board and rig to the water with the daggerfin fully inserted.

The Serenity is a rewarding board to sail for those who have the skill levels or wish to develop the skills to get the most out of light winds, but is it a balancing act which some sailors may find too challenging?

Summary:

- An ultra long and slender hull for a challenging, maximum gliding sensation in light winds.
- 70 cm dagger fin
- Extra 40 cm shallow fin
- Carry handle
- Storage compartment



Serenity
Sport Tech

Serenity
Wood



A new and exciting light wind alternative
to windsurfing has arrived - windsurfing!
Windsurf Mag UK, 06

Rider: Kevin Pritchard, Photographer: John Carter



Rider: Per Andersson, Photographer: Tiesda You, Gaute Kristiansen



Serenity Racing... from 2 knots of wind

SERENITY NOT FOR EVERYONE

Length: 455 cm

Width: 61.0 cm

Volume: 255 litres

Sail range: 5.0-10.0 m²

Fin: Drake XL Race 700 + Drake Shallow 410 FRN

Fin range: 40-70cm

Fin box: Deep Tuttle

Weights: TBA (please check our website for updated information)

SECRETS

"Wood technologies in 1995, and the widestyle phenomenon initiated with the GO in 1998 ; the first dedicated Formula board and the original real world waveboard in the Fish; the resurrection of slalom with the Hypersonic and the birth of the ProKids project to get more youth into the sport. Almost all the concepts, without exception, were met with reserved response and outspoken skepticism when first introduced-only to be praised as significant breakthroughs years later."

Windsurf UK, Jan-Feb issue



SVEIN RASMUSSEN
SVEIN RASMUSSEN



2007 CONTENTS

Developing new windsurfing equipment is as rewarding an adventure as I can think of.

Every week new boards to test - new questions to ask mother nature - answers shared with friends on the beach and eventually with everyone.

Starboards mission will always be to coax new secrets from her - and put them to work building the best boards on the planet for waves, kids, freeride, freestyle, entry level, slalom and racing.

And for 07, Starboard introduces 3 new concept boards that we believe will revolutionize our sport and your experience - Serenity, Gemini and Apollo.

Serenity, a long slender javelin of a board. Moving like a ghost in winds that are mere zephyrs and providing a challenging and rewarding experience. Gemini, a modern high speed tandem, adds a new dimension to instruction and brings a new social dimension to recreation and competition. Apollo, a light wind concept breaking the current planing threshold by several knots and re-opens the doors for modern boards in the 2012 London Games.

It's not only just about boards - events and organizations also play an important role in enhancing the experience and attracting new sailors. Starboard supports Pro Kids Worlds, the Elite Wave Challenge, the PWA, the ISA, the IFCA, ISAF, the Aloha Classic and the Formula Experience class. With 300 Team Riders and an extensive clinic program, Starboard is the most active supporter of the global windsurfing adventure for everyone.

Finally, after 52 weeks with lots of new toys to test, we translate the secrets of the nature into tools for your search of the best windsurfing experience in 07.

Thanks for sharing our secrets.

Svein Rasmussen

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Trent Pedersen

Trent Pedersen

Trent Pedersen ensures that the world of windsurfing knows about Starboard, manages the marketing department and sees to that the basic business infrastructure runs smooth. He supports our teams and provides our distributors with informational tools to make the best decisions for their inventory. Trent also is a skilled sail-maker and a competitive windsurfer.



Per Andersson

Per Andersson

Per Andersson has risen to become the backbone of the Starboard development program in understated style. Quietly going about his job with passion and energy, Per not only tests and designs prototypes, he also manages daily workshop production, weekend testing and general development communication. The new Active technology with integrated flex is Per's brainchild. Together with Eric Metrot, the pair have been secretly developing this revolutionary hollow construction in Western Australia over the last 5 years. This year, limited edition Evo XTV Active boards are unveiled for waveriders to experience a whole new sensation of integrated flex. Per's CV experience covers board shaping, sail testing, retailing, heading the Swedish Funboard Association, running demos, clinics and competing on the PWA pro tour.



Joe Dumrongvivat

Joe Dumrongvivat

Joe Dumrongvivat. Loyalty and hard work pays off, especially for Joe who over the last 5 years has been receiving more boards orders than any other sales manager in the windsurfing industry. He made Starboard the most available product in the windsurfing world by building a strong network into 75 different countries. His sales plan secures Starboard the highest second-hand value in the industry. One of his secrets is to hold no central stock and carefully support distributors to purchase what they need and nothing more. After 11 years, Joe has become the longest standing person with Starboard. Thank you Joe.



Ian Fox

Ian Fox

Ian Fox is always prepared to step things up. He finalized the iSonic speed board at Sandy Point and almost set a World record at the same time. He manages all the logistics for our annual photo shoot on Maui with a team of 40 including 4 camera men, helicopters and weather maps. His wife Janine is the back bone of the Fox family and brings their 2 young sons to the shoot to give them a feel for what is fast and fun in life.



Rémi Vila

Rémi Vila

Rémi Vila. The French Caribbean soul of windsurfing travels 50 hours from Martinique to Thailand to test our "latest and maybe greatest" prototypes. Rémi is a top Formula Windsurfing competitor and has the last 5 years helped us develop Formula boards that not only are setting the standard in performance but also in comfort. Now he is involved in the Apollo project which aims at London 2012. Windsurf is a big part of his life and he supports kids and junior team developments on his beautiful island. Rémi has a clear vision of the future of windsurfing and he wears shades.



Eric Girard

Eric Girard

Eric Girard is everywhere. He has spent a lot of time in Korea to support growth in the region. He will explore windsurfing in the enormous Chinese empire and write stories on what he may experience on his expeditions. He has a big heart for everything windsurfing and for his wife Claudine who helps him reaching his many goals. He lets people see windsurfing in new ways and its all a great new adventure. Next stop is his windsurfing club in Canada. www.ericgirard.com



Kjell Vagle

Kjell Vagle

Kjell Vagle has over the last 4 years transformed Norway from a country with no windsurfing schools to now have more than 30 schools. Now he starts to create an event platform between different boarding sports and soon we will see Boujmaa compete in snowboarding with the best in the snowboard world and then see if snowboarders can beat him windsurfing. It's maybe even easy, windsurfers are as we know the best allround boarders today, something that John Hibbard has proven as the UK's most extreme person. Kjell normally is right, so we hope he is "normal" and we thank him for seeing what others may not even dream of.



Peter Hart

Peter Hart

Peter Hart a former British slalom champion and member of the 40 knot club. Known as the "technique guru". His articles and award winning DVDs have brought help to literally thousands of improving windsurfers worldwide. Runs a clinic tour all over the world from Ireland to the Caribbean. Peter has been testing and sailing for Tushingham for 21 years.



Keith Baxter

Keith Baxter

Keith Baxter reinvents windsurfing with his huge efforts towards the new generation windsurfers. Being a second generation Hawaiian he brings the Aloha around the world and shares his love for the sport and life. Being Connor's and Ashley's father and caddy keeps him more than busy. Keith has over the last 8 years helped us with our photoshoots on Maui and without him, we would probably only have black and white photos.



Scott McKercher

Scott McKercher

Scotty reinvents most things by simply looking at it with an open mind. He is a vital part of our development program. Without Scotty around there would not be any Evo's and probably no other real world wave boards either. Scotty also helps us look for new talents, so if you think you may also become World champ one day, get in touch with Scotty at smckercher@hotmail.com



Roger Jackson and Ellen Faller

Ellen Faller and Roger Jackson

Ellen Faller and Roger Jackson have a "mobile windsurfing program" that travels all over the US throughout the year. They provide the "Taste of Windsurfing" program which gives interested people around the USA an opportunity to try windsurfing with a land simulator instruction by Ellen and on the water instruction with Roger. Both Ellen and Roger are past "USWA Windsurfers of the Year". Send a question to Ellen at www.star-board.com/forum/women/forum.asp or Roger at www.star-board.com/forum/school/forum.asp and you will get more than an answer. We get daily letters from people that appreciate their expertise and support.



Chris Pressler and Kerstin Rieger

Chris Pressler and Kerstin Rieger

Chris Pressler and Kerstin Rieger. Backpacking around the world on a mission to search for the best windsurfing locations. Kerstin and Chris write the most detailed spot and travel reports. Their work end up in the best magazines world wide with the words of Chris and photos of Kerstin. Chris has also stepped into the PWA slalom ranking and finished 15th the Sylt, a fabulous start for a rookie. www.continentseven.com



THE PAST, PRESENT AND FUTURE OF WINDSURFING

A new player from the past has been identified, TIKI who could well be the link to windsurfing's very distant past. His journey several thousand years ago, as a banished pre-Inca chief, is a crucial link in the circular trail that led, thousands of years later, to the seminal joining of a sail and a surfboard in California. The journey began in northeast Asia over, probably, a land bridge across the Bering Straits. The trail leads down the western hemisphere to a tribal territory that today is Peru and then across the Pacific to Polynesia. TIKI, was both god and chief in the words of Thor Heyerdahl who replicated and validated the theory behind the journey. TIKI is said to have made it from South America to Polynesia. It was TIKI who brought my ancestors to these islands on which we live. He mastered the wind and the waves. Many many years later his descendants sailed north to inhabit the Hawaiian Islands. Blessed with an easy life and unblemished waves, here surfing began, first as a royal rite but finally as a public sport. California beaches soon mimicked the Hawaiians. On one of those beaches, California surfing met California aerospace. Thus TIKI, the god of wind and wave, may well be the true ancestor of windsurfing.

Which brings us to today. And, yes indeed, some of what we said last year is taking shape. The first attempt at a new cruising concept aptly named Serenity is making its debut. Parallels can be easily seen in sister sports ski trekking, kayaking, etc. So, no matter what the market thinks today, the Serenity concept is well launched into a promising future. Unforeseen but just as dramatic, Gemini echoes tandem bicycles and kayaks AND an innovative Cobra design some twenty years past but brought up to date.

And now to the future. A sport I overlooked last year kayaking like skiing and bicycling provides a model for where windsurfing is likely to go. It's also an old sport, particularly if combined with canoeing. Technology has been kind to it as well with carbon fiber paddle shafts, Dyneema paddle blades, Kevlar hulls, etc., etc. Some may also remember that modern kayak retailing rescued many windsurfing shops back in the 1980s. And here's the point in kayaking WIND is the enemy; in windsurfing NO WIND is the enemy. Both sports have a stake in transforming the SAIL into an effective PADDLE. Well, of course, that's done today. It's called pumping. But pumping has never been described as easy, much less fun. Imagine, for a moment though, a sail that generates drive in the same effortless way as a bird's wing does without being burdened, as the bird's wing must, to provide lift at the same time. What does it look like? I'm not certain but it's likely to be taller with much more area high up. What I am certain of, however, is that the Darwinian success of birds is proof that an efficient air-oar is possible and, given the payoff for success, it will happen sooner rather than later.

