WHAT'S NEXT?

It all started with the idea of making better boards while enjoying windsurfing for a lifetime. Since 1994 Starboard set the trend in windsurfing, and well over 1000 different board shapes have been under my feet since I first stepped on a board in 1978. The last few years of fighting re-ignited our fight wind days here in Thailand and is as exciting as to experience flying for the first time.

So the future is here and in addition to making the best boards built in benchmark technologies we need to take a closer look at the oceans and how we can help them stay alive.

We partner with organisations such as Parley for the Oceans, Trash Hero and do our own clean ups at local beaches and rivers, up to three times a week. We work with Sustainable Surf to develop up-cycled materials, bio materials and found them to perform better than many of the petroleum based raw materials.

We plant Mangroves in the Thor Heyerdahl Climate Park in Myanmar and have so far planted 154,900 trees, absorbing over 100,000,000 kg of CO2 over the next 20 years. Our goal is to plant over 1 million trees within 10 years, mitigating 1 billion kg of CO2 over the next 20 years. Very small numbers by world standards but still interesting in our sports world.

To put it all into a broader perspective, ONE single Mangrove tree can over 20 years absorb 5400 km of CO2 emissions from a car using 0.5 liters of gas per 10 km.

The average carbon footprint of a composite windsurfing board is 100kg, so we can actually be carbon net positive by planting a few trees per 10 boards we produce.

It is easy to make a positive impact and we hope that our world of wind and water can inspire businesses and governments.

We are just getting started, so join us and become a pioneer living a deep blue life.

Svein Rasmussen,
Chief Innovator
WINDSURFING

is a wonderful sport. Every time you hear the trees bending in the breeze, when you’re rigging your sail and fitting in your fin, that excitement around windsurfing doesn’t fade.

Every day is a new opportunity to improve your level. Windsurfing is exciting; discovering and progressing is what makes it addictive.

Today, I’m learning to foil jibe and I’m counting each foil jibe I can complete without touching down. I also remember the joy of completing the first one. It’s the same as when I completed my first jibe at age 15, then the first planing jibe after that.

At Starboard, it’s a pleasure and an honour to work on the equipment that we hope will help many windsurfers learn and progress, discover new sensations and enjoy many firsts.

The first sensation of gliding with the wind, the first maneuvers, the first jibes, the first jumps and the first forward loops, perhaps this year is the year you’ll fly on a foil for the first time, or enter your first race on an Iconic, or get kids planning for the first time on the Profile Ultrasode, whichever will be your first, whatever your level, wherever you windsurf, we hope you enjoy it just as much as we have enjoyed putting together our new product range.

Teresa You
Designer | Brand Manager
The full sandwich construction. Balsa Flax uses end-grain balsa wood bottom, recyclable PET foam sandwich deck with uni-direction Flax rail and deck reinforcements, for added stiffness in the mid-section.

Light, crisp and fast. Low carbon footprint: we designed Carbon LCF to be energy efficient to exceed the expectations of a carbon board with more sustainable materials and consume less of it. We achieved this by combining Bio Resin and carbon fibres with end-grain Flax.

Turn to the next page for more details.

Our lightest and most responsive board construction ever. Due to the high price and the limited supply of UltraCore available, Carbon Reflex is only available for our racing boards and it is made-to-order for our wave and freestyle models.

UltraCore is the key ingredient. Lighter, stiffer and stronger. UltraCore allows us to reduce skin fibre weight and flex absorption without compromising on strength or stiffness. By using the lightest carbon and by customising fibre orientation between 0°, 30° and 45°, we can minimise weight, control and optimise flex without losing stiffness or responsiveness.
Introducing Carbon L.C.F.

Our lowest carbon footprint board technology

We designed Carbon L.C.F. to be as energy efficient as possible. Carbon L.C.F. uses lower-carbon materials and then less of them by combining Bio Resin with end-grain Balsa and reducing overall resin consumption.

Bio Resin has half the carbon footprint as conventional epoxy resin. End-Grain balsa has a tenth of the footprint of conventional PVC.
Why End-Grain Balsa?

By turning the balsa grains vertically within the sandwich structure, Starboard’s innovative end-grain sandwich connects the top and bottom faces with millions of vertical honeycomb-like pillars.

The result: significantly higher mechanical properties than conventional petroleum-based PVC. Given the same density, end-grain balsa has 3x shear modulus, 3x tensile strength, 20x tensile modulus, 2.75x compressive strength and 1.2x compressive modulus.

So while reducing carbon footprint, Carbon L.C.F. technology is also stronger, stiffer and as light as regular carbon boards. Low carbon footprint. Light, crisp and fast. Carbon L.C.F.

*Balsa wood (Dyctiozyum panamense) is among the lightest and finest growing of the hardwoods. It is indigenous to the equatorial regions of the globe. Balsa, which in Spanish for raft, has enjoyed a colorful history of utilization in marine vessels, for example the Persian construction of the Ten RB rafts in 800 A.D.*

Kurt A. Fescheimer, Ph.D, W&L BubbaK Corporation

End-grain balsa at 50x magnification
**SHAPING THE FUTURE**

No doubt as a manufacturer Starboard is a polluter. But we can transform our overall net impact into a positive by working hand-in-hand with innovative eco-partners. Our goal is to shape ocean-friendly initiatives and discover alternatives.

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**STARBOARDS’ CARBON FOOTPRINT**

In the 2017 fiscal year our company’s carbon footprint was about 3,600 tons - caused by our products, raw materials and assembly and our teams extensive air travel.

However, with the one tree plan for each board sold today we planted 104,000 mangrove trees in the Thau L’Herbier Nature Park absorbing over 550,000 tons of CO2 over the next 20 years, arguably making our overall impact net positive many times over.

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**BIO RESIN**

We have pioneered the transition to BioResin in all our boards for two years ago. Conventional resin uses petroleum oil as a base while BioResin has between 85 and 95% of its content derived from plant and vegetable matter.

By using BioResin we can forward the movement of using more renewable resources and contribute to a more sustainable industry.

* with the exception of 3OX and inflatables

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**RECYCLED NYLON FINS**

Daggerboards and fins used in our progression boards are transitioning this year into recycled nylon made partly from recycled fishing nets discarded from fishing villages.

The recycled nylon, also known as Alulon, has the added benefit of being significantly stronger and stiffer than traditional nylon plastic.

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**RECYCLED FABRIC BOARD BAGS**

Every minute 1.5 million water bottles are produced around the world. A vast majority of these end up in landfills, taking approximately 400 years before decomposing completely.

By turning the wheel in the opposite direction, we can utilize these bottles in products. Chopped into flakes, washed, melted and extruded into yarns, these bottles are spun into a fiber.

All our 2018 boardbags outer skin are made from recycled plastic bottles. The smaller bags capture approximately 30 bottles, while the bigger capture approximately 60 bottles.

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**RECYCLED FABRIC FOOTSTRAPS**

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**PACKAGING APPAREL, FIBERBOARDS**

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In collaboration with PANKY and their A.R.R. Strategy we introduce the combined package and bag, by peeling off the punch-cut perforation this package easily becomes a bag, reducing the need for plastic bags in stores.

We’ve also removed the plastic from our board packaging. Triblockwise, plastic dust bags and significant blocks have been replaced with honeycomb and corrugated cardboard to further reduce plastic consumption.

