Starboard had a great season last year, winning the PWA Constructor’s title, the Wave title, the Supercross title, the Slalom title and also taking the 11 first places in the Formula Worlds. Will any or any other manufacturer ever be able to beat that record?

Already in March 2005 we set our new focused targets: Futura: The impossible engineering of a new single range of futuristic freeride boards that would be as fast as S-Types, as quick to accelerate as iSonics and as fun to jibe as the Carves.

Kombat: To transform the wave oriented Kombat to also become the quickest and lightest of crossover boards.

Evo: To increase speed and control of the World’s by far most successful slalom range.

Evo XTV: Increase the versatility of the World’s most popular wave line.

Futura: Extending the performance lead of both the Formula and the Apollo.

iSonic: Introduce the fastest link between entry level and in-the-straps planing performance.

iSonic: Expand the appeal of our most successful range both in top-end performance and accessibility.

Today you can enjoy the results:

With the test and design help of Tiesda You, Per Andersson, Jim Drake, Ben Vila, Scott McKeercher, Michael Nakvachara, Kevin Pritchard, Taty Frans and Chris Pressler we met our targets. We did however lose our most dedicated team member Per, and can only aspire to continue his passion for windsurfing.

We also went into a new direction of expanding windsurfing through SUP, Stand Up Paddling.

SUP invites to great fun paddling exercise on flat water days, wavesailing in 2-9 knots and surfing on glassy wave days.

We would like to thank everyone that works with us and those who share our visions.

“Svein Rasmussen is one of the most influential figures in modern windsurfing. Following a successful career as a professional windsurfer, he changed his life to start Starboard in 1994 and created a company that has evolved into a global leader. Today’s competitive board market. His innovative and trend-setting ideas are responsible for the introduction of the short and wide board design, but his true passion on his boards, he has purely more aimed to increase and progress our sport.” Windsurf UK, April 2007
In my other career, "The Box" was called the "flight envelope," the irregular shaped map of altitude vs. speed, within which an aircraft could fly. Outside of which it could not. For example, all hawks in modern fighter planes has to be going above 50 knots (100 kph) to fly at all, and can't go faster than about 450 knots without breaking up. At higher altitudes, if you accelerate to about 600 knots and climb to about 20 km, it can rains short of lift and thrust.

Different aircraft designs, of course, have different "flight envelopes." "Hypersonic" and Flat-Jet planes just fine at zero speed but are no match for a fighter at high speed. "The Box," was in what the aerospace industry has been slowly doing the past 100 or more years beginning with the Wright brothers and, before them, the Montgolfer brothers. A noted anomaly, however, is the X-15. It flew two times faster and three times higher than any manned aircraft – before or since. The only exception, the GO-7, still built by bell and boeing, respectively. That's what I mean by "Outside The Box."

What does this have to do with windsurfing and Starboard? Quite a bit. Thinking and working "Outside The Box" is what Starboard does for windsurfing better than anyone else.

As one example, Starboard is moving the wind speed needed to windsurf "Outside The Box" and down to Zero. And when this happens, the number of eligible sites multiply – the smaller your eyes disappear – the size of bilons shrink and their numbers rise. A sure fire formula.

How does Zero happen? The first step has already been taken with Serenity, the winds as light as 1.0 mps and the flat water that goes with them, Serenity slips around 50 knots. Even if not, it will shortly when the fin can no longer be kept in the other direction – The high speed separation which it could not. For example, at sea-level a modern fighter plane has to be travelling a little over 500 knots to fly at all and can't go faster there than about 1000 knots.

Another interesting example is the airspeed indicator, or "flight envelope," which it could not. For example, at sea-level a modern fighter plane has to be travelling a little over 500 knots to fly at all and can't go faster there than about 1000 knots. The only exception, the SR-71, it still beat by twice the X-15. The SR-71. It flew two times faster and three times higher than any manned aircraft – before or since. The only exception, the GO-7, still built by bell and boeing, respectively. That's what I mean by "Outside The Box."

And Windsurfing is becoming a more popular sport once more; the market is growing again, and as we extrapolate this trend into the future, it's hard to not get excited.

And so we proudly present to you our 2008 range. It's simply the most comprehensive range, the most thoroughly developped collection, and the most thoroughly developped collection, and the most comprehensive range, with ever more cool products we've ever made. These boards and the Dream Team: this makes us Starboard and this trend, it's our vision. The future is bright. And it's very exciting.

**Wind France, brought to windsurfing.**

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### Trends

Trends are interesting. They reveal the path travelled from the past to the present and indicate what the future holds. When I first started designing boards at the age of fifteen, windsurfing was in the midst of its 90's era when the trend was rapidly gravitating towards the chase for ever higher performance with more demanding designs that work in very specific conditions. Popularity of windsurfing was also dropping proportionally.

But be it true that a wind last decade, with the advent of wide-style boards like the GO and the Start, a paradigm shift occurred in the windsurfing world.

---

**Tiesda You (B. Ing Hiso)**
Joe Dumrongvivat

Joe Dumrongvivat has helped make Starboard the best selling windsurfing brand the last year and it is just getting better. His positive attitude and enthusiasm is helping us move up as the number one manufacturer. He is a quick learner and has a growing knowledge of the industry. Joe is helping out in the design department and is moving up as a general manager. With his 11 years of Starboard experience he will oversee the main picture of our organization, and make sure that we can deliver a better overall service.

Rémi Vila

Rémi Vila keeps on traveling between Martinique, Thailand and other exotic areas to test Starboards racing program. Rémi used to be one of the best sailors on the air Race board scene and now he is also the coach of the very successful Martinique windsurfing team. He also helps move the FE class forward.

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. Peter runs a clinic tour all over the world from Ireland to the Caribbean and has been sailing for Tony's Sails for 22 years.

Michael Nakvachara

Michael Nakvachara is getting back into shape. He is the driving force behind the Tony's Sails and renewed interest in technology and development has lured him back to help provide over the main test centers activities in Nakkob, Bay of Siam. It takes a sensitive foot mixed with technical understanding to be able to provide accurate feedback and adapt the next step. As an early convert to the new World of SUP he is the strongest force behind our speed board program. President of Starboard World Limited and a father to Tyler and Carter, he really needs the help and understanding from his wife Janine to get time to do it all.

Ian Fox

Ian Fox keeps things in line. Our web site is a place where people can get the latest news and Ian is trying to keep the most active visitors from losing his successful windsurfing board. He also takes care of our photoshoot from A to Z and is the driving force behind our speed board program. President of Starboard World Limited and a father to Tyler and Carter, he really needs the help and understanding from his wife Janine to get time to do it all.

Kjell Vagle

Kjell Vagle has indeed recovered. With now expanded options for SUP and his annual positive outlook, we hope to see Kjell execute his ideas of developing new windsurfing bags and launching new “SUP bags” packages. Let’s see what he can come up with this year.

Keith Baxter

Keith Baxter is our best helping hand on the water. During shoots he ensures that we have the right gear at all the right places to capture the best possible action. His unique technical knowledge goes back to the times when practically every top 10 pros in the world would purchase Keith’s Kawaski Provide boards, simply because they were the best. Now both he and his beautiful wife Karen are busy following their kids Cody and Connor windsurfing around the world.

Eric Girard

Eric Girard is more at home in Canada nowadays. He will in the future focus more on filming and photography, so keep on looking at his work and our artistic flavors. He spends quite a bit of time with his growing Windsurfing and Windsurfing Club, helping us in the process. He hopes to see him soon returning to the basics.

Elen Faller and Roger Jackson

The long standing team of Elen and Roger has helped thousands of people getting into windsurfing. Their “taste of windsurfing” starts with simulators and ends up on the water, all within an hour. They are also helping with many clinics in the USA. The tour is for real and we can help you find direction for your “taste of windsurfing”.

Chris Pressler and Kerstin Reiger

Continuing the search for new and better windsurfing locations. What they see and feel is being documented in their travel documentaries which are publication in the best windsurfing mags world wide. Kerstin’s photography skills are better than ever and Chris is now over a regular competition on the PWA circuit. Check out their cool site below:


Thank you Elen and Roger.

