

IN THE LOOP

Rigging Projects

LATEST PROJECTS

HETAIROS

The 66m Baltic-built Dykstra superyacht Hetairos recently came out of her refit at Pendennis with a series of Rigging Projects upgrades. Among the highlights are custom 18T S Glide Blocks, whose carbon cheek plates have been hydro-dipped with a wood grain finish and sealed with a high-gloss epoxy, perfectly complementing the yacht's classic aesthetic.

We were also tasked with delivering a new generation of jib and staysail track and car systems, designed to halve the weight of the originals while reducing friction and simplifying operation. The new jib cars, rated to 30T, achieve a 50% weight reduction alongside a more compact footprint. This project builds on our earlier work with Hetairos -including the world's largest headboard car (45T working load), first supplied in 2022 and now proven across 40,000 miles at sea, demonstrating our ongoing commitment to combining performance, innovation, and refined design.



Metstrade
EDITION

LATEST PROJECTS



CONRAD C140

The Conrad C140 marks a new era for Polish based, Conrad Shipping. After the success of their motor yacht series, they are branching out into sail with a new line of semi-custom, flybridge superyachts. The first flybridge yachts of their kind, with a Pacific Ocean range fuel tank (6,500nm) and lifting keel for shallow-water access, the C140 is a "visionary yacht for world cruising without compromise".

Exterior design is by Frank Neubelt of FNYD German Yacht Couture, with naval architecture developed in collaboration between FNYD and Deltamarin.

Rigging Projects were commissioned early in the design phase, working alongside Jim Passmore of 8 Yachts and Phill Maxwell of SailLab. Our role includes assisting with sailing system design, deck layout, and implementation of a full suite of Rigging Projects deck hardware.

Over half the supplied products come directly from our library, with most of the remainder being adaptations of existing designs. We've also partnered closely with Pure in New Zealand on the bowsprit, a Rigging Projects-designed Pig Nose featuring a substantial ferrule integrated into the bow. Due to the aluminium hull construction, all hardware will also be supplied with isolation kits to prevent corrosion.

Launch is scheduled for 2027 — watch this space for updates.



SCALLYWAG 100

After a couple of standout seasons in the Northern Hemisphere, highlighted by victory in the Rolex Middle Sea Race 2024 and a close second place in the Rolex Fastnet Race 2025, the 100ft Sun Hung Kai/Scallywag is heading back down under, with a few Rigging Projects upgrades under her belt.

Scallywag is now equipped with our S Glide and X Glide blocks, plus multiple Switch Leads - our DAME-nominated product from METSTRIDE 2024. The team are also in the process of upgrading their main traveler system to the Rigging Projects 40mm X Track and 10T X Car.

With David Witt at the helm, the team is charging full throttle into another offshore classic, the 80th edition of the Rolex Sydney Hobart Race. We'll be cheering them on every step of the way. Best of luck, team Scallywag. May line honours be yours!



DAME NOMINATED X LOCK

We're delighted to share that our X Lock system has been shortlisted for a prestigious DAME Award at METSTRADE. Representing a complete rethink of sail locking systems, the X Lock combines cutting-edge engineering with intuitive, user-friendly design.

By removing the need for trip lines and simplifying operation to a straightforward "hoist to lock, over-hoist to release" mechanism, it redefines what's possible in modern rigging.

This innovation has already attracted attention across the sailing world, from cruising yachts sailing the world short-handed with new found confidence, to high-performance race teams unlocking revolutionary ways to manage loads and optimise sail trim.

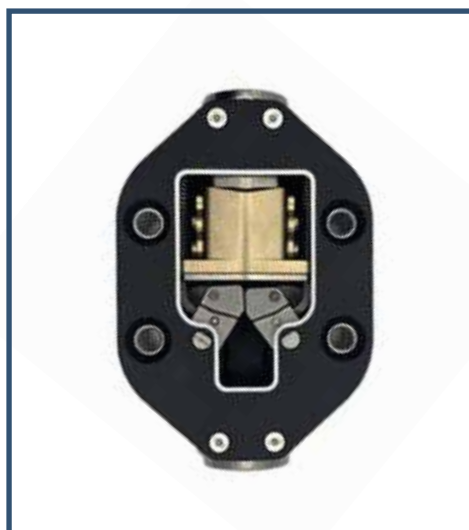
Scalable, reliable and versatile, the X Lock reflects Rigging Projects' ongoing commitment to pushing the boundaries of what is possible on the water.



A recent application example, and one that was not previously possible, is the case of Wally Cento, V. This high-performance race team wanted to adjust their spinnaker tack position while under load, without using a winch.