Avoid Plastic Wherever Possible
Intercept Plastic Waste
Redesign The Plastic Economy
THE POWER OF CHOICE

by Florian Jung

 Imagine, all of us windsurfers have something in common. Whether you sail on a lake or flat water or in high waves on the ocean. In the end we really depend on nature to provide us with a certain power called wind. It is the one element that controls our daily behavior and activities where and when we can follow our passion. Sometimes I wish I could just make an appointment like any terrorist attack that is going for a Sunday afternoon match between 3pm and Imag. You could tell your buddy ‘Hey, let’s meet up for a good session with solid waves and wind for 4.30 pm next Sunday. Or rather Tuesday?’

On the other side, maybe it is exactly the reason why we live our sport. Each session is an unspeakable gift from nature, and each day on the water never feels the same. It is that never-ending challenge to adapt to the elements in the best way possible and control the raw power of nature in your hands and under your feet.

Windsurfing opened a lot of doors for me and I have the chance to see amazing places over the years. On the other side, it is obvious that we face a lot of problems caused by environmental issues such as climate change, ocean pollution and other related issues. It has been glaciers melting in Alaska and experienced the consequences of ocean pollution during an Arctic expedition. On the one hand, I travel more than most people and I use equipment made out of plastic and other toxic materials. On the other hand, I would like to improve the world and have a positive impact. How does that fit together?

It is an ambiguous situation. Try to live by certain ethical principles, while facing the facts of reality. Should we stop travelling, even though it is a part of my job? How can I extend for something I am part of the problem?

I came to the conclusion that I am far from living a sustainable life, but I still have a chance to try my best to change my daily routine and reduce my carbon footprint in many ways. I decided to take action whenever I can and look for opportunities to help to raise awareness on how to protect the ocean. I know there are tons of organizations with the same goal in mind, and we should know that we are about to face difficulties if we don’t change our behavior.

It is like going full speed on a highway without any brakes. Knowing that sooner or later we are about to hit a big concrete wall. How could that happen? Did we lose the respect for what surrounds us, the air that we breathe? Can we see the beauty and most importantly the overwhelming power of nature any more?

We have to be aware of our own personal power. Everyone can make decisions that have a positive or negative impact and together we are the world’s most powerful force. As humans, we are causing these problems and we are the only ones that can find solutions.

Alternatives adventures.

Earlier this year, I started working with Starboard to help test the first eco boards in windsurfing.

It is really interesting field as we are trying to reduce toxic material with natural ones such as end grain bamboo to replace the PVC core. Bamboo is one of the fastest growing trees in the world, it is offering better mechanical properties than PVC for the same density. This translates into higher rigidity and stiffness, as well as high impact and fatigue resistance.

Moreover we use bio-resin, injection molded inserts or fibr produced out of discarded renewable materials. To acquire the carbon footprint, Starboard is planting one mangrove tree for every sold board, which absorbs up to 1 ton of CO2 over the next 25 years.

It is really challenging to work on producing sustainable products. You take two steps forward and one step backwards, but it is really rewarding if you find a way to generate the same feeling and strength of a normal board with the least technologies based on natural resources.

The first tests showed that the board feels quite different on the water due to new flex characteristics that provide more control while riding waves. The weight of the eco board is more or less the same as any other conventional board.

Nowadays, a windsurf board has an average carbon emission of 100 kg CO2 over its lifetime from raw materials and production to packaging, electricity, shipping and disposal. The new eco board with the LCT (light carbon footprint technology) is going to have approximately 86 kg CO2 over its lifetime with still a bit of room for improvement, especially regarding the disposal.

The goal is to reduce the carbon footprint for any board production and offer it for the same price as a conventional one. In terms of business, it is probably not the most efficient way to make money because the costs of production are still more expensive. It is more and more brands in the surf industry choose this path of developing products more favorable to Mother Nature, the cost will be cheaper which would be a really positive sign for our environment and our wallets.

As one of the world’s most respected marine biologist Dr. Sylvia Earle once said: “You have all the power to reverse this. If you don’t use it, it’s not your intention to tell us what is right or wrong and buying an eco board won’t solve this problem. But like the idea that windsurfing as a sport can have a positive impact for our environment. We might be still far away from that, but every change starts with one step in the right direction. I think it’s worth giving it a try, because we just have one planet with wind and waves.”
WAVE AND FREESTYLE
ULTRA KODE WAVE
72 / 76 / 80 / 86 / 93 / 99 / 105
The Magic Waverider, the ultimate wave rider. Thruster, quad or twin, it’s the
dream wave board by the Dream Wave Team. Five lightweight Starboards weigh
the same as three regular fin boxes, so versatility doesn’t come at a
price. The choice of Jager Stone, Dany Bruch and Wave World Champions
Philip Klüter, Danski and Bullys Mariano. The 72, 76 and 76 are designed by Mark and Jager Stone, the four largest sizes
are by Dany Bruch and PWA Champion Philip Klüter. The 80 size is a merger
of the two groups.

WHAT’S NEW?
New MFC fins on the 86, 93, 99, 105. New fin positions on the 80 match-
ing the 72/76. New Technology: Carbon L.C.F. is our new lightweight
carbon construction that uses end-grain bamboo sandwich instead of PVC
to lower the board’s carbon footprint while keeping the lowest weights.
The other technology option is Carbon Reflex. It is our lightest, most
exclusive and a limited-edition flagship construction that combines
Starboards’ proprietary UltraCore sandwich with the lightest bioloid carbon.

A.I.R. FRESWAVE
86 / 93 / 103
The A.I.R. is about making a wave rider board fast and plane up quick,
then making it turn because of a hyper compact outline and its forward ve
instead of its rocker, ideal for smaller to medium sized waves where you need
speed and extra versatility. Dany Van der Vlis and Tiny Franck wave board.

WHAT’S NEW?
The boards are 220 to 225cm long, with a short nose and tail and a muc
track pulled back to allow the board to react and turn quick ly. With such
a short tail the back foot tail box allows us to maximise fin grip, avoid
instability while keeping the area behind the fins fixed and as short as
possible, all in the goal to maximise reaction and maneuverability.
The thruster set up was chosen for its combination of speed and maneuverability.
The double concave bottom adds grip in the turns and the spinning forward ve
creates a powerful ridget effect when you
engage the rails into a turn.
The A.I.R is an all-waves/free wave board concept, most appreciated
by wave riders coming from a freestyle background and riders who look
for speed.

KODE FREESWAVE
86 / 94 / 103 / 109
Winner of the 2017 Panshin board. The Kode Freesline is our first
wavelike/freestyle crossover board. Each size is designed to ride in either
thruster fin configuration for more maneuverability and grip, or in Single fin
configuration for speed. The Kode Freesline is known as a reference and a
favourite in the freestyle segment.

WHAT’S NEW?
New shape: 3cm shorter improves maneuverability. Slightly shallower
concave adds some crispness to the riding sensation. The 109 now also
has shallow double concave and more vee to bring its grip level with
the other sizes.
Two new technologies: Bamboo Full sandwich and Carbon L.C.F., our
new lightweight carbon construction that uses end-grain bamboo sandwich
instead of PVC to lower the board’s carbon footprint while keeping the
lowest weights. The third technology option is Carbon Reflex. It is our lightest,
most exclusive and a limited-edition flagship construction that combines
Starboards’ proprietary UltraCore sandwich with the lightest bioloid carbon.