Scott McKercher

Scott McKercher keeps sleeping as if his style and on off the water is getting more photographed every year, and the artistic side of his work is getting better and better every year. The combination of his art and his photography is a treat for all surfers. Scotty is one of the best good men, and everyone we trust will have Starboard to be a better brand year after year.

Sander Blauw

Leveraging his ad agency experience from working on global accounts, Sander is a new addition behind the scenes. He has a unique background coming from two strong sailing nations, each with their own share of windsurfing greats – New Zealand and Holland. His passion for the sport and a unique style on and off the water, combined with his ability to keep a cool head, ensures the Starboard marketing and communication campaign remains fresh, unique and vibrant, while pushing the Starboard brand to new sport and larger audiences. An ad mindbogger, he does it all well.

Be great at something or be great at ignoring it.

Ocean view Sander holds the key to our online branded development program. As an early convert to the new World of SUP he is in together with Jeff Henderson and Steve Rose also helping us sell the pace in this program. Scotty is one of the best good men, and everyone we trust will have Starboard to be a better brand year after year.

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Thank you Elen and Roger.
Slick Strap II
Comfortable, quick and easy to adjust, lightweight and firm. The Slick Strap II features a unique top flap design that naturally holds itself down and improves shaping. Extra thick, ultra low density 10mm internal padding keeps the weight down at 120g.

Race Strap II
Low-density 10mm internal padding for added comfort and reduced water absorption. Extra lightweight (60g).

Ultralight strap
Now even water absorption, ultra light (60g). Available in three sizes: standard, 30cm long and 40cm long.

Oval tuttle box recess
Larger oval-shaped fin bolt recesses allow bolt access with your fingers, even on the deepest boxes.

K9 insert system
The K9 anti-twist system helps prevent the straps from twisting via a male plug sandwiched between the strap and the board. 4 canine teeth sink into the strap on one side, a male insert fits into a recess inside the board on the other side, creating a mechanical anti-twist effect.

Fish scale pad groovings
Grips in the right direction, releases in the other: the unidirectional Fish Scale pad groovings provide positive grip when you are pushing against the board and allows your feet to release out of the straps naturally when jibing.

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Mast Track Security Pin
The integrated mast track security pin allows the owner to lock the board or to attach a security line between the rig and board, in case the universal joint fails.

THE STARBOARD CGA DREAM TEAM
Koltd Black, Arwut, Lei

THE STARBOARD SHAPING DREAM TEAM
Nimit Pormjan, Gob Sewakul, Pracha Nai Win, Peak Sakarin, Pop Singhin, Hup Tubrat

ONE-TOOL-FITS-ALL
All fittings on all our boards work with the same screwdriver size. Simple.

The Slick Strap’s six-second strap adjustment
1. Open
2. Pull
3. Close
DURABILITY: Since 1998, Starboard has brought new technology standards to windsurfing and continuously improved the construction, accuracy, and craftsmanship details year after year. A decade later, Starboard's construction standards continue to set new reliability records.

Wood boards take the most abuse of any boards, so building them strong and light challenges any manufacturer. As a result, Starboard has developed the Dur-X standard for wave boards over the last 10 years. This superior relative construction used for all Starboard wave waveboards boasts an unbelievably low 1.03% warranty rate.

What makes it so reliable?

Since 1999 the construction has been continuously refined with a number of unique developments that have set this wave standard. By reinforcing key stress points and re-loading board stress, we have reduced board stress and minimized premature failure. First, we covered the foot strap inserts with oversized foot reinforcements angled at 45 degrees to spread the load distribution more efficiently. We then extended the rail reinforcements that cover the back half of the board to reduce the punchboard created by the rider's knees. And after redesigning our double-sandwich transition points from a Unshield curve to a Wrapped curve, we introduced unique molding methods to guarantee super-accurate positioning of all reinforcement panels. Finally, we added heel bumpers for added comfort and wave greater reduction of point load. Today, a whole wave board greater than the sum of its parts, the Dur-X label is the mark of wave board reliability.

Looking at other reliability records of other boards in the range, the rates fall to virtually zeros:

- Freeride: 0.0%  
- Slalom: 0.3%  
- Crosswind: 0.49%  
- Entry level: 0.03%  
- Progressive: 0.0%

ACURACY: in 2008, Starboard has taken accuracy to greater levels. For the Wood and Technora models, manufacturing tolerances are exacted to ensure that what you see is what we designed - down to the nearest micro measurement. Precision rockers, rails, shapes, and vee have been our obsession for the past ten years.

What makes it so accurate?

Starboard’s Technora Technology offers a very lightweight, stiff, and crisp riding board at a more affordable price than Wood Tech. Technora is a special type of high-modulus fibers with remarkably high tensile strength properties, where the molecular structure is comprised of linked benzene rings and amide bonds. Aramid fibers are well known for their strength, properties, where the molecular structure is comprised of linked benzene rings and amide bonds. Aramid fibers are well known for their strength, toughness, and impact resistance. Used in the most solicited areas of the board, Technora reinforcements strengthen the skin, nose, and heel areas against breakage, impact digs, and cracks.

Technora: copoly(paraphenylene/3,4-oxadiphenylene terephthalamide)

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

TECHNOLOGY: DURABILITY, RELIABILITY, ACCURACY

Technology: Durability, Reliability, Accuracy

Starboard’s Rapide technology: Integrating a sheet of 0.6mm Australian pine wood to the bottom and deck of windsurfing boards has been a Starboard tradition 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 feel characteristics. Following their introduction, American Windsurfer magazine said, “The most expressive construction we saw was the wood veneer found on some of the Starboards. According to our weight and rig tests, Starboard managed to marry high-tech – as far as any board’s size – with rigidity; resistance almost comparable to that of boards with thermofomed skins.” Today, a decade later, virtually every board brand applies the advantages of wood, but Starboard remains the brand unique to harnessing the craftsmanship of the full wood construction with a full wood look deck.

The advantage of Wood over Carbon fibers and conventional fibers:
- At 0.6mm, the wood sheet is thicker than a carbon laminate or other fiber laminates, giving it greater compression resistance and resistance to buckling. The board will be rigid and strong. Carbon or glass fibers are especially poor in compression, and most of the boards’ 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,” Windsurfing magazine, France.

This thicker sheet combined with the natural roughness of wood means that the impact resistance is greater. Carbon laminates are notorious for being extremely brittle and fragile against impacts. Being naturally unidirectional and radially saturated in more, Wood is especially efficient and true in excess epoxy main proportions, therefore gaining it the advantage in weight/strength and impact resistance ratios.

CLIPPERBOX II

Starboard’s patented super smooth and effortless. The Clipperbox uses two nylon saddleplates fitted with clips. One pair of clips holds the daggerboard up, the other pair of clips holds the daggerboard down. The new Mark 8 version of the Clipperbox has been upgraded with 2 new features: a new molded deck that locks the saddles securely in place and a new uni-directional back-plated rubber lips system. This system totally prevents any water from gushing through the daggerboard case when the daggerboard is retracted. For the first time, you can feel the efficiency of a non-daggerboard board in a board with a daggerboard system.

The advantages of Tuttle box:
- Generally rated as the strongest and most reliable system – that’s why all slalom boards use them.  
- 2 bolts are used for a more secure fitting  
- Slalom and Racing fins are generally only available in Tuttle  
- A deep Tuttle box locks both Deep Tuttle and Tuttle based fins – this is great for boards like the Serenity, the GO or the Start where this is an essential

TUTTLE BOX

• A deep Tuttle to lock both Deep Tuttle and Tuttle based fins – this is great for boards like the Serenity, the GO or the Start for example, you sometimes patch off from a small fin to a very long fin.