Jim Drake

Jim Drake

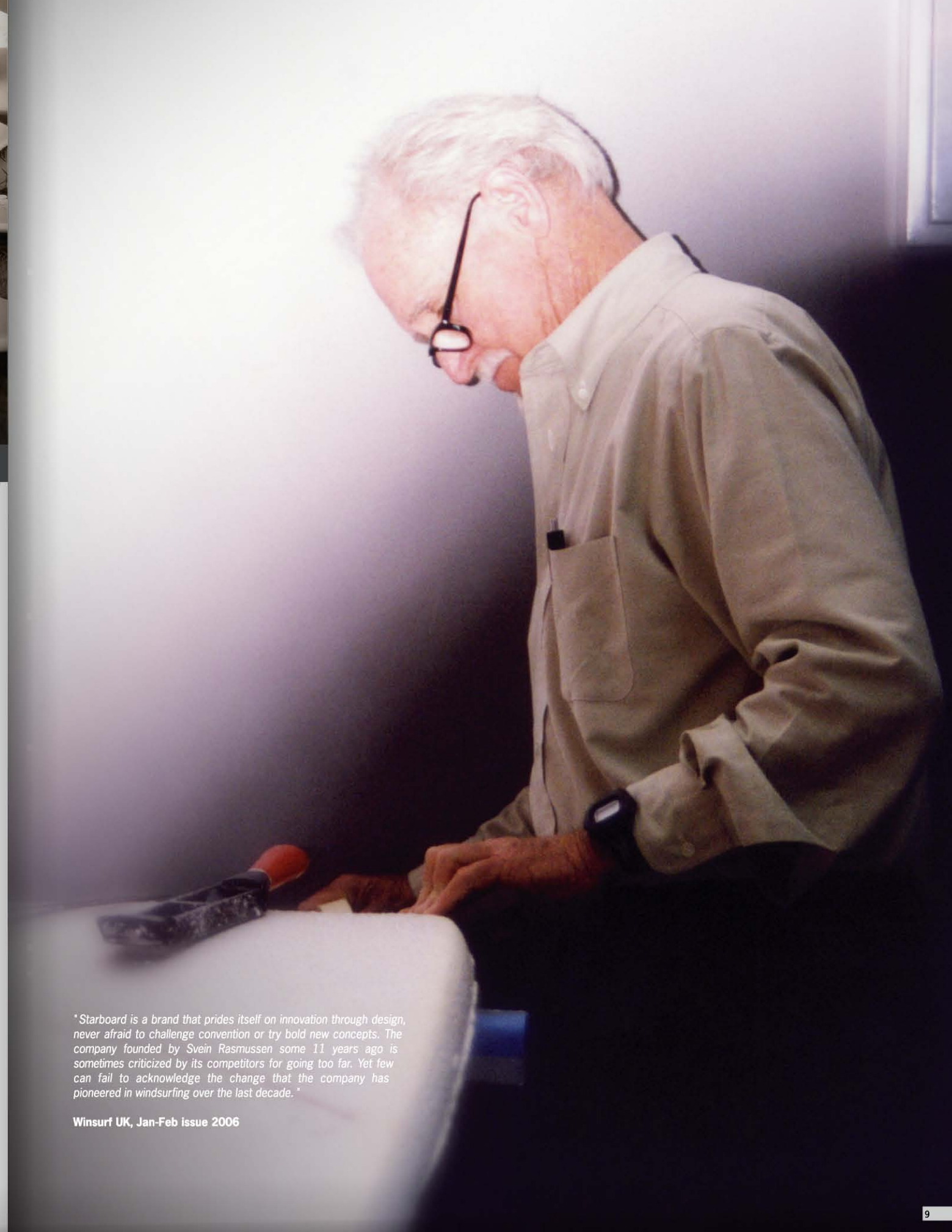
Jim Drake co-invented windsurfing with Hoyle Schweitzer and was in 1967 the first man ever to Windsurf.

Jim also was the first man to design an aircraft on a computer.

Amongst his designs was the X-15 rocket plane, which still after 40 years holds the world speed record for a manned aircraft.

JIM DRAKE

JIM DRAKE



"Starboard is a brand that prides itself on innovation through design, never afraid to challenge convention or try bold new concepts. The company founded by Svein Rasmussen some 11 years ago is sometimes criticized by its competitors for going too far. Yet few can fail to acknowledge the change that the company has pioneered in windsurfing over the last decade."

Winsurf UK, Jan-Feb issue 2006

For 2007, the new Carves and S-Types have shorter, narrower noses and tail side-cuts, the iSonic and Formula have wider tails and a new volume distribution. We have new daggerboards on the Start and Rios, new high performance ProKids models, a new GO 129, more compact Flares with wider tails; there's the new spiraling Vee concept on the Kombats and Pure Acids, extra tail vee on the 5th generation Evos, the new Apollo project and of course the all new Serenity, Phantom and Gemini.

DESIGN, DEVELOPMENT, DETAILS

Since 1994, hundreds of thousands of ideas have filtered through the Starboard development program, ideas that have been tested over endless travels covering the four corners of the globe. There have been some wild ideas and some simple ones, some revolutionary ones and some evolutionary ones. Ideas covering grand visions on an extraordinary scale down to the smallest details. Some through word of mouth, some through the website forum, others through moments of madness and frustration, or through careful analysis and often by luck or by accident, ideas float down from thin air and turn into the beginning of a new journey for the R&D team at Starboard. Some ideas work, many more do not. The 2007 results above were filtered down from a program that included hundreds of ideas tested in over 200 prototypes. Ideas are our starting point; each new idea is the beginning of a new adventure. A whole greater than the sum of its part, Starboard's development journey is about taking windsurfing to a new level.

Tiesda You (B. Eng Hons)
Head of Starboard Design, Development and Production

"A graduate in Mechanical Engineering, 27 year old Tiesda You joined Starboard as Svein's apprentice in 2000, keen to use his knowledge in the sport he'd grown up around and had a real passion for. Learning from his mentor and thriving in an unrestricted creative atmosphere, he has been responsible for many of Starboard's revolutionary designs over the last five years"
Windsurf Magazine, Jan/Feb 2006



Rider: Tiesda You. Photographer: John Carter



Tiki Tool-fits-all: a single tool can be used to install every fitting across the entire 2007 range of Starboard boards: tuttle fins, deep tuttle fins, footstraps, air valves and even US base wave fins.

The workshop team behind the hundreds of Starboard prototypes, shaping and building the slickest speed board protos to 5m long Serenity prototypes to wacky tri-hull concepts. Impossible is nothing for this team. From left to right: Gob Sewakul, Hup Tubrat, Pracha Nai Win, Pop Singhin, Per Andersson, Peak Sakarin.



Gob, Hup, Pracha, Pop, Per and Peak



Nimit Pormjan (the Grand master)

Nimit Pormjan is the shaping grand master and known as the man with the golden hands. He has turned countless foam blanks into boards, integrating perfect curves with the tightest tolerances.



Mark NTC.

Mark NTC, aka Koltd Black, is the CG main man behind the board graphics and this catalogue in your hands. From the first ideas and the first sketches to the sharpness of a finished graphic screen, Mark's talent and unique style creates the recognizable look of Starboard. When Mark is not working on boards, he'll be designing tattoos.

THE SIX SECOND STRAP ADJUSTMENT:



"Fittings supplied are fantastic, with easy adjustable, excellently engineered footstraps, adhesive fish-scale deck-pads and a very high performance Drake fin" "Well finished and comes provided with some of the best fittings around" **Windsurf UK April 2006**



1. Slick Strap II Quick and easy to adjust, featuring a flap-design that naturally holds itself down, built with top-quality neoprene and reinforced with a durable, non-water-absorbing wear patch. For more comfort, the new Slick Strap II offers a double thickness internal padding at half the density, keeping with the strap's overall low weight (120g). The internal plastic structure was narrowed down to reduce the hardness on the strap's side, and the stitching patterns were tweaked to improve shape.

2. Race Strap II The new Race Strap II features a new low-density 8mm internal padding for added comfort and reduced water absorption at the same weight (90g).

3. Ultralight strap Designed to be as light as possible, with near-zero water absorption. Supplied with the Hybrid Race and Hybrid Formula as standard, the Ultralight straps save 700g dry compared to the board fitted with Slick Straps.

4. Oval tuttle box recess Larger oval-shaped fin bolt recesses allow fin bolts to be accessed with your fingers, even on the deepest boxes.

5. K9 insert system The K9 anti-twist system helps prevent the straps from twisting. Using a male plug sandwiched between the strap and the board, 4 canine teeth sink into the strap while a male insert fits into a recess inside the board to provide a mechanical anti-twist effect. The internal shape of the new 2007 K9 inserts have been reworked for increased resistance to failure: lab tests have shown them to resist over 1000kg.

6. Fish scale pad groovings Grip in the right direction, release in the other direction. The unidirectional Fish Scale pad groovings provide positive grip when you are pushing against the board, yet allow your feet to release out of the straps naturally when jibing.

7. Lock your board The new integrated mast track pin is compatible with the Docks Locks system to allow the owner to easily lock the board when it is left unattended: on the car roof, on rental racks, or overnight at the camp site. The integrated mast track pin can also be used to attach a security line between the rig and board, in case the universal joint fails.





Integrating a sheet of 0.6mm Australian pine wood to the bottom and deck of windsurfing boards has been a Starboard trademark since 1995. First developed by Jean Louis Colmas in 1984 in New Caledonia, Wood Technology was applied to custom mass-manufacturing by Starboard in 1995. These first Wood Technology boards weighed in at 1 kilo under the best boards of the time, yet with superior impact resistance, superior structural integrity and unique rigidity and flex characteristics. Following their introduction, American Windsurfer magazine said, "The most impressive construction we saw was the wood veneer found on some of the Starboards. According to our weight and ding tests, Starboard managed to marry low-weight – as low as any boards its size – with ding resistance almost comparable to that of boards with thermoformed skins." Today, a decade later, virtually every board brand applies the advantages of wood, but Starboard remains the unique brand to harness the craftsmanship of the full wood construction with a full wood-look deck.

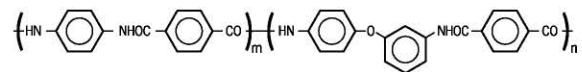
The advantage of Wood over Carbon fibres and conventional fibres
At 0.6mm, the wood sheet is thicker than a carbon laminate or other fibre laminates, giving it far greater compression resistance and resistance to buckling: the board will be rigid and strong. Carbon or glass fibres are especially poor in compression, and most of the board's bottom area is subjected to compressive loads. In terms of structural integrity, a Wood Technology board holds its shape better while sailing. "The material is very rigid, but very pleasant to sail since we have the impression that vibrations are absorbed without any deformations in the board" Wind magazine, France.

This thicker sheet combined with the natural toughness of wood means that more energy will be needed to penetrate it: the impact resistance is greater. Carbon laminates are notorious for being extremely brittle and fragile against impacts. Being naturally uni-directional and naturally saturated in resin, Wood is especially efficient and low in excess epoxy resin absorption, therefore giving it the advantage in weight-to-strength and impact-resistance ratio.



Technora™ is a special type of high tenacity aramid fibre with remarkably high tensile strength properties, where the molecular structure is comprised of linked benzene rings and amide bonds. Aramid fibres are well known for the strength, toughness and impact resistance qualities. Used in the most solicited areas of the board, Technora™ reinforcements strengthen the skin, nose and heel areas against breakage, impact dings and cracks.

Technora™: co-poly-(paraphenylene/3,4'-oxydiphenylene terephthalamide)



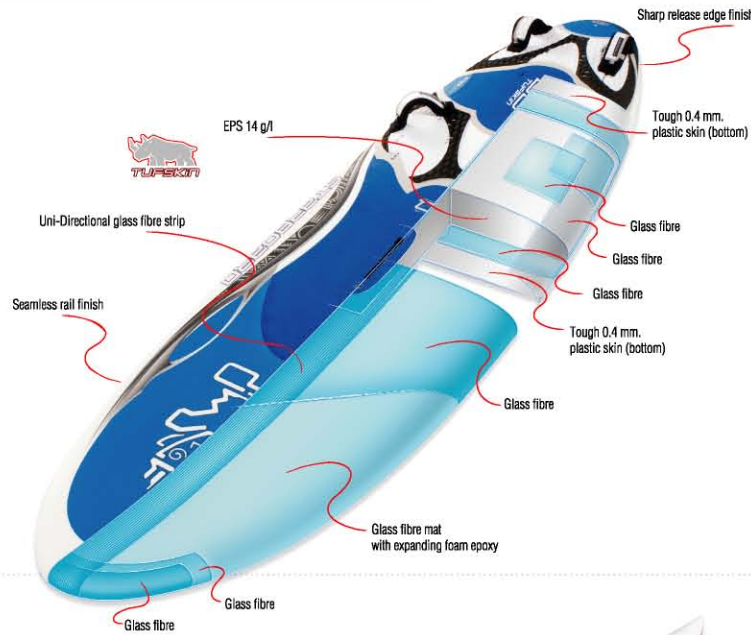
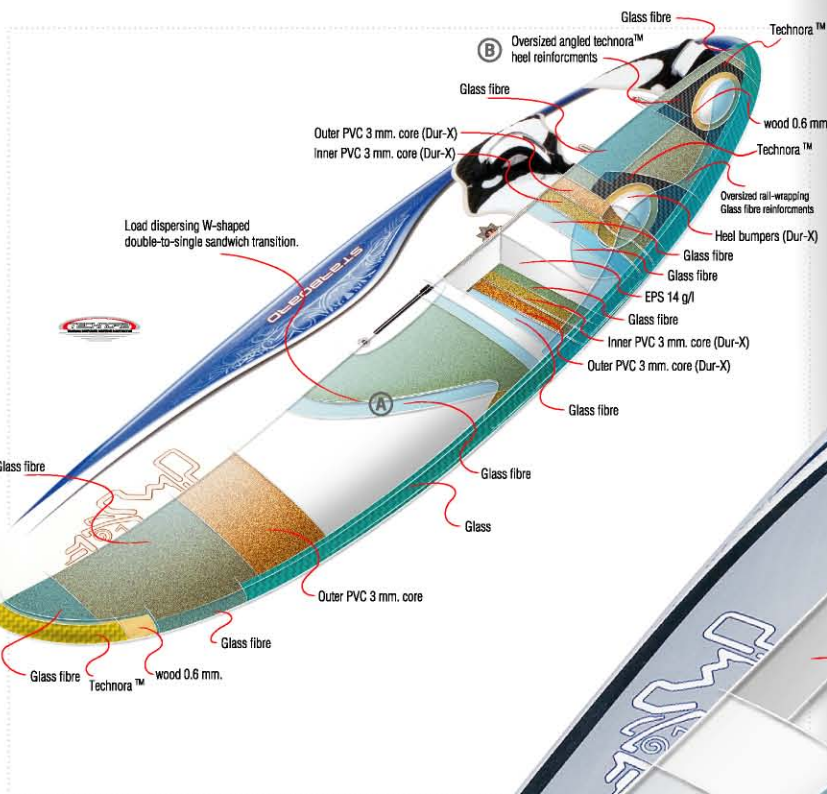
All Technora™ boards are built with a cross-linked PVC sandwich skin and a 14g/l EPS internal core for exceptional stiffness and strength-to-weight ratio. Side sections of the rails and exposed nose areas are also reinforced with Kevlar. Additional 0.6mm Australian Pine Wood reinforcements are used under the heel sections.



