"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 Tikis!"

Thor Heyerdahl 1937

"Tiki, he was both god and chief. It was Tikis who brought my ancestors to these islands on which we live. He mastered the wind and the waves."

Tom Tate, the last native who had tested "Long Pi" (Loni) mokoing an old rich tale by the evening fire.

"For the next 13 years Thor repeated his theory that the pre-incan chief and god Tikis, from the Northwest, who had been forced to flee north by a marine cholera, was identical with the Polynesian ancestor god Tikis."

"Four different, the low Tikis left as the Hudson Current from Peru to Polynesia in 3 months. The Koa Tikis expedition book was translated into many different languages, the only book other than the Bible by each island nation. The following film earned the 1958 Academy Award for the best documentary."

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

"Suddenly I realized why I was a pioneer" Pablo Picasso said viewing the collection of weddings at the Musee d'Ethnographie de l'Antiquite in Paris. In fact as early as 1918 he was hailed as an "old school of the Tikis."

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

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

THE SERENITY IS 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, smooth flowing and easy ride makes light wind sailing around the world become the playground for people who take pleasure in the smooth sensitivity of a windsurfing hull.

The party 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 hull 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 storage 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

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

Rider: Par Anderson, Photographer: Tessa You, Osaka Kristiansen

Serenity Racing... from 2 knots of wind
Serenity Sport Tech
Serenity Weld

Length: 405 cm  Width: 61.2 cm  Volume: 255 litres  Sail range: 5.0-10.0 m²  Pin: Drake XL Race 700 + Drake Shallow 410 FRN  Pin range: 40-70cm  Pin box: Deep Tutte  Weights: TBA (please check our website for updated information)
SECRETS

“Wood technologies in 1995 and the wide-spread phenomenon initiated with the roll of 1997; the Startboard Pro and Formula board and the original real world advancement in the Philips paragliding unit...”

Windsurf UK, Jan-Feb 2006

SVEIN RASMUSSEN

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.

Startboard's mission will always be to coax new secrets from her - and put them to work building the best boards on the planet for wave, flat, freestyle, freeride, entry level, slalom and racing.

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

Sensory, a long slender peaky of a board. Moving like a ghost in winds that are mere mops and providing a challenging and rewarding experience. Gemini, a modern high speed tuner, adds a new dimension to instruction and brings a new social dimension to recreation and competition. Apollo, a light wind concept breaking the current glass ceiling threshold by several winds and re-opens the doors to modern boards in the 2012 London Games.

It's not only just about boards - events and organisations also play an important role in enhancing the experience and attracting new sailors. Startboard supports Pro Kids World's, the Elite News Challenge, the PWA, the ISA, the FVA, the Startboard Slalom Classic and the Formula Experience Class With 300 Top Riders and an extensive clinic program, Startboard 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

Signature
**Behind the Scenes**

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

**Joe Dumrongvivat**
Joe Dumrongvivat. Loyalty and hard work pays off, especially for Joe who over the last 5 years has been receiving more board 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.

**Rémi Vila**
Rémi Vila. The French Caribbean soul of windsurfing travels 50 tours 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 are quite setting the standard in performance but also in comfort. Now he is invited in the Apollo project which takes place 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 shots.

**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 boards and soon we will see Norway 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 around boarders today, something that John Wieland has proven so the UK’s most extreme person. Kjell normally is right, so we hope he is “normal” and we dare him for seeing what others may not even dream of.

**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 coach 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 have only black and white photos.

**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 ERT’s and probably no other real world wave boards either. Scotty also helps us look for new talents, so if you think you maybe also become World champ one day, get in touch with Scotty at scottmckercher@hotmail.com

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

**Ian Fox**
Ian Fox is always prepared to step things up. He finished the iconic speedboard 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 Renee is the back bone of the Fox family and brings their 2 young sons to the shock to give them a feel for what is fast and fun in life.

**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 expedi- tions. He has a big heart for everything windsurfing and for his wife Claudine who helps him making 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.

**Peter Hart**
Peter Hart is 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 Tuifly for 17 years.

**Chris Plessler and Kerstin Rieger**
Chris Plessler 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 worldwide with the works of Chris and photos of Kerstin. Chris has also stepped into the PWA slalom ranking and finished 15th the last 5 years a fantastic start for a rookie. www.continentstov.com

**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 sail simulator instruction by Ellen and on the water instruction with Roger. Both Ellen and Roger are past USAWS Windsurfers of the Year. Send a question to Ellen at www.starboard.com/forum/kenny/forum.asp or Roger at www.starboard.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.
A new player from the past has been identified, TKR who could well be the link to windsurfing's very distant past. His journey several thousand years ago, as a banished prehistoric chief, is a crucial link in the circular trail that led, thousands of years later, to the summer joining of a sail and a surfboard in California. The journey began in southeast Asia, probably, a land bridge across the Bering Strait. The trail leads down the western hemisphere to a tribal territory that today is Peru and then across the pacific to Polynesia. TKR was both god and chief in the words of Thor Heyerdahl who replicated and validated the theory behind the journey. TKR is said to have made it from South America to Polynesia. It was TKR who brought my ancestors to those islands on which we live. He harnessed 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 sport but finally as a public sport. California beaches soon enriched the Hawaiians. On one of those beaches, California surfing met California aerospace. Thus TKR, 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 still holding. The first attempt at a new craze concept acty named Serenity is making its debut. Parallel can be easily seen in sister sports ski-hoiking, kayaking, etc. So, no matter what the market thinks today, the Serenity concept is well launched into a promising future. Unfettered but fast as dramatic, Serenity achieves 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 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 in the US, with many decades of continuous development. Dynoform paddle boards, Keiser halls, etc., etc. Some may also remember that modern-kayak racing rediscovered many windsurfing elements 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 pulmonary. Next, 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 tainted, as the bird's wing does, 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 engine is possible and, given the payoff for success, will happen sooner rather than later.