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WAVE

PUREACID
MAKE YOUR RIDE COME ALIVE

12 13

Photographer: John Carter

DREAM TEAM
SIVER
LEVi

Size 8.5 x 12 in.
The Pure Acids are the aggressive wave boards for riders who want speed, power and drive. They are rated as the fastest and the best investment for the front-foot driven rider by German Surf. The Pure Acids perform in a wide variety of conditions when the wind gets howling. No waves? The Pure Acids’ speed and maneuverability make it a great highwind crossover board. “Absolutely recommended as a highwind freerider and small freestyler.” German Surf, January 2007.

Wind magazine awarded the Pure Acid 74 the TOP CHOICE label in its March 2007 test: “You get an excellent grip, lots of stability and balance in the bottom-turn. Rail-to-rail is instantaneous with complete fluidity, it’s a machine to make cut-backs that carves well and throws lots of spray. In side offshore conditions, it’s a down-the-line jet. More accessible than the Goya, Quatro, JP and RRD. Better in side onshore than the others yet an amazing surfing potential in perfect conditions.”

Summary:
- Aggressive wave boards
- Fast rockers
- "Spiraling Vee" bottom shape
- Available in Dur-X Technora and Dur-X Wood

### Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Tip Flex</th>
<th>Tip Rocker</th>
<th>Tip Flare</th>
<th>Saddle</th>
<th>Technora</th>
<th>Wood</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pure Acid 68</td>
<td>68 l</td>
<td>2.34 m</td>
<td>1.25 m</td>
<td>0.73 m</td>
<td>1.05 kg</td>
<td>6.70 kg</td>
<td>Drake Natural Wave 230</td>
<td>30.25 cm</td>
<td>US 8”</td>
<td></td>
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<tr>
<td>Pure Acid 74</td>
<td>74 l</td>
<td>2.39 m</td>
<td>1.45 m</td>
<td>0.95 m</td>
<td>1.05 kg</td>
<td>6.90 kg</td>
<td>Drake Natural Wave 240</td>
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<td>Pure Acid 80</td>
<td>80 l</td>
<td>2.42 m</td>
<td>1.65 m</td>
<td>1.05 m</td>
<td>1.05 kg</td>
<td>7.45 kg</td>
<td>Drake Natural Wave 250</td>
<td>30.25 cm</td>
<td>US 8”</td>
<td></td>
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<tr>
<td>Pure Acid 86</td>
<td>86 l</td>
<td>2.46 m</td>
<td>1.85 m</td>
<td>1.25 m</td>
<td>1.05 kg</td>
<td>6.50 kg</td>
<td>Drake Natural Wave 260</td>
<td>30.25 cm</td>
<td>US 8”</td>
<td></td>
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Technora and Wood weights ±5%. Weights are estimates, final weights are not available at time of print and will be updated on the website.

- Early planing, fluidly in the surf, versatility, radically accessibility ratio

- Early planing, fluidly in the surf, versatility, radically accessibility ratio

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<th>Sail range</th>
<th>Fin</th>
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<th>Fin box</th>
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<tbody>
<tr>
<td>Kombat 79</td>
<td>79 litres</td>
<td>230 cm</td>
<td>57 cm</td>
<td>36.7 cm</td>
<td>TBIA</td>
<td>TBIA</td>
<td>-</td>
<td>3.55.5 m²</td>
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<td>20-30 cm</td>
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<td>-</td>
<td>6.06.5 m²</td>
<td>Drake Freeride Fire 360</td>
<td>28-42 cm</td>
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</table>

**Heel bumpers are standard across all models**

The Kombats are cross-over boards designed as cross-over solutions for wave riding, trick styles and fast rides. With six models ranging from 79 to 122 litres, the Kombats cover the widest spectrum of sail sizes across crossover sailors of all shapes and sizes. Evolved over four generations of refinements they’ve come to offer a silent that has won many accolades and excelled in many magazine tests worldwide – particularly as maneuverability and wavy-oriented crossover boards. The new 2008 Kombats have been totally remodeled to preserve their maneuverability and improve on earlyplaning, top-end speed and freestyle performance with a sharper and more aggressive riding sensation.

**What's new?**

- Early planing and speed: new rockerlines with less curvature in the front half of the board and new outlines that are wide in the tail section make for earlier planing, greater control and a faster ride.
- Reduced thickness: the Kombat 96, 105, 114 and 122 are thinner, improving the board’s responsiveness and controlled control with a very high rail.</p>

**Summary:**

- Deckboard crossover solutions for wavyriding, freestyle and freeriding.
- Faster, sharper and earlier-planing shapes for 2008.
- Unique spreading vee bottom shape.

The unique spreading vee bottom shape introduced last year continues for 2008. This spreading vee concept is the secret behind the Kombat’s powerful maneuverability as the forward edge engages the rail to drive the board into the turn – like a car’s front steering wheel. Reduced nose under your feet gives a high free ride and extra vehicle in the very fast flow brings an extra edge of control and fluidity to wavyback and backslideurved legs.

The Kombat 114 and 122 also have new tail cutaways that sharpen the fin drive sensation. These new models stand out in particular with their quantum leap improvement in performance – speed, early planing and overall lateral – the difference here is really quite significant. Paul Simmons from Tushingham UK distributors came to Thailand for a preview test: “The new Kombat 114 and 122 are fast and exciting in a straight line yet press the rail and the board turns with supreme ease: loose enough to really rip in the waves! They’re phenomenal crossover boards that truly do everything really well, with very little compromise.”

The unique spreading vee bottom shape introduced last year continues for 2008. This spreading vee concept is the secret behind the Kombat’s powerful maneuverability as the forward edge engages the rail to drive the board into the turn – like a car’s front steering wheel. Reduced nose under your feet gives a high free ride and extra vehicle in the very fast flow brings an extra edge of control and fluidity to wavyback and backslideurved legs.

The Kombat 105, 114 and 122 models for a sharper ride and greater control

**Reduced thickness** on the 96, 105, 114 and 122 models.

**New Acid type rails** with a sharper bite

**Wide outlines** improve wavyrange and earlyplaning

**Fast rockers** with a lower nose angle for easier planing, improved control and faster nose turns.

**Spiraling Vee** allows for better turning.
EVO XTV

20 21

Photographer: John Carter

DREAM TEAM

MCKERCHER

2004 WAVE WORLD CHAMPION

SCOTT

STARBOARD CATALOG 2008

WAVE

EXTRA VERTICAL

EVO XTV
**The Evo XTVs are the evolutionary new-generation wave boards.** Their introduction in 2003 has made them the stuff of legends, revolutionizing wave board designs with their ability to maximize wave-riding performance in the widest variety of wind and wave conditions. Suitable for everyone from the pros to the progressing wave-sailor, an Evo makes the most of every ride with its ability to maintain speed on the wave face, flow through tight turns and expert big aerials off the lip. With the new models now ranging up to 100 litres, the 2008 Evos extend the world of wave-riding to cover a wider spectrum of windsurfers of different ages, sizes and skill levels around the world.

**What’s new?**

The Evo XTV 70 and 75 are all new shapes with wider tails and even more tail vee to push the balance between more radical performance and increased versatility. The Evo XTV 80, 90 and 62 continue unchanged for 2008 with designs that have extended the extreme end of performance without compromising all-round versatility.

The Evo XTV 100 is a new addition for 2008, developed with Antoine Albeau who's a pretty big person at 97kg.

