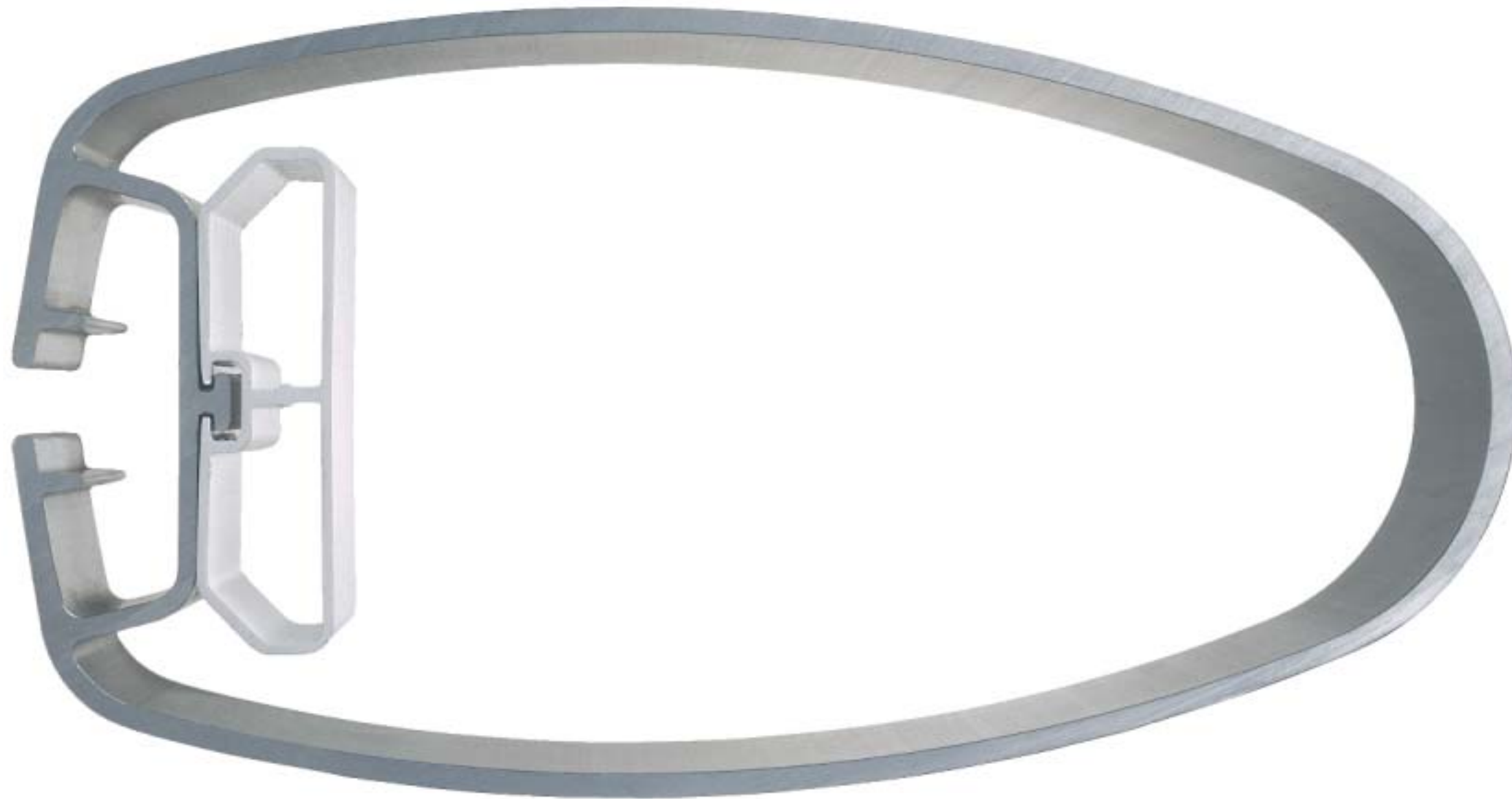


**A completely  
new mast from  
Seldén**



 **SELDÉN**

## Long, stiff and loaded



Modern sailcloth and sail design call for longitudinal stability. Most rating systems call for rigs without running backstays. Seldén's new mast sections have a distinct fore-and-aft elongation as opposed to earlier models, which makes for higher forestay load and a mast section that interacts with the mainsail. This means greater performance and the true ability for top speed. In short, we do everything to give yachtsmen a real sailing advantage.



