

# Northland Spars and Rigging

Opua 64 (0)9 402 6280

Whangarei 64 (0)9 430-0298

[www.sparsandrigger.com](http://www.sparsandrigger.com)

## How to Check Your Rig

### PLEASE NOTE.

This information is published as a guide only. Northland Spars and Rigging Ltd accepts no responsibility for damage or loss to any vessel.

The most important part of a rig check is the attitude you bring to it. You must get into “survey mode”. Keep in mind the following:

- If it is fastened, it will try to undo itself,
- If it touches something it will chafe itself or something else,
- If it is slack it will try to slag something,
- If it is metal it will try to corrode itself or what it is attached to.

Your rigging should be checked thoroughly once a season.

INSPECT BEFORE CLEANING ANY RUST. RUST SPOTS CAN INDICATE CRACKS OR SPLIT WIRES.

Tools you will need: Screw driver, magnifying glass, needle nose pliers, adjustable wrench, metal cleaner and rag, pencil for notes and Patience!

### DECK LEVEL

Inspection Area	Action	Comments	√
Mast Setting	<b>Check</b> that the mast is straight in column. <b>Note</b> any forward leaning		
Rig Tension	<b>Check</b> for slack. <b>Check</b> forestay for sag		
Standing Wire	<b>Check</b> for rust and broken strands at the top of the swages <b>Check</b> that each wire is terminated with a split ring or cotter pin <b>Clean</b> any rust		
Stay Terminal	<b>Check</b> for swelling or cracks. <b>Clean</b> any rust		
Rigging Screws/Swages	<b>Check</b> for swelling or cracks. <b>Clean</b> any rust		
Turnbuckles	<b>Check</b> for swelling or cracks. <b>Clean</b> any rust		
Chainplates	<b>Check</b> for swelling or cracks. <b>Check</b> clevis pins <b>Clean</b> any rust		
Mast Base	<b>Check</b> for corrosion or cracks. <b>Clean</b> any rust		

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Deck Collar	<b>Remove</b> mast boot. Area should be dry <b>Check</b> for corrosion or cracks. <b>Clean</b> any rust		
Mast Extrusion	<b>Check</b> for corrosion or cracks. <b>Clean</b> any rust		
Sail Track	<b>Check</b> for burrs or rough edges		
Bands	<b>Check</b> welds for cracks and rust		
Boom	<b>Check</b> ends to ensure connectors tight <b>Replace</b> any loose rivets		
	<b>Check</b> inner and outer sheaves for rough spots or cracks <b>Replace</b> sheaves if necessary		
	<b>Check</b> outhaul lines for chafe <b>Check</b> reefing lines(if applicable) for chafe <b>Replace</b> any lines if necessary		
	<b>Check</b> Boom gooseneck and knuckles for cracks in welds and/or rivets. <b>Check</b> gooseneck for looseness		
Vang	<b>Check</b> vang tang for cracks in weld and/or rivets		
	<b>Check</b> vang by extending it to ensure it moves smoothly. <b>Rinse</b> vang tubes with fresh water <b>Lubricate</b> if necessary		
	<b>Check</b> vang gooseneck for cracks in welds <b>Check</b> vang gooseneck for looseness		

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Halyards & Shackles  <b>HINT:</b> To increase the life of your halyards, turn them end to end once a year	<b>Check for</b> chafe at the rope stopper/clutch, deck fairlead, sheaves at the base of the mast and where the halyard exits the mast <b>Replace</b> badly chafed halyards		
	<b>Check</b> shackles for bends and cracks <b>Replace</b> if necessary		
Sheaves at the base of the mast	<b>Check</b> for rough spots and cracks in the rollers <b>Replace</b> if necessary		
Rope stoppers/clutches and cleats	<b>Check</b> for rust on the springs and cracks on the levers		
	<b>Open and close.</b> Should open and close smoothly		
	<b>Replace</b> any worn springs		
	<b>Check</b> cleats for cracks and rough spots		
Winches	<b>Turn</b> winches. Should turn smoothly		
	<b>Check</b> for cracks		
	<b>Geneoa/Jib</b>		
	<b>Main</b>		
	<b>Cabin top</b>		
	<b>Mast</b>		
Headsail Furler (Headsail should be removed before this check)	<b>Turn furling drum.</b> Should turn with low resistance (If noisy or lots of resistance the unit may need a bit of cleaning – See manufactures recommendations)		
	<b>Flush with fresh water</b>		
	<b>Check</b> full length of furling line for chafe		
	<b>Replace</b> if any chafe is present because this line is under tremendous pressure when sail is partially furled		
	<b>Check</b> furling control blocks for cracks or rough spots.		