The Dur-X construction label signifies the use of heel bumpers, oversized, angled reinforcements and optimized external reinforcement patches. The Dur-X standard is used for Acid and Evo models, both Wood and Technora. The Evo 80, 90 and Acid 80, 86 Technora use a single sandwich construction, other sizes use double sandwich.

A. The double-to-single sandwich transition line follows a W-shaped curve to spread the load over a maximized area. The resulting smoother transition reduces the load-concentration ahead of the mast track increasing durability.

B. Oversized heel reinforcements cover the footstrap inserts, reducing the load concentration that normally occurs between the plastic inserts and the surrounding area. The heel reinforcements are wrapping around the rails to cover the apex of the board and are also angled to spread loading more effectively and prevent total breakage due to localised stress concentration.



Since its introduction in 2004, Tufskin has grown to become a popular technology option for Starboard models worldwide. Tufskin is applied where a blend of value, durability and performance is needed: for example high performance models like the racing Formula Experience 160, entry level products like the Start or progressive models like the Phantom and GO.

Tufskin technology uses layers of 3-dimensional 400g glass mat wetted out with an expanding epoxy resin system. This expanding resin creates volume within the skin as it cures under hydraulically-applied mould pressure, forming a thick, stiff and durable sandwiched laminate.

The fine plastic skin that wraps the entire board adds scratch and impact resistance, making it the technology of choice for those looking for maximum durability and toughness.

The seamless rail finish and sharp release edges add to the value, quality and performance of Tufskin Technology.



Sport Tech is a Starboard construction technology for the 2007 season, introducing a new blend between value and performance. Using a full layer of 0.6mm Australian pine wood sandwiched between layers of bi-axial glass, triaxial glass and conventional glass weave, Sport Tech reaches performance levels close to those of PVC sandwich technology at a more economical price. The secret of this new blend comes from the full pine wood laminate, which generates the stiff and crisp riding feel. Combining the rigid Wood layer over biaxial and triaxial glass proves to be very effective strength wise too: impact tests using both sharp and blunt heads have shown Sport Tech to provide higher penetration and ding resistance than PVC sandwich.

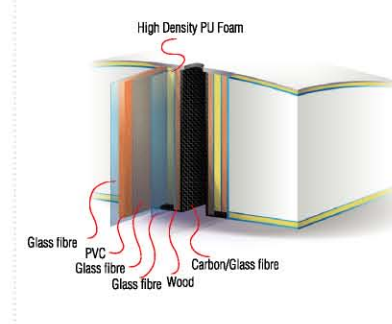
Sport Tech boards are custom gel-coat finished with wet-sanded bottoms and polished rails.

TUTTLE BOX FIN SYSTEM

At Starboard, we like to keep things simple. For all the small wave and freestyle boards, we have the classic US box, and for all other boards, we have the Tuttle system. Slalom, freeride, racing, entry-level, progressive, non-planing... One box makes life simpler and allows users to interchange their fins from one board to another, from a big racing fin down to a small shallow water fin.

The advantages of Tuttle box

- Generally rated as the strongest and most reliable system
- 2 bolts are used for a more secure fitting
- Large slalom and racing fins are only available in deep Tuttle or Tuttle base
- A deep Tuttle fin box fits both deep Tuttle and Tuttle based fins



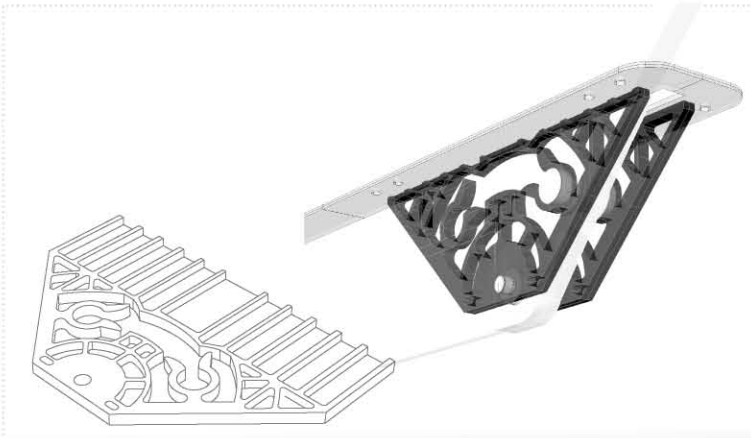
CLIPPERBOX DAGGERBOARD SYSTEM

The Starboard Clipperbox enters its 4th year and has grown to become an established daggerboard system. Extremely effective yet simple, the system stands out by being sand proof and effortless to use. The Clipperbox uses two nylon side-plates fitted with clips. One pair of clips holds the daggerboard up, the other pair of clips hold the daggerboard down. Simple!

At the Hybrid trials in France, held in September 2005 by the French Sailing Federation, daggerboard systems from 5 different brands were tested and Starboard's Hybrids Clipperbox stood out as the fitting that was the most simple, most effective yet the easiest to use.

"It's considerably easier to operate than on any other board in the test." **Boards magazine UK, July 2006**

The Clipperbox daggerboard is featured on the Starts, Rios, Phantom, Gemini, Hybrid Race and Hybrid Formula.





THE STARTS ARE DEDICATED ENTRY-LEVEL BOARDS. THEY ARE DESIGNED TO GUIDE A PROGRESSING NOVICE WINDSURFER FROM THE FIRST STEPS ON-BOARD RIGHT THROUGH TO EASY PLANING IN THE FOOTSTRAPS.

START

HOOKED FOR LIFE!

Ultra-wide, ultra-stable and ultra-comfortable, the Starts stand out by being the easiest and simplest boards ever to learn windsurfing on. **WARNING!** Windsurfing is highly addictive and learning too easily may get users hooked for life.

"Learning: The Start is the most stable and most accessible board in the test. With a good selection of footstrap positions, it will work for a wide variety of people and different bodyweights. Perfect to learn planing with the footstraps, it just goes straight and forgives foot placement errors. Tacking and jibing is a breeze."

Progressing: The Start is the sportiest board with the highest cruising speed. It's a true funboard. It goes very well upwind, and does not get upset in rough waters."

Conclusion: More discovery and learning orientated than its cousin the GO, the Start manages to unite the world of planing and non-planing. A beautiful offer for windsurfing schools or for riding with the family this summer, from 2 m² to 9 m².

Learning to windsurf: 5/5
Learning to plane: 5/5
Performance in winds up to Force 3: 5/5"

Planchemag, France, June 2005 Special Summer test issue

HOOKED FOR LIFE! START



Shape designed for maximum stability and to get planing quickly.

Integrated Roller Wheel for easy transportation.

Sand-proof Clipperbox daggerboard system.

Centre carry handle.

Multiple insert positions: beginner/intermediate/advanced.

Slight convex ridge along the centre line helps guide the beginner's feet to stay close the board's centre.

EVA-Tufskin construction for maximum durability, comfort and value.

Extra fat rails in the midsection designed to enhance stability.

Full EVA deck for maximum comfort.

Nose carry handle for convenience.

Slight concave in the nose helps guide the beginner's feet around a tacking maneuver.

Riders: Bernd Roediger & Timo Mullen, Photographer: John Carter



Rider: Ashley Baxter, Photographer: John Carter



Start S

Start M

Start L

The Start's original introduction in 1999 put an end to the era of long, narrow entry level boards that were frustrating and tipsy to learn on and has pioneered today's new generation of widestyle, stable entry-level boards.

WIND magazine said, "Starboard is not just happy to have pioneered the compact widestyle beginner board, it is a team that endlessly improves the concept towards more maneuverability and ease of progress. The Start is a currently the most stable and easiest board in the World, while keeping a healthy dose of excitement - no... make that pure fun."

Extra voluminous rails add even more stability, while the wide tail and racing bottom shape offers easy, early planing and high speeds. A full EVA deck offers comfort, and colour coding of the different deck zones guide the user's foot placements from beginner to intermediate and advanced. A roller wheel in the tail makes transportation a breeze, the sand-proof Clipperbox daggerboard system is easy to use and the footstrap insert options cater for the total beginner through to the advanced rider.

What's new? For 2007, the new Start M and L feature a larger Clipperbox Daggerboard 570 that replaces last year's smaller daggerboard for improved upwind ability and stability.

Available in Orange or colour-stable Blue

Summary:

- Dedicated beginner boards for all
- Many great features:
 - Sand Proof daggerboard
 - Roller wheel
 - Enhanced stability
 - Full EVA deck
 - Multiple insert positions (beginner/intermediate/advanced)
 - Integrated mast impact protector
 - New 57cm Clipperbox Daggerboard 570 in the Start M and L
 - Durable and tough construction

Specifications

Model	Volume	Length	Width	Tail Width	Est. Weight* Tufskin	Sail range	Fin	Fin range	Fin box
Start S	150 litres	240 cm	86.0 cm	57.0 cm	12.3 kg	2.0-9.0 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard XS	40-52 cm	Deep Tuttle + Clipperbox
Start M	205 litres	259 cm	90.0 cm	63.1 cm	14.4 kg	2.0-9.5 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	40-58 cm	Deep Tuttle + Clipperbox
Start L	225 litres	253 cm	100.0 cm	73.3 cm	15.4 kg	2.0-11.5 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	40-70 cm	Deep Tuttle + Clipperbox

* +/- 6% tolerance. Indicated weight excludes straps, fins, daggerboards and fittings. Please check our website for updated information



THE RIOS ARE ULTRA-STABLE CRUISERS FOR BEGINNERS AND PROGRESSING WINDSURFERS, DESIGNED FOR LIGHTWIND CRUISING AND FAMILY FREERIDE FUN.

Rio

EVERYONE WINDSURFS

Like the Starts, they guide novice windsurfers from their first step onboard to easy planing in the footstraps. Ultra-wide, the Rios are extremely stable to make learning a breeze and planing easy. With its daggerboard and full deck EVA, the Rio offers lightwind family-cruising fun in total comfort. As the wind picks up, the Rio's fast bottom shape design delivers plenty of excitement.

It's the ultimate all round funboard to share and enjoy.

Special shape details include extra voluminous rails for maximum stability and a wide tail for easy, early planing. The user-friendly Clipperbox daggerboard system is totally sand-proof and the footstrap insert options cater for the total beginner through to the advanced rider.

What's new? For 2007, the new Rio M and L models feature a larger Clipperbox Daggerboard 570 that replaces last year's smaller daggerboard for improved upwind ability and stability.

Summary:

- The all round funboard for everyone to share and enjoy
- Many versatility and comfort features:
 - Sand Proof daggerboard
 - Enhanced stability
 - Full EVA deck
 - Multiple insert positions (beginner/intermediate/advanced)
 - Integrated mast impact protector
- New 57cm Clipperbox Daggerboard 570 in the Rio M and L
- Durable and tough construction

"VERDICT: Wide user appeal in a classy package, a board that an early intermediate will want to hang on to. Highly recommended."
Windsurf UK, July 2006 issue

"Absolutely great in light winds and for early beginners. Overall: A really well finished, good looking board with all the boxes ticked for light winds and total beginners."
Boards magazine UK, July 2006



Specifications									
Model	Volume	Length	Width	Tail Width	Est. weight* Tufskin	Sail range	Fin	Fin range	Fin box
Rio S	150 litres	235 cm	85.5 cm	56.0 cm	11.7 kg	2.0-9.0 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard XS	40-52 cm	Deep Tuttle + Clipperbox
Rio M	205 litres	258 cm	90.0 cm	62.0 cm	13.9 kg	2.0-9.5 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	40-58 cm	Deep Tuttle + Clipperbox
Rio L	225 litres	253 cm	101.0 cm	74.4 cm	14.6 kg	2.0-11.5 m ²	Drake Shallow 410 FRN + Clipperbox Daggerboard 570	40-70 cm	Deep Tuttle + Clipperbox

* +/-6% tolerance. Indicated weight excludes straps, fins, daggerboards and fittings. Please check our website for updated information

THE PROKIDS RANGE IS A SPECIALIST LINE OF BOARDS FOR THE NEW GENERATION OF WINDSURFERS. COVERING FREESTYLING, SLALOM, RACING, FREERIDING AND WAVES, THE PROKIDS PROGRAM OFFERS DEDICATED HIGH-PERFORMANCE DESIGNS.

