

Light booms in carbon fibre

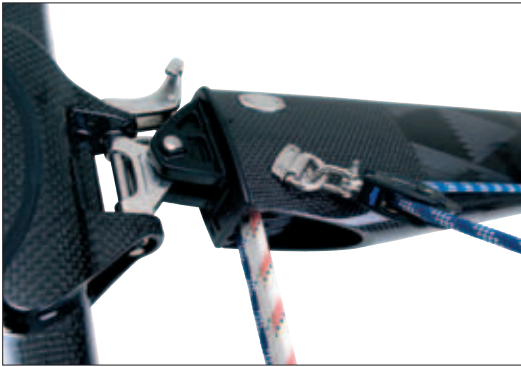


Seldén supply carbon booms that harmonise with its carbon mast range. Carbon booms offer weight savings of up to 35% compared to aluminium. This means that boom weight on a typical 35 ft boat is reduced from 30 kg to just 20 kg.

A lighter boom makes gybing less dramatic, as the boom has less momentum. This has a positive effect on the whole boat, especially with regard to the service life of the mainsheet attachment.

A lighter boom also reduces the tendency of the boat to roll when sailing downwind and it improves the effect of the Rodkickers' gas spring. The section modulus of a carbon boom is twice as high as that of an aluminium boom with the same weight per meter. A stiff boom makes for improved trim and thus higher boat speed.

Boats that sail IRC, and which are already fitted with a carbon mast, suffer no further rating penalty by upgrading to a carbon boom.



End fittings

In order to reduce weight, while still providing sheaves for single line reefing, we have made the inboard end fitting as short as possible. The outboard end, which is integrated into the carbon section, is finished with a carbon cover plate.

Vang attachment

The carbon booms feature hand laid local reinforcement in the vang attachment area.

Mainsheet attachment

The mainsheet block is attached using a Dyneema® stop that passes through an aramid tube in the boom. Stainless steel bushings at either end of the tube prevent wear, while local carbon reinforcement provides the extra strength required. Booms with “German” split mainsheet systems have fastening positions for blocks at the inboard end, and two webbing straps to hold up the mainsheet.

Reefing options

Carbon booms can be supplied ready for conventional slab or single line reefing. Clutches can be integrated into the inboard end if you do not wish to lead the reef lines to the cockpit.

Outhaul

We offer two outhaul systems. The standard version features a Dyneema® outhaul line for leading back to the cockpit. It is also available as an internal, geared cascade system with an outhaul line leading to the cockpit or to a block and cam cleat mounted on the underside of the inboard end. This cascade system is not available with single line reefing.

	Boom section	Section dim.	EI_y GNmm ²	EI_x GNmm ²	Wall thickness	Weight	W_y cm ³	W_x cm ³
	BC154-30	158/87	292	92	3	2.1	50	30
	BC174-30	179/93	492	120	3	2.5	71	37
	BC194-42	198/103	844	235	4.2	3.6	109	61
	BC244-42	249/127	1627	448	4.2	4.4	166	95