**Summary:**

- Evolutionary waveboards for maximum waveriding performance in the widest variety of wave conditions
- Suitable for experts and progressing waveriders alike
- New more radical and versatile 70 and 75 shapes
- New XL 100 litre model
- Dur-X construction and heel bumpers standard on all Wood and Technora models

"The groundbreaking Evo, the board that single-handedly revolutionized the modern waveboard market, leading to the new-generation boards." Boards Magazine UK

"Starboard’s Evo pioneered the restricted compact wave shape, bringing big wave performance to onshore and smaller wave conditions. The new Evo XTV is the most wave-capable Evo to date if you ever stray away from a lip, no matter how thick it gets, then the Evo XTV is for you." Windsport magazine USA

"The mediolune shape, pioneer of the compact wave shape, is back with yet again some excellent fittings. We love the arch system, the quick adjustable straps and the grippy pads and heel bumpers. Once on the move, the Evo shows one of the best jumping performances in this test that allows for any trick, especially considering how easy it is to control in the air and how soft the landings are. It is also very well suited to the back foot, smooth and arch-less gliding and therefore marks a solid hit for the technical riders. It is one of the best foot. Tight turns combine effortlessly and the result can be highly radical." Wind magazine France

"Last year we thought the Evo 83 was a cracking wave-riding board, but trying to recall its performance, we believe that this Evo XTV 80 has gone one step further. Carving fast vertical turns, replica of all the lip for expressive aerials, the 80 is the complete package. Combining easy gliding with drive, control and fantastic wave-riding capabilities, the Evo 80 comes highly recommended by us." Windsurf magazine UK

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<table>
<thead>
<tr>
<th>Specifications</th>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Sail range</th>
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<td>5.05-6.75 m²</td>
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Technora and Wood weights ±5%, Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges and fin are recommended indications.
Howie Choo
2006 FREESTYLE VICE WORLD CHAMPION
DREAM TEAM
SARAH-QUITA
OFFRINGA

FLARE
FREE STYLE WITH FLAIR

STARBOARD CATALOG 2008
The Flares are the fast-freestyle boards designed by our riders. Taty Frans, Kiri Thode, Frank Diaz and Sara Quita Offringa developed the range around the idea of mixing speed and freestyle for an explosive combination. The flare shapes and slight control make up every board with more speed, more style and more control.

What’s new?
The Flare 99 and 111 have been re-designed, with fat tail that pops up on the plane, bringing in acceleration and power at will. These new designs will give you more tolerance and float for easier learning and faster ridings. There’s also a new constant-curve rocker on the flare board, giving you more maneuverability. The trademark heel gutters first introduced back in 2005 continue in 2008, enabling you to provide maximum comfort and grip.

The Flare 60, 72 and 88 continue unchanged for 2008 with their slalom rockerline for speed and acceleration in the 88.

Summary:
• Super-fast freestyle boards
• Wider and fatter tail shapes in the 99 and 111 model
• New constant-curve rocker in the 99 and 111 model

Starboard has focused on the latest moves in the Freestyle board category without any compromise. The Flare 99, a racy Freestyle board with contest ambitions opens the door for new incredible Freestyle世界 in an easy way. The planing qualities are excellent and when changing sides you notice the board keeps the speed, especially the pair of the excellent stability. Surfing! The Flare 99 is a board for radical new-school moves without any compromise.

**SURF magazine Germany, October 2006**

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**Model** | **Volume** | **Length** | **Width** | **Tail Width** | **Weight M/L** | **Sail range** | **Fin Box** | **Fin Box**
--- | --- | --- | --- | --- | --- | --- | --- | ---
Flare 88 | 88 litres | 216 cm | 60 cm | 36 cm | 4.65 kg | 5.06 kg | 24 cm | 22 cm
Flare 99 | 99 litres | 226 cm | 65 cm | 42.7 cm | 5.85 kg | 7.20 kg | 29 cm | 27 cm
Flare 111 | 111 litres | 236 cm | 65 cm | 42.9 cm | 7.05 kg | 9.25 kg | 34 cm | 30 cm

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Photographer: John Carter
After 9 years of leading freeride development, we bid farewell to the legendary Carve series. The S-Type range – a 4 year old development that has dominated the PWA Supercross in its final year – also comes to an end, to be replaced with a brand new generation of all new, all slim, all freeride boards engineered from the ground up with iSonic genes. It’s the freeride of the future - the new Futuras.

Combining the best of two freeride ranges in a package that offers it all - control, comfort, wind range, early planing and maximum top speed - was never going to be an easy task. With the experience gained from the development of the iSonics and the new concept of thinner shapes, the Futuras bring you just that.

Wind range: 15% slimmer shapes combined with wider widths and reverse rockerlines boost the Futuras’ wind range at both ends creating a more comfortable and efficient ride, both in lighter and afterbeams.

Pure speed: the Futuras were benchmarked to beat the S-Types in speed. With concepts brought over from the development of the iSonics, the Futuras are faster with a sweet spot that covers a wider wind range.

Comfort: wider and thinner inherently means a more stable shape, before planing and when moving into the footstraps. The bottom line: it’s just easier and more comfortable to get going.

Ride, handling and control: with its lowered centre of gravity, the Futura rider experiences a razor-sharp riding sensation with impeccable control. It’s like switching from a truck-driving experience to that of a sports car.

Manoeuvrability: the team tested side by side two identical Futura 122 prototypes with identical rail shapes, identical bottom shapes and with only the thickness and the width changing. The wider and thinner Futuras respond quicker, faster and with more ease.

Upwind: increased width makes the Futuras plane upwind with ease, which means more time spent riding free than trying to get back upwind to where you started from.

Summary:
- Thinner wider shapes with iSonic genetics
- S-Type speed, Carve comfort, iSonic range: impossible engineering made possible
- A quiver of two fins is highly recommended to bring out the best of the board

Specifications

<table>
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<th>Model</th>
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<th>Width</th>
<th>Tail Width</th>
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Technora and Wood weights +-5%, Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges and fin are recommended indications.

Sail ranges (Futura 93, 101, 111, 122, 133, 144)

- Increased vee in the front and middle section, reduced vee in the tail (Futura 93, 101, 111, 122, 133, 144)
- Extra wide outlines
- Tail cutaways improve speed and acceleration
- Side cuts improve drive and release

The new Futuras feature a wide nose and reduced vee in the tail, combining the best of two freeride ranges into one package that offers it all - control, comfort, wind range, early planing and maximum top speed. With concepts brought over from the development of the iSonics, the Futuras are faster with a sweet spot that covers a wider wind range. The wider and thinner inherently means a more stable shape, before planing and when moving into the footstraps. The bottom line: it’s just easier and more comfortable to get going.

Ride, handling and control: with its lowered centre of gravity, the Futura rider experiences a razor-sharp riding sensation with impeccable control. It’s like switching from a truck-driving experience to that of a sports car.

Manoeuvrability: the team tested side by side two identical Futura 122 prototypes with identical rail shapes, identical bottom shapes and with only the thickness and the width changing. The wider and thinner Futuras respond quicker, faster and with more ease.

Upwind: increased width makes the Futuras plane upwind with ease, which means more time spent riding free than trying to get back upwind to where you started from.
The GO boards are the original all-rounders that offer the blend of performance, fun, comfort and value that have marked the modern era of windsurfing history. Having pioneered the wide-style revolution, the GO boards have become the World’s most popular boards and the benchmark design for the progressive freerider. The 2008 edition continues the GO legacy with an extended range of six new super-slim models that raises the bar once more.

The new range starts from 122 litres and goes up to 177 litres, offering a high performance, comfortable and affordable freeride option to more windsurfers of different skill levels and different sizes.

The GO 122, 133, 144 and 155 share the same shapes as the Futura models. In the quest for more performance across a wider wind range, the Futuras brought with them the advent of the thinner-wider shape concept. The widths have become as wide as that of the QCs. So with high-performance and easy-rider meeting in terms of design, it was natural for the GO and the Futura shapes to merge. The two larger sizes (155 and 177) are GO specific, designed especially for extra stability, ease and lightwind performance with widths that extend beyond 85cm. The GO 177 also features heel gutters that allows footstraps to be positioned further inboard.

In summary, the new GO boards’ combination of extra-thin profiles, wide widths and sonic engineering create a unique package that offers it all - control, comfort, wind range, early planing, smooth jibing and maximum top speed: sheer performance never seen before with boards that are so easy.

### Size-specific details:

- The GO 144, 155, 166 and 177 offer strap positions for the beginner, intermediate and expert sailor, with convenient carry handles in the centre.
- The GO 122 and 133 offer strap options for the intermediate and advanced rider only.
- The GO 155, 166 and 177 have an additional Drake Shallow 410 FRN supplied.
- The GO 166 and 177 offers side-fin options.
- Full EVA deck on the GO 155, 166 and 177.