PROKIDS

NEW WAVE

They are sized specifically for kids weighing 20-55kg. Smaller volumes, lighter construction and narrower stances: the ProKids series takes kids' performances to incredible levels.

Having led the recent emergence of kids' windsurfing, Starboard's ProKids program has grown 30% in its second year and now enters its third season. New talents, new stars and a new generation of windsurfers: the New Wave is here.

Summary:

- High performance boards for windsurfers 20-55kg
- iSonic 50, ProKids GO and ProKids Formula also designed for adult use

ProKids Acid, the small hardcore wave board. PVC Sandwich construction.

ProKids Evo, the bigger, Evo-style wave board. PVC Sandwich construction.

ProKids Flare 60, 72, the high speed freestylers. PVC Sandwich construction.

- ProKids GO**, the accessible progressive freerider. Tufskin construction.
- Centre fin box for the youngest beginners.
 - Multiple insert positions.

ProKids Formula Tufskin, the high-performance racing machine. Tufskin construction

- Formula Experience class legal
- Super-early planing and the widest wind range.

iSonic 50, the pure speed board and slalom machine for both adults and kids. Carbon/Wood PVC sandwich construction

Connor Baxter - ProKids Acid

Philip Koster - ProKids Evo

Bjoern Saragoza - ProKids Flare

Jurgen Saragoza - ProKids Evo

Zane Schweitzer - ProKids Evo

Baker Grant - ProKids Evo

Tiffany Ward - Starsurfer

Bernad Rodige - Starsurfer

Zane Schweitzer - Starsurfer



ProKids Flare ProKids Acid ProKids Evo ProKids GO ProKids Formula Starsurfer iSonic 50

THE STARSURFER IS A DUAL CONCEPT BOARD FOR YOUNG KIDS TO LEARN AND PROGRESS ON, AND FOR OLDER KIDS AND ADULTS TO BLAST AROUND ON.

STARSURFER

DUAL CONCEPT

Wide shapes make them stable and comfortable, yet their high performance and maneuverable nature make them exciting and fun to ride. Tufskin construction brings durability and outstanding value.

A full 2mm EVA deck provides comfort and the 3 sets of insert positions cater for beginners, intermediates and advanced riders. The centre fin option helps beginners stay upwind, while the pre-preg freeride fin unleashes more performance.

Summary:

- Dual purpose boards for progressing kids and adult riders
- Entry level features: full EVA deck, multiple insert positions, centre fin option
- Advanced level features: maneuverable, compact and high performance shape, 40cm freeride pre-preg fin



Specifications

Model	Volume	Length	Width	Tail Width	Weight	Sail range	Fin	Fin range	Fin box
ProKids Flare 60	60 litres	214 cm	54.5 cm	34.2 cm	5.0kg	2.0-4.7 m ²	Drake Crossover 200	17-22 cm	US 8"
ProKids Flare 72	72 litres	230 cm	57.0 cm	35.2 cm	TBA	2.5-5.5 m ²	Drake Crossover 220	19-24 cm	US 8"
ProKids Acid	48 litres	214 cm	50.0 cm	32.9 cm	5.0kg	1.5-4.0 m ²	Drake Natural Wave 200	17-22 cm	US 8"
ProKids Evo	62 litres	219 cm	53.5 cm	33.9 cm	5.7kg	2.0-4.7 m ²	Drake Natural Wave 210	18-22 cm	US 8"
ProKids GO	100 litres	216 cm	76.5 cm	50.1 cm	8.7kg	1.0-7.5 m ²	Drake Freeride Flow 400 + 2 plastic fins	34-44 cm	Tuttle
ProKids Formula	117 litres	216 cm	93.0 cm	69.8 cm	9.7kg	3.0-8.5 m ²	Drake R13 Race NR 620	58-66 cm	Deep Tuttle
Starsurfer S	117 litres	235 cm	71.0 cm	45.0 cm	9.4kg	1.0-8.5 m ²	Drake Freeride Flow 380 + 2 plastic fins	28-42 cm	Tuttle
Starsurfer M	127 litres	235 cm	73.0 cm	46.5 cm	9.7kg	2.0-9.0 m ²	Drake Freeride Flow 400 + 2 plastic fins	30-44 cm	Tuttle
iSonic 50	50 litres	217 cm	46.5 cm	29.9 cm	TBA	3.5-6.6 m ²	Drake Slalom Pro 280+Drake Speed SR6b 230	-	Tuttle

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

"Six years after its conception, the GO concept has remained true to its original philosophy: the board for all." **Planchemag, France, June 2005 Special Summer test issue**

"Born in 1998, the GO from Starboard is undeniably the pioneering board of recreational fun Windsurfing. Fun, easy and with high-levels of performance, the GO keeps leading its little revolution even 7 years later! A true bestseller, the GO has found its public by making windsurfing both more accessible and more high performance." **Windsurf Journal, France, April 2005 (www.windsurfjournal.com)**

"The GO, the revolution that made windsurfing accessible, allowing beginners to become autonomous within half a day. Others adopted it as an every day board. Others went as far as to take it out for back loops!" **Planchemag, France, June 2004**



GO

THE WORLD'S MOST POPULAR BOARDS

THE GO BOARDS ARE THE ORIGINAL WIDE PROGRESSIVE FREERIDE BOARDS. THEY HAVE PIONEERED THE MODERN WINDSURFING ERA AND CONTINUE TO BE THE REFERENCE BENCHMARK A DECADE LATER.

THE WORLD'S MOST POPULAR BOARDS GO

Their stable wide-style shapes offer early planing, a wide wind range and an exciting racing performance. With their shallow fin or high performance racing fin fitted, optional side fins and multiple footstrap positions, they adapt to the needs of beginners, intermediates or advanced windsurfers. Carry handles and large EVA deck pads make the GOs practical and comfortable.

What's new? For 2007, the GO 155 features additional EVA on the sides for added comfort when climbing on board, while the GO 170 and 185 feature full EVA decks.

The new GO 129 is the latest model to join the family. Geared more towards high performance freeriding than its siblings, the GO 129 stands out by having less progression-orientated features: beginner footstrap inserts, carry handles and side fin inserts have all been eliminated to save weight.

Very close in shape to the new Carve 133, the GO 129 is a high performance freeride shape that additionally features fuller rails, a half-deck EVA and the Tufskin construction option for more stability, comfort, durability and value.



Summary:

- The original wide, stable and comfortable freeride board
- Suitable for beginners with the Shallow fin, optional side fins and beginner strap positions
- Suitable for progressing sailors with intermediate strap positions
- Suitable for advanced sailors with the racing fin and advanced footstrap positions
- All new high performance GO 129 model

Specifications

Model	Volume	Length	Width	Tail Width
GO 129	129 litres	251 cm	72.0 cm	47.0 cm
GO 139	139 litres	250 cm	80.0 cm	52.7 cm
GO 155	155 litres	255 cm	85.0 cm	59.5 cm
GO 170	170 litres	256 cm	90.5 cm	62.2 cm
GO 185	185 litres	253 cm	99.0 cm	67.5 cm



GO 129



GO 139



GO 155



GO 170



GO 185

Est. weight* Tufskin	Weight* Sport Tech	Sail range	Fin	Fin range	Fin box
10.0 kg	TBA	4.5-9.0 m ²	Drake Freeride Drive 460	42-50 cm	Deep Tuttle
10.3 kg	TBA	5.0-9.5 m ²	Drake R13 Race NR 480 (+ Shallow 410 FRN on Tufskin model)	44-52 cm	Deep Tuttle
11.4 kg	TBA	5.5-10.0 m ²	Drake R13 Race NR 520 (+ Shallow 410 FRN on Tufskin model)	48-58 cm	Deep Tuttle
12.4 kg	TBA	6.0-10.5 m ²	Drake R13 Race NR 560 (+ Shallow 410 FRN on Tufskin model)	52-62 cm	Deep Tuttle
-	TBA	6.5-11 m ²	Drake R13 Race NR 580 (+ Shallow 410 FRN on Tufskin model)	54-68 cm	Deep Tuttle

* +/- 6% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

PHANTOM

THE MISSING LINK

THE PHANTOM IS AN ALLROUND PROGRESSIVE BOARD BLENDING THE BEST FROM THE PAST WITH THE FUTURE.



Fiat hull tail shape

57cm Clipperbox daggerboard

Side EVA to minimize abrasion when climbing onboard

3 step adjustable mast track

Round-hull front shape



Rider: Brian Talma, Photographer: John Carter



The Phantom development started by reviewing classic longboards from the early eighties. Light wind features were integrated by keeping a rounder middle and front section with lots of forgiving "tuck under" rails and a length stretching to 300 cm. The middle back rocker is flat for planing and improved high wind characteristics. The stretched hull provides directional stability and the 80cm width a slippery feel in a "happy" non planing mode.

When the 3 step mast track is in the front position, the board steers well into the wind with the 50 cm daggerboard. With the track in the middle position and the dagger retracted, the board glides comfortably and gradually onto a plane. By using the back position, the 54cm fin engages with a more powerful planing feel. EVA is attached to the rails only, in order to stop non skid abrasion while climbing onto the board, a first of its kind.

The board is a missing link between progressive light wind cruising, and a comfortable in-the-straps planing sensation.

Summary

- Progressive directionally stable allround board for planing and non planing conditions.
- Mast track and daggerboard for maximum adjustments.
- EVA rails for non abrasion while climbing on board.

Specifications

Model	Volume	Length	Width	Tail Width	Weight* Tufskin	Weight* Sport Tech	Sail range	Fin	Fin box
Phantom	222 litres	301 cm	80.5 cm	57.5 cm	TBA	TBA	3.0 - 10.0 m ²	Drake R13 Race 540 NR + Clipperbox Daggerboard 570 + Drake Shallow 410 FRN	Deep Tuttle + Clipperbox

* +/- 6% tolerance. Indicated weight excludes straps, fins, daggerboards and fittings. TBA: please check our website for updated information

Rider: Svein Rasmussen, Photographer: John Carter



THE FLARES ARE FAST FREESTYLE
BOARDS. FEATURING A SLALOM
ROCKERLINE AND A FLAT TAIL, THE
FLARES ARE EXCEPTIONALLY FAST AND
QUICK TO ACCELERATE FOR
EXPLOSIVE, HIGH-SPEED FREESTYLING.

FLARE

**MORE COMPACT,
MORE SPEED,
MORE STYLE**

FLARE
MORE COMPACT,
MORE SPEED,
MORE STYLE

MORE COMPACT, MORE SPEED, MORE STYLE



Rider: Taty Frans, Photographer: John Carter



Flare 88 Flare 99 Flare 111

Rider: Colin Sifferlen, Photographer: John Carter



What's new? The 2007 Flares have a slightly wider tail for a more stable trim, a better pop and quicker acceleration. The new, fatter tail design adds confidence in tail-first slides by reducing the risk of catching, while the shorter, more compact nose shape reduces swing-weight to improve control and responsiveness.

Its lightweight construction and thin shapes invite you to pop and spin tricks in all directions. Heel gutters lower the centre of gravity and provide extra-dome for comfort and grip.

Speed is increased further thanks to a new series of faster freestyle/crossover fins designed by Curtis. The freestyle specific construction features full wood sandwich with a Technora/Kevlar deck reinforcement for maximum strength and impact resistance.

Summary:

- The strongest freestyle board in production
- Slalom rockerline for speed and quick accelerations
- New wider and fatter tail shapes
- New shorter nose shapes

Specifications

Model	Volume	Length	Width	Tail Width	Weight* Wood	Sail range	Fin	Fin range	Fin box
Flare 88	88 litres	239 cm	60.0 cm	36.0 cm	TBA	4.5-6.0 m ²	Drake Crossovers 220	20-24 cm	US 8"
Flare 99	99 litres	244 cm	64.5 cm	40.2 cm	TBA	5.0-6.8 m ²	Drake Crossovers 240	22-28 cm	US 8"
Flare 111	111 litres	244 cm	64.5 cm	40.2 cm	TBA	5.2-7.0 m ²	Drake Crossovers 260	22-28 cm	US 8"

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

THE CARVES ARE THE LEGENDARY FREERIDE BOARDS THAT CONTINUE TO WIN TESTS AND AWARDS YEAR AFTER YEAR. COMFORTABLE, FAST AND EXCITING, CRISP TO RIDE AND SMOOTH TO JIBE. THE CARVES OFFER THE PREMIUM BLEND THAT DELIVERS THE ESSENCE OF FREERIDE IN A PERFECTLY BALANCED PACKAGE.