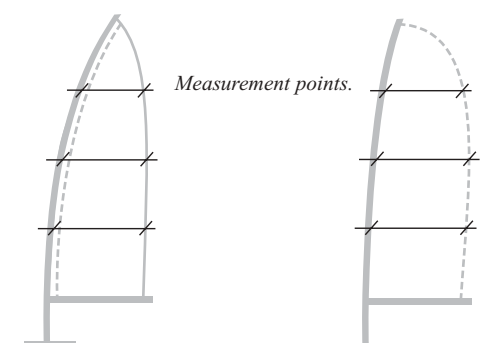
## Performance for racing



Loads created by the crew (mainsheet, vang, outhaul, Cunningham, etc.) are transferred to the mainsail and on to the mast.

As the mainsail is designed according to the expected curve of the mast, a longitudinally stiff mast allows for less luff curve of the sail. Instead, this sail area can be added to the roach of the sail, where it is subjected to the wind and more efficient. The longitudinal rigidity of the mast section makes for higher forestay load created by tensioning the backstay. Running backstays can often be avoided. The risk for mast pumping is also reduced.

It goes without saying that efficient sailing provides benefits not only for the racing sailor, but is also a safety aspect for every sailor.



*Big luff curve. Less roach.*

*Stiff mast. Bigger roach for more projected area.*

## Well prepared



Seldén's new mast section is prepared for sail slides, MDS (Multi Directional Support) full batten cars, cable running, and efficient trimming. The luff groove accepts normal sail slides, but most importantly it is prepared with guide flanges for the Seldén MDS full batten car system.

All Seldén masts come ready fitted with closed twin cable conduits. This enables all cables to be run well protected from all running rigging, thereby eliminating wear and tear and facilitating any subsequent cable replacement. Being well prepared is the best way of guaranteeing that everything runs smoothly.



*Mast fitted with twin cable conduits and MDS full batten car.*



*Luff groove designed for sail slides and MDS sail cars.*



*Every new Seldén mast is sound insulated with ethafoam to avoid noise from the halyards.*

# The MDS concept



As the name implies, Seldén's MDS (Multi-Directional Support) cars are supported in all directions, making sail handling simpler. A full batten always creates a side load on the cars, particularly when you release the halyard for taking a reef. Each car has side-load absorbing wheels that run against the guide flanges in the luff groove. This interaction between the mast section and the MDS car deals with longitudinal loads, as well as side loads. This is the essence of the patented MDS concept. It results in low friction regardless of the pressure on the cars, allowing simple and low friction mainsail handling. Since the cars need no external track, there is also less weight aloft. The MDS cars are made from composite and stainless steel. The cars are easy to keep clean and have a long service life. They are also easy to install or remove from the luff groove.

The MDS system is a suitable complement to the Seldén Single Line Reef boom. With such a combination on board, you have a simple and easily manoeuvred system for handling the mainsail in all weathers.

M10 bolt connection for full batten fittings.

Side-load absorbing wheels.

Three pairs of wheels for longitudinal loads.



MDS full batten car.  
Art. No. 511-701-03



MDS headboard assembly.  
Art. No. 511-701-04



MDS intermediate sail car.  
Art. No. 511-701-02



## Smart sail entry

Seldén is well known for its ingenious solutions. The new sail entry gate is designed for use with our new MDS cars or with conventional sail slides. When using it with MDS cars, you simply remove the sail entry gate when installing or removing the cars. When using it with conventional slides, use the spring-loaded mid section of the sail entry gate.

Seldén even offers a solution for no slides at all. Sail feed and groove insert for traditional luff-rope is available.