### Summary:

- The reference progressive freeride board
- New thinner shapes raise performance levels whilst remaining just as easy
- Tufskin construction for all models

### 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>Fin</th>
<th>Fin range</th>
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<td>TBA</td>
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<td>72.0 cm</td>
<td>47.5 cm</td>
<td>TBA</td>
<td>TBA</td>
<td>Drake Freeslalom Swift 400 S-Flex</td>
<td>48.0 cm</td>
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<tr>
<td>GO 144</td>
<td>144 litres</td>
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| GO 177 | 177 litres | TBA | TBA | TBA | TBA | TBA | TBA | TBA | TBA

*Sizes weights: -6%. Weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges are recommended indications.*
The iSonics are back, faster, leaner and more efficient than ever before.

After dominating last year’s PWA Slalom 42 tour and currently leading this year’s season, the iSonics have proven themselves as the pace-setters of modern slalom design. No Starboard development program has been as challenging to the development team as improving on the 2007 models – we’ve made more than 60 different prototype designs to come up with these goods and have verified them in the most demanding conditions, as found across Australia, Hawaii, Marbella, Thailand and Vietnam. To top it all off, we’ve been testing the boards to ensure they work with racers of all abilities and weights, from heavyweight world champions to recreational lightweight riders. Comfortable, easy, extremely efficient and with race-setting performance at the highest level – this is what the iSonics are all about.

Evolutions of the high-wind models (76, 86, 96)

• The 2007 iSonics had tail-tail fins, the 2008 iSonics R6 and 96 have even wider tails. With this new wider tail outline, efficiency stays up another gear to provide more speed and more control. With a wider tail comes also more power, quicker acceleration and higher speed potential. It’s easier to work with to windward and to recover your line after over-turning to leeward.
• The iSonic RS6 is an all new high-tailed special model, the smallest slalom board of the range. Like the 86 and 96, the iSonic 76 is quite narrow but the wide tail concept gives it a wider wind range with a more powerful bottom and better highwind control.
• Thinner: the profiles of the iSonics highwind models have been thinned down for improved control and race-sharp responsiveness. The deck area from the front straps forward has been scooped out further on the RS6 model for an extra-low centre of gravity.

Evolutions of the medium-to-lightwind models (101, 111, 122, 133, 144)

• The 2008 iSonic 101, 111, 122 have evolved with a new variant of the wide tail concept: the planing surface is made wider again to provide the efficiency gain but the outline is pitched back in ahead of your back foot to ensure that the backfoot power is not over-compensating. This new concept has brought a higher top speed along with quicker acceleration and a more balanced trim.
• The iSonic 144 is the only model that has also improved upwind in two respects: the acceleration out of the jibes is quicker and the turning response itself is faster.
• Improved control: with reduced profile widthness and an exaggerated deck concave, the boards’ centre of gravity is lowered for a sharper reaction to rider input and improved control.
• The iSonic 133 W85 is an all new model designed for the ultimate in lightwind slalom performance following the PWA’s 2008 85cm width limit. Featuring the same new design cues as the 101, 111 and 122, the 133 W85 also boosts a new ‘Dual Flat Bottom Concept’ that boosts the board’s lightwind performance. The ‘Dual Flat Concept’ describes a bottom shape that has two flat sections: one from 0-30cm, a slight nose rocker and then the rest of the deck area from 30cm forward. The “Dual Flat Concept” describes a bottom shape that has two flat sections: one from 0-30cm, a slight nose rocker and then the rest of the deck area from 30cm forward.

Volume Length Width Tail Width Sail range Fin Fin range Fin box

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
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<td>27.9 cm</td>
<td>6.6 m²</td>
<td>3.1 m</td>
<td>TBA</td>
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<tr>
<td>iSonic 76</td>
<td>29 litres</td>
<td>107 cm</td>
<td>57.5 cm</td>
<td>27.9 cm</td>
<td>7.4 m²</td>
<td>3.5 m</td>
<td>TBA</td>
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<tr>
<td>iSonic 86</td>
<td>25 litres</td>
<td>107 cm</td>
<td>60 cm</td>
<td>27.9 cm</td>
<td>8.5 m²</td>
<td>4.0 m</td>
<td>TBA</td>
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<tr>
<td>iSonic 96</td>
<td>22 litres</td>
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<td>65 cm</td>
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<td>9.5 m²</td>
<td>4.5 m</td>
<td>TBA</td>
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<tr>
<td>iSonic 101</td>
<td>19 litres</td>
<td>118 cm</td>
<td>50 cm</td>
<td>27.9 cm</td>
<td>10 m²</td>
<td>4.7 m</td>
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<tr>
<td>iSonic 111</td>
<td>17 litres</td>
<td>122 cm</td>
<td>55 cm</td>
<td>27.9 cm</td>
<td>11 m²</td>
<td>5.0 m</td>
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<tr>
<td>iSonic 122</td>
<td>15 litres</td>
<td>127 cm</td>
<td>60 cm</td>
<td>27.9 cm</td>
<td>12 m²</td>
<td>5.3 m</td>
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<tr>
<td>iSonic 133</td>
<td>13 litres</td>
<td>133 cm</td>
<td>65 cm</td>
<td>27.9 cm</td>
<td>13 m²</td>
<td>5.6 m</td>
<td>TBA</td>
<td>TBA</td>
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<tr>
<td>iSonic 144</td>
<td>11 litres</td>
<td>144 cm</td>
<td>70 cm</td>
<td>27.9 cm</td>
<td>14 m²</td>
<td>5.9 m</td>
<td>TBA</td>
<td>TBA</td>
</tr>
</tbody>
</table>

Wood technology: Construction provides low drag, lightweight and low profile wide tail board that carves smoothly.

*Inside and outside insert settings vary to ensure optimum trim and ride feel.*

DREAM TEAM

KEVIN PRITCHARD

ANTOINE ALBEAU

DAVID WOOD

Photographer: Nice, France

March 2007
Presented in this catalogue is Starboard’s new, simplified windsurf board range that covers a complete spectrum of performance for windsurfers of all abilities, all tastes and all sizes. Follow this simple three step guide to find the board we recommend for you.

1. Choose your style
Your style of windsurfing is the first factor to help select your board. Select from the category list below:

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

**All-Wind**
If you’re looking for a board that is simply easy and fun in all wind conditions

**Progressive**
If you’re looking for a stable and comfortable board to progress quickly to high performance sailing.

**Freeride**
If you are looking for a high performance, high speed board with plug and play versatility, simply pure adrenaline rushing rides and the sweetest jibing performance.

**Freestyle**
If you are looking for a board that is dedicated to spinning tricks with agility, quick accelerations and precise maneuverability.

**Wave Freestyle**
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.

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

**Aggressive Wave**
If you are looking for a wave board with a fast, hardcore and powerful style, also suitable for high wind freestyle-crossover.

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

**Lightwind**
If you are looking for a board designed for maximum efficiency and fun in light, non-planing winds, to windsurf in 2 knots of wind and up.

2. Selecting 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-tuning 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.
<table>
<thead>
<tr>
<th>Entry Level</th>
<th>Progressive Freeride</th>
<th>Course-Racing</th>
<th>Slalom</th>
<th>Freerace</th>
<th>Freeride</th>
<th>Freestyle</th>
<th>Crossover</th>
<th>Evolution Wave</th>
<th>Classic Wave</th>
</tr>
</thead>
</table>

**BOARDBAG**

8mm foam padding with extra thick 12mm padded sidewalls, plastic zipper, zipped fin-slot and mast track slot, quick-clip shoulder straps and multiple carry handles. Available in M, L, XL, Formula, Triple M and Double iSonic sizes.

For a board-to-bag compatibility chart, please visit [www.star-board.com](http://www.star-board.com).