Jim Drake
Jim Drake co-invented windsurfing with Hobie Schwetzer and was in 1981 the first man ever to windsurfer. Jim also was the first man to design an aircraft on a computer. Amongst his designs was the H-15 rocket plane, which still after 40 years holds the world speed record for a manned aircraft.
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 1994 team at Starboard. Some ideas work, many more do not. The 1997 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.

Tisdea You Bi, Eng Hong
Head of Starboard Design, Development and Production

"A graduate in Mechanical Engineering, 27 year old Tisdea You joined Starboard as Swell’s apprentice in 2000, keen to use his knowledge in the sport he's 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

The workshop team behind the hundreds of Starboard prototypes, shaping and building the sickest speed board prototypes to tin long Serenity prototypes to wacky foiling concepts. Impossible is nothing for this team. From left to right: Gigi, Siewak, Harry Tubat, Prach, Nai Win, Piz, Singher, Per Anderson, Peak. Sahnen.

"Fittings supplied are fantastic, with easy adjustable, excellently engineered footstraps, adhesive fishscale deckpads and a very high performance Drake fin" ‘Well finished and correct 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 race strap II features a new low-density foam 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. Dual Tuffeex recess Larger oval-shaped fin bolt recesses allow for bolts to be accessed with your fingers, even on the deepest boxes.

Mark VIL, aka Kahlil Black, is the GS 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.

One for All

Tilt Tuffeex is a single tool can be used to install any fitting across the entire 2007 range of Starboard boards: tuffeex fins, deep tuffeex fins, footstraps, air valves and even US base wave fins.

THE SIX SECOND STRAP ADJUSTMENT:

1. Open
2. Pull
3. Close

K9 insert system The K9 anti-heel system helps prevent the strapp from bending. Using a male plug sandwiched between the strap and the board, 4 carrie teeth sink into the strap while a male insert fits into a recess inside the board to provide a mechanical anti-heel 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.

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

Lock your board The new integrated mast track pin is compatible with the Docs 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 pene fails.
Since its introduction in 2004, Tutuskin has grown to become a popular technology option for Starboard models worldwide. Tutuskin 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 Sport or progressive models like the Phantom and GO.

Tutuskin technology uses layers of 3-dimensional 400g glass mat wet out with an expanding epoxy resin system. This expanding resin creates vacuum within the skin as it goes under hydrodraulically-apply mould pressure, forming a thick, stiff and durable sandwich 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 Tutuskin Technology.

Sport Tech is a shaped 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 triaxial glass, triaxial glass and conventional glass weaves, 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 bi-axial triaxial glass proved to be very effective. The triaxial glass is used on the rails and along the front of the board, the triaxial wood is used on the deck, which has shown Sport Tech to provide higher penetration and dent resistance than PVC sandwich.

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

**TUTUSKIN 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 Tutuskin 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 race fin down to a small shallow water fin.

The advantages of Tutuskin 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 Tutu or Tutu base
- A deep Tutu fin box fits both deep Tutu and Tutu based fins

**CLIFFERDON 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 sideplates 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 Hybrid 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 any other board in the test."  
Boards magazine UK, July 2006

The Clipperbox daggerboard is featured on the Starts, Rose, Phantom, Gorge, 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 ONBOARD RIGHT THROUGH TO EASY PLANING IN THE FOOTSTRAPS.

START

HOOKED FOR LIFE!

Ultrawide, ultra-stable and ultra-comfortable, the Start stand out by being the easiest and simplest boards ever to learn windsurfing on. WARNING: Windsurfing is highly addictive and learning too easily may just turn hooked for life.

Learning: The Start is the most stable and most accessible board in the test. With a good selection of footstraps positions, it will work for a wide variety of people and different bodyweights. Perfect for learning 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 foiler. It goes very well upwind, and does not get upset in rough waters.

Conclusion: More discovery and learning orientated than its cousin the GS, 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: 3.5
Learning to plane: 3.5
Performance in winds up to Force 3: 5/5

Plancaugn, France, June 2005 Special Summer test issue
**THE RIOS ARE ULTRA-STABLE CRUISERS FOR BEGINNERS AND PROGRESSING WINDSURFERS, DESIGNED FOR LIGHTWIND CRUISING AND FAMILY FREERIDE FUN.**

** Rio S**
- Volume: 150 litres
- Length: 235 cm
- Width: 85.5 cm
- Tail Width: 56.0 cm
- Full EVA deck for maximum comfort
- True EVA construction for maximum durability, comfort and value.
- Integrated mast impact protector
- Nose carry handle for convenience
- Full EVA deck for maximum comfort
- Centre carry handle
- Slight camber ridge
- Valuable features for beginners
- Ideal for early intermediate riders
- Extra bar rails
- Designed to enhance stability
- Multiple insert positions: beginner/intermediate/advanced
- Sand-proof grip

** Rio M**
- Volume: 225 litres
- Length: 258 cm
- Width: 90.0 cm
- Tail Width: 60.0 cm
- Full EVA deck for maximum comfort
- True EVA construction for maximum durability, comfort and value.
- Integrated mast impact protector
- Nose carry handle for convenience
- Full EVA deck for maximum comfort
- Centre carry handle
- Slight camber ridge
- Valuable features for beginners
- Ideal for early intermediate riders
- Extra bar rails
- Designed to enhance stability
- Multiple insert positions: beginner/intermediate/advanced
- Sand-proof grip