*Sail entry gate easily removed to fit or remove Seldén MDS cars.*

*Sail entry gate designed for use with Seldén MDS cars or conventional sail slides.*

## Well ahead!



The headboxes are equipped with a new type of separator, to make it easy to access the top sheaves. Just loosen the separator, which also works as a locking plate, and the sheaves can easily be lifted up for inspection or replacement. This means that you can replace the sheaves without unstepping the mast and removing the headbox. The separator is slightly angled at its front end to lead the spinnaker halyard on to the sheave. The headbox fitting has a gently rounded halyard lead for a masthead spinnaker or gennaker. Conventional spinnaker arrangement with one or two halyard blocks is, of course, still an option.

An instrument base is available for both straight and angled tops. The instrument base is designed to make it easy to dismantle the mid section when you need to access the mast top sheaves.



*Mid section of instrument base easily removed to access top sheaves.*



*Well organised and easily accessible.*



*Separator locks sheaves and also controls spinnaker halyard.*



*Top access, without unstepping the mast and removing the headbox.*



## For forestay and halyard

The stainless steel strap of the combi box wraps around the whole box and serves as a reinforcement that takes up the loads from the forestay. It also locks the sheave axles in the right position. The combi box penetrates deep inside the mast, allowing the spinnaker halyard to run freely past the genoa halyard. This solution substantially increases the durability and service life of the halyards.



*The Seldén combi box comes with a reinforced forestay fitting. The design of the combi box allows the spinnaker halyard to run freely behind the lower halyard box.*





## A well matched pair

The spreader bracket is a through-mast bracket that gives the whole spreader assembly a smooth, elegant look. The stemball attachment for lower shrouds or intermediate stays is integrated. The spreader section is also new, in order to form a complete, harmonious unit with the new spreader bracket. The spreader construction is an effective way of obtaining low weight and high durability.



*Through-mast spreader bracket  
– strong, slim and elegant.*



**Big is beautiful**

The new mast sections can be fitted with our range of V-spreaders. These spreaders are a vital part of Seldén's eye-appealing design concept for yachts of around 40 feet and upwards. We believe that whatever looks well on board should also work well on board, and vice versa. The V-spreader is a typical example of the kind of functional design that is characteristic of all Seldén masts.

## To cap it all!



*Spreader end cap for continuous rigging.*



*Spreader end cap for linked rigging.*



*Spreader end cap for rod Tip Cup.*

The shrouds are attached to the spreaders by a choice of different end caps – clamp, link, or rod Tip Cup – depending on the design of the rigging.



## Ringing the changes

The new T-base and deck ring systems are made to fit both Seldén's conventional mast sections and their matching in-mast furling sections. They are also made to create deck order among halyards. The blocks are fastened to the T-base or deck ring with a removable stainless steel shaft, which makes it easy to rearrange the blocks. The deck ring also incorporates a brand new mast wedging system.



*T-base for deck-stepped masts with integrated block fastenings. Just remove stainless steel shaft to fit up to eight blocks. A two-piece shaft is available for narrow deck layouts.*



*Eyes for halyard stowage.*

*The same deck ring is used for a conventional mast and the corresponding size of in-mast furling.*

# Keel-stepped

The new deck ring system for keel-stepped masts has a multi-purpose design. The forward composite wedge with rubber chocking is removed while bringing the mast through the deck ring. When refitted and tightened it slides down/aft and secures the mast.

The new tie rod has four fixed settings, each with plenty of leeway for adjustment.

The T-base for keel-stepped masts can be adjusted longitudinally (fore-and-aft) with the mast still in place. Just ease off the rigging and turn the adjusting screw of the T-base until the required prebend and rake are achieved.

The underside of the heel plug is convex, in order to allow rake without subjecting the mast section to point loading.



*Contoured rubber chockings for perfect fit.*



*Tie rods with four fixed settings – plenty of leeway for adjustment.*



*Convex underside of heel plug – distributes compression load evenly on the mast section.*



*Adjustable T-base. Adjusts easily with mast still in place.*



*Remove the wedge.*



*Step the mast and replace the wedge.*



*Secure the mast by tightening the nut on the wedge.*



**Well organised**



## Deck-stepped

Seldén has further developed an already well-functioning concept for deck-stepped masts. The underside of the heel plug is convex to distribute the compression load evenly on the mast section, also when raked.

The T-base has integrated block fastenings. The blocks are fixed with a stainless steel shaft that is easily removed if you wish to replace or add blocks.