**TRAVEL BAGS: THE WORLD’S MOST PADDED BOARDBAGS**

12 mm sides 
8 mm top & bottom  
Internal zipper protection

**SIZE**

- FORMULA
- iSONIC DOUBLE
- TRIPLE M
- SIZE: M, L, XL
FORMULA & APOLLO
EXTENDING THE LEAD

Photographer: John Carter

FORMULA & APOLLO
DREAM TEAM
QUENTEL
2007 EUROPEAN FORMULA CHAMPION
JULIEN
World Champion & European Champion: Starboard’s Formula boards clearly dominated the past season and the current season by taking the top places in all major events, including all top ten places at the Worlds last year, then the Worldcup and the European Championships this year.

With the Formula Windsurfing rules freezing new models for a period of two years instead of one, the Starboard F162 has been designed double-time to keep Starboard ahead for 2008 and 2009. Starting with the design of the F162, Starboard already has a solid assured performance in all wind conditions, the new 162 aims to stay being an extra edge all round: more control and comfort in choppy, less wind conditions, more speed with deeper angles both upwind and downwind. With the new 2008 Formula registration year set for September 30th, 2007, the final developments of the new F162 will not be revealed until August 2007.

Project Apollo: With the new two year registration period, the Formula Windsurfing class aims to grow stronger, more stable and more popular. Its goal is to become a fantastic, competitive class in the 2012 Windsurfing Olympic class. Imagine Nany Pricharb, Nicol Bauza, Antoine Albeau, Julien Quentel, Steve Allen and all of windsurfing’s greatest names battling it out for sport’s most prestigious medal. With this in mind, Starboard developed Project Apollo to offer a board fitting within the Formula Windsurfing rules yet virtually guarantees needs to take place even at 105% thanks to a superior planing threshold.

The extremely agile big brother with the super-powerful 73cm fin is a longer, shallower rocker to get the board planing but not as physically possible. With the new 2008 Apollo, the apex rocker under the sail is deeper and super-early planing but still with more medium and highwind performance. The nose has been shortened on this board only and a lowrock has been pushed into the midsection in order to prevent them from being shortened. “I flew and got,” said one tester. “It’s that simple.”

Timeline


Formula Experience equipment rules: main 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 hours for the testing the Formula Experience 160 Tufskin and the Formula Experience 162 Tufskin. This testing period ends on December 2009.

Formula Experience equipment rules: main 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 hours for the testing the Formula Experience 160 Tufskin and the Formula Experience 162 Tufskin. This testing period ends on December 2009.

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Formula Experience equipment rules: main 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 hours for the testing the Formula Experience 160 Tufskin and the Formula Experience 162 Tufskin. This testing period ends on December 2009.
Learning to windsurf and planing in straps has never been easier.

Starboard’s Starts have always been the benchmark entry-level board ever since they were first introduced in 1999. For 2008, the new longer Start M and L have wanted to offer more glide and more longitudinal stability, with a radical new deck design that makes it easier than ever to progress to planing.

Specially designed heel gutters in the back part of the board allow intermediate and advanced sailors to progress to planing – by making planing more accessible than ever. These new 2008 Starts are dangerously addictive.

The new Start boards plane up smoothly and quickly: the new longer Tail cutaways when they first got into the footstraps and first started planing, by making planing more accessible than ever. These new 2008 Starts are dangerously addictive.

When they first got into the footstraps and first started planing, by making planing more accessible than ever. These new 2008 Starts are dangerously addictive.

Other new features:
- The Clipperbox II features a new molded deck plate design that holds the sail plates more securely. A new deck shape design that prevents any water from gushing through the daggerboard case when the daggerboard is retracted and board gets planing. For the first time, you can feel the efficiency of a non-daggerboard board in a board with a daggerboard system.
- The reference entry level board
- New cooled deck makes it easier to learn or teach windsurfing basics
- New super-wide tail design gets you planing easier and faster yet a free feeling is maintained with the board’s oversized cut-aways.
- Longer nose with a board rockier gives more longitudinal stability and more glide in light winds
- New Clipperbox II
- New cool integrated nose protector
- New EVA deck
- New curved handle
- New centre carry handle
- New nose carry handle
- Specially designed heel gutters makes it easier than ever to get into the footstraps
- New daggerboard is lighter and provides more lift

Summary:
- Specially designed heel gutters makes it easier than ever to get into the footstraps
- New deck design makes it easier than ever to get into the footstraps
- New colour coded deck makes it easier to learn or teach windsurfing basics
- New super-wide tail design gets you planing easier and faster yet a free feeling is maintained with the board’s oversized cut-aways.
- Longer nose with a board rockier gives more longitudinal stability and more glide in light winds
- New Clipperbox II
- New cool integrated nose protector

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>
</tr>
</thead>
<tbody>
<tr>
<td>Start</td>
<td>235 lts</td>
<td>275.5 cm</td>
<td>70.5 cm</td>
<td>80.5 cm</td>
<td>12.5 kg</td>
<td>2.0 - 9.5 m²</td>
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<tr>
<td>Start M</td>
<td>250 lts</td>
<td>280.0 cm</td>
<td>74.0 cm</td>
<td>84.5 cm</td>
<td>13.5 kg</td>
<td>2.0 - 9.5 m²</td>
</tr>
</tbody>
</table>

Drake Shallows 415 FRN + Clipperbox Daggerboard STD Deep Tuttle + Clipperbox
Drake Shallows 415 FRN + Clipperbox Daggerboard STD Deep Tuttle + Clipperbox
Drake Shallows 415 FRN + Clipperbox Daggerboard STD Deep Tuttle + Clipperbox

Size 8.5 x 12 in.
The Rio is simply about windsurfing as Jim Drake intended it to be: everyone, everywhere and everytime. The new shapes have evolved to offer the joys of pure freeriding to all, from beginners and progressing windsurfers to families and advanced riders, whether there’s wind or just a light breeze. The new Rios offer more glide in the light stuff and a smoother transition on to the plane as it gets windier.

For advanced riders, the longer, narrower shape combined with the inboard heel-gutters and more flexible daggerboard allows the board to power upwind off the leeward rail. When planing, the wide tail with large cutaways and tail side-cuts deliver a powerful and exciting ride. For intermediate and progressing windsurfers, the security of the daggerboard gives the confidence to go out without worrying about drifting. The radical deck design with its heel gutters and inboard straps settings makes it easier than ever to get into the footstraps for the first time.

For beginners, the Rios’ longer nose with a lower rocker offers a smooth gliding sensation straight from the start. The full EVA deck – an original Starboard innovation - brings total comfort. Built in Tufskin for maximum durability, the new integrated nose protector provides further protection against mast impacts.

The Rio’s ‘Clipperbox III’ daggerboard system comes with newly developed uni-directional back-plated lips that totally prevent any water from gushing through the daggerboard case when the daggerboard is retracted and board gets planing. For the first time, you can feel the efficiency of a non-daggerboard hull in a board with a daggerboard system.

Summary:
- The All-Wind windsurfer
- New deck design makes it more exciting, more comfortable to ride inboard and easier to rail upwind. It’s also easier than ever to get into the footstraps and get planing.
- Narrower, slender shapes give more glide for beginners and more upwind railing power for advanced riders.
- Extra-wide tails provide early-planing power.
- New ‘Clipperbox III’ daggerboard system.
- New integrated nose protector.
- Longer nose with a lower rocker gives more longitudinal stability and more glide in light winds.

### 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>
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<tr>
<td>Rio L</td>
<td>215 lts</td>
<td>280 cm</td>
<td>85.0 cm</td>
<td>85.5 cm</td>
<td>14.0 kg</td>
<td>2.0/5.50 m²</td>
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<tr>
<td>Rio M</td>
<td>195 lts</td>
<td>275 cm</td>
<td>85.0 cm</td>
<td>85.5 cm</td>
<td>13.1 kg</td>
<td>2.0/5.50 m²</td>
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<tr>
<td>Rio S</td>
<td>175 lts</td>
<td>270 cm</td>
<td>80.5 cm</td>
<td>85.5 cm</td>
<td>12.3 kg</td>
<td>2.0/5.50 m²</td>
</tr>
</tbody>
</table>

**Photography: John Carter**

**Size 8.5 x 12 in.**
SERENITY
ESCAPE FROM PRESSURE

PHOTOGRAPHER: HOWIE CHOO

DREAM TEAM
PER
SAHL
TINA
The Serenity is a pure lightwind board, re-igniting the lost world of lightwind windsurfing. Silky smooth as it cuts through water in total silence, the Serenity takes you to a new windsurfing dimension where you escape to a serene world of light wind and calm water.