** Rio L**
- Volume: 275 litres
- Length: 253 cm
- Width: 101.0 cm
- Tail Width: 74.4 cm
- Full EVA deck for maximum comfort
- True EVA construction for maximum durability, comfort and value.
- Integrated mast impact protector
- Nose carry handle for convenience
- Full EVA deck for maximum comfort
- Centre carry handle
- Slight camber ridge
- Valuable features for beginners
- Ideal for early intermediate riders
- Extra bar rails
- Designed to enhance stability
- Multiple insert positions: beginner/intermediate/advanced
- Sand-proof grip

** Specifications **

<table>
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<tr>
<th>Model</th>
<th>Volume (litres)</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
<th>Full EVA deck</th>
<th>True EVA construction</th>
<th>Integrated mast impact protector</th>
<th>Nose carry handle for convenience</th>
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<tr>
<td>Rio S</td>
<td>150</td>
<td>235</td>
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<td></td>
<td>True EVA construction</td>
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<tr>
<td>Rio M</td>
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<td>258</td>
<td>90.0</td>
<td>60.0</td>
<td></td>
<td>True EVA construction</td>
<td>Integrated mast impact protector</td>
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<td>Rio L</td>
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<td>101.0</td>
<td>74.4</td>
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</table>

**VERDICT:** Ride 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

**Who’s new?** For 2007, the new Rio M and L models feature a larger Clipperbox daggerboard that replaces last year’s smaller daggerboard for improved overall stability and control.

**Summary:**
- All round funboard for everyone to share and enjoy
- 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
- Drakeshape and tough construction

-Rider: Riley Coons, Photographer: Jake Carrier-
They are sized specifically for kids weighing 20-55kg. Smaller volumes, lighter construction and narrower stances, the ProKids series takes kids’ performances to manageable levels.

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

Summary:
- High performance boards for windsurfers 20-55kg
- Sonic 50, ProKids GO and ProKids Evo all 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 freestyler - PVC Sandwich construction.
- ProKids Flare 59, the accessible progressive junior Tuflite construction.
- Centre fin for the youngest beginners
- Multiple insert positions
- ProKids Formula Tuflite, the high-performance racing machine. Tuflite construction
- Formula Experience class legal
- Superbly planing and the widest wind range.
- Ironic 50, the pure speed board and slalom machine for both adults and kids. Carbon/wood PVC Sandwich construction.

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<th>Width</th>
<th>Tail Width</th>
<th>Weight</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
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<td>60 litres</td>
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<td>54.5 cm</td>
<td>54.2 cm</td>
<td>5.0 kg</td>
<td>4.0-6.4 m²</td>
<td>TFA</td>
<td>12-22 cm</td>
<td>US 8”</td>
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<td>ProKids Flare 72</td>
<td>72 litres</td>
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<td>57.0 cm</td>
<td>56.2 cm</td>
<td>5.0 kg</td>
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<td>50.0 cm</td>
<td>50.9 cm</td>
<td>5.0 kg</td>
<td>4.0-4.5 m²</td>
<td>TFA</td>
<td>12-22 cm</td>
<td>US 8”</td>
</tr>
<tr>
<td>ProKids Evo</td>
<td>62 litres</td>
<td>226 cm</td>
<td>53.5 cm</td>
<td>53.9 cm</td>
<td>5.0 kg</td>
<td>4.0-4.5 m²</td>
<td>TFA</td>
<td>12-22 cm</td>
<td>US 8”</td>
</tr>
<tr>
<td>ProKids GO</td>
<td>100 litres</td>
<td>216 cm</td>
<td>67.0 cm</td>
<td>60.1 cm</td>
<td>8.0 kg</td>
<td>5.0-7.5 m²</td>
<td>TFA</td>
<td>18-22 cm</td>
<td>US 8”</td>
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<tr>
<td>ProKids Formula</td>
<td>18 litres</td>
<td>216 cm</td>
<td>49.0 cm</td>
<td>49.8 cm</td>
<td>5.0 kg</td>
<td>3.0-4.5 m²</td>
<td>TFA</td>
<td>18-22 cm</td>
<td>US 8”</td>
</tr>
<tr>
<td>Starboard S</td>
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<td>1.6-4.5 m²</td>
<td>TFA</td>
<td>24-42 cm</td>
<td>Tuttle</td>
</tr>
<tr>
<td>Starboard M</td>
<td>127 litres</td>
<td>295 cm</td>
<td>73.0 cm</td>
<td>46.3 cm</td>
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<td>2.0-6.5 m²</td>
<td>TFA</td>
<td>30-42 cm</td>
<td>Tuttle</td>
</tr>
<tr>
<td>Ironic 50</td>
<td>50 litres</td>
<td>217 cm</td>
<td>46.5 cm</td>
<td>29.9 cm</td>
<td>5.0 kg</td>
<td>3.5-6.5 m²</td>
<td>TFA</td>
<td>28-42 cm</td>
<td>Tuttle</td>
</tr>
</tbody>
</table>

*SW tolerance. Indicated weight excludes shops, fins and fittings. TFA: please check our website for updated information.
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.
Their stable wide-style shapes offer early planning, wide wind range and all exciting racing performance. With their shallow fin or high performance racing fin fitted, opposite side fins and multiple footstep positions, they adapt to the needs of beginners, intermediates or advanced windsurfers. Carry handles and large EVA deck pads make the Q50 practical and comfortable.