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Jib/Genoa System  <b>HINT:</b> To increase the life of your sheets, turn them end to end once a year	<b>Check</b> full length of sheets for chafe.		
	<b>Check</b> any splices for wear		
	<b>Move</b> Genoa/jib cars. Should move easily		
	<b>Flush</b> the cars with fresh water		
Mainsheet System	<b>Check</b> track for roughness		
	<b>Check</b> full length of the mainsheet for chafe		
	<b>Check</b> splices for wear		
	<b>Check</b> mainsheet blocks for cracks		
	<b>Replace</b> if necessary		
	<b>Check</b> main traveller. Should move smoothly		
Spinnaker System	<b>Check</b> traveller lines for chafe		
	<b>Replace</b> if necessary		
	<b>Check</b> both ends of the pole for cracks, missing or loose rivets		
	<b>Replace</b> rivets/ends if necessary		
	<b>Lube</b> pole end pins		
	<b>Check</b> pole to ensure it is not bent		
	<b>Replace</b> if necessary		
	<b>Check</b> outhaul lines for chafe		
Jockey Pole	<b>Check</b> sheaves for cracks or roughness		
	<b>Check</b> sheets and guys for chafe		
	<b>Replace</b> if necessary		
	<b>Check</b> both ends of the pole for cracks, missing or loose rivets		
	<b>Replace</b> rivets/ends if necessary		
	<b>Lube</b> pole end pins		
	<b>Check</b> pole to ensure it is not bent		
	<b>Replace</b> if necessary		
	<b>Check</b> outhaul lines for chafe		

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Jockey Pole continued	<b>Check</b> sheaves for cracks or roughness		
	<b>Check</b> sheets and guys for chafe		
	<b>Replace</b> if necessary		
Lifelines	<b>Check</b> for wear at the intersections with the stanchions		
	<b>Check</b> for broken strands on the wires. If the wire is uncoated, run a lightly oiled rag over the lines looking for bends and hooks		
	<b>For coated wires:</b> <b>Check</b> for rust at the ends of coated lifelines		
	<b>Cut</b> a bit of coating away to check for broken strands		
	<b>Check</b> turnbuckles, pelican hooks and ends for split pins or cotter pins		
Deck Lights	<b>Turn</b> on to ensure they work		
	<b>Remove</b> lens cover and look for corrosion		

### ALOFT

Inspection Area	Action	Comments	√
Spreaders (Do this for each spreader)	<b>Check</b> for cracks and corrosion at any weld points		
	<b>Check</b> connection to mast. Make sure clevis pins have spit rings or cotter pins		
	<b>Check</b> the standing wire where it enters the spreader for broken strands		
<b>For double/triple spreaders</b>	<b>In addition to checking the items above,</b> <b>Check</b> the wires and turnbuckles for wear and broken strands		
Steaming Light	<b>Turn</b> on to ensure it works		
	<b>Remove</b> lens cover and look for corrosion		

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Lowers	Check Tangs for cracks		
	Check swage fittings for cracks		
	Check standing wire at the swage fitting for broken strands		
	Check clevis pins for rusting, and split pins		
Intermediates	Check Tangs for cracks		
	Check swage fittings for cracks		
	Check standing wire at the swage fitting for broken strands		
	Check clevis pins for rusting, and split pins		
Staysail	Check sheave for cracks or rough spots		
	Check halyard for chafe		
	Replace if necessary		
Masthead	Check Tangs for cracks		
	Check swage fittings for cracks		
	Check standing wire at the swage fitting for broken strands		
	Check clevis pins for rusting, and split pins		
Tricolour/Anchor lights	Turn on to ensure they work		
	Take lens off to check for corrosion		
Halyard Sheaves, Boxes and/or Blocks	Check for cracks or rough edges		
	Check blocks for cracks		
	Check halyards for chafe		
Headsail Furling	Check fitting at the mast. Do clevis pins have split rings or cotter pins?		
	Check for halyard chafe		
	Check for halyard wrap		
Wind Indicator and/or Instruments	Check for cracks and looseness		
VHF Antenna	Check for looseness and corrosion		