CARVE

THE FREERIDE REFERENCE

"Look up the term freeride in the dictionary and you may just find the definition to be the Starboard Carve 111. This classic impressed testers with an upgrade to all-around performance despite still being easy to sail."

Windsport Canada, Issue 108 2006

"The Carve 144 is one of the most complete designs, being fun, easy and sporty. It's the board that offered the highest sensation of excitement. It blends both speed and comfort."

Planchemag France, Summer Test issue 2006

"This Carve 122 brings a breath of fresh air into the category. It blends together accessibility, maneuverability, comfort and performance. I think it is the most fun board of the group."

Awarded Best In Test, Planchemag France, Summer Test issue 2006

CARVE THE PURE FREERIDE REFERENCE



Domed deck
for optimum comfort in any strap
setting

Thin, maneuverability orientated rail shapes
with a sharp release edge for crisp acceleration

Reduced Vee design concept
between your feet: for a more lively and
free riding sensation, improved
maneuverability and higher speed

Multiple insert positions
give a wide range of tuning options and
versatility, adapting to different ability levels
and personal windsurfing styles. The Carve
133, 144 and 162 have an additional third
row of inserts to make them super
accessible.

Wide-style and rounded outlines
for easy planing, a wide wind range
and carving maneuverability

New rockerlines
with a very short flat section in the
Carve 133, 144 and 162



Specifications

Model	Volume	Length	Width	Tail Width	Weight* Technora	Weight* Wood	Sail range	Fin	Fin range	Fin box
Carve 101	101 litres	244 cm	61.5 cm	40.5 cm	TBA	TBA	4.5-7.0 m ²	Drake Freeslalom Swift 340	28-38 cm	Tuttle
Carve 111	111 litres	247 cm	65.5 cm	43.3 cm	TBA	TBA	4.7-7.5 m ²	Drake Freeslalom Swift 360	30-40 cm	Tuttle
Carve 122	122 litres	248 cm	68.5 cm	43.8 cm	TBA	TBA	5.1-8.0 m ²	Drake Freeslalom Swift 380	32-42 cm	Tuttle
Carve 133	133 litres	252 cm	71.5 cm	46.8 cm	TBA	TBA	5.4-9.0 m ²	Drake Freeride Drive II 460	40-53 cm	Tuttle
Carve 144	144 litres	252 cm	78.0 cm	52.1 cm	TBA	TBA	5.8-9.5 m ²	Drake Freeride Drive II 490	42-54 cm	Tuttle
Carve 162	162 litres	253 cm	82.5 cm	54.1 cm	TBA	TBA	6.1-10.0 m ²	Drake Freeride Drive II 490	44-56 cm	Tuttle

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

The Carves' wide shapes deliver easy planing with a wide wind range. The multiple footstrap options allow for various tuning options and more accessibility, domed decks provide a natural ergonomic comfort and rounded tail outlines make jibing performance quick and responsive.

What's new? For 2007, all the Carve shapes have been upgraded. All models are now shorter and narrower in the nose to improve high wind control and reduce swing weight. Aerodynamic drag is reduced, speed and responsiveness is increased. New tail side-cuts improve release and give a more exciting "tracking-off-the-fin" riding sensation.

The Carve 133/144/162 also feature new sharper rail shapes for a crisper lightwind riding sensation and improved acceleration. Thin in the tail, fatter at mast-track level and still heavily tucked-under, the rails engage smoothly into a jibe and turn the board with comfort and precision. Tuned to all-new rockerlines incorporating a very short flat tail section, the new Carve 133/144/162 are more exciting, faster and more responsive than before.

New high-aspect fins for the Carve 101/111/122 were also developed to offer a more slippery low-drag sensation, improve their jibing performance and increase top-end speed.

Summary:

- Pure Freeride boards-
- New tail shapes with side-cuts
- New narrower and shorter nose shapes
- New rockerlines and rail shapes on the Carve 133/144/162
- New fins

THE
FREERIDE
REFERENCE



WITH ACTIVE POWER STEERING KOMBAT

WITH ACTIVE POWER STEERING

THE KOMBATS ARE CROSS-OVER
BOARDS. THEY ARE DESIGNED AS A
ONE-BOARD-SOLUTION FOR WAVERIDING,
FREESTYLING AND FREERIDING.



Kombat

"The Kombat 86 already received a glowing test in our Jan/Feb issue. So how would it's bigger brother fare? It too feels much improved. It's versatile, comfortable in use as a flat-water blaster, as a pretty competent freestyle too or in the waves. Indeed, we're hard pressed to say which environment it's truly best in! A highly versatile board" **Boards UK March 2006**

Kombat Aero

"On the flat, we are charmed by the efficiency of this compact board. It gets planing very quickly, taking sails over 8.5 m² without any problems, and reveals performance levels never dreamed of, even against more sporty boards. But it is in the maneuvers and moves that this baby shows its most innovative side: we jump off the slightest chop (excellent pop and take-off), the jibes are so sweet and sharp with an excellent exit speed." **Wind France 2006**

MY BOARD

A 3 step guide towards choosing the right board

1. Choose your style

▶ Non-planing If you are looking for a board designed for efficiency and fun in light, non-planing winds to windsurf in 2 knots of wind and up.																		Serenity Hybrids Phantom
▶ Entry level If you have not windsurfed much before and are therefore looking for the easiest possible board to learn and progress on.																	Start S Rio S	Start M Start L Rio M Rio L Phantom
▶ Progressive Freeride If you are looking for a stable, comfortable and fun board for you or the family, with the versatility to progress quickly to high performance sailing.								ProKids GO	Starsurfer S							GO 155	GO 170	GO 185 Phantom
▶ Freeride If you are looking for a high performance board with plug and play versatility, simply pure adrenalin rushing rides and the best possible jibing performance.								Carve 101	Carve 111	Carve 122	Carve 133 GO 129	Carve 144 GO 139				Carve 162		
▶ Freerace If you are looking for a racing machine with extreme speed thrills and the rush of a racing edge, all in a more comfortable, more versatile and more maneuverable package.							S-Type 93	S-Type 104	S-Type 115	S-Type 126	S-Type 137							
▶ Freestyle If you are looking for a board that is dedicated to spinning tricks with agility, quick accelerations and precise maneuverability.			ProKids Flare 60	ProKids Flare 72		Flare 88	Flare 99	Flare 111										
▶ Crossover If you are looking for the radical one-board solution to wave-ride and jump when the conditions are there, then spin tricks and have a blast in flat water conditions too.				Kombat 79	Kombat 87	Kombat 97	Kombat 107	Kombat Aero 117	Kombat Aero 127									
▶ Slalom If you are looking for uncompromised pro-standard slalom performance, in the search of ultimate speed.		iSonic 50			iSonic 87	iSonic 94	iSonic 101	iSonic 111	iSonic 122	iSonic 133	iSonic 145	iSonic 155						
▶ Course-racing If you are looking for the ultimate upwind machine with huge power, speed and early planing capacity.										ProKids Formula				Apollo		Formula 161 Formula Experience 160		Hybrids
▶ Classic wavesailing If you are looking for a board to ride fast powerful waves in epic conditions in the best spots worldwide, with a classic, hardcore and powerful style.		ProKids Acid	Pure Acid 68	Pure Acid 74	Pure Acid 80	Pure Acid 86												
▶ Evolution wavesailing If you are looking for a more flowing wave-riding board with quicker response, more tweak and an explosive attitude for aerials; all that in a package that is more versatile, easier and optimum for a wider range of conditions.			ProKids Evo XTV 62 Evo XTV 62	Evo XTV 70 Evo XTV 75	Evo XTV 80	Evo XTV 90												

Volume (litres):

40

50

60

70

80

90

100

110

120

130

140

150

160

170

180+

After selecting your style, the suitable board models will be available in a variety of sizes, defined in terms of the board's volume. Of this variety, the correct volume will depend on your body weight and the wind strength at your local spot.

2. Select the right board volume

The volume is the single most defining physical characteristic of a windsurf board. Generally speaking, the higher the volume, the more stable and forgiving a board becomes, the lower the volume, the more responsive and more maneuverable it becomes. Lighter sailors therefore tend to choose the lower volume boards of a certain range, heavy sailors tend to choose the larger volumes in a certain range.

3. Fine-tune your selection

After selecting your style of sailing and the right volume for you, you may be left with two or three models that are suitable. These models will differ in terms of their shape, their construction or their fittings - and this final step will come down to a personal choice. Turn to the product pages for more details on the individual models.

STARBOARD
INNOVATION QUALITY

SUB-PLANING

SUB-PLANING



3. Front footstrap position

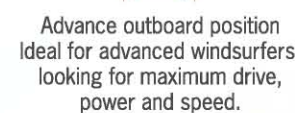
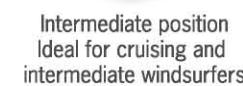


4. Strap width



Wide

5. Strap size



PLANING

Entry level

Progressive freeride

Course-racing

Slalom

Freerace

Freeride

Freestyle

Crossover

Evolution wavesailing

Classic wavesailing



Fitted with the inboard strap settings they transform into wave-riding boards combining a precise carving feel with a smooth and flowing turn. With outboard strap settings they deliver a fast, dynamic and free riding performance with quick jibing abilities and a willingness to jump off every ramp.

They appeal to any sailor looking for a board to ride waves when the conditions are there, but who also want a dynamic freeride board for blasting and freestyling when the conditions are suitable.

What's new? The new 2007 shapes feature thinner rails and the "Spiraling Vee" concept: there is more vee in the front than in the tail. As you carve, the forward vee engages and directs the board into the turn – just like the front steering wheels of a car.

In freeride mode, the reduced vee under your feet makes for a higher, crisper ride that feels more responsive and free.

The new Kombat-Aero 117 and 127: The new Kombat-Aero's Designed for lighter winds or heavier sailors, they replace last season's Aeros with slightly narrower widths, narrower noses and thinner rails to deliver more responsiveness and maneuverability including a definitive speed advantage due to its faster rocker line.

Summary:

- One-board-crossover solutions for waveriding, freestyling and freeriding
- Inboard/outboard strap setting options to maximize convertible performance
- New "spiraling Vee" bottom shape
- New thinner rails
- Faster



Kombat 79 Kombat 87 Kombat 97 Kombat 107 Kombat-Aero 117 Kombat-Aero 127

Specifications

Model	Volume	Length	Width	Tail Width	Weight* Technora	Weight* Wood	Sail range	Fin	Fin range	Fin box
Kombat 79	79 litres	236 cm	57.0 cm	36.7 cm	TBA	TBA	3.5 - 5.5 m ²	Drake CrossOver 240	20-30 cm	US 8"
Kombat 87	87 litres	239 cm	59.0 cm	38.8 cm	TBA	TBA	4.0 - 6.0 m ²	Drake CrossOver 260	22-32 cm	US 8"
Kombat 97	97 litres	244 cm	61.5 cm	39.4 cm	TBA	TBA	4.5 - 6.5 m ²	Drake CrossOver 280	23-33 cm	US 8"
Kombat 107	107 litres	243 cm	65.5 cm	40.6 cm	TBA	TBA	5.0 - 7.5 m ²	Drake CrossOver 300	24-34 cm	US 8"
Kombat-Aero 117	117 litres	233 cm	68.0 cm	40.8 cm	TBA	TBA	5.2 - 8.5 m ²	Freeride Flow 360	26-40 cm	Tuttle
Kombat-Aero 127	127 litres	235 cm	71.0 cm	44.8 cm	TBA	TBA	5.5 - 9.0 m ²	Freeride Flow 380	28-42 cm	Tuttle

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information



"If your sailing sees you regularly flying down the line of perfectly formed waves, the Pure Acid will provide every bit of accessible performance for you to attack at will. For: Speed and precision for doing battle in idyllic conditions. Finish and fittings. Against: for real world marginal waveriding, look to the Evo."
Windsurf UK, October 2006