What’s new? For 2007, the GO 158 features additional EVA on the sides for added comfort when climbing on board, while the GO 170 and 180 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-oriented features. Beginner footstep positions, carry handles and side fin inserts have all been eliminated to save weight.

Very close in shape to the new Curve 133, the GO 129 is a high performance freestyle shape that additionally features fuller rake, a half deck EVA and the Tuttle construction option for more stability, comfort, durability and value.

Drift reducing cutaways for higher speed
3 levels of footstrap positions: Beginner strap settings for freeriders, intermediate strap settings for freestyle riders and advanced footstep positions for planing, high speed cruising, control, power and speed
Dual dock for extra comfort and grip in all strap positions
EVA decks 6mm thick: extra comfort at minimized weight

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 progression riders with intermediate strap positions
- Suitable for advanced riders with the racing fin and advanced footstep positions
- All new high performance GO 129 model

Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
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<tr>
<td>GO 129</td>
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<td>280</td>
<td>75</td>
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</tr>
<tr>
<td>GO 139</td>
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<td>GO 158</td>
<td>180</td>
<td>320</td>
<td>85</td>
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<td>GO 170</td>
<td>185</td>
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<td>GO 185</td>
<td>185</td>
<td>350</td>
<td>95</td>
<td>75</td>
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</table>

Drift reducing cutaways for higher speed
3 levels of footstrap positions: Beginner strap settings for freeriders, intermediate strap settings for freestyle riders and advanced footstep positions for planing, high speed cruising, control, power and speed
Dual dock for extra comfort and grip in all strap positions
EVA decks 6mm thick: extra comfort at minimized weight

Thin and securely backed under rails and a soundly backed rail make the GO boards incredibly well and performing your feet equally as easy.

Table

<table>
<thead>
<tr>
<th>Ext. weight*</th>
<th>Widths*</th>
<th>Slat range</th>
<th>Files</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sport</td>
<td>Tech</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.0 kg</td>
<td>TBA</td>
<td>4.5-8.0 m²</td>
<td>Deep Tuffa</td>
</tr>
<tr>
<td>1.0 kg</td>
<td>TBA</td>
<td>5.0-9.5 m²</td>
<td>Deep Tuffa</td>
</tr>
<tr>
<td>1.4 kg</td>
<td>TBA</td>
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<td>2.8 kg</td>
<td>TBA</td>
<td>6.5-11 m²</td>
<td>Deep Tuffa</td>
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</tbody>
</table>
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 "duck under" rails and a length stretching to 300 cm. The middle back rocker is flat for planing and improved light wind characteristics. The stretched hull provides directional stability and the 85cm width with 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-shape 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.

Additional Information:
- Phantom
  - Volume: 223 litres
  - Length: 300 cm
  - Width: 80.5 cm
  - Tail Width: 57.5 cm
  - Weight: TBA
  - Weight of sail: TBA
  - Sail range: 3.0 - 10.0 m²
  - Fins: Drake 6.3 Race 540 HR + Clipperbox daggerboard 5/30 + Deep Tuttle + Clipperbox

* /+ Info balance. Indicated weight excludes straps, fins, daggerboards and fittings. TBA: please check our website for updated information.
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.
MORE COMPACT, MORE SPEED, MORE STYLE

**What's new?** The 2007 Flares have a slightly wider tail for a more stable trim, a better pop and quicker acceleration. The new, flatter tail design adds compliance at the first turns 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. New paddlers lower the centre of gravity and provide extra-dome for comfort and grip.

Speed is increased further thanks to a new series of flatter frequency/crossover with designed by Garda. 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
- Stenom rockerline for speed and quick accelerations
- New wide and flatter tail shapes
- New shorter nose shapes

---

**Specifications**

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight*</th>
<th>Sail range</th>
<th>Flm</th>
<th>Flm range</th>
<th>Flm box</th>
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<tbody>
<tr>
<td>Flare 88</td>
<td>88 litres</td>
<td>239 cm</td>
<td>60.0 cm</td>
<td>36.0 cm</td>
<td>TBA</td>
<td>4.54 kg</td>
<td>Drake Crossovers 220</td>
<td>22.24 cm</td>
<td>US 8”</td>
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<tr>
<td>Flare 99</td>
<td>120 litres</td>
<td>244 cm</td>
<td>64.5 cm</td>
<td>40.2 cm</td>
<td>TBA</td>
<td>5.64 kg</td>
<td>Drake Crossovers 240</td>
<td>22.28 cm</td>
<td>US 8”</td>
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<tr>
<td>Flare 110</td>
<td>111 litres</td>
<td>244 cm</td>
<td>64.5 cm</td>
<td>40.2 cm</td>
<td>TBA</td>
<td>5.27 kg</td>
<td>Drake Crossovers 260</td>
<td>22.28 cm</td>
<td>US 8”</td>
</tr>
</tbody>
</table>

* +/- 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 Stabboard Carve. It's the classic freeride board with an upgrade to allround performance without losing any of its original appeal."
Windport 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. That's it - the most fun board of the group!"
Awarded Best in Test, PlancheMag France, Summer Test issue 2006
The Carve’s wide shapes deliver easy planing with a wide wind range. Multiple footstrap options allow for various turning options and more accessibility. Darned decks provide a natural ergonimic comfort and molded tail outlines increase planing 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 sidecuts improve release and give a more exciting “tracking of the fin” riding sensation.