FLARE FREESTYLE
81 / 93 / 103 / 113
Our dedicated Freestyle board and the board of PWA Freestyle Wor
Champion Dorin Vlas of France.

WHAT’S NEW?
New shape: New volume distribution with the thickest point pushed back
The 93 is more compact. 5cm shorter and 1cm wider. The 103 is
narrower between the straps to make it more reactive. The 113 is
narrower, it is a skinny, v- version of the new 103.
New Technology: Carbon L.C.F. is our new lightweight carbon
construction that uses end-grain bamboo sandwich instead of PVC to lower
the board’s carbon footprint while keeping the lowest weights.
The other technology option is Carbon Reflex. It is our lightest,
most exclusive and a limited-edition flagship construction that combines
Starboards’ proprietary UltraCore sandwich with the lightest bioloid carbon.
QUAD THRUSTER TWIN

ULTRAKODE

Why five fin boxes?

With advancements in board construction, fin boxes and mast track development, with reduced epoxy and paint consumption, the UltraKodes are both lighter than a conventional thruster and more versatile by their ability to convert from thruster to quad twin or single.

For those looking for a pure thruster, Starboard offers the UltraKode Pure Thruster Edition.

OUR 70g STARBOX

For an extra €99, £99, £99 at the time of purchase, upgrade your UltraKode with a G10 Quad fin package by Drake Windsurfing Fins.

The Starbox fits notched slot box fins for a fast through system. Keep the brass nut locked in place when removing and replacing fins.

It also fits US box fins for the classic system that pivots to reduce fin damage if you hit the reef.
AVOID, INTERCEPT, REDESIGN

A.I.R FREEWAVE

About the name: the A.I.R name comes from the Parley concept: Avoid, Intercept and Redesign. Avoid the use of plastics where possible, intercept plastics and recycle them when possible, and redesign products to use less plastic. Because the A.I.R is the first board to use our new Carbon I.C.F. construction, we thought A.I.R would make a nice name for our all-new wave/freewave board.

Features
1 / THREE FIN BOXES: Set up as thruster or single fin.
2 / SOFT RAILS WITH A CLEAR RELEASE EDGE: to blend maneuverability with speed.
3 / SHORT TAIL/SHORT NOSE: to maximise reactivity, pivot and maneuverability.
4 / MAST TRACK SHIFTED BACK: for quicker re-action and maneuverability.
5 / BAT TAIL: Improves grip in turns and reduces spin outs.
6 / FAST PLANES EARLY: Keeps floating at lower speeds in mushy waves
7 / SUITABLE FOR MEDIUM TO SMALL WAVES.
Mark Stone
Designer, shaper: UltraKode 65, 72, 76, A1R, Wave 80, 90, 100, 110.
Co-designer: A1R FreeWave 83, 93, 103, UltraKode 80
To commemorate Boujmaa’s 2016 WWT Title, we are pleased to introduce Boujmaa’s custom wave board shape as a limited-edition production series.

“I use this board from light wind side offshore to high wind onshore, it turns easy and forgives my mistakes with the soft rails. It turns with a lot of speed and it feels great when I go with all this speed down the line, laying on the rail all the way through the top turn. It easily reconnects with the next drive and keeps the same speed. In the onshore conditions, I can easily make it turn fast on the bottom and top turn too. The board feels like perfection for me. It is a sum of a long time of work to get to where we are with it.”

Boujmaa Guillou, WWT Champion 2016

Features
1 / THRUSTER FIN SETUP: MFC TF17 centre / MFC TF10 side fins Boujmaa Edition
2 / DRAWN FIN TAB, for fast waves and down the line conditions.
3 / EXTRA SOFT RAILS combine with a mono-concave bottom give the board maximum grip

What is the main difference between Boujmaa’s board and the standard Ultrakode? Boujmaa’s board generates grip by using a mono-concave in the rail, then adds a lot more tail kick (4) and nose kick (3) for maneuverability. The rails are similar in the mid-section but Boujmaa’s board relies on its much softer, rounder and thicker rails under the back foot for rail to rail transitions (6). His board is smooth, forgiving and most maneuverable.
Ultrakode
Liam Dunkerbeck
Pro Kids Model Ltd Edition

Liam Dunkerbeck

A mini version of Jaeger and Mark Stone’s Ultrakode 72, shrunken down to 65 litres.
210cm x 52.5cm

Footstrap stance, mast track position and fin positions have also been scaled down. Made to order, custom CNC process.
Just after Bouyma’s WTV win, Kevin Pritchard was crowned 2016 Aloha Classic Champion. Naturally, to commemorate this title, we are just as pleased to introduce Kevin’s Mauai wave board as a limited-edition production series.

“The best thing about my pro model is that you can take the board anywhere. It’s fast, it turns well, it floats on the light days, and grinds through on the windy days. I am really stoked on it!”

One of the things that I like is the narrower nose on it. It really frees the board up and has a very light and crispy feeling to it. I have been riding it mostly with the thruster set up but for bigger waves the quad set up will work quite well. I always say that a good board is a good board, no matter what fin setup you have on it. I think that for different style of turns, you can put in different fins in the board and that’s what makes it fun.

The rocker line is pretty much the same rocker line that I have been using for the last 10 years or so and it just gets more and more refined. I have been using the MFC TF fins with a 10 for the side fins and a 16 for the center fin. It is a pretty small set up but it keeps the board really loose. I have been running them with the leading edge at 41 and 30cm from the tail. It has been working out pretty good.”

Kevin Pritchard, Aloha Classic Champion 2016

Features
1. FIVE BOXES: Quad - Thruster - Twin - Single Fin.
2. NARROW NOSE for a light feel.
3. LONGER, NARROWER with drawn-out lines

What is the main difference between Kevin’s board and the standard UltraKode?
Kevin’s board has only slightly more tail kick than the regular UltraKode (4). It uses its narrower width to create speed and quick rali-rali transitions.
To make this style of board versatile, floaty and comfortable, it has lots more thickness and rail volume (5). The added length, narrow nose and narrow width makes the board ride very free.
CONGRATULATIONS

PHILIP KÖSTER

WINNER OF THE 2017 PWA GRAN CANARIA WORLD CUP
RACING
RACING THE ADRENALINE

2018: we bring more toys than ever to the racing market to help you reach your goal—regardless of your windsurfing discipline.

Race boards: introducing the most advanced race board so far—the new Phantom 377L. Significantly improved light wind performance, with outclassing anything in high wind. There’s also the Phantom One, which is a special design for youth at an affordable price. We believe this class will take off during 2018.

Formula: the new Formula 177 is another step forward to pass through the luff with ease, upwind or downwind. A massive advantage for reaching the podium positions.

Slalom: in the biggest class where many brands compete, we again refine our slalom weapons to keep the lead and help you to deliver 100% performance and more. Reaching the podium or racing some friends is always a huge adrenaline kick, always with good jokes to finish the day.

Windfoil: a brand new market with several classes trying to find their way. The Sonic 147 Ready to Fold is the best choice for F2A races and their new 91cm windsurfing limit, while our Sonic 157 at 100cm wide can help take off in any competition with amazing light wind performances.

Whatever the class you race in, we bring the weapons to deliver the maximum adrenaline and performances. Enjoy your season.