The Serenity’s long slender shape offers the thrills of speed and performance from just 2 knots of wind, challenging the best of the old Division II boards of the past. Tracking off its powerful centre fin, the Serenity will rail up in the lightest gusts and rewards the racier rider with a fast and ghostly efficient ride.

The unique design based on a kayak hull allows the board to work with just one fin – no daggerboard, no tail fin and no adjustable mast track means that the board is simple. And simple means that the board can be built lighter; more people will find Serenity windsurfing more accessible. There are no adjustments to make – just get on and go.

Summary:
• Pure lightwind windsurf board
• Designed around simplicity principles: no daggerboard, no tail fin, no adjustable mast track: just get on and go
• Super efficient design offers the highest levels of lightwind racing performance.

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight Wood</th>
<th>Weight Sport Tech</th>
<th>Sail range</th>
<th>Fin</th>
<th>Fin range</th>
<th>Fin box</th>
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<tbody>
<tr>
<td>Serenity</td>
<td>256 litres</td>
<td>455 cm</td>
<td>61 cm</td>
<td>17.6 cm</td>
<td>17.6 cm</td>
<td>14.05 kg</td>
<td>5.0 lbs</td>
<td>Oar Race 7.0, 7.0</td>
<td>350 cm</td>
<td>40.0 cm</td>
<td>Stainless 410</td>
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</table>

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

“I love this board. The Serenity aims at ultra-light winds and cruising, and puts a modern spin on the simple elegance that helped windsurfing boom decades ago. It doesn’t require a jumbo sail. It doesn’t require professional skills to enjoy. Best of all, it doesn’t require real wind for an exhilarating ride. Simple box, on street in and go. In this regard, the Serenity succeeds, and succeeds in a big way.” - Eddy Patricelli, editor of Windsurfing magazine USA.

“I had doubts - the theory behind the idea was very compelling, but just how much fun could windsurfing in 5 knots be for an experienced sailor? To my fine amazement, I was hooked in, having against the sail and grinning from ear to ear in a way I haven’t in decades. A new and exciting lightwind alternative is windsurfing has arrived! - windsurfing UK.
The Phantom Race 380 is Starboard's uncompromised raceboard measuring 380cm by 70cm. Its design brief was simple: to become the new benchmark for the Raceboard Class. Designed, developed and tested by Remi Vila, Julien Quentel and Per Andersson, the Phantom Race 380 takes advantage of the latest Raceboard Class rules with its 70cm extra-wide width powered by an 85cm daggerboard.

Three key developments give this board its cutting edge:

- The wider width gets the board planing earlier, even with the daggerboard out, and enables the board to reach deeper downwind angles.
- The extra-long 85cm daggerboard provides more drive and power, enabling the board to rail up earlier.
- The extra-long mast track features a 75cm adjustment range that extends further forward, allowing the rider to maximize the waterline, maximize the power of larger rigs and close the gap between the sail and the deck more effectively.

The Phantom Race 380 comes with eight Ultralight footstraps with complete reaching and upwind insert positions. The mast track pedal can be activated with the daggerboard head.

The Phantom Race 320 is the board that links progressive lightwind windsurfing to lightwind racing performance. Measuring 320cm by 71cm and powered by a 70cm daggerboard, the Phantom Race 320 is also a board designed to fit inside the Raceboard Class Hybrid category. This makes it the ideal board for all-wind weekend windsurfing: whether freeriding, racing in planing or non-planing conditions, the Phantom Race 320 offers you a fast gliding sensation from just 2 or 3 knots of wind.

In stronger winds, the Phantom Race 320 planes up to give a fast, free ride with the feel of a much smaller board. With its 70cm daggerboard down, the board drives upwind and reveals its power and racing potential.

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

Summary:

- High-performance daggerboards
- Adjustable mast track
- Powerful 70cm daggerboard on the Phantom Race 320
- 85cm daggerboard on the Phantom Race 380

### Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Weight</th>
<th>Fin</th>
<th>Fin Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phantom Race 380</td>
<td>295 liters</td>
<td>380 cm</td>
<td>70 cm</td>
<td>43.9 cm</td>
<td>TBA</td>
<td>Deep Tuttle</td>
<td>TBA</td>
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<tr>
<td>Phantom Race 320</td>
<td>233 liters</td>
<td>320 cm</td>
<td>71 cm</td>
<td>51.7 cm</td>
<td>TBA</td>
<td>Deep Tuttle</td>
<td>TBA</td>
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### Model

**Phantom Race 320**

<table>
<thead>
<tr>
<th>Volume (liters)</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
<th>Weight (TBA)</th>
<th>Fin (Deep Tuttle)</th>
<th>Fin Box (TBA)</th>
</tr>
</thead>
</table>

**Phantom Race 380**

<table>
<thead>
<tr>
<th>Volume (liters)</th>
<th>Length (cm)</th>
<th>Width (cm)</th>
<th>Tail Width (cm)</th>
<th>Weight (TBA)</th>
<th>Fin (Deep Tuttle)</th>
<th>Fin Box (TBA)</th>
</tr>
</thead>
</table>
The Starboard ProKids: a range of high performance boards for windsurfers under 55kg, designed for the new generation of riders who are taking windsurfing to the next level. The ProKids GO in particular covers a dual purpose: a compact freeride board for adults, and the ideal progressive board for kids.

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

The ProKids Tour is growing steadily, with Qualifiers in many countries giving the chance for young talents to shine as they compete to earn a spot at the ProKids Worlds. The 3rd ProKids Freestyle Worlds will again take place in Bonaire for 2007. The 1st ProKids Slalom Worlds will take place in Turkey. Coming soon: a ProKids Wave Worlds in Maui.

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

### Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Volume</th>
<th>Length</th>
<th>Width</th>
<th>Tail Width</th>
<th>Height</th>
<th>Finish</th>
<th>Fin</th>
<th>Fin Range</th>
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<tbody>
<tr>
<td>iSonic 50</td>
<td>50 litres</td>
<td>216 cm</td>
<td>66.5 cm</td>
<td>29.3 cm</td>
<td>4.6 kg</td>
<td>-</td>
<td>3-5.6</td>
<td>5.5-5.6 m²</td>
<td>Drake Slalom Pro 280</td>
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<tr>
<td>ProKids Flare 72</td>
<td>72 litres</td>
<td>216 cm</td>
<td>57.0 cm</td>
<td>30.1 cm</td>
<td>5.0 kg</td>
<td>-</td>
<td>4-5.5</td>
<td>5.5-5.5 m²</td>
<td>Drake Cross Over 230</td>
</tr>
<tr>
<td>ProKids Flare 60</td>
<td>60 litres</td>
<td>214 cm</td>
<td>54.0 cm</td>
<td>34.2 cm</td>
<td>5.1 kg</td>
<td>-</td>
<td>4-5.0</td>
<td>5.0-5.0 m²</td>
<td>Drake Cross Over 220</td>
</tr>
<tr>
<td>ProKids Go</td>
<td>50 litres</td>
<td>216 cm</td>
<td>57.5 cm</td>
<td>30.0 cm</td>
<td>5.7 kg</td>
<td>-</td>
<td>5-6.2</td>
<td>5-6.2 m²</td>
<td>Drake Natural Wave 220</td>
</tr>
<tr>
<td>ProKids Formula</td>
<td>50 litres</td>
<td>219 cm</td>
<td>53.5 cm</td>
<td>33.3 cm</td>
<td>5.7 kg</td>
<td>-</td>
<td>5-6.7</td>
<td>5-6.7 m²</td>
<td>Drake 622 Race 800/800 SLEEX</td>
</tr>
<tr>
<td>ProKids Go</td>
<td>100 litres</td>
<td>216 cm</td>
<td>78.5 cm</td>
<td>50.1 cm</td>
<td>-</td>
<td>8.7 kg</td>
<td>5-5.0</td>
<td>5-5.0 m²</td>
<td>Drake Freeride Flow 900 SLEEX</td>
</tr>
</tbody>
</table>

Technique and (unknown) sizing, weights are estimates, final weights are not available at time of print and will be updated on the website. Sail ranges and fix box recommendations include:

- Tuttle

Size 8.5 x 12 in.
Windsurfing was first conceived as a family sport, and therein lies its future. Windsurfing Magazine US, interview with the Schweitzer family, February/March 2007.