The T-base can be equipped with a cable hose, guiding the cables through the compression post and into the cabin. The cables run through the ordinary conduit, all the way down to the heel plug. They then curve up to the top of the cable hose and further, via a loop, down through the hose and the T-base. All in order to prevent moisture from penetrating into the cabin. A more common way to exit the cables from the mast is through the heel plug and further to a deck connection or cable gooseneck.

The small protrusion on the top side of the heel plug serves as a spacer for the cable conduit, allowing the cables to be pulled out smoothly through the heel or cable hose. The same T-base is used for conventional masts and the corresponding sizes of in-mast furling masts.



*Convex underside of heel plug – distributes compression load evenly on the mast section.*



*Small protrusion on top side of heel plug – acts as spacer for cable conduit. Allows cables to run freely.*



*Cable hose prevents moisture from entering into the cabin.*



*Plugged T-base. Cables exit through mast heel for deck connections.*



*Cables can be led through the cable hose and further down in the compression post. They may also exit straight through the heel plug for deck connections.*

## In-mast furling



The new Seldén mast programme does, of course, include in-mast furling. The furling is controlled by one endless furling line and the outhaul. With these lines led to the cockpit, reefing is effortless and fast. By furling the sail vertically into the mast, you don't have to furl very much to get a substantial decrease of sail area. There are no fixed reef points, so the number of combinations between furling genoa and main are unlimited.



# A true positive roach



Anyone who imagines that a furling sail is less efficient because it cannot provide sufficient roach would be wrong. The sail slot on a new Seldén in-mast furling mast is even wider than before. This allows for vertical battens and a positive roach of the mainsail. The actual sail slot is placed asymmetrically to reduce furling resistance and to lead the sail straight on to the internal luff extrusion.

The Seldén in-mast furling masts come with twin cable conduits, enabling the cables to run freely and well protected from all running rigging. The cable conduits also facilitate cable replacement. Like all Seldén in-mast furling masts, the new masts are equipped with an extra luff groove for a spare mainsail. The furling system is based on Seldén's proven technology. Geared line driver winch, tensioned luff extrusion, asymmetrically located sail slot and the patented load distributor of the halyard swivel. All to make furling an easy and fast operation.



Asymmetric sail slot wide enough for vertical battens. Extra long guide flange. Optional sail guide for sails with horizontal battens.



Ordinary bearing      Seldén load distributor  
Unique patented load distributor for easy furling and reefing even under heavy loads.



One-piece (closed) cable conduits prevent moisture from getting into cabin on keel-stepped masts.



Vertical battens and a positive roach. Dotted line indicates leach for mainsail without battens.

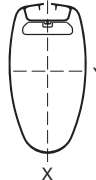
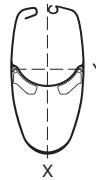


## A power pack for all types of yachts

We build masts for conventional sail handling or in-mast furling – all with the focus on performance and durability. This makes them just as suitable for racing, off-shore cruising or holiday sailing at high speed along the coast. The longitudinal rigidity of the mast section suits every yachtsman who expects to get a lot out of his sailing.

Seldén maintains an ongoing dialogue with the sailing market to keep up to speed on all the latest news and views from boat designers, boat builders, sailmakers and yachtsmen. All our products are the result of this communication.

