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IN THE LOOP

THE LATEST NEWS FROM RIGGING PROJECTS

Rigging Projects has always been a development-based business providing rigging and hardware solutions to our clients. Early in 2020, when faced with the global pandemic, we – like everyone else – quickly had to learn to operate in a world of lockdowns, travel restrictions and the prospect of limited sailing events.

Whilst adjusting to this new situation had its challenges, we decided to take the opportunity to further our R&D and development projects. It's been a busy time, so we thought it'd be good to share what's been going on. Some of the highlights in product development, along with a selection of key projects we've been involved with, follow.



Hardware News



Automatic Car

Continual development is at the heart of Rigging Projects. Our involvement in many diverse projects over the years has led to a natural progression in the design of our own range of hardware solutions. Ranging from locking headboard cars, forward locks and gaff locks, through to custom deck hardware solutions, such as deck padeyes, jib cars and organisers, Rigging Projects specialises in the design, development and fabrication of custom interfaces and parts to improve your yachting experience. Our custom solutions can be found in many of the most iconic yachts currently gracing the oceans.

The latest development in our range of locking mainsail cars is the new automatic locking headboard car. This lock system has been developed to automate the function of going on and off lock. The system is suitable for all Rigging Projects locking headboard cars from 6T head load upwards.

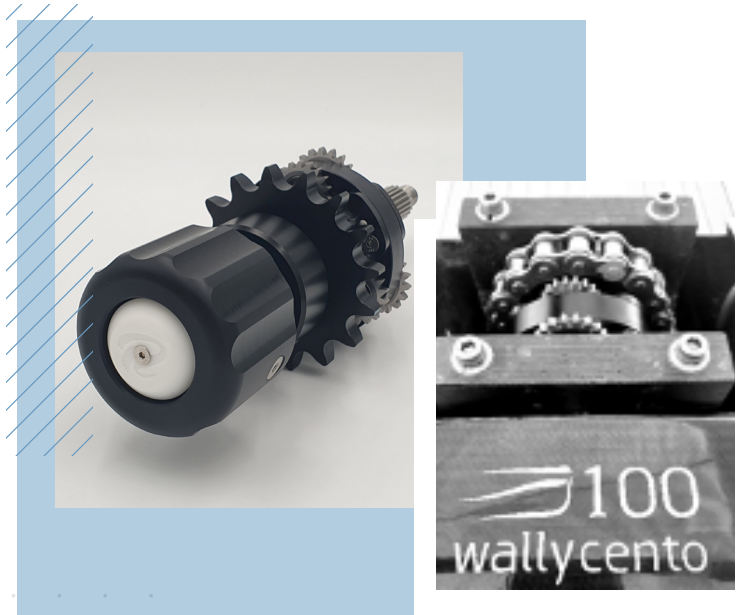
It consists of a simple cassette attached to the lower part of the headboard car.

The car features the same detail in the high load track sections as the existing trip line set-up, but without requirement of activator boxes in the mast, making retrofit very simple.



FWD Locks

Rigging Projects new spigot and bullet locks – thanks to the patented automatic-locking mechanism, this unique design allows for a tripless line lock function in a bullet lock. This is achieved by using a similar mechanism to the proven technology that Rigging Projects developed for the flipper activator mechanism implemented in our original locking headboard cars. Not only does the overall design lead to one of the lightest systems on the market, it also allows for the same working mechanism to be used in external spigot locks or internal bullet locks, ensuring the simplicity of a single maintenance program throughout all your lock systems.



Steering Hub

This year, we're delighted to bring you the RP steering hub: a plug-and-play system that allows you – at the push of a button – to enjoy hard-reaching and running with an easy, well-balanced helm. Setting the benchmark high, the Wally Cento Magic Carpet 3 became our development partner for the RP Hub, providing the perfect platform for testing and developing with the help of a highly professional crew. This has resulted in a system that reduces the load in the steering by up to 30%, giving the helmsman an advantage of maintaining his or her performance at the wheel.



Projects

Halekai

September 2020 saw Rigging Projects, led by Scott Gray, working alongside Hall Spars on the latest Hoek-designed Truly Classic 128 'Halekai' at Pendennis Shipyard in Falmouth. The project team, led by Nigel Ingram of MCM, had already chosen the Rigging Projects 18T locking headboard car and gaff lock to complement the Hall Spars mast, so when it came to the running rigging package, the technical expertise we offer made Rigging Projects an easy choice.