Working with Rigging Projects and Cariboni, control rams were installed in the bow with X Locks on each arm. This allows the line to be held by the lock after the hoist and then fine tuned using the rams.

Before the X Lock, the tack would have been taking up a winch downwind and adjustments would have been manually made.



Driven by Metstrade

DAME DESIGN AWARDS

"The RP X lock has made sailing simple for us. This is our first large catamaran and we were nervous about how to control the larger sails, especially with the halyard loads. The simplicity of the RP X lock operation requires minimal training and works every time which brings us huge confidence as a cruising couple crossing oceans."

Owner / Captain
Kinetic 54-03



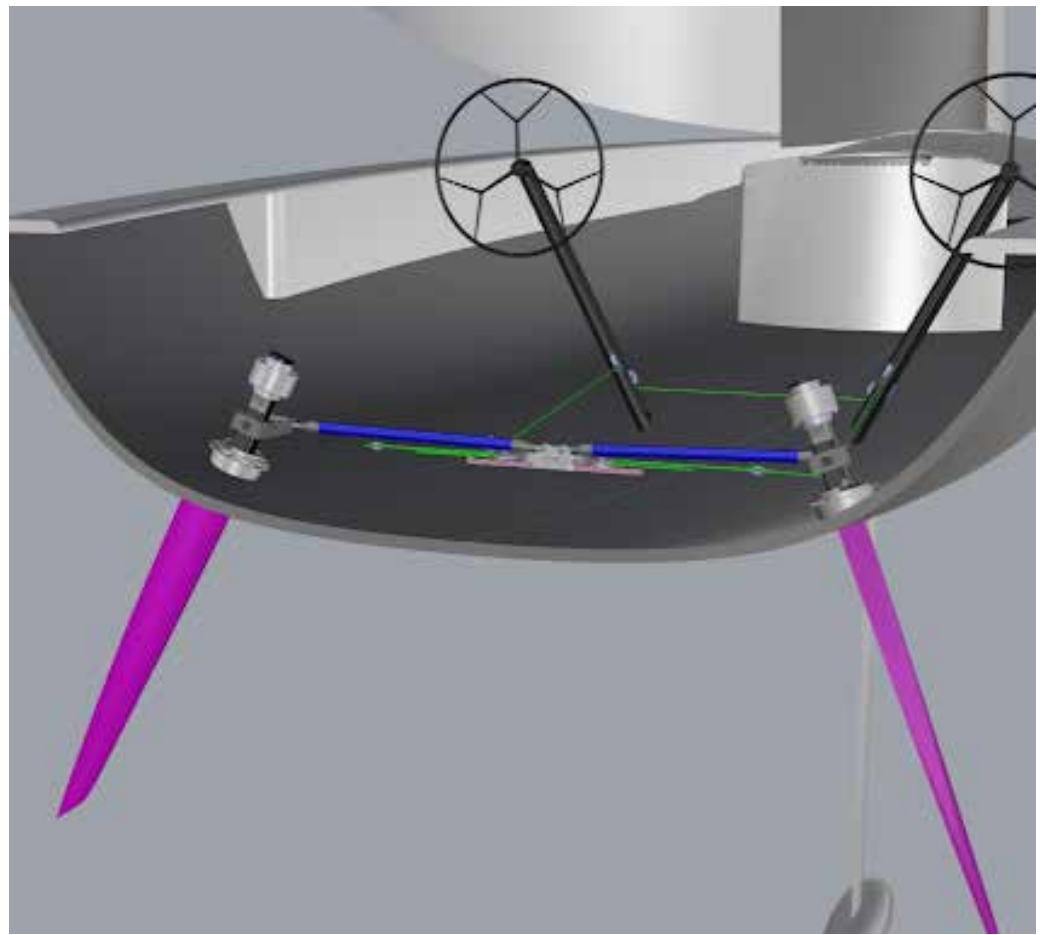
**DAME AWARD
NOMINATED**

TWIN RUDDER STEERING SYSTEMS

At Rigging Projects, we're fast becoming the go-to specialists for performance steering systems, particularly the increasingly popular twin rudder conversions now seen across the Maxi and Mini Maxi fleets. These systems are designed to reduce drag and enhance helm efficiency, helping teams get the most from their boats.

One of the biggest design challenges we tackle is a lack of space, especially with these yachts now using water ballast systems. Our solution? Compact tiller arms running on a unique 2:1 steering X Car, saving valuable space while maintaining the perfect balance on the helm.

