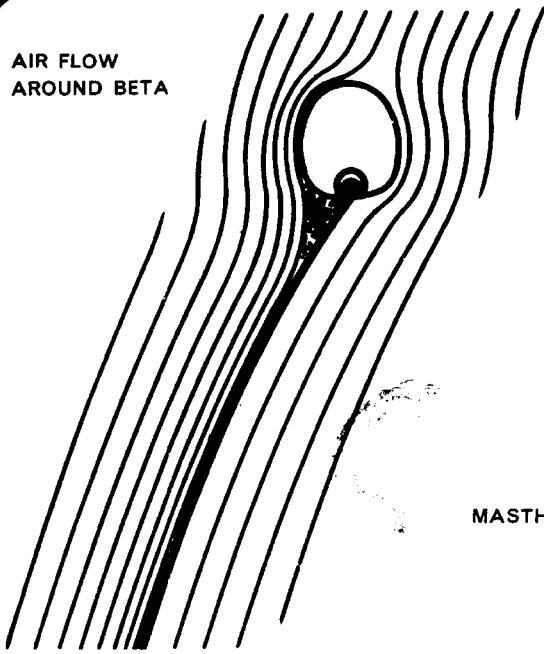


**ALPHA & BETA**  
**Dinghy masts**

AIR FLOW  
 AROUND BETA

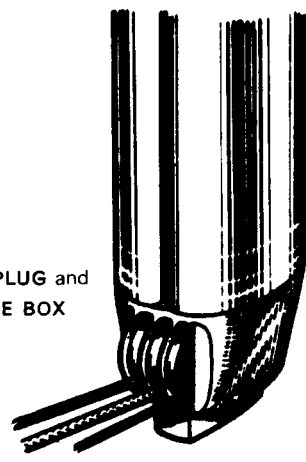


MASTHEAD FITTING

The Alpha and Beta series of dinghy masts from PROCTOR are the results of extensive research into mast performance and design.

Exhaustive Wind Tunnel tests on masts indicated that a reduction in cross sectional size would be beneficial, providing that it could be achieved without weight increase. Experiments showed that if we fattened the trailing edge of the mast section and built a longer slimmer top taper to reduce cross sectional size even more, where the mainsail is narrow, a considerable increase in stiffness, without loss of aerodynamic efficiency, could be obtained. So the new ALPHA and BETA masts were born.

HEEL PLUG and  
 SHEAVE BOX

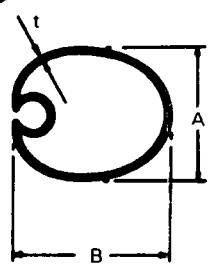


GENOA/JIB/SPINNAKER  
 SHEAVE BOX



These masts also feature redesigned halyard arrangements. The halyards run inside the main chamber of the section and cannot jump out or snarl up, then exit over large diameter sheaves to prevent breakages.

Alpha, Beta and Beta Minus masts are all designed to accept the PROCTOR patent sealing plug for buoyancy and are available from our stockists, in kit form for home completion, to suit a large range of boats.

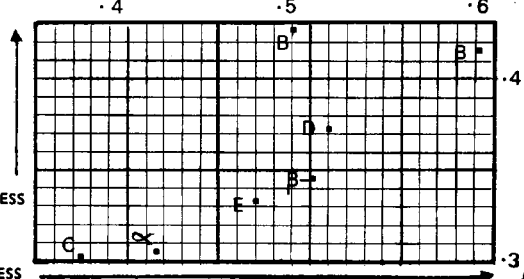


SECTION	A	B	t	WEIGHT
BETA	56m.m. 2.2	66m.m. 2.6	2m.m. 0.079	1.255 Kg/m .843 lb/ft
BETA MINUS	56m.m. 2.2	66m.m. 2.6	1.8m.m. 0.071	1.102 Kg/m .74 lb/ft
ALPHA	53m.m. 2.09	63.5m.m. 2.4	2m.m. 0.079	.931 K/gm .625 lb/ft

MOMENTS OF INERTIA OF  
 SECTIONS B.C, D & E  
 COMPARED WITH  $\alpha$  &  $\beta$ .

INCREASING ATHWARTSHIPS STIFFNESS

INCREASING FORE & AFT STIFFNESS



PROCTOR MASTS  
 DUNCAN ROAD  
 SWANWICK  
 SOUTHAMPTON