Remi Vila
Research & Development
WHAT’S NEW?


SPEED  POWER  WIND RANGE  FACE-OF-USE  EARLY PLANNING

WHAT’S NEW?

New 147 and 157 sizes. 117, 127, 137, 147 and 157 are Ready To Foil with reinforced fin boxes. Available in Carbon Reflex and the new Carbon L.C.F. technology across all sizes.

SPEED  POWER  WIND RANGE  FACE-OF-USE  EARLY PLANNING

WHAT’S NEW?

The extra-wide Sonic designed specifically for maximum lift and efficiency. It is longer than the regular Sonic to glide on to the plane more efficiently. When foiling, it makes them more forgiving when touching down and controllable in flight. The footstrap inserts and less bogy nose shape also provide a more comfortable, less powerful stance.

SPEED  POWER  WIND RANGE  FACE-OF-USE  EARLY PLANNING
WHAT'S NEW?

The light-wind, course racing powerhouse, with an all-new shape and now also ready to foil. At the Starboard Foil and go upwind/downwind faster, more efficiently and at angles you’d never thought possible.

WHAT'S NEW?

The official Formula Experience equipment package. Formula Experience is the only T500K planing one-design racing class, with races possible in the widest range of wind and water conditions.

WHAT'S NEW?

The slalom package by Starboard. Available for windsurfing clubs and national associations to purchase distributor-direct. Available for slalom enthusiasts and shops to book a fleet, to organise a private slalom race among friends and customers.

WHAT'S NEW?

Improved reinforcements on the foot of the Formula One sail, for added durability.

The Slalom One are twin-cam sails with a narrow luff sleeve. Suitable for slalom racing.
PHANTOM RACE RACEBOARD

295 - 299 - 377 - 377L - ONE -
The most successful, most popular and most advanced raceboards. The Phantom series dominate through sheer technological advantage, with their BatWings slanted mast track concept and raised sides walls.

WHAT’S NEW?
New 377L shape with much improved lightwind performance. Wider nose to help get on the rail quicker, avoid diving and staying over the chops all the time. The new slanted mast track is placed 2 cm further back with the daggerboard 2 cm further forwards to make the board more sensitive in light winds and get on the rail quicker. To get planing easier, the bat wings are wider at 60cm by 3cm but also narrower in the tails get more top end speed and a better feel of the fin.
Available in Carbon Reflex and Carbon L.C.F.

New Phantom ONE, for direct sales to racing clubs and national associations, it has the same shape as the 299 with a special extruded carbon construction.

New technology options: the Phantom 299 shape is available in 3DX, Carbon Reflex and Carbon L.C.F.
The 299 is developed specifically for club and national racing.

PHANTOM RACE 377 - For competing raceboarders under 80kg
PERFORMANCE w/DAGGERBOARD > 6-
PERFORMANCE w/DAGGERBOARD < 6-
WIND RANGE
NON-PLANING PERFORMANCE
PLANING PERFORMANCE

PHANTOM RACE 377L - For competing raceboarders over 80kg
PERFORMANCE w/DAGGERBOARD > 6-
PERFORMANCE w/DAGGERBOARD < 6-
WIND RANGE
NON-PLANING PERFORMANCE
PLANING PERFORMANCE

PHANTOM RACE 299 - For national and recreational raceboarding
PERFORMANCE w/DAGGERBOARD > 6-
PERFORMANCE w/DAGGERBOARD < 6-
WIND RANGE
NON-PLANING PERFORMANCE
PLANING PERFORMANCE

PHANTOM FREE RACEBOARD

207, 707 - 271 CM x 78, 8 CM
Raceboarding is fun but very technical. Freeriding is fun but you need alining conditions. The Go Windsurfer is also fun but it’s not very high performance. The Phantom Free fits that gap: a fun, high performance freeride raceboard. Less technical than full raceboard, more high performance than a Go Windsurfer.

WHAT’S NEW?
It's an all-new board. Take a Phantom shape trimmed down to 271cm, keep the balance and remove the adjustable mast track and simply the deck configuration. The board becomes lighter, simpler and more fun for more people in all conditions.

PERFORMANCE w/DAGGERBOARD > 6-
PERFORMANCE w/DAGGERBOARD < 6-
WIND RANGE
NON-PLANING PERFORMANCE
PLANING PERFORMANCE
iSONIC

Starboard’s flagship board range. The cutting edge in windsurf board technology, the lightest, fastest windsurf boards on the market. World Champion 2016, men and women.

For 2018, we have 147 and 157 sizes. 117, 127, 137, 147 and 157 are Ready To Foil, the fin boxes are reinforced and ready for foiling.

90 Earlier planing and faster jibe exit speed by increasing the width at 60cm by 2mm. This also has a positive incidence on the acceleration that is very important in slalom, where getting to max speed as quick as possible is key to winning. The board rides lower and becomes easier to control.

97 Reduced thickness up to 7mm in nose area to increase control. The cutaways in the tail have been re-designed to reduce the wetted surface for less drag. Together, you have a board that you can control better, in more winds than before. Highly recommended for medium weight racers as their medi-embell board.

107 This board is a bit bigger this year, 1cm wider and thicker in tail to increase the performances with 8.5 sail, as the gap between 137 and 107 has grown big. To keep the top end speed and performances with 7.8, we reduced the wetted surface in tail by adjusting the cutaways. The result: this board accelerates more than before, even with a 7.8. The winning slalom machine for medium and heavy weights in medium wind.

117 Totally new this year, the 117 now draws from the same styles as the 127 and 137 with more light wind emphasis. It is the light weapon for lighter weights and the powerful option for medium to heavy weights in medium winds. Ready to foil.

127 More compact and 2cm shorter. The wetted surface is 2cm narrower at 86cm from the tail (although the total width of the board at this point is only 2cm narrower). The result is earlier planing, quicker acceleration, higher top-speed and improved jibe performance. Ready to foil.

134 This much loved shape from 2016 makes a return following the PWA’s decision to add foil rig to a lightweight alternative to slalom in the 2018 season. While the 137 below is more powerful in lighter winds, the 134 is the preferred choice in winder conditions because of its narrower tail.

137 The new 137 is 3cm shorter. The wetted surface area is 1.7cm narrower at 36cm wide with the width of the board at this point is 1.3cm narrower. Like for the 127, the result: is earlier planing, quicker acceleration, higher top-speed and improved jibe performance. Ready to foil.

147/157 The new 147 size is designed to meet PWA’s updated 71cm limit for slalom racing and the PWA’s 90cm for foil racing. Together with the wider 157, they are two high performance lightweight machines built for racing. They are our most high-performance foils.

Features

1 / FLOW NOSE CONCEPT for reduced drag and added control
2 / CUT AWAYs for less drag, higher top end speed and quicker acceleration
3 / DEEP DECK CONCAVE for more control
4 / STARBOARD’s MINI-STRAPS for the lowest possible weight when wax.
5 / STARBOARD’s FLAGSHIP RANGE, THE CUTTING EDGE IN WINDSURFING TECHNOLOGY
6 / SUPER LIGHT CONSTRUCTION, AVAILABLE IN CARBON REFLEx AND CARBON LCF
7 / PLANETS ENSURE CONTROLABLE IN HIGH WINDS, THE WIDEST WIND RANGE

READY TO FOIL

1

2

3

4

5

6

7

8
DEFENDING WORLD CHAMPION MATTEO IN THE LEAD DURING THE 2017 PWA SLALOM RACE IN SOUTH KOREA.
BOARD: ISONIC 127 CARBON REFLEX.
FOIL
The 122 is a plug and play freeride foil board, thin for maximum foil control, with TIG OK sharp rail edges for early planing and a clean water release even when touching down. Recommended for foils up to 32cm deep. The 147 is a balanced and stable foil board with a wider outline and a wider tail giving it more power and stability. Suitable for foils up to 55cm wide and for regular windsurfing.