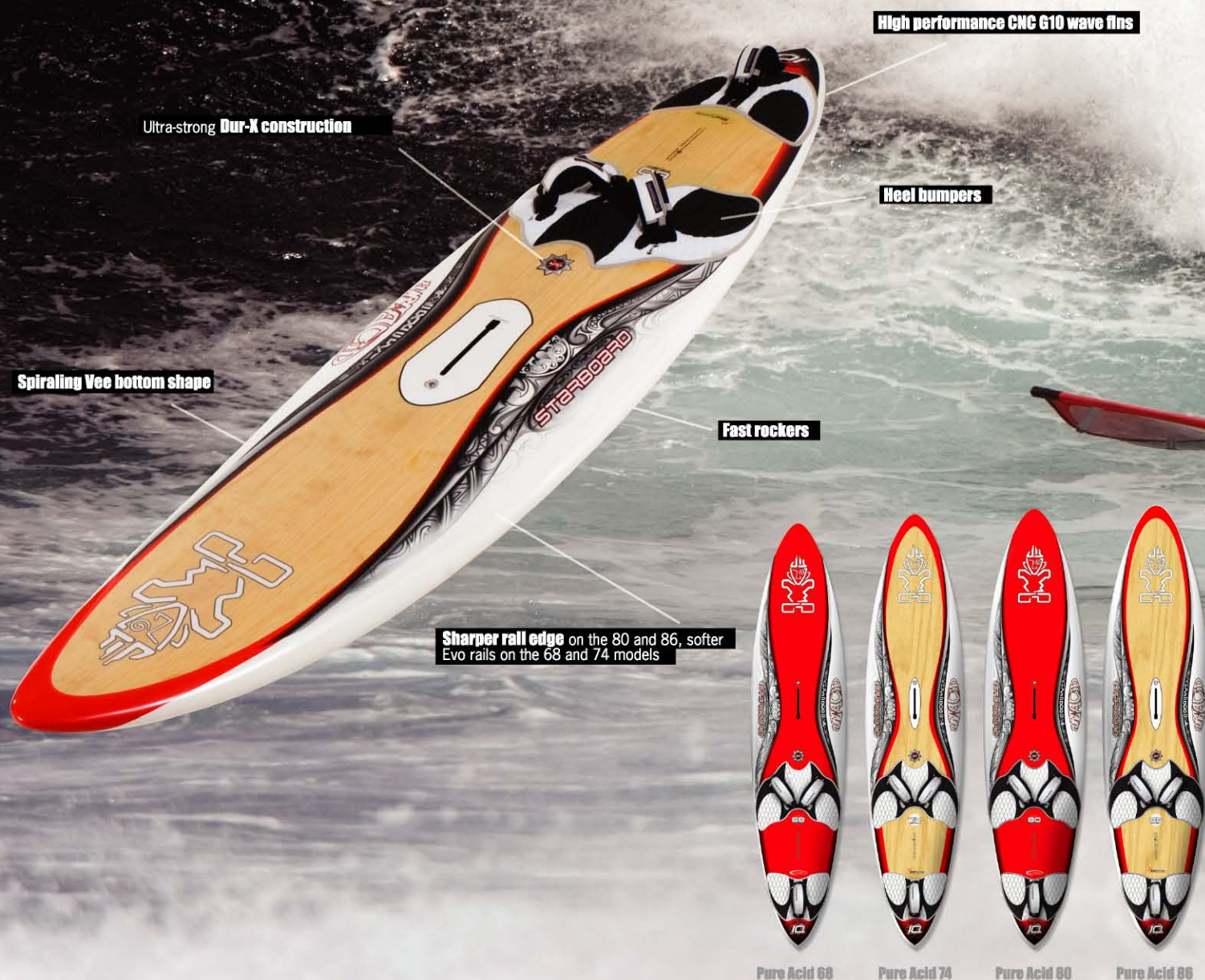
THE PURE ACIDS ARE CLASSIC WAVE BOARDS. THEY ARE DESIGNED FOR WAVE RIDING WITH DRIVEN PRECISION AND AN AGGRESSIVE ATTITUDE WITH A SHARP, DIRECT FEEL.

WITH ACTIVE POWER STEERING
PUREacid



PURE ACID WITH ACTIVE POWER STEERING

PURE ACID WITH ACTIVE POWER STEERING



What's new? The new 2007 shapes feature the "Spiraling Vee" concept: there is more vee in the front than in the tail. As you carve, the forward vee engages and directs the board into the turn – just like the front steering wheels of a car. The additional tail vee turns like the rear wheels of a car, allowing arch adaptation with great accuracy.

The Spiraling Vee concept: for a more instinctive board with a natural steering response and a flowing rail to rail transition.

Summary:

- Pure, classic wave boards
- Fast rockers
- New "spiraling Vee" bottom shape
- Dur-X construction

Specifications

Model	Volume	Length	Width	Tail Width	Weight* Technora	Weight* Wood	Sail range	Fin	Fin range	Fin box
Pure Acid 68	68 litres	233 cm	52.5 cm	32.1 cm	TBA	TBA	3.0-5.0 m ²	Drake Natural Wave 210	19-23 cm	US 8"
Pure Acid 74	74 litres	238 cm	54.5 cm	33.7 cm	TBA	TBA	3.3-5.3 m ²	Drake Natural Wave 220	20-24 cm	US 8"
Pure Acid 80	80 litres	242 cm	56.0 cm	33.5 cm	TBA	TBA	3.5-5.5 m ²	Drake Natural Wave 230	21-25 cm	US 8"
Pure Acid 86	86 litres	244 cm	59.0 cm	35.9 cm	TBA	TBA	4.0-6.0 m ²	Drake Natural Wave 240	22-26 cm	US 8"

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

THE EVO XTVs ARE THE EVOLUTIONARY NEW-GENERATION WAVE BOARDS. SINCE THEIR INTRODUCTION IN 2003, THE EVOS HAVE PIONEERED A WHOLE NEW BREED OF BOARDS DESIGNED FOR MAXIMUM WAVE-RIDING PERFORMANCE IN THE WIDEST VARIETY OF WIND AND WAVE CONDITIONS.

EVO XTV
EXTRA VERTICAL

2005, the third generation

"No one has beaten the Starboard Evo at its own game. None of the newcomers give quite that same magic on a wave the Evo displayed yet again"

Boards Magazine

"The Evo took many by surprise with its revolutionary shape. The concept has spawned a whole new breed of waveboard, with some similar shapes appearing from other manufacturers this year. Verdict: unmatched around corners with a very easy and extremely practical nature. Highly recommended."

Windsurf UK

2006, the fourth generation

Highest total score,

SURF Germany Jan/Feb 2006

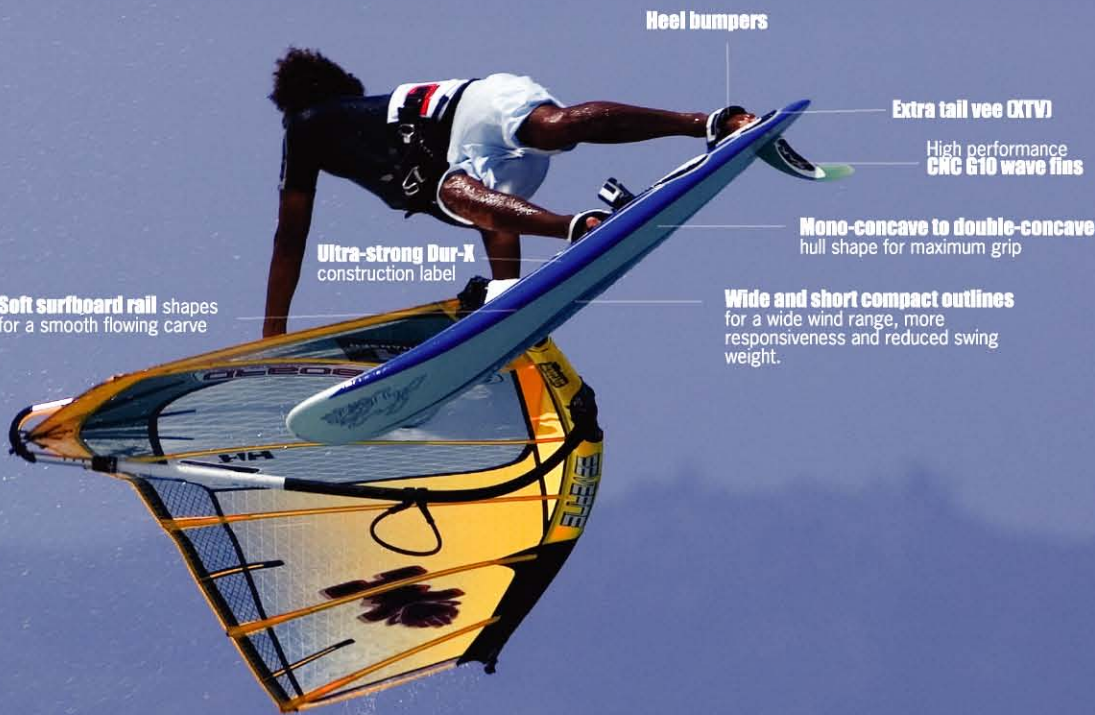
"The benchmark stubby waveboard that has lost none of its awesome potency. A true all-round wave machine with universal appeal, it once again comes very highly recommended."

Windsurf UK Sep 2005

EXTRA VERTICAL

EXTRA VERTICAL EVO XTV

Rider: Boujmaa Guilloul, Photographer: John Carter



Heel bumpers

Extra tail vee (XTV)

High performance
CNC G10 wave fins

Mono-concave to double-concave
hull shape for maximum grip

Wide and short compact outlines
for a wide wind range, more
responsiveness and reduced swing
weight.

Ultra-strong Dur-X
construction label

Soft surfboard rail shapes
for a smooth flowing carve

Suitable for everyone from the expert to the progressing wave-sailor, the Evos will make the most of every ride with their ability to keep speed and drive on the wave face, flow through tight turns and project big aerals off the lip. The Evo especially offers performance in on-shore conditions and also offers flexibility to use a larger range of sail sizes.

What's new? The new 2007 shapes feature extra tail vee (XTV) with a more drawn-out and narrower tail outline, allowing the rider to reach extra vertical angles in the wave-pocket. With a faster carving response and the ability to squeeze even tighter turns, they increase the legendary fluidity and natural flow that made them set the new trend.

Summary:

- Evolutionary waveboards for maximum waveriding performance in a widest variety of wave conditions
- Suitable for experts and progressing waveriders alike
- New extra tail vee (XTV) design with narrower tail outlines
- Dur-X construction



Evo XTV 62 Evo XTV 70 Evo XTV 75 Evo XTV 80 Evo XTV 90

Specifications

Model	Volume	Length	Width	Tail Width	Weight* Wood	Weight* Technora	Sail range	Fin	Fin range	Fin box
Evo XTV 62	62 litres	219 cm	53.5 cm	33.9 cm	TBA	TBA	2.3-4.7 m ²	Drake Natural Wave 210	18-22 cm	US 8"
Evo XTV 70	70 litres	229 cm	55.5 cm	35.5 cm	TBA	TBA	3.0-5.0 m ²	Drake Natural Wave 220	19-23 cm	US 8"
Evo XTV 75	75 litres	233 cm	56.5 cm	36.2 cm	TBA	TBA	3.5-5.5 m ²	Drake Natural Wave 220	20-24 cm	US 8"
Evo XTV 80	80 litres	234 cm	58.5 cm	39.2 cm	TBA	TBA	4.0-6.0 m ²	Drake Natural Wave 230	21-25 cm	US 8"
Evo XTV 90	90 litres	236 cm	62.5 cm	39.5 cm	TBA	TBA	4.5-6.5 m ²	Drake Natural Wave 240	22-26 cm	US 8"

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

STARBOARD RACING DEVELOPMENT

FOR A FASTER RIDE, GO WIDE.

The iSonics feature wide-tail designs to maximize efficiency and bottom-end power, to increase top-end speed and control, to improve overtaking ability and acceleration.

The new **Apollo**, the World's earliest planing board, features a super-wide tail with a very wide nose together with a low rocker angle to plane up as early as possible and offer the ultimate in lightwind performance.

The **Formula 161** features a remarkably wide 81cm tail for increased efficiency, wind-defying upwind and downwind angles and increased control. Its wider nose lifts the wide hull free over the water.

Following 2 years of development, the new **iSonic 50**, a **speed special design**, features a relatively wide tail for its 46.5cm width, offering new levels of speed in less wind than conventional speed boards, with better control and higher efficiency at the absolute limits.

Starboard's racing development program pushes the envelope of R&D to their limits, in the quest to discover what few would have thought would work. Our team riders at times strongly feel that some ideas will not work, but they go on to test the prototypes and return with a large smile on their face. They know that something new has been discovered. "When people don't believe in your idea, you know you might be onto a breakthrough".

1995 – Wood Technology, developed in New Caledonia by Jean Louis Colmas, is introduced at Starboard. The Sonic boards built in Wood Technology weigh in at a kilo under the competition and helped secure the Production World Speed Record, going on to win the Production board Worlds in racing and slalom the following year.

1998 – The original GO board winds the Canadian racing championships.

1999 – Jim and Svein's new Formula design revolutionizes the racing world with its wide-style design.

2000 – The Starboard Formula takes all top 6 places at Formula World Championships. The greatest design victory in the history of racing.

2002 – The Hypersonic is introduced, sending shockwaves through the market and leading to the resurrection of slalom sailing under the principles of wide-wind range designs.