The Carve 133/144/162 also feature new sharper rail shapes for a superior tightened riding sensation and improved acceleration. Fin in the tail, fatter at mast-track level and still heavily locked-under, the rails engage smoothly into a 5 job and turn the board with comfort and precision. Tied 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 flowing sensation, improve their (lead) performance and increase top-end speed.

Summary:

- Pops Freerides boards
- New tail shapes with sidecuts
- New narrower and shorter nose shapes
- New rockerlines and tail shapes on the Carve 133/144/162
- New fins

Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight*</th>
<th>Weight*</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
<th>Fin box</th>
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<tbody>
<tr>
<td>Carve 101</td>
<td>101 ltrs</td>
<td>244 cm</td>
<td>61.5 cm</td>
<td>40.9 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>4.5-7.0 m²</td>
<td>Tufte</td>
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<tr>
<td>Carve 111</td>
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<td>43.3 cm</td>
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<td>TBA</td>
<td>4.7-7.5 m²</td>
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<tr>
<td>Carve 122</td>
<td>122 ltrs</td>
<td>248 cm</td>
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<td>43.8 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>5.1-8.0 m²</td>
<td>Tufte</td>
<td>32.40 cm</td>
<td>Tufte</td>
</tr>
<tr>
<td>Carve 133</td>
<td>133 ltrs</td>
<td>250 cm</td>
<td>71.5 cm</td>
<td>49.8 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>5.4-9.0 m²</td>
<td>Tufte</td>
<td>34.45 cm</td>
<td>Tufte</td>
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<tr>
<td>Carve 144</td>
<td>144 ltrs</td>
<td>252 cm</td>
<td>78.0 cm</td>
<td>52.1 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>5.9-9.5 m²</td>
<td>Tufte</td>
<td>36.45 cm</td>
<td>Tufte</td>
</tr>
<tr>
<td>Carve 162</td>
<td>162 ltrs</td>
<td>255 cm</td>
<td>80.5 cm</td>
<td>54.1 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>6.1-10.0 m²</td>
<td>Tufte</td>
<td>44.65 cm</td>
<td>Tufte</td>
</tr>
</tbody>
</table>

* *DR tolerances. Indicated weight excludes straps, fins and fittings. TBA: please check our website for updated information.
Kombat

“The Kombat 86 already received a glowing test in our January/February issue. So how would its 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

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

- **Entry level**
  If you have not windsurfed much before and are therefore looking for the easiest possible board to learn and progress on.

- **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.

- **Freeride**
  If you are looking for a high-performance board with plug and play versatility, simply pure adrenalin rushing rides and the best possible jailing performance.

- **Freestyle**
  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.

- **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.

- **Slalom**
  If you are looking for uncompromised pro-standard slalom performance, in the search of ultimate speed.

- **Course-racing**
  If you are looking for the ultimate upwind machine with huge power, speed and early planing capacity.

- **Classic wave-sailing**
  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.

- **Evolution wave-sailing**
  If you are looking for a more flowing wave-riding board with quicker response, more tweak and an explosive attitude for serious, all that in a package that is more versatile, easier and optimum for a wider range of conditions.

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.
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 of every ramp.

They appeal to any sailor looking for a board to ride waves when the conditions are right, 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 Wes" concept: there is more weel in the front than in the tail. As you carve, the forward weel engages and directs the board into the turn—just like the front steering wheels of a car.

In freeride mode, the reduced weel 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 designd for lighter winds or heavier sailors, they replace last season’s Aerus 117 Aerus with slightly narrower widths, narrower noses and thinner rails to deliver more responsiveness and maneuverability including a definite speed advantage due to its faster rocker line.

**Summary:**
- One-board crossover solutions for wave-sailing, freestyling and freeriding;
- inboard/outboard strap setting options to maximize convertible performance
- New “spiraling Wes” bottom shape
- New thinner rails
- Faster

**Specifications**

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tall Width (cm)</th>
<th>Weight* (Sail area)</th>
<th>SAIL RANGE</th>
<th>Fin</th>
<th>Fin Range (cm)</th>
<th>Fin Box</th>
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<tbody>
<tr>
<td>Kombat 79</td>
<td>70</td>
<td>236</td>
<td>57.0</td>
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<td>Kombat 87</td>
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<td>TBA</td>
<td>22.02 cm</td>
<td>US 8”</td>
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<td>Kombat 97</td>
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<td>244</td>
<td>56.3</td>
<td>39.4</td>
<td>TBA</td>
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<td>TBA</td>
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<td>Kombat 107</td>
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<td>243</td>
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<td>40.6</td>
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<td>TBA</td>
<td>26.40 cm</td>
<td>Tuttle</td>
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<tr>
<td>Kombat-Aero 127</td>
<td>127</td>
<td>235</td>
<td>71.6</td>
<td>44.6</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>28.42 cm</td>
<td>Tuttle</td>
</tr>
</tbody>
</table>

* +/- 5% tolerance. Included weight excludes straps, foil and rigging. TBA, please check our website for updated information.
If your sailing sets you regularly flying down the face 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 Riding with driven precision and an aggressive attitude with a sharp, direct feel.

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
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 rocker
- New “spiraling Vee” bottom shape
- Dura-X construction

### Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight* Techwear</th>
<th>Weight* Wood</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
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<tbody>
<tr>
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<td>68 liters</td>
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<td>TBA</td>
<td>3.0-5.0 m²</td>
<td>19.23 cm</td>
<td>US 8&quot;</td>
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<tr>
<td>Pure Acid 74</td>
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<td>54.5 cm</td>
<td>33.7 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>3.35-5.0 m²</td>
<td>20.24 cm</td>
<td>US 8&quot;</td>
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<td>Pure Acid 80</td>
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<td>242 cm</td>
<td>56.0 cm</td>
<td>33.5 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>3.35-5.0 m²</td>
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<td>US 8&quot;</td>
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<td>TBA</td>
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<td>US 8&quot;</td>
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</table>

* +/- 5% tolerance. Included weight excludes straps, fins and Rings. 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.