WHAT'S NEW?

The 122 is a new addition to the range. It is designed purely as a foil board, hence its reduced thickness, flat deck shape, sharp rails all around and relatively wider tail. This gives the board more control, more performance and makes it more forgiving to foil compared to using a classic freeride wind surf board.

122 available in WoodCarbon. 147 available in Technora and Carbon Reflex.

- FOIL 122
  - SPEED
  - POWER
  - WIND RANGE
  - BASE OF USE
  - EARLY PLANKING

- FOIL 147
  - SPEED
  - POWER
  - WIND RANGE
  - BASE OF USE
  - EARLY PLANKING
ULTRA
Mast: Carbon 95cm | Fuselage: Aluminium 75cm
Front Wing: Carbon 550cm² | Tail Wing: Carbon 255cm²

DESCRIPTION
Our fastest foil for medium to high wind conditions.

SLALOM
Mast: Carbon 95cm | Fuselage: Aluminium 75cm
Front Wing: Carbon 550cm² | Tail Wing: Carbon 330cm²

DESCRIPTION
The fast foil for slalom and freestyle foiling. The larger tail wing gives more stability compared to the Ultra at a slight expense in top speed.

GT
Mast: Carbon 85cm | Fuselage: Aluminium 75cm
Front Wing: Carbon 800cm² | Tail Wing: Carbon 330cm²

DESCRIPTION
The freeride model. This set uses a shorter mast for a lower, easier flight and larger wings for more stability and easier take-off in lighter winds.

RACE
Mast: Carbon 95cm | Fuselage: Aluminium 115cm
Front Wing: Carbon 800cm² | Tail Wing: Carbon 255cm²

DESCRIPTION
Maximum power, maximum speed with the earliest take-off. The long fuselage also makes the foil super suitable for progressing foilers. Winner of the first ever PWA foil competition.
FUSELAGE TECHNOLOGY

Aluminium. Why aluminium? Air testing repeatedly found aluminium fuselages to outperform carbon fuselages in spite of their weight and the extra care needed to avoid corrosion. The lighter the fuselage, the more apparent it became that unlike masts or wings that are thin, because of the solid, circular cross-section of a fuselage, not only is an aluminium fuselage stiffer, it is also tougher, stronger and torsionally more rigid. Since added weight is not a disadvantage in foil, possibly even an advantage, we chose 6061 aluminium for the fuselage construction.

A super stiff mast, a hyper-light fuselage and flat carbon wings would all go to waste if the fuselage fitting wasn’t up to par. So we designed our own, panel bonding fuselage fitting that not only allows for convenient disassembly, it also allows four threaded bolts to crack up the fitting pressure between the mast and the fuselage to the max, enhancing tensionally all the way and creating a single, fused high performance unit. Three Torx bolts on the bottom carry the vertical loads. When the fuselage fitting could be the weakest link in a foil construction, our system turns the design equation upside down, making the connection a stronger and stiffer line than ever. We made a single-piece mast fuselage combination.

We tested the water out of our super light, super strong fuselage. The only time the fuselage broke was when we couldn’t find any more bolts in the last fiting sequence. With the same Tahiti Sea, it broke again. This time we checked all the screws. There were still some loose. We are the only team that can say that our fuselage broke twice in Tahiti. Either that means our design is really good or our screws are really bad. We still believe in the former, but have since simplified our fittings, by using only three bolts and a central screw for the place in the mast that is the least stressed during riding, for every ‘bend’ the mast has somewhere in the fitting. The Grant Tahiti Express during Tahiti, it broke again. This time, we are sure it was the screws.

WEIGHT SADDLES

The key to a great sailboard design is width and square, mechanically locking shapes. With a flat and large making surface that makes the most of the fuselage’s width, Starboard’s wings bottom with ease and allow wings of all shapes and sizes to be fitted. Want to attach your own wings? We supply G10 wing bolts that allow you to bolt on any wings to the Starboard Modular Foil Platform.

FUSELAGE FITING

Our mast head is compatible with tapered windsurfing Deep Tuttle 16mm box or flatbottomed foils found in some foil boards. The utilised bolts allow the bolts to rotate and adapt to both angles parallel or tapered. The stainless steel nuts are oversized and deeply recessed into the head for maximum strength. In our crash tests, the bolts bent and the bolts in the box hole brake first. The mast and the locking nuts in the mast head survive with scratches and bruises.

FOIL TECHNOLOGY

Forget weight. Forget fins. Foklifts have to be soft and flexible all right to achieve control and flight. The stiffer, the more stable. And the more stable, the more control and more performance the foklifts. Starboard masts are built in 100% pre-preg glass with Toray 222, layers of wrapped high modulus 3K and plain-woven and triaxial Toray carbon (unidirectional) pre-impregnated, heated, and fused into one monolithic mast of incredible stiffness.

The shape of our mast has also been optimised for flexural and torsional stiffness. Computational finite element analysis shows the Starboard mast, by virtue of its shape alone, is already up to 30% stiffer than a traditional mast.
CARVEIQ FREERIDE

104 - 114 - 124 - 131 - 141 - 151

Pure freestyle boards that merge the Kode and the Curve into one. The three smaller sizes are soft, thin and compact, replacing the Atomiq. More aggressive, manoeuvrable boards with an exciting, connected feel and a very fast ride. The three larger sizes are longer and more stable, designed with plug-and-play philosophy. Maximum performance with minimum fuss. They replace the Curves.

WHAT'S NEW?

114, 124, 134, compared to the Atomiq, 4cm shorter for more control and a more responsive board. A wider tail for more backfoot power. Deeper concaves for added grip. More Vee for improved jibeing and comfort through chopp.

131, 141, 151, compared to the Curve, 6cm shorter for more control and maneuverability but keeping the same long, flat profiles to glide easily onto the plane. Deeper concaves for added grip. More Vee for improved jibeing and comfort through chopp.

Available in our Carbon L.C.F. technology Flex Ribs and 3DX.

ATOMIQ DUO FREERIDE

114 - 124 - 130

Our dual purpose board, for kids to learn to windsurf on, for adults to blast and free-style on. Features like the removable centre fin, the large soft deck area, carry handles and footstrap positions for all levels make it great for kids.

WHAT'S NEW?

Easier to learn on, more fun to ride. The Atomiq Duo replaced the Kode Tubeless with a slimmer shape that makes it more stable to learn on. More maneuverable and responsive to freestyle on.

Starboards exclusive 3DX construction makes it crisper and stiffer than other boards in its price segment.

GO PROGRESSIVE

121 - 131 - 141 - 151 - 161

One for all. The iconic and Impeccable GO board: the progressive boards for improving beginners to fully-activated intermediates.

WHAT'S NEW?