2005 – The S-Types are introduced, the more freeride orientated boards refined under the Racing Development program to offer a racing thrill in a more comfortable and maneuverable package. Crowned PWA World Champion and vice World Champion in 2006.

2006 – The iSonics make their debut, raking in 'highly recommended' acclaims and best-in-test scores across the World.

2006 – Hybrid development leads to racing boards for both non-planing conditions and planing conditions. The Hybrid Formula becomes the first board to feature a duck tail design, coming recommended with the RS:X Olympic board as the hybrid raceboard of choice by German SURF magazine.

2007 – Apollo becomes the earliest planing board ever, making it possible to race and enjoy windsurfing in lighter conditions than ever imagined.

2007 – Serenity is launched, a lightwind, non-planing board that offers a fast, slippery ride that cuts through water in total silence. The 80s were the golden years of windsurfing when many windsurfers sailed longboards in non-planing conditions, around the coast and lakes the World over. With Serenity, we hope to see lightwind windsurfing thrill sailors once again.

"Press Release: Starboard wins Manufacturers Ranking at the EC MONDIAL DU VENT, Leucate 2006

Kiel/Leucate, May 5th 2006: the Windsurfing Euro-Cup Mondial du Vent Leucate was not only the first showdown for the competitors but also the first benchmark for the manufacturers. The Manufacturers Ranking of the Windsurfing Euro-Cup has developed into one of the most prestigious honours in the competition scene.

In Leucate Starboard was able to win among the boards with points from Antoine Albeau (120 points), Julien Quentel (116 points) and Gerald Pellau 112 points)."

'06 PWA Super X World Champion Antoine Albeau
on production S-Types.

'06 PWA Super X World Vice Champion Kevin Pritchard
on production S-Types.



Riders: Antoine Albeau, Sam Ireland, Kevin Pritchard, Julien Quentel. Photographer: Ugo Richard



THE iSONICS ARE THE COMPLETE SPEED SLALOM SOLUTIONS. FROM 46.5CM WIDE TO 96CM WIDE, THE 9 MODEL iSONIC RANGE IS ALL ABOUT MAXIMUM SPEED WITH A WIDE WIND RANGE THROUGH MAXIMUM EFFICIENCY.

iSONIC
MAXIMUM EFFICIENCY

"The iSonic is one of the standout boards in the group; liked by all who tried it, it offers the range and versatility to suit a wide cross section of rider styles and abilities. Verdict: the iSonic comes highly recommended, being one of the fastest yet easiest boards to sail in this group, offering excellent control and speed across a massive wind range."

Windsurf UK, May 2006 issue

"The iSonic is a full thoroughbred slalom board with undoubted race winning potential – for slalom racing it is unquestionably the board we'd all choose from this test. Yet it's also so controllable and offers such a wide wind range that it would be a good bet for any advanced recreational sailor who just doesn't want to be overtaken. A top quality piece of kit! Highly recommended" **Boards UK, March 2006**



Low nose rockers for a reduced angle of attack: reduced aerodynamic drag, improved control and higher top speeds.

Two fins are supplied as standard with the 50, 101, 111, 122 and 133 models to cover the wide wind range.



iSonic 50
Speed Special

Lightwind special: the iSonic 145 and 155 are designed for maximum speeds in lightwinds together with a massive wind range and powerful upwind performance. Capable of handling the biggest sails, they are quick to get onto the plane and offer high levels of response thanks to very compact outlines. Multiple footstrap inserts offer various tuning options, including an extra-accessible third row.

Summary:

- Maximum efficiency speed and slalom boards
- Speed special: iSonic 50
- Slalom special: iSonic 87, 94, 101, 111, 122, 133
- Lightwind special: iSonic 145, 155



Rail shapes designed for control and power, with a sharp release edge for maximum efficiency and a slight tuck for smooth, powerful jibes with fast exit speeds

Reduced tail thickness on the 94, 101 and 122 models

Wide tail designs for a higher aspect ratio planing surface: higher efficiency

Wingers (iSonic 101, 111, 122) and side cut tail design: for improved water release and fin drive

Tail cutaways reduce wetted surface and increase the wetted surface area's aspect ratio for maximum efficiency

Specifications

Model	Volume	Length	Width	Tail Width	Weight* Technora	Weight* Wood	Sail range	Fin	Fin range	Fin box
iSonic 50	50 litres	217.0 cm	46.5 cm	29.9 cm	-	TBA	3.5-6.6 m ²	Drake Slalom Pro 280 + Drake Speed SR6b 230	-	Tuttle
iSonic 87	87 litres	243.0 cm	56.5 cm	37.0 cm	-	TBA	5.0-7.0 m ²	Drake Slalom Pro 320	26-34 cm	Tuttle
iSonic 94	94 litres	243.0 cm	59.0 cm	39.3 cm	-	TBA	5.2-7.8 m ²	Drake Slalom Pro 340	28-36 cm	Tuttle
iSonic 101	101 litres	234.0 cm	63.5 cm	44.6 cm	-	TBA	5.5-8.5 m ²	Drake Slalom Pro 340 + Drake Slalom Pro 400	30-42 cm	Tuttle
iSonic 111	111 litres	234.0 cm	68.0 cm	49.2 cm	-	TBA	5.8-9.0 m ²	Drake Slalom Pro 360 + Drake Slalom Pro 420	32-48 cm	Tuttle
iSonic 122	122 litres	231.0 cm	75.0 cm	52.9 cm	-	TBA	6.0-9.5 m ²	Drake Slalom Pro 380 + Drake Slalom Pro 440	34-46 cm	Tuttle
iSonic 133	133 litres	222.0 cm	80.0 cm	54.8 cm	-	TBA	6.5-10.0 m ²	Drake Slalom Pro 400 + Drake Slalom Pro 480	36-48 cm	Deep Tuttle
iSonic 145	145 litres	224.0 cm	88.5 cm	60.2 cm	TBA	TBA	6.8-10.5 m ²	Drake R13 Race 520 NR	46-58 cm	Deep Tuttle
iSonic 155	155 litres	222.0 cm	95.5 cm	66.8 cm	TBA	TBA	7.0-11.0 m ²	Drake R13 Race 560 NR	50-64 cm	Deep Tuttle

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

"It's the board with the highest levels of performance, with the highest sensations of speed thanks to its narrow tail. It is the fastest in top speed."
Planchemag France, Summer Test Issue 2006

"Accelerating instantly, it explodes from the water and soars up to a stunning speed, adopting a really efficient stance and keeping the amount of friction between the board and the water to a minimum. Electrifying off the wind, it keeps accelerating in the gusts and will take every ounce of power you dare to deliver."
Windsurf UK, April 2006 issue

 **'06 PWA Super X World Champion Antoine Albeau**
on production S-Types.

THE S-TYPES ARE SLALOM-FREERIDE DESIGNS.
THEY ARE FAST, HIGH PERFORMANCE BOARDS
BASED ON A SLALOM SHAPE FOR MAXIMUM TOP
SPEED AND LIGHTNING QUICK ACCELERATION.

S-TYPES S-TYPE FASTER



Their rounded outlines, domed decks and thin, tucked-under rail shapes are derived from freeride boards to blend their natural speed with smooth, sharp carving maneuverability and user-friendly comfort.

What's new? The 2007 S-Type 93, 104 and 115 feature a new faster rockerline first developed on the class-leading Sonic 85. Slightly lower in the nose tip and slightly higher just ahead of the mast track, the resulting lower angle of attack improves high-wind control by helping keep the board trimmed and balanced, generating less aerodynamic drag for a higher top-end. The new shorter and narrower noses continue to reduce swing weight for an even more responsive ride.

The new 2007 S-Type 126 and 137 feature shorter noses to improve high-wind control and increase responsiveness, and new side-cuts in the tail that improve release and increase fin drive.

A new range of low-drag, super-fast fins was developed to complement the S-Types' high-speed freeride performance, featuring new higher-aspect ratio outlines and reduced rake angles.

Summary:

- High performance, fast slalom-freeride boards
- New faster rockerlines with a lower-angle-of-attack on the 93, 104, 115 models
- New tail side-cuts in the tail of the 126 and 137 models.
- Shorter, narrower noses
- New Freeslalom Swift fins



Specifications

Model	Volume	Length	Width	Tail Width	Weight* Technora	Weight* Wood	Sail range	Fin	Fin range	Fin box
S-Type 93	93 litres	240 cm	59.5 cm	37.9 cm	TBA	TBA	4.0-6.5 m ²	Drake Freeslalom Swift 340	26-36 cm	Tuttle
S-Type 104	104 litres	239 cm	60.5 cm	39.1 cm	TBA	TBA	4.5-6.5 m ²	Drake Freeslalom Swift 360	28-38 cm	Tuttle
S-Type 115	115 litres	239 cm	64.0 cm	40.3 cm	TBA	TBA	4.8-7.2 m ²	Drake Freeslalom Swift 380	30-40 cm	Tuttle
S-Type 126	126 litres	239 cm	67.5 cm	41.6 cm	TBA	TBA	5.0-8.0 m ²	Drake Freeslalom Swift 400	32-42 cm	Tuttle
S-Type 137	137 litres	243 cm	72.0 cm	47.2 cm	TBA	TBA	5.4-8.5 m ²	Drake Freeride Drive II 460	38-52 cm	Tuttle

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA, please check our website for updated information

Production S-Type: double victory at the PWA Supercross Costa Brava 06 with Kevin Pritchard and Antoine Albeau.

 '06 PWA Super X World Vice Champion **Kevin Pritchard** on production S-Types.



FORMULA

EXTENDING THE LEAD

FORMULA

EXTENDING THE LEAD

THE FORMULA IS A PURE COURSE RACING BOARD DESIGNED TO GO AROUND THE COURSE AS QUICKLY AS POSSIBLE IN ALL CONDITIONS. FROM SUPER LIGHT WINDS TO HIGH WINDS AND WITH MASSIVE POWER RESERVES, THE FORMULA PLANES UP EXTREMELY EARLY, POINTS HIGH UPWIND AND REACHES THE DEEPEST DOWNWIND ANGLES.

Its uncompromised racing shape makes it suitable for professional and amateur racers who want to maximise their technical advantage, but the Formula is also recommended for advanced recreational windsurfers who like the racing thrill and super-early planing power this type of shape provides.

Ever since the beginning of the Formula Windsurfing class in 1999, each successive Starboard Formula design has led the field with more wins than any other racing model. More racers choose to race on the Starboard Formula than any other board year after year. With more designers, more test riders, more resources and a fast-paced development seeking the ultimate winning shape, Starboard's technical lead remains beyond reach.

What's new? For 2007, the 8th generation Formula 161 features a much wider tail than ever. At a massive 81cm (3cm wider than its predecessor), the tail powers you upwind and downwind at wind-defying angles. Through a wider tail comes a higher-aspect planing surface for higher efficiency, earlier planing and greater overall speed, with more leverage over the fin for more rider control and comfort.

The new extra-full heel shape cups your feet with perfect grip and the extra wide nose generates extra aerodynamic lift for a high, free ride. Nose thickness has been reduced 5mm to minimize dynamic swing weight, improving responsiveness and highwind control.

A new fin with a +8 rake angle and a wider yet thinner tip was developed by Remi Vila and Jean Jacques Deboichet. This new fin provides more power and speed in light-to-medium wind conditions, matching the super-wide tail of the Formula 161.

Summary:

- Pure Course Racing boards
- High performance shape with early planing with a wide wind range
- New 81cm wide tail outline
- New wider and thinner nose
- New heel shape
- New powerful fin



Specifications

Model	Volume	Length	Width	Tail Width	Weight* Wood	Sail range	Fin	Fin range	Fin box
Formula 161	161 litres	228 cm	100.5 cm	81.1 cm	TBA	7.5-12.5 m ²	Drake R19 Race NR 700	60-75 cm	Deep Tuttle

* +/- 5% tolerance. Indicated weight excludes straps, fins and fittings. TBA= please check our website for updated information



THE APOLLO PROJECT IS
TARGETING PLANING IN 2 KNOTS
LOWER WIND THAN TODAY. THIS
MAKES IT POSSIBLE TO RACE AND
ENJOY WINDSURFING IN LIGHTER
CONDITIONS THAN EVER IMAGINED,

APOLLO

MISSION LONDON

The Apollo concept consists of a board with lower rocker, a wider nose and a wider tail combined with a softer, earlier planing rig concept. A new, powerful 75cm R13 Race fin with a reduced rake angle is included with the board to take full advantage of the efficient design.

The Apollo will be class legal in the Formula Windsurfing Class and inspire the currently most popular windsurfing class in the world to go for Olympic participation. It will probably provide better all-round performance than the EL61 in light wind and for heavy sailors.

Remember what the **Formula** did for the **Racing class** and then imagine what the **Apollo** can do for the **Formula class**!