2005, the third generation

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

Boards Magazine

"The Evo took many by surprise with its revolutionary shape. A unique concept, the Evo has spawned a whole new breed of waveboards with some similar shapes appearing from other manufacturers this year. "Verdict: unmatched board control with an easy and extremely practical nature. Highly recommended."

Windsurf UK

2006, the fourth generation

"Versatile board, great for all conditions."

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 earns very highly recommended."

Windsurf UK Sep 2005
Suitable for everyone from the expert to the progressing wave sailer, the EVO 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 Sansa off the lip. The EVO especially offers performance in onshore conditions and also offers flexibility to span a larger range of sail sizes.

What's new? The new 2007 shapes feature extra tall vee (XTV) with a more drawn-out and narrower tail outline, allowing the ride to reach extra vertical angles in the wavepocket. 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 wave riding performance in a wide variety of wave conditions
- Suitable for experts and progressing wave sailers alike
- New extra tall vee (XTV) design with narrower tail outlines
- Duotone construction

### Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight*</th>
<th>Weight**</th>
<th>Sail Area</th>
<th>Fin</th>
<th>Fin Range</th>
<th>Fin Box</th>
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<tbody>
<tr>
<td>EVO 62</td>
<td>62 litres</td>
<td>219 cm</td>
<td>53.5 cm</td>
<td>35.0 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>2.3-4.7 m²</td>
<td>TBA</td>
<td>18-22 cm</td>
<td>US-P</td>
</tr>
<tr>
<td>EVO 70</td>
<td>70 litres</td>
<td>230 cm</td>
<td>55.5 cm</td>
<td>35.0 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>3.0-5.0 m²</td>
<td>TBA</td>
<td>19-25 cm</td>
<td>US-P</td>
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<tr>
<td>EVO 75</td>
<td>75 litres</td>
<td>235 cm</td>
<td>56.5 cm</td>
<td>35.0 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>3.5-4.5 m²</td>
<td>TBA</td>
<td>19-25 cm</td>
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<tr>
<td>EVO 80</td>
<td>80 litres</td>
<td>234 cm</td>
<td>58.5 cm</td>
<td>35.0 cm</td>
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<td>TBA</td>
<td>4.0-4.6 m²</td>
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<td>21-26 cm</td>
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<tr>
<td>EVO 90</td>
<td>90 litres</td>
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<td>39.5 cm</td>
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<td>TBA</td>
<td>4.5-5.6 m²</td>
<td>TBA</td>
<td>22-26 cm</td>
<td>US-P</td>
</tr>
</tbody>
</table>

*T+* /- 5% tolerance. Included weight excludes straps, fins and fittings. TBA: please check our website for updated information.
FOR A FASTER RIDE, GO WIDE.

The Sonics feature widelail 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 planning 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, wing-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 Sonic 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 Delmas, 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 G0 board wins the Canadian racing championships.

1999 – Jim and Sue’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-Type is introduced, the more freestyle 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.


2008 – Hybrid development leads to racing boards for both non-planning conditions and planning 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 Sailing Magazine.

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

2007 – Serenity is launched, a lightwind, non-planning 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-planning conditions, around the coast and takes the World over. With Serenity, we hope to see lightwind windsurfing thrills once again.

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

Kite/Locate, 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 Quentin (116 points) and Gerald Pelou (112 points).”

‘06 PWA Super X World Champion Antoine Albeau on production S-Type.

‘06 PWA Super X World Vice Champion Kevin Pritchard on production S-Type.
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 throated 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 overpowered. A top quality piece of kit Highly recommended."_Boards UK, March 2006_
Low nose rocker for a reduced angle of attack, reduced aerodynamic drag, improved control and higher top speeds.

Widened rail design for a higher aspect ratio planing surface: higher efficiency.

Reduced tail thickness on the 94, 101 and 122 models.

Rail shapes designed for control and power, with a sharp release edge for maximum efficiency and a rigid lark for smooth, powerful planing with fast sail speeds.

Specifications:

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight*</th>
<th>Weight**</th>
<th>Sail range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sonic 50</td>
<td>50 litres</td>
<td>217.0 cm</td>
<td>65.5 cm</td>
<td>25.9 cm</td>
<td>-</td>
<td>3.5-6.6 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 87</td>
<td>87 litres</td>
<td>243.0 cm</td>
<td>65.5 cm</td>
<td>37.0 cm</td>
<td>-</td>
<td>5.0-7.0 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 94</td>
<td>94 litres</td>
<td>245.0 cm</td>
<td>59.0 cm</td>
<td>36.3 cm</td>
<td>-</td>
<td>5.2-7.8 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 101</td>
<td>101 litres</td>
<td>234.0 cm</td>
<td>63.5 cm</td>
<td>44.6 cm</td>
<td>-</td>
<td>5.3-6.5 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 111</td>
<td>111 litres</td>
<td>234.0 cm</td>
<td>68.0 cm</td>
<td>49.2 cm</td>
<td>-</td>
<td>5.8-9.0 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 122</td>
<td>122 litres</td>
<td>231.0 cm</td>
<td>70.0 cm</td>
<td>52.9 cm</td>
<td>-</td>
<td>6.0-9.5 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 133</td>
<td>133 litres</td>
<td>222.0 cm</td>
<td>80.0 cm</td>
<td>54.8 cm</td>
<td>-</td>
<td>6.6-9.0 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 145</td>
<td>145 litres</td>
<td>234.0 cm</td>
<td>88.5 cm</td>
<td>62.2 cm</td>
<td>TBA</td>
<td>6.8-11.5 m²</td>
<td>TBA</td>
</tr>
<tr>
<td>Sonic 155</td>
<td>155 litres</td>
<td>222.0 cm</td>
<td>95.0 cm</td>
<td>66.8 cm</td>
<td>TBA</td>
<td>7.0-11.5 m²</td>
<td>TBA</td>
</tr>
</tbody>
</table>