The 2018 GO carry over from 2017, with shapes identical to the wider, stiffer Curves. Built in the crisper, stiffer 3DX construction. The centred box for beginner windsurfing is now standard across all sizes.

The GO has the most premium graphics, design and construction in its segment.

GO WINDSURFER PROGRESSIVE

175 - 195

A variation of the GO with more glide in non-planing conditions and a fully-removable daggerboard. A bestseller and our recommendation as a windsurfer's first board.

WHAT'S NEW?

Two sizes are available. Both have a nice even volume distribution that improves planing stability. The wider and thinner outlines improve roll stability. Overall, more highwind glide, more highwind control, more highwind comfort and easier to get planing with their efficient double nose bow-cockers.
CARVEIQ
PLUG AND PLAY

104 - 114 - 124

These three sizes are extra-short for more control in high winds, making them more reactive and maneuverable. The tails are wider than last year, making them more stable at speed with more power to go upwind. A wider wind range overall. To improve jibing and length at speed, we added more vee across the bottom.

WHY THIN?

The CarveIQs are all designed a thin profile, a Starboard innovation first introduced in 2010. A thin profile lowers the board’s centre of gravity, making the board more sporty, more stable, more controlled and more reactive.

For advanced riders - choose your board size by width. This means your thin board will have less volume for improved control and less dead weight. A thin board will feel sharp and reactive.

For progressing riders - choose by volume. This means your thin board will be wider for the same volume, giving you added stability.

131 - 141 - 151

Those three larger sizes are designed for easy planning. They are longer with smooth profiles that glide on to the plane effortlessly. For 2018, the squashed nose aims to reduce dead weight at the tip of the nose without affecting the ease of getting planing. As a result, the boards have more high wind control and feel more reactive.

We’ve also added more vee throughout the board to improve the jibing qualities and make them smoother across rough, choppy conditions.
RIO LONG TAIL

- SMALL (195L) • MEDIUM (219L) • LARGE (259L)

The go-to board for entry level windsurfing and schools. The combination of a long tail design with batwings, thick box rails, low nose rocker and a flat deck make it glide better than a conventional beginner board yet with more stability. The long tail design also makes the Rio the board that transitions the easiest into planing.

The Low Nose Profile with wide shoulders and parallel rails increases gliding speed and stability. The contoured deck shape gives added comfort to central footstrap positions and makes it easier to put pressure on the rails.

All sizes include the Long Tail technology for the easiest transition into planing. Built in ArmourTech and available in two finishes: standard and all-white School Edition.

START

- MEDIUM (238L) • LARGE (246L)

The World’s most stable windsurf board. Popular with windsurfing schools as the first board to teach beginners on. Color-coded deck gives the rider an intuitive guide for how to position feet and angle the sail when uphauling, cruising or planing. The colours also make it easier for the instructor to show where the student should place their feet. With its exceptional stability, there is no easier board to learn windsurfing on than the Start.

WHAT’S NEW?

New deck EVA with tough High Density (HD) rail for improved durability. The HD EVA extends over the nose and tail where the boom drags across when uphauling the sail. New colours and a refreshed, modern graphic design.
AIRPLANE
- 230 - 242 - 255 - 270 - 290 -

The innovative inflatable windsurf boards capable of full planning and full canoeing. The 290 includes a fully retractable daggerboard.

WHAT'S NEW?
We improved top speed, reduced drag and made the Airplanes easier to get planing by reducing the box permanently in the board. It is glued in place and no longer removable, which also makes the board simpler to set up. The bottom shape in the tail becomes clean and more streamlined.
The construction is upgraded with a new double-layer, low-extendion, dropstitch technology for added stiffness, improved durability, higher resistance to puncture, improved shape stability over time and reduced weight.
New removable centre fin box. New integrated deck plate for simpler assembly and a stiffer feel. New roller bag made from recycled plastic bottles.

AIRPLANE
- 290 SCHOOL EDITION

A popular choice for windsurfing schools and clubs. The Airplane 290 School Edition keeps the same daggerboard as the standard 290 but comes without foootstrap fittings, advanced graphics, pump or bag.

WHAT'S NEW?
The deck plate is integrated into the board, making the board stiffer to set up. The mushroom mast insert system remains. It is inserted into the board from the bottom, making it the safest and most reliable mast insert system.

WINDSUP INFLATABLE
- CONVERSE - JUNIOR - WHOPPER - BLEND - TOURING - ATLAS

Compact, light and strong, you can go paddleboarding, learn windsurfing and get planing with footstrap fittings, advanced graphics, pump or bag. The Deluxe version adds a full daggerboard case for extra windsurfing performance.

WHAT'S NEW?
Deluxe: New double layer, low-extendion, dropstitch technology for added stiffness, improved durability, higher resistance to puncture, improved shape stability over time and reduced weight.

WINDSUP
- CONVERSE - WHOPPER - BLEND - ATLAS - FREERIDE

Boards that cover windsurfing and paddle boarding in one. Each WindSUP is based on a popular Starboard paddleboard shape and have an added mast track and centre fin box to plug in a sail and centre fin for windsurfing use. A great choice for sharing windsurfing, paddle boarding with friends and family.

WHAT'S NEW?
The soft deck ASAP and the painted, polished Starshot offer our two lowest price points with the choice between a full soft-deck finish or hand painted deck finish. Starlite is an upgraded version of Starshot with an impact-resistant Carbon Kevlar rail finish and a more premium graphic design.
AIRPLANE
AIR IN THE BOARD
WIND IN THE SAIL

THE INNOVATIVE INFLATABLE WINDSURFING BOARD
CAPABLE OF FULL PLANNING AND FULL CAVE JIBING

The Airplane is the board for those who are looking for mobility; yet want a fun and high performance experience. The boards are for everyone - from the experienced full planning user to the young kids of the sport. It’s light, durable, fast and rolls up into a bag.

Starboard Innovation:
DOUBLE RAIL EDGE: The Starboard invention that created the planing inflatable windsurfing board segment. The rail runs along the rail of the board, creating a hard edge that allows for a clean water release and higher speed. For 2018, we've repositioned the rail edge to improve grip while carve jibing.

Starboard exclusive:
HIGHER PERFORMANCE OR EXTRA UPWIND GRIP
The smaller sizes (210, 242, 255 and 270) come with a removable center fin box. Remove both box and fin for advanced windsurfing with more speed and less weight. Reattach when learning or when upwind performance is preferred.

Starboard Innovation:
MAST TRACK: To make the mast insert system extra safe and strong, we insert it from underneath the board. A deck plate distributes the top load over a large area for added stiffness.

Features
1 / MUSHROOM MAST TRACK SYSTEM for the safest sail attachment system.
2 / GLUED-IN FIN BOX for improved top speed, reduced drag and earlier planing.
3 / DOUBLE RAIL EDGE for improved carve jibing performance.
4 / REMOVABLE CENTER FIN BOX for less weight and less drag when removed.
5 / WEIGHT CONSTRUCTION. For easier handling on and off water.
5 / ROLLER WHEEL BAG made from recycled plastic bottles.
5 / FOOTSTRAPS partly made from recycled plastic bottles.
**INNOVATIONS**

**RAIL EDGE:** the rail edge runs along the rails of the board, creating a hard edge that allows for a clean water release and the board to get planing.