In the case of Maxi World Cup winners, Wally Rocket, *Django*, we worked alongside Fouth Cape using their E-bar steering tubes to allow for active toe in an out adjustment. We can also retro-fit these steering systems, as in the case of BP280, *Jolt*, which we turned around in under 8 weeks.



GAME CHANGING X CAR

Gladiator trimmer Dave 'Freddie' Carr hailed the new Rigging Projects X Car as "an absolute game changer" after the TP52 team ran it as their main traveller car at the first 52 Super Series event in St Tropez. Following Gladiator's success, other top teams including Alegre and Alpha Plus have now made the switch to the X Car.

The TP52 version is rated to 2.5T MWL and weighs in at just 700 grams. Its unique combination of Torlon rollers and balls allows it to handle off-axis loads with ease, while cutting friction by up to 30% compared to other cars on the market. Gladiator also reported a major performance boost, increasing their fast traveller wind limit from 9 knots to 13 knots, a significant competitive edge.



SOUTHERN WIND

Following our work on the first two Southern Wind 108s, we're proud to continue our collaboration with the yard on hull #03.

This latest yacht has received a fully customised running rigging package featuring a wide variety of coloured flecks for easy line identification. The setup includes numerical coding for reef lines, painted Dyneema chafe cover tips, captive winch-specific materials, machine-tapered docklines and a dedicated towline configuration.

A 12T Headboard Car system has also been supplied, along with a full complement of loops and strops designed to work seamlessly with our range of X and Q Glide Blocks on board.



KINETIC 54-06

The Kinetic 54-06 Catamaran features a custom rope package tailored to its upgraded, performance-oriented sail plan. Unlike the standard 54s, this hull is fitted with slab reefing in place of the usual in-boom furling system, supporting its larger and racier setup.

Given the busy nature of the cockpit on these boats, we've implemented a carefully considered colour-coding system, distinguishing not only between the controls for each sail but also between sheets, halyards, and control lines. This makes line identification quick and intuitive for the crew, even in the most demanding conditions.



OTHER NEWS

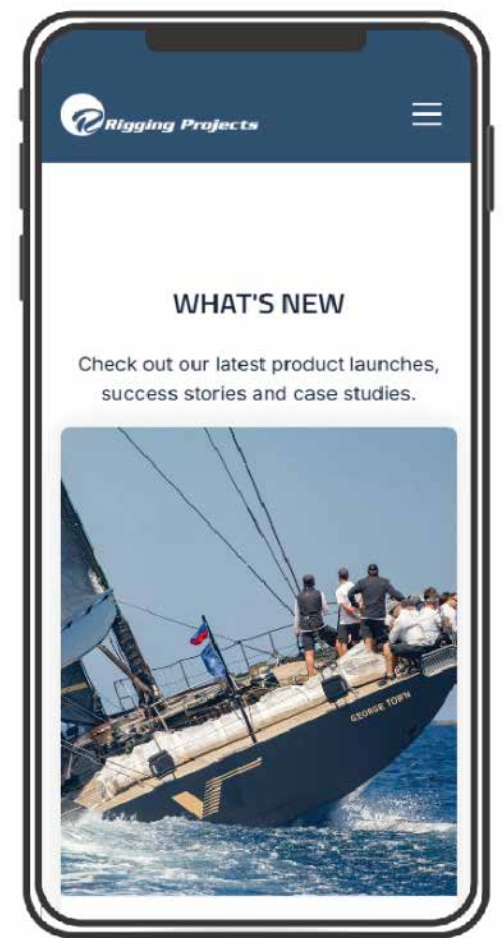
BRAND NEW 'MUST HAVE' RP APP

Keeping track of hardware maintenance on board a yacht can be a challenge. Different components have unique service schedules, manuals and spare part requirements. Yet missed service dates can lead to costly failures and unexpected downtime.

To simplify this process, Rigging Projects has developed a new app designed to centralise all your yacht's rigging and hardware data. Once logged in, the app sends you service reminders, digitally stores manuals and assembly diagrams, facilitates remote inspection reports (which we can sign off within the app) and makes spare parts ordering seamless, with access to our extensive parts library.

What sets this app apart is its flexibility - it is not just for Rigging Projects products. With dynamic barcoding, you can add any product to your yacht's database. Simply allocate a barcode to a product, enter the product details, set service intervals, upload manuals, and let the app handle the rest.

Whether you're a yard, an owner, captain or crew member, this tool is designed to keep your yacht running smoothly, minimizing downtime and maximizing efficiency.



GET IN TOUCH

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