### Mast sections

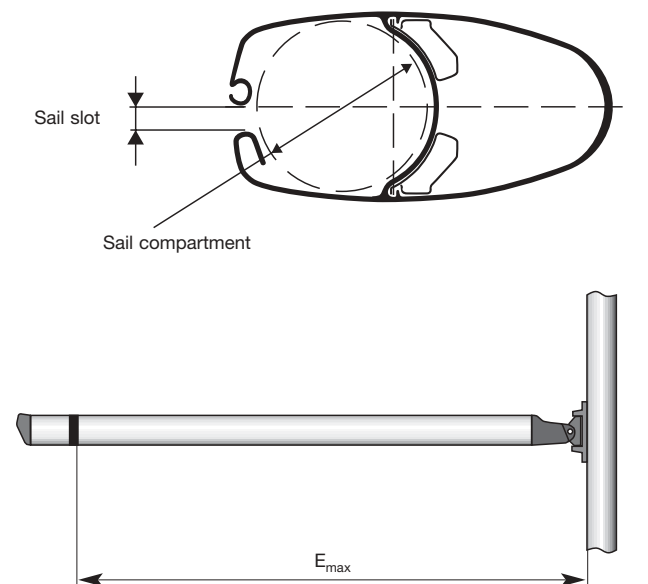
	Section dim., X/Y mm	I <sub>y</sub> cm <sup>4</sup>	I <sub>x</sub> cm <sup>4</sup>	Wall thickness, mm	Weight kg/m	W <sub>y</sub> <sup>min.</sup> cm <sup>3</sup>	W <sub>x</sub> <sup>min.</sup> cm <sup>3</sup>	Sail groove, mm	Art. No.
<b>Conventional masts</b> 	C211 211/110	1051	341	3.65	5.30	86.5	62	10	MDS cars: 511-701-02 511-701-03 511-701-04  Sail slides: 511-605 30 mm 511-607 40 mm
	C227 227/119	1407	456	3.95	6.10	108	76.6		
	C245 245/127	1910	614	4.35	7.08	137	96.5		
	C264 264/136	2591	830	4.8	8.33	172	122		
	C285 285/147	3508	1127	5.2	9.77	214	153,3		
	C304 304/157	4686	1524	5.8	11.36	272	194		
<b>Furling masts</b> 	F212 212/109	970	337	3.15	5.45	88,2	61,8		
	F228 228/118	1306	453	3.4	6.30	112	76,8		
	F246 246/126	1781	613	3.75	7.37	139	97,3		
	F265 265/135	2392	828	4.15	8.66	173	122		
	F286 286/146	3237	1122	4.5	10.02	220	154		
	F305 305/156	4389	1513	5.05	11.75	276	194		

### Specific information for sailmakers

Section dim., X/Y mm	RA	Approx. max foot length E <sub>max</sub>				Sail compartment dia., mm	Sail slot mm ±3	Spare luff groove in mast	
		RB	RC	RD	Luff groove, mm			Max space for luff tape dia., mm	
F212 212/109	4.7				100	15	3.25 ± 0.25	8	
F228 228/118	5.2	5			108	15	3.25 ± 0.25	8	
F246 246/126		5.4			114	15	3.25 ± 0.25	8	
F265 265/135		6	5.8		123	17	3.25 ± 0.25	10	
F286 286/146			6.3		133	17	3.25 ± 0.25	10	
F305 305/156			6.7	6	141	17	3.25 ± 0.25	10	

### Furling system for F-sections

Type	Diameter, mm	Luff groove, mm	Max space for luff tape dia., mm	Weight kg/m
RA	Ø25	2.75 ± 0.25	Ø6	0.55
RB	Ø30	3.25 ± 0.35	Ø8	0.93
RC	Ø38	3.25 ± 0.25	Ø10	1.28
RD	Ø58	3.25 ± 0.25	Ø10	2.11



We reserve the right to modify the data without giving prior notice.

# Fast access to our know-how, worldwide



**The Seldén Group is the world's leading manufacturer of masts and rigging systems for dinghies, performance dayboats and yachts up to 30 tonnes. The Group consists of Seldén Mast AB in Sweden, Seldén Mast A/S in Denmark, Seldén Mast Ltd in the UK, Seldén Mid Europe in the Netherlands and Seldén Mast Inc in the USA. Our well known brands are Seldén, Furlex and Proctor.**

At Seldén we are sailors. Our extensive sailing experience, combined with practical engineering knowledge, is at the heart of our business. It guarantees care, attention to detail and a total commitment to quality.

Our development and production facilities on the west coast of Sweden, the south coast of England and the east coast of the USA afford us unique opportunities to test and develop our products under tough and practical seagoing conditions. All manufacturing is carried out in accordance with strict quality control routines.

Our quality philosophy does not stop at the production line, but is extended to our authorised distribution and service network through a complete programme of training courses, instruction manuals and films. Everything to ensure customer satisfaction.

The worldwide success of Furlex has enabled us to build a network of over 700 authorised dealers covering the world's marine markets. So wherever you sail, you can be sure of fast access to our service, spare parts and know-how.

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