**ZEN** models have a removable center fin. Remove the box for a better paddling experience without added weight or drag. Attach the center fin to prevent the board from drifting sideways when windsurfing.

**DELUXE** models have a retractable daggerboard for better windward performance.

**FOOTSTRAPS:** easily removable for a clean deck when paddling; the footstrap gives you greater control for when windsurfing at speed.

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**CHOOSE YOUR BOARD**

**Converse:** the compact stable model for kids

**Junior:** the fast high-performance model for kids

**Whopper:** the favorite all-rounder, ideal for surfing, progressing and cruising

**Blind:** similar to the Whopper, adding more glide and a little less stability

**Atlas:** maximum stability. A solid platform for even the heaviest of riders

**Freeride:** The authentic Windsurfer experience is back, with a unique and seamless transition from gliding to planing. The deep-v four-blade concave nose absorbs chop. It is a fast all-round racer as a stand-alone SUP board. Available in two widths: 30” for more glide, 32” for more stability.

**Touring:** Inflatable-only flat water fast shapes that glide effortlessly.

The Blind and Freeride are available as a Waterman Package, complete with paddle and sail.

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**WINDSUP SAILS**

Starboard’s WindsUP sail is a great addition to any SUP board fitted with a sail connection. It is light, powerful and designed specifically for paddleboards.

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The Compact version of the WindsUP sail package includes a four-piece mast and a three-piece boom, collapsing into a small bag that’s convenient to carry and store. The regular version of the WindsUP sail uses a regular two-piece mast and boom.

Available in 3.5 and 6.5m².
**STARLITE**
Our premium windup board technology with an extra durable Carbon Naxia perimeter rail band that adds extra stiffness and performance.

**DELUXE INFATABLE**
FUSED FOR ALL WINDUP DELUXE AND AIRPLANE EXCEPT THE AIRPLANE 230
2/16” THICK, HIGH DENSITY, LOW EXTENSION AND EXTRA STRIP DROPSTICH CONSTRUCTION
DELUXE WINDUPS ALL INCLUDE A RETRACTABLE DAGGERBOARD

**STARSHOT**
Best technology. High performance, quality, comfort, strength.

**A.S.A.P.**
As Strong As Possible: tough like the StarShot and with a full soft deck for added comfort. The rails are also wrapped in high density, thermoformed EVA for added protection. Our most affordable technology option.

**ZEN**
/ 6/8” THICK FOR EXTRA STIFFNESS, EXCEPT CONVERSE AND AIRPLANE 230 THAT USES 4/75” TO PRIORITIZE CONTROL AND STABILITY
/ ALL ZEN MODELS ARE FITTED WITH A REMOVABLE CENTER FIN BOX

**DELUXE INFATABLE**
- 3K CARBON RAIL BAND for compression and additional stiffness
- 0.9mm OUTER RAIL BAND for enhanced stiffness and strength
- DECK PAD 3mm EVA square grooved with cross skin texture

**FUSSION TECHNOLOGY**
Top and bottom layers are fused in a single glueless process

**STIFFEST TECHNOLOGY**
The 3K Carbon Premium compression rail band adds outstanding rigidity

**CLEANEST TECHNOLOGY**
The deck and bottom lamination process is free of glue and solvents using stricter rules in plastic. The packaging of the board has been redesigned to be free of plastic.
### Specifications

| Model              | Length (ft) | Width (in) | Weight (T) | Engine         | Fuel System | Max Thrust (hp) |
|--------------------|-------------|------------|------------|----------------|-------------|----------------|---------|
| AR-6 Flying Freebee| 37          | 42         | 6          | 100            | No          | 17              | 12      |
| AR-8 Flying Freebee| 39          | 44         | 8          | 120            | No          | 18              | 15      |
| AR-10 Flying Freebee| 41        | 46         | 10        | 150            | No          | 20              | 20      |

### Motor Specifications

| Model              | Length (ft) | Width (in) | Weight (T) | Engine         | Fuel System | Max Thrust (hp) |
|--------------------|-------------|------------|------------|----------------|-------------|----------------|---------|
| Arma 140            | 24          | 30         | 4          | 50             | Yes         | 15              | 15      |
| Arma 140 2           | 25          | 32         | 5          | 75             | Yes         | 20              | 20      |
| Arma 140 3           | 26          | 34         | 6          | 100            | Yes         | 25              | 25      |

### Launch Kit

| Model              | Length (ft) | Width (in) | Weight (T) | Engine         | Fuel System | Max Thrust (hp) |
|--------------------|-------------|------------|------------|----------------|-------------|----------------|---------|
| Arrow 240           | 23          | 30         | 4          | 50             | Yes         | 15              | 15      |
| Arrow 240 2         | 25          | 32         | 5          | 75             | Yes         | 20              | 20      |
| Arrow 240 3         | 26          | 34         | 6          | 100            | Yes         | 25              | 25      |

### Additional Features

- AR-8 Flying Freebee: Enhanced Stability System
- AR-10 Flying Freebee: Advanced Power System
- Arma 140: Dual Fuel Compatibility
- Arrow 240: Precise Control System

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### Notes

- All models come with standard features such as advanced control systems, enhanced stability, and powerful engines.
- Additional options and accessories are available for customization.
- For detailed specifications and pricing, please refer to the official website.

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**AR-6 Flying Freebee**

- Length: 37 ft
- Width: 42 in
- Weight: 6 T
- Engine: 100 hp
- Fuel System: No
- Max Thrust: 17 hp

**AR-8 Flying Freebee**

- Length: 39 ft
- Width: 44 in
- Weight: 8 T
- Engine: 120 hp
- Fuel System: No
- Max Thrust: 18 hp

**AR-10 Flying Freebee**

- Length: 41 ft
- Width: 46 in
- Weight: 10 T
- Engine: 150 hp
- Fuel System: No
- Max Thrust: 20 hp

**Arma 140**

- Length: 24 ft
- Width: 30 in
- Weight: 4 T
- Engine: 50 hp
- Fuel System: Yes
- Max Thrust: 15 hp

**Arma 140 2**

- Length: 25 ft
- Width: 32 in
- Weight: 5 T
- Engine: 75 hp
- Fuel System: Yes
- Max Thrust: 20 hp

**Arma 140 3**

- Length: 26 ft
- Width: 34 in
- Weight: 6 T
- Engine: 100 hp
- Fuel System: Yes
- Max Thrust: 25 hp

**Arrow 240**

- Length: 23 ft
- Width: 30 in
- Weight: 4 T
- Engine: 50 hp
- Fuel System: Yes
- Max Thrust: 15 hp

**Arrow 240 2**

- Length: 25 ft
- Width: 32 in
- Weight: 5 T
- Engine: 75 hp
- Fuel System: Yes
- Max Thrust: 20 hp

**Arrow 240 3**

- Length: 26 ft
- Width: 34 in
- Weight: 6 T
- Engine: 100 hp
- Fuel System: Yes
- Max Thrust: 25 hp

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**Thrust Chart**

| Model              | Length (ft) | Width (in) | Weight (T) | Engine         | Fuel System | Max Thrust (hp) |
|--------------------|-------------|------------|------------|----------------|-------------|----------------|---------|
| AR-6 Flying Freebee| 37          | 42         | 6          | 100            | No          | 17              | 12      |
| AR-8 Flying Freebee| 39          | 44         | 8          | 120            | No          | 18              | 15      |
| AR-10 Flying Freebee| 41        | 46         | 10        | 150            | No          | 20              | 20      |

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**AR-8 Flying Freebee**

- Length: 39 ft
- Width: 44 in
- Weight: 8 T
- Engine: 120 hp
- Fuel System: No
- Max Thrust: 18 hp

**AR-10 Flying Freebee**

- Length: 41 ft
- Width: 46 in
- Weight: 10 T
- Engine: 150 hp
- Fuel System: No
- Max Thrust: 20 hp

**Arma 140**

- Length: 24 ft
- Width: 30 in
- Weight: 4 T
- Engine: 50 hp
- Fuel System: Yes
- Max Thrust: 15 hp

**Arrow 240**

- Length: 23 ft
- Width: 30 in
- Weight: 4 T
- Engine: 50 hp
- Fuel System: Yes
- Max Thrust: 15 hp
We believe that if we are going to reduce our carbon footprint and support a healthier planet - it has to start with the products we make.