An important feature for the client was that the Running Rigging package matched the aesthetics of this beautiful yacht. So, Rigging Projects in partnership with Gottifredi Maffioli

were able to offer bespoke, custom colour options coupled with the technical properties, such as machine tapering and custom-designed lines for use with captive winches. Assisting North Sails with the sail install and following successful sea trials, Rigging Projects helped prepare Halekai for shipping to Palma. In early 2021, Scott once again joined the boat in Tahiti to carry out a rig check and retune, and to return her to sailing mode having been shipped from Europe over the New Year.

We're proud to share that Halekai has also been nominated in the Spirit of Tradition category of the Classic Boat Awards 2021.

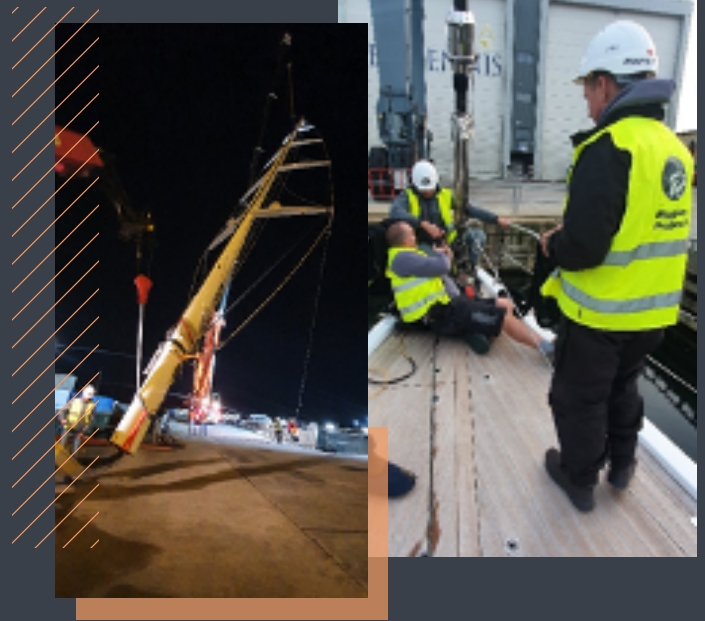




Spiip

In November 2020, the Rigging Projects Team was back at Pendennis Shipyard working on the Huisman 34m, 'Spiip'. Working with the yacht's Captain and crew, and Jon Barrett Associates, the brief was to unstep and carry out the routine five-year service on the mast and rigging, along with managing the hydraulic furler unit and boom furler unit service with Rondal whilst the boat was in refit mode. Included in the service was the requirement for a new furling staysail system.

Rigging Projects supplied a new Future Fibres staysail cable and KZ Marine furling unit. The installation of this system required composite modifications to the mast; Staysail Tang and Rigging Projects are working alongside Southern Spars and RigPro to provide the final solution. Now nearing completion, we look forward to returning to Pendennis in March this year for stepping and sea trials.



Kinetic Catamarans 54

Rigging Projects strive to deliver the complete package to our clients, which is reflected in our multifaceted service offering. What sets us apart is that we have the skill and know-how to provide every aspect of a project – from the conceptual, all the way through to completion. A great example of this is our involvement with Kinetic Catamarans on their new 54.

Rigging Projects has been engaged to provide the deck design and sail systems package consultancy, and to manage the Marstrom-supplied rig, with the furling boom coming from Offshore Spars, and sail design by North Sails,

Steve Calder. As part of the deck design, Rigging Projects was able to incorporate some of our own new hardware designs. These include a 6.5T mainsheet car weighing 1.2kg, the development of a new Organiser range featuring Tolron ball sheaves, and the supply of the RP padeyes. All this combined with a Rigging Projects Running Rigging package has meant that this project will benefit from a wide range of our services.

The boat is due to launch in early May in South Africa before heading to the USA, and we look forward to seeing hull two coming online as production is now underway.



Mirasol

Another recent project we've been involved in is the 45m that Bill Dixon designed: 'Mirasol'. Working with Ben Stitt of Cornelsen & Partner, Rigging Projects was chosen to survey the original running rigging in the South of France, where the yacht was undergoing an extensive five-year refit. The task was then to develop the specification and produce the replacement package ready for sea trials once the refit was complete. The Running Rigging package included technical lines for captive winches, life lines and evo dock lines from Gottifredi Maffioli, along with all the halyards, sheets and other loops and strops one would expect to find on a Superyacht.

Once surveyed, the specification was developed and the package produced in our Hamble workshop. Installation and sea trials were carried out by Rigging Projects' specialised team of professional riggers. Mirasol is now looking fabulous and ready for an exciting charter season.