Summary:

- World's earliest planing board
- 75cm Drake R13 Race fin

Rider: Kevin Pritchard, Photographer: John Carter

ESTABLISHED IN 2003, THE FORMULA EXPERIENCE CLASS IS A RACING CLASS SET UP AROUND THE WORLD FOR FORMULA RACING BASED ON SIMILAR RULES AS THOSE FOR FORMULA WINDSURFING.

FORMULA EXPERIENCE



Formula Experience equipment rules make racing more accessible. Boards need to be built in the more durable and more affordable construction and their shapes are frozen for a period of 4 years. Starboard offers 2 boards for this class: the Formula Experience 160 Iufskin and the ProKids Formula. Renewed last season, they will remain class-legal until December 2009.

Formula Experience is the official Youth and Junior Class in the USA, Germany and France. For more information, visit www.formula-experience.org

Summary:

- The affordable international racing class
- Board designs are frozen for 4 year periods
- Includes the ProKids Formula for Junior sailors

Specifications		Model	Volume	Length	Width	Tail Width	Weight* Wood	Weight* Iufskin	Sail range	Fin	Fin range	Fin box
	Formula Experience	160	160 litres	228 cm	100.5 cm	77.9 cm	-	11.5 kg	7.5-12.5 m ²	Drake R19 Race NR 700	60-70 cm	Deep Tuttle
	ProKids Formula		117 litres	216 cm	93.0 cm	69.8 cm	-	9.7 kg	3.0-8.5 m ²	Drake R13 Race NR 620	58-66 cm	Deep Tuttle
	Apollo		150 litres	251 cm	99.5 cm	TBA	TBA	-	7.5-12.5 m ²	Drake R13 Race NR 750	60-75 cm	Deep Tuttle

Rider: Julien Quentel, Photographer: John Carter

* +/- 6% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information

HYBRID FORMULA HYBRID RACE

RACE IN 3 TO 33 KNOTS

Half planing board, half daggerboard raceboard, the Hybrids are designed for racing in 3 to 33 knots. In sub-planing and light-planing winds, the Hybrid's large daggerboard and powerful biting rails power the board upwind. In high-winds, the daggerboard retracts and the wide planing shape takes over as the deep racing tail-fin provides the most efficient lift.

With their widestyle shapes, the planing threshold is lower than that of narrow-style raceboards, which means that racers can choose to opt for planing performance sooner. Planing off the daggerboard, which can be the most effective way to reach the upwind mark in medium winds, is also achieved sooner.

A Hybrid Class: racing on a single board that works from 3 to 33 knots, with design updates allowed only once every 4 years and with simple equipment price limitations set, the concept of Hybrid Class has gained steady popularity since its introduction in January 2006.

In France, the Hybrid Class has become the official FFV Youth class and the Starboard Hybrid Race and Hybrid Formula are amongst the 5 officially selected Hybrid boards.

The Hybrid Race is narrower and longer than the Hybrid Formula, making it more suitable for lighter sailors or lighter winds. The deep-double-concave bottom shape concept is designed to increase the hull's efficiency when fully planing without increasing width that would otherwise compromise its non-planing speed.

The Hybrid Formula is wider and its planing hull is based more closely on a Formula board's shape to maximize planing performance. At low sub-planing speeds, the duck tail forms a trailing edge for the water flow, increasing the board's waterline length, reducing drag and increasing rail bite. As the board speed increases, the tail clears the water and the board releases into full planing mode.

In German SURF magazine's May 2006 issue the Starboard Hybrid Formula together with the Olympic RS:X led the Hybrid group test as the board that was always one of the fastest in all conditions, always one of the top two choices by each test rider: "From all 5 boards, the Hybrid Formula has the most neutral concept with a touch of a long Raceboard. Whether in light winds, with daggerboard down and mast track in the front position like a long raceboard, or in strong winds in any direction, the Hybrid Formula remained very controlled, stable and always one of the fastest. Conclusion: The first choice for hobby racer who want to compete with a Hybrid board in the new raceboard class."

Summary:

- Racing boards for 3-33 knots
- Specifically designed for Hybrid Class racing
- Hybrid Race: narrower, longer design for lighter winds or lighter sailors
- Hybrid Formula: wider Formula-based hybrid for more power and heavier sailors

Starboards trademark
duck tail - patent pending ;)



Hybrid Formula

Hybrid Race

Specifications

Model	Volume	Length	Width	Tail Width	Weight* Technora	Weight* TurSkin	Sail range	Fin	Fin range	Fin box
Hybrid Formula	230 litres	277 cm (planing) 297 (non-planing)	82.0 cm	64 cm	-	15.7 kg	6.0-11.0 m ²	Drake RI 3 Race NR 600 + Racing Daggerboard 700	55-70 cm	Deep Tuttle
Hybrid Race	220 litres	287 cm	77.0 cm	56 cm	TBA	-	6.0-11.0 m ²	Drake RI 3 Race NR 5400 + Racing Daggerboard 700	50-60 cm	Deep Tuttle

* +/- 6% tolerance. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information



Rider: Eric Girard, Photographer: John Carter

HYBRID FORMULA RACE

ACCESSORIES

2007

TRAVELBAGS

Travel Bags

A collection of top-quality single, double and triple bags designed to offer superior protection. **Sizes available: M, L, XL, Formula, Triple M and iSonic Double.** Please visit our website www.star-board.com for a board compatibility chart.



DAYBAGS

Day Bags

A collection of simple bags designed for everyday use. **Sizes available: S, M, L, XL, iSonic M, iSonic L, Start S, Start L, Hybrid, Serenity and Gemini.** Please visit our website www.star-board.com for a board compatibility chart.



CLIPPER WHEEL

Clipper Wheel

The Clipperwheel is a simple wheel system that clips onto your board or board bag, making transportation easy, even over sand. From the garage to the car, from the parking lot down to the beach or around airport terminals: the Clipperwheel is the convenient way to carry your kit. Fits all tuttle and deep tuttle box boards.



1. Start Leash: The leash fits on to the Start, Rio and Starsurfers who have a leash loop attachment fitting in the middle of the hull. Placing the leash in the board's center allows the board to react naturally, whereas a leash attached to the tail of the board creates tail-biased drag. The Start leash features lead weights to sink the rope around the board, preventing the fins from getting tangled up. An elastic bungie gives room for the board to slow down gradually to a stop. **2. Windsocks** **3. Flag** **4. Beach Flag** **5. Hybrid Universal Joint** for adjustable tracks **6. Zero Allow Extension** **7. Standard Universal Joint** **8. North Pin-Push Pin Adaptor** **9. 50cm Alloy Extension** **10. Safety Washer** **11. Fin Bag Race:** stores up to 10x70cm fins. Slalom: stores up to 10x50cm fins. **12. Accessories Bag With Accessories** **13. HD Mast Impact Nose Protector:** Triple layer construction: top plastic structure spreads the load, high density EVA beneath it disperses energy and the soft low density EVA underneath absorbs the load. The soft construction allows the HD nose protector to fit a variety of nose shapes. For a board compatibility chart, please refer to our website www.star-board.com. **14. Tiki Tool:** Wide, rubberized moulded handle for maximum torque and grip, even with wet hands. Compatible with all Starboard 2007 board fittings: straps, air-valve, fin bolts and daggerboard plates. **15. Custom Philips Head #2 M4 Bolt**



SLICK STRAP II

Slick Strap II (120 g)

- Super quick and easy size adjustment
- New extra fat foam padding for a soft, comfy feel
- Exclusive top flap design does not strip open under load or when exposed to water flow
- Abrasion resistant reinforcement patch
- Premium grade neoprene



RACE STRAP II

Race Strap II (90 g)

- Superlight with reduced water absorption
- New extra fat foam padding for a soft, comfy feel
- Premium grade neoprene
- Size adjustment via footstrap screws only



ULTRALIGHT STRAP II

Ultralight Strap II (35 g)

- Extremely light design with zero water absorption
- Dual density EVA construction with internal webbing structure
- Size adjustment via footstrap screws only

DREAM TEAM

The face of windsurfing

We proudly support and promote the best sailors around the world as we believe in a bright new future of windsurfing. The superstars of windsurfing are the spokespersons for the sport and the face of windsurfing. The new members Antoine Albeau and Julien Quintel join superstars like Kevin Pritchard Wojtek Brozowski, Levi Siver, Scott Mc Kercher, Boujmaa and Jaeger Stone. ProKids member Philip Koster joins Sarah Quite, the Zaragoza brothers and Connor Baxter.

The infamous South Pacific god of wind, waves and weather, the TIKI himself, holds powers that we only can pray to.



Kiri Thode



Gerald Pellean



Konan Lang



Andrea Cucchi



John Hibbard



Christine Johnston



Taty Frans



Bernd Roediger



Sarah-Quita Offringa



Sam Ireland



Levi Siver



Kansas Stott



Jennifer Henderson



Ashley + Kansas + Sarah



Connor + Zane



Wojtek Brozowski



Colin Sifferden



Boujmaa Guillouf



Nick Warrnuth



Julien Quintel



Vegard Johan Elmind



Riley Cook



Sarah Hebert



Connor Baxter



Philip Koster



Zane Schweitzer



Baker Grant



Bjorn Zaragoza



Jurgen Zaragoza



Timo Mullen



Jaeger Stone



Jesper Vestervrom



Brian Talma



Antoine Albeau



Kevin Pritchard



Tiffany Ward



Ashley Baxter



Ben Severne



Eric Girard

Why does Starboard have the best and largest windsurfing team ever seen? Our world crew of more than 300 sailors from over 50 countries is the finest group of windsurfing ambassadors. These top athletes are made up of high level amateur competitors, past and present World Champions, National Champions and dedicated windsurfing teachers. They represent our philosophy and products globally and we rely on their constant feedback to develop better equipment and services. Thanks for your support of Starboard and windsurfing!





EXPLORE THE WORLD THE STARBOARD WAY



2007 STARBOARD INTERNATIONAL CENTERS/CLUBS

We have over the years selected a fine collection of resorts and clubs around the world to expand our services. In these centers you will be able to test ride our high end boards, learn to windsurf and experience the world of windsurfing the Starboard way. Please check it all out and get ready for the holiday of your life time.

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GEMINI

A MUST FOR EVERY SCHOOL, RESORT, CLUB AND ALL SOCIAL WINDSURFERS

Gemini is the twin star near the planet of the ecliptic. It can be seen throughout the year from almost all latitudes. Soon, Starboard's Gemini will also be seen throughout the world. The Gemini is the first tandem board which takes full advantage of wide board technology, thus planes earlier than any past Tandem. 3.7m in length and with a flat rocker, it sails well in light winds. These features open up areas in windsurfing that have not been possible with conventional designs.

By using a small sail on the front people new to windsurfing can get the feeling of windsurfing and even planing within the first half hour. They can then be supported by an instructor with a larger sail on the back who can coach them even down to the smallest details of Windsurfing. The EVA deck makes for an inviting platform and the Gemini provides security for new sailors that are hesitant to go out on their own. A windsurfer can invite anyone on board, wife, girlfriend, child or dog. The Gemini offers plenty of stability and is a challenge for 2 seasoned windsurfers cruising along while chatting away.

The Gemini is a very stable board for a HEAVY person, and it offers the easiest way to planing with its single sailor set up.

Every windsurfing school, club and center in the world simply needs a Gemini to provide the best in instructional technology. Everyone that wants to bring out kids or friends for a taste of windsurfing has a new supreme tool in the Gemini.

The powerful 70cm fin paired with a 40 cm shallow fin provides plenty of power, and a second 40 cm shallow fin is supplied to adapt to shallow areas.

Finally, the quickest planing tandem board ever designed, its great fun for 2 skilled windsurfers that want to interact and share the windsurfing sensation.

Summary:

- A fabulous board to teach on, with potential on board instruction
- A great board for heavier sailors who want to experience planing.
- The quickest planing Tandem board ever designed.
- EVA deck and a multitude strap inserts for single and double pilot usage.



Matt Schweitzer became the Worlds first Windsurfing World champion in New York 1974. His son Zane travels the world as an windsurfing ambassador , just like his grandparents Hoyle and Diane Schweitzer once made windsurfing the worlds most popular watersport.

Zane Schweitzen

Matt Schweitzen

Specifications

Model	Volume	Length	Width	Weight* Tufskin	Sail range	Fins	Fin box
Gemini	350 litres	372 cm	101 cm	TBA	2 - 10 m ²	Drake R13 Race 700 NR +daggerboard 570 +Drake Shallow 410 FRN	Deep Tuttle + Clipperbox

+/- 6% tolerance. Indicated weight excludes straps, fins, fittings and daggerboard. TBA: please check our website for updated information



Eric Girard & Boujmaa Guilloul



Eric Girard & Boujmaa Guilloul



Ashley & Karen Baxter



Antoine Albeau & Julien Quentel