Fin

- Sonic 50: 280 + Drake Slalom Pro 280 + Drake Speed SR6B 230
- Sonic 87: Drake Slalom Pro 320 + Drake Speed SR6B 230
- Sonic 94: Drake Slalom Pro 340 + Drake Slalom Pro 340
- Sonic 101: Drake Slalom Pro 340 + Drake Slalom Pro 400
- Sonic 111: Drake Slalom Pro 340 + Drake Slalom Pro 400
- Sonic 122: Drake Slalom Pro 340 + Drake Slalom Pro 480
- Sonic 133: Drake Slalom Pro 340 + Drake Slalom Pro 480
- Sonic 145: Drake Slalom Pro 400 + Drake Slalom Pro 500 NN
- Sonic 155: Drake Slalom Pro 400 + Drake Slalom Pro 500 NN

Fin range

- Sonic 50: 26-34 cm
- Sonic 87: 26-34 cm
- Sonic 94: 28-34 cm
- Sonic 101: 28-34 cm
- Sonic 111: 32-48 cm
- Sonic 122: 32-48 cm
- Sonic 133: 32-48 cm
- Sonic 145: 46-60 cm
- Sonic 155: 50-64 cm

* / ** tolerances: indicated weights exclude straps, fins and fittings. Please check our website for updated information.

Summary:

- Sonic 50: race slalom
- Sonic 87: slalom
- Sonic 94: slalom
- Sonic 101: slalom
- Sonic 111: slalom
- Sonic 122: slalom
- Sonic 133: slalom
- Sonic 145: slalom
- Sonic 155: slalom

Sonic 50 Speed Special

What’s new? The new 2007 designs feature wider tails to increase the aspect ratio of the wetted surface area and reduce the surface’s angle of attack with the water: efficiency is increased, top speed is higher, tail stability and fin control is improved. The tail volume was reduced on all models (except the 87), and new wing slits-cuts on the 101, 111, 122 and 133 models improve release and fin drive further.

Lightweight special: the Sonic 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 on the plane and offer high levels of response thanks to very compact cut-outs. Multiple footstrap inserts offer various tuning options, including an extra-accessible third row.

Speed special: the new Sonic 50’s remarkably unique speed shape has clocked incredible speeds at lower winds than its rivals. A new high efficiency principle, the squarish tail shape is wider compared to the max width of 46.0cm. This unique approach to speed board design gives a lower and therefore more efficient angle of attack to the wetted surface area, as well as more power, more tail stability and control. Tail sideslips with wings improve release and the drive.
"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 at 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-TYPE
FASTER
Their rounded outlines, domed deck 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 factor 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 sidecuts in the tail that improve release and increase fin drive.

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

Summary:
- High performance, fast slalom/freeride boards
- New faster rockerline with a lower-angle-of-attack on the 93, 104, 115 models.
- New tail sidecuts in the tail of the 126 and 137 models.
- Shorter, narrower noses
- New Freeride/Slalom Swift fins

### Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight*</th>
<th>Weight*</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin box</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-Type 93</td>
<td>93 ltrs</td>
<td>240 cm</td>
<td>59.5 cm</td>
<td>37.9 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>4.0-6.5 m²</td>
<td>Drake Freeride/Swift 340</td>
<td>26.36 cm</td>
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<tr>
<td>S-Type 104</td>
<td>104 ltrs</td>
<td>239 cm</td>
<td>60.5 cm</td>
<td>38.1 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>4.5-6.5 m²</td>
<td>Drake Freeride/Swift 360</td>
<td>26.36 cm</td>
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<tr>
<td>S-Type 115</td>
<td>115 ltrs</td>
<td>239 cm</td>
<td>64.0 cm</td>
<td>40.0 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>4.8-7.2 m²</td>
<td>Drake Freeride/Swift 380</td>
<td>30.43 cm</td>
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<tr>
<td>S-Type 126</td>
<td>126 ltrs</td>
<td>239 cm</td>
<td>67.0 cm</td>
<td>41.6 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>5.0-8.0 m²</td>
<td>Drake Freeride/Swift 400</td>
<td>33.42 cm</td>
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<td>S-Type 137</td>
<td>137 ltrs</td>
<td>243 cm</td>
<td>70.0 cm</td>
<td>47.2 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>5.4-8.5 m²</td>
<td>Drake Freeride/Drive 460</td>
<td>38.52 cm</td>
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</table>

* +/- 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-Typess.](image)

Rider: Kevin Pritchard, Photographer: John Carter
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 uncompromising 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 feel and supreme downwind 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 performance 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 four-board development team, the ultimate racing 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 (32in) wider than its predecessor, the tail powers you upward and downward at wind-defying angles. The extra tail width also helps to generate more speed, improving overall performance and comfort.

The extra-full-hull shape cuts your feet with perfect grip and the extra-wide nose generates extra aero-dynamic lift for a higher free ride. Noise has been reduced through a step design, improving dynamic swing weight, improving responsiveness and highend control.