Eco innovations emerge from scrutinising all our Products, materials, accessories, inserts and packaging in search of high performance with a low impact on the environment.

NORA LUNDSTRÖM
STARBOARD SUSTAINABILITY

Nora spent the last year at Starboard managing and calculating the carbon footprint of all our boards and paddles, as well as collating our overall carbon footprint. From an early age she started windsurfing in Norway and now continues her passion to study Business & Environmental management at University in Australia.

LESS IS MORE
100% MORE
NATURAL END GRAIN BALSA WOOD

- 100% CO2 reduction between 2017 and 2018.
- Pioneering carbon Balsa technology replaces PVC foam with End Grain Balsa Wood from Ecuador.
- The carbon footprint of Balsa as a material is actually climate positive, meaning it offsets more than it consumes to use it.

NEW LIFE FOR OLD FISHING NETS
RECYCLED NYLON

- HALF THE FOOTPRINT, ALL THE GRIP
50% RECYCLED EVA

- 14.4 CO2 reduction *
- Fins, leash plugs, handles, FCS inserts, bungee inserts will all be made from up-cycled Nylon.
- Fishing nets are intercepted before reaching the ocean.
- 9.5% CO2 reduction
- All traction pads will be made from post-industrial waste as a running change.
- Using recycled EVA not only reduces the amount of petroleum by 50%. It is also an influential showcase to both factory and the industry.

LESS BAD, MORE GOOD
BIO RESIN

- 20.7% CO2 reduction
- All composite boards are made with 33% Plant Based Bio Resin.

LESS PAINT, MORE SHINE
RE-ENGINEERED PAINT REDUCTION

- 17.3% CO2 reduction.
- Using pre-pigmented resin leads to less or no need for spray paint. Over all we now spray 33% less paint, which reduces weight, cost, and paint chipping.
- Significantly reduces the level of toxic fumes released into the environment and minimizes risk to workers’ health.

HEALTHIER OCEANS - ITS ALL IN THE BAG
BOARD BAGS

- 50.3% CO2 reduction.
- Composite and Inflatable bags, as well as backpacks and even kites - made from ultra strong “Waste2Wear” fabric from 100% recycled plastic bottles.
- Hard core drag test standing on a board bag while dragging it on gravel proves it to be stronger than any fabric we tested before.

PACKAGING APPAREL / BOARDS

- 5.3% CO2 reduction between 2016 and 2017
- Our focus is to eliminate all plastic from our packaging and reduce both Starboards and our custumers footprint on the planet.
- Apparel is packaged in a reusable paper bag and all accessories with boards come in a reusable box.

THE NEXT PULSE
INFLATABLE BOARDS

- We see the greatest futures opportunites to reduce our carbon footprint with our inflatable technologies.
- The following two developments are our highest priority moving forward.
  1. We are working on replacing virgin PVC with 100% Recycled PVC from post consumer waste and medical non-hazardous waste.
  2. Reclaiming old damaged or broken inflatables and re-purposing the PVC to make new boards.

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NEW LIFE FOR OLD FISHING NETS

- 14.4 CO2 reduction *
- Fins, leash plugs, handles, FCS inserts, bungee inserts will all be made from up-cycled Nylon.
- Fishing nets are intercepted before reaching the ocean.
- Compared to virgin Nylon plastic.

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Thanks to Parley for the Oceans, Trash Hero, Sustainable Surf, SUPDNS, and Watertrek for being such amazing partners. Maui Tings the Plastic Soup Surfer is a trendsetter and most inspiring of all is the work of Isabel and Melati Wijsen’s Bye Bye Plastic Bags.

PARTNERSHIP IS THE NEW LEADERSHIP.

Come join us for our Trash Hero campaigns in the streets and rivers around our Lake Tico office in Thailand or help plant some mangroves in the Climate Park in Myanmar.

PLASTIC IS A DESIGN FAILURE. EVERY PIECE EVER PRODUCED IS STILL OUT THERE IN SOME FORM, AND A MASSIVE AMOUNT ENTERS THE OCEANS DAILY. WE CAN ONLY END MARINE POLLUTION FOR GOOD IF WE REINVENT THE MATERIAL.

PARLEY A.I.R. STRATEGY

Every second breath we take is generated by the oceans.

For every Starboard produced, one mangrove tree is planted in the Thor Heyerdahl Climate Park in Myanmar, each absorbing up to 1 ton CO2 over 20 years.

SUSTAINABLE SURF is the catalyst that transforms surf culture into a powerful force for protecting the ocean playground.

SUPDNS is introducing kids to paddle boarding, water safety and environmental awareness.

TRASH HERO creates sustainable, community-based projects that remove existing waste, and reduce future waste by inspiring long-term behavior change.

WATERTREK is an environmental organization using stand-up paddleboarding as a means to foster awareness on the urgency to protect water eco-systems.
Starboard’s new ReCover are stitched together then flipped inside out, like t-shirts, creating a lighter bag with a double thickness padding along the rail edges. Inverted construction eliminates the need for heavy reinforcement webbing, making the bag significantly lighter.

The ReCover has an outer fabric layer made from recycled plastic bottles. Upcycled from the streets, this polyester 450D fabric makes the ReCover one of the lightest, toughest and eco friendly board bags on the market.

**RECOVER**

8MM THICK PADDING
220x63  232x60  235x67
240x78  240x88  240x101
252x87  285x100  308x82
336x87

TRAVEL

8+10MM THICK PADDING
Triple Wave (240x70x35)
Double Sonic (250x85x25)
Triple Sonic (250x85x35)
Formula

PHANTOM

8+10MM THICK PADDING
299  377/377L
DRAKE SLALOM/FREERIDE HARNESS
The harness used by former world champion Delphine Cousin and top racer Tristan Algret.

The Drake Slalom/freeride harness is a hybrid waist and seat harness, evenly distributing the load to your leg, butt and back. Ideal for riders who are seeking for speed, freeriding, slalom or racing. Also suitable for riders with back pain as the distribution points reduce the lateral forces on hip and back.

With the injection-molded back support and the six distribution points going through the legs and waist, the rider is offered a highly responsive yet maneuverable feet while letting the rider focus on speed rather than control.

Seeking more speed? Place weights in the vertical pockets on the back. The pockets are neatly hidden behind the 3D-molded support to not affect the protection or sensation against your back.

Add weights for speed - remove for freeride.