Mix a wide, compact, thin and high-performance shape with a full EVA deck, entry level insert positions, a centre finbox and you get two boards in one. It’s stable, light and comfortable for the kids, and responsive and fast enough for adults on the other. The Kombat Tufskin is built in Tufskin technology for durability and value.

What’s new?
The Kombat Tufskins’ all new shapes are extra wide and especially slim, planing up early and easily with a smooth and stable jibe for the kids’ first lines. Power the board up with a full size sail and the boards transform to deliver a powerful, fast, maneuverable and exciting freeride performance across a wide wind range.

3 Fins are supplied to complement the Kombat Tufskin dual concept:

Kids’ entry level settings:
Fit the two supplied plastic Shallow Fins and place the footstrap in the entry level positions.

Kids’ progressing settings:
Fit the Freeride fin in the tail only and place the footstrap in the intermediate positions. The centre finbox can be closed off with the supplied finbase.

Kids’ or adults’ performance settings:
Fit the Freeride fin in the tail only, place the footstraps in the advanced settings. The centre finbox can be closed off with the supplied finbase.

The Kombat Tufskins’ shape is shared with the new Kombat 114 and 122:
• Improved early-planing and top-end speed with a sharper and more aggressive riding sensation
• Spiraling Vee concept enhances front foot jibing by engaging the rail forward into the turn – like the front steering wheels of a car
• Reduced Vee under your feet gives a high free ride and extra vee-kick in the very tail then brings an extra edge of control and fluidity to back foot driven jibes
• New tail cutaways that sharpen the fin drive sensation.

Summary:
• Dual concept for both adults and kids
• Wide and slim concept gives more stability and comfort yet more performance in a compact package
• Wide wind range with fast, fun and maneuverable performance for adults
• Same shapes as the Kombat 114 and 122 models
• 3 Fins are supplied with the boards

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

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Kombat Tufskin 114</th>
<th>Kombat Tufskin 122</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>114 litres</td>
<td>122 litres</td>
</tr>
<tr>
<td>Volume</td>
<td>1.383 m³</td>
<td>1.568 m³</td>
</tr>
<tr>
<td>Length</td>
<td>173 cm</td>
<td>186 cm</td>
</tr>
<tr>
<td>Width</td>
<td>68 cm</td>
<td>72 cm</td>
</tr>
<tr>
<td>Tail Width</td>
<td>46.6 cm</td>
<td>46.6 cm</td>
</tr>
<tr>
<td>Weight</td>
<td>9.4 kg</td>
<td>9.7 kg</td>
</tr>
<tr>
<td>Sail range</td>
<td>1.5-8.5 m²</td>
<td>2.0-9.0 m²</td>
</tr>
<tr>
<td>Fin</td>
<td>Drake Freeride F5</td>
<td>Drake Freeride F6</td>
</tr>
<tr>
<td>Fin range</td>
<td>28-42 cm</td>
<td>30-44 cm</td>
</tr>
<tr>
<td>Fin box</td>
<td>Tuttle</td>
<td>Tuttle</td>
</tr>
</tbody>
</table>
The Gemini is the World's first and only mid-style tandem board.

Amongst the most popular models of 2007, the Gemini has brought more shared laughter, teamwork, excitement and fun than any other, introducing with it a new world of tandem windsurfing made easy and more social.

The key behind its concept is the 1m wide width. The width makes the Gemini stable, easy and plane up early with incredibly high levels of performance for those who can tap into its full potential. With the ability to carry sails of all sizes, the Gemini can either be a fast and powerful tandem for advanced windsurfers looking to break records (currently set at 29.7 Knots) or a super stable platform to teach beginners and get them to experience the thrill of planing from the get go. This is the ride if romance is in the air. As a solo board, it is simply the most stable board you can ever find.

Insert and mast track tuning options cater for tandem performance sailing, tandem coaching or solo sailing. It’s a must for every school, centre and resort.

What’s new?
The 2008 Gemini incorporates the new Clipperbox III daggerboard system that features back-plated rubber rubber lips prevent water from passing through the daggerboard box to maximize speed and acceleration.

Summary:
• The World's first mid-style tandem board: 101cm wide
• Stable and easy – ideal for coaching
• Fast and powerful – ideal for record tandem speeds
• 3 mast tracks – middle track is ideal for solo sailing
• It’s the most fun you’ll ever have

Gemini Worlds 21 - 23 Sept, 07 La Rochelle, France

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>
</tr>
</thead>
<tbody>
<tr>
<td>Gemini</td>
<td>36.7 ltrs</td>
<td>372 cm</td>
<td>101.5 cm</td>
<td>84.6 cm</td>
<td>22.8 kg</td>
<td>2.0-3.50 m²</td>
</tr>
</tbody>
</table>

Nose handle (positioned longitudinally for easier handling)

Rear sailor positions

Front sailor positions

Rear sailor’s mast track positions

Front sailor’s mast track positions

Nose handle (positioned longitudinally for easier handling)

Full EVA Deck

Deep Tuttle Fin

Clipped EVA Fin

Chopped tail design above for easier handling

Rear sailor position

Foot handle

Tail handle
**ACCESSORIES**

1. **Start Leash:** The leash fits on the Start, Rio and Kombat Tufskin that have a leash attachment fitting on the bottom. The attachment point is situated in the middle of the board or a 45° angle attachment (a leash attached to the tail of the board increases tail drag). The leash features lead weights to sink the rope around the board, preventing the leash from getting tangled up with the fins. An elastic bungy gives room for the board to slow down gradually to a stop.

2. **Windsocks**
3. **Flags**
4. **Beach Flag**
5. **Mast base for adjustable mast tracks**
6. **Zero alloy extension base**
7. **Standard mast base:** Includes a North pin / push pin adaptor
8. **North pin / push pin adaptor**
9. **50cm alloy extension base**
10. **Safety Washer**
11. **Fin bag:**
    - **Race:** stores up to 10x 70cm fins.
    - **Slalom:** stores up to 10x 50cm fins.
12. **Accessory Bag**
13. **HD mast impact protectors:**
    - **Triple layer construction:** top plastic structure spreads the load, high density EVA beneath it disperses energy and the soft low density EVA underneath absorbs the load. The soft construction makes the HD nose protector fit a variety of nose shapes. For a board compatibility chart, please refer to our website www.star-board.com.
14. **Tiki Tool:**
    - Wide, rubberized moulded handle for maximum torque and grip, even with wet hands. Compatible with all Starboard board fittings: straps, air-valve, fin bolts and daggerboard plates.
15. **Custom Philips #2 head M4 22mm bolt**

**SOFTWARE & ACCESSORIES**

**WET SHIRT**

Wetshirt – quick dry fabric with a loose cut for comfort on and off the water. Available in blue or red, sizes XS, S, M, L and XL.

**SHORT SLEEVE Lycra**

Lycra – keeps you cool and protected against exposure of your forearms or shoulders to the water. Available in blue or red, long sleeve back or front. Sizes XS, S, M, L and XL. Available in black only.

**TITANIUM LYCRA**

Titanium skin – heat reflective titanium skin lycras keep you warm and ultra-stretch panels for maximum comfort and freedom of movement. Can be worn under a wetsuit as an additional insulating layer. Sizes XS, S, M, L and XL. Available in black only.

**LONG SLEEVE LYCRA**

Wetshirt – quick dry fabric with a loose cut for comfort on and off the water. Available in blue or red, sizes XS, S, M, L and XL.