A new fin with a 45 degree angle and a wider yet thinner tip was developed by Henri Vila and Jean Jacques Delaunay. The 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 racing
• New wider and thinner nose
• New heel shape
• New powerful fin

Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight* (med)</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
<th>Fin box</th>
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<tr>
<td>Formula 161</td>
<td>161 lbs</td>
<td>122 cm</td>
<td>40.5 cm</td>
<td>81.1 cm</td>
<td>TBA</td>
<td>7.5-12.5 m²</td>
<td>Deep Tuttle</td>
<td>60.75 cm</td>
<td>60.75 cm</td>
</tr>
</tbody>
</table>

*med: Medium weight sail, med: Medium weight sail;

Notes: 100% carbon construction; extra power; 45 degree side-wall rail design.

Rider: Antoine Albeau, 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.

**Specifications**

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tall Width</th>
<th>Weight*</th>
<th>Weight* Tition</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
<th>Fin box</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formula Experience 160</td>
<td>110 lbs</td>
<td>208 cm</td>
<td>100.5 cm</td>
<td>77.5 cm</td>
<td>11.5 kg</td>
<td>7.5-12.5 m²</td>
<td>Drake R19 Race M 700</td>
<td>60-70 cm</td>
<td>Deep Tuttle</td>
<td></td>
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<tr>
<td>Prokito Formula</td>
<td>117 lbs</td>
<td>216 cm</td>
<td>108.5 cm</td>
<td>79.5 cm</td>
<td>12.5 kg</td>
<td>7.0-12.5 m²</td>
<td>Drake R13 Race M 620</td>
<td>58-66 cm</td>
<td>Deep Tuttle</td>
<td></td>
</tr>
<tr>
<td>Apollo</td>
<td>150 lbs</td>
<td>251 cm</td>
<td>99.5 cm</td>
<td>TBA</td>
<td>13.5 kg</td>
<td>7.5-12.5 m²</td>
<td>Drake R13 Race M 750</td>
<td>60-75 cm</td>
<td>Deep Tuttle</td>
<td></td>
</tr>
</tbody>
</table>

* *V* tination: indicated weight excludes straps, fins, and things. For more information, visit www.formulaexperience.org

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 72cm 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 aspire to cater to the currently most popular windsurfing class in the world to go for Olympic participation. It will probably provide better all-round performance than the E16, 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
- 72cm R13 Race fin
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 subplaning and light planing winds, the Hybrid’s large daggerboard and powered up bigails power the board upwind. In high winds, the daggerboard extracts and the wide planing shape levels over as the deep racing sail provides the most efficient lift.

With their wide-tail shapes, the planing threshold is lower than that of narrower-tail raceboards, which means that racers can choose to ride for planing performance sooner. Pivoting off the daggerboard, which can be the most effective way to reach the speed 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 FIV Youth class and the Starboard Hybrid Race and Hybrid Formula are amongst the 2 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-draught compensates bottom shape concept is designed to increase the hull 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 boards shape to maximize planing performance. At low subplaning speeds, this shock-tail form is offering a turn ability for the water flow, increasing the board’s waterline length, reducing drag and increasing roll lift. As the board speed increases, the fin clears the water and the board refocuses into full planing mode.

In German SURF magazine's May 2006 issue the Starboard Hybrid Formula together with the Olympic RSX led the Hybrid group winds, the board being oversized to the claimed light wind power, always one of the top two choices by each test rider. From all results it's clear that the Hybrid Formula is the most neutral concept with a touch of a long raceboard. Whether in light winds, with daggerboard down and mast back in the port 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
ACCESSORIES
2007

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 Slick M. Please visit our website www.star-board.com for a board compatibility chart.

DAYS BAGS

CLIPPER WHEEL
The Clipper Wheel is a simple wheel system that clips onto your board or board bag, making transportation easy, even over sand. From the garage at the car, from the parking lot down to the beach or around airport terminals, the Clipper Wheel is the convenient way to carry your kit. Fits all trolley and duffle trolley boards.

SLICK STRAP II
- Super quick and easy size adjustment
- New write-in foam padding for a soft, comfy feel
- Exclusive flip flap design does not strip open under load or when exposed to water flow
- Abrasive resistant reinforcement patch
- Premium grade neoprene

RACE STRAP II
- Superlight with reduced water absorption
- New ultra-light foam padding for a soft, comfy feel
- Premium grade neoprene
- Slide adjustment via footstrap screws only

ULTRALIGHT STRAP II
- Extremely light design with zero water absorption
- Clean density EVA construction with internal welding structure
- Size adjustment via footstrap screws only

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 spokespeople for the sport and the face of windsurfing. The new members Antoine Albeau and Julien Quinet join superstars like Kevin Pritchard, Wojtek Grzegorzek, Levi Siver, Scott McKeefer, Bouman and Janjeer Stone. Proeds member Philisooster joins Sarah Quiles, the Zanagute brothers and Connor Baeker.
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!
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 Geminis 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 sail 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 World’s first Windsurfing World champion in New York 1974. His son Zane travels the world as an windsurfing ambassador, just like his grandparents Hyoie and Diane Schweitzer once made windsurfing the worlds most popular water sport.

Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Weights*</th>
<th>Sail range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gemini</td>
<td>100 ltr</td>
<td>375 cm</td>
<td>101 cm</td>
<td>14 kg</td>
<td>4 – 15 m²</td>
</tr>
</tbody>
</table>

*Weights and volumes are approximate and exclude centerboard and daggerboard.