

IN THE LOOP

THE LATEST NEWS FROM RIGGING PROJECTS

OUR LATEST PRODUCT

Our latest product has finally launched! After months of development and rigorous testing the Rigging Projects Batten Car and Stack Track is here.

Purpose built for this new era of modern sail technology, this is a complete re-engineering of batten car and headboard car technology.

Modern foiling and structured luff sails are redefining performance limits, placing loads far beyond the capabilities of traditional hardware. These advances in sail design have resulted in increased headboard angles from approximately 18° to $25\text{--}28^\circ$. Our 34mm Stack Track has been rigorously tested to maintain structural integrity under these higher loads and angles.

Until now, the geometry of our Headboard Cars was necessarily aligned with legacy track systems, ensuring compatibility across a range of third-party designs. Extensive testing has shown that these inherited constraints limited the full performance potential of modern mainsail handling. With the Stack Track and its advanced tri-sail gate architecture, we now control the complete design. This approach frees us from legacy limitations and enables a new generation of Headboard Car geometry that delivers measurable gains in efficiency, reliability and sail handling performance.

The Batten Car has patented split roller bearings that reduce friction by up to 50% compared to slider style cars.

The split bearings allow for more dynamic movement of the car along the curved and loaded up sections of the track. The rollers enable effortless reefing and allow cunningham loads to travel cleanly along the luff, ensuring those forces translate directly into optimal sail shape. The result is seamless, reliable sail handling even when significant sail loads are in play.

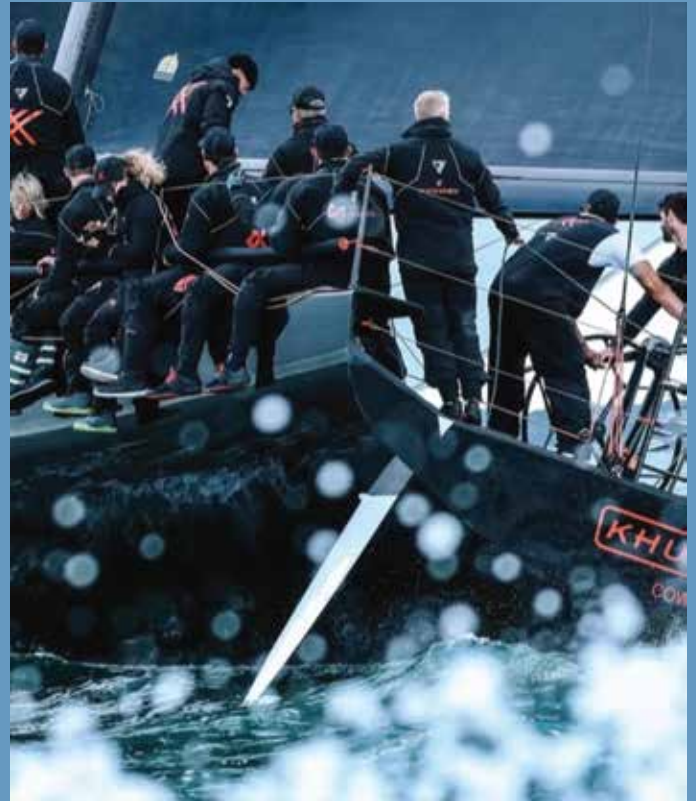


THE 'GO TO' FOR TWIN RUDDER STEERING SYSTEMS

Spring 2026 will be remembered for the conversion of a large portion of the European Maxi fleet from single to twin rudders. Following the launch of the Wallyrocket71 Django and, on a larger scale, the Wally Cento Magic Carpet E, the rest of the fleet quickly recognised the performance gains and moved to twin-rudder set-ups for the 2026 season.

Our route into this world began with our X-Car design. Proven in mainsheet travellers and jib in/out systems, X-Cars offer the lowest friction on the market and with a minor body mod, they slot perfectly into connecting-rod steering set-ups.

The team at Rigging Projects brings a broad and deeply rooted yacht design skill set, giving us an intuitive grasp of the challenges involved. This made collaborating with top design offices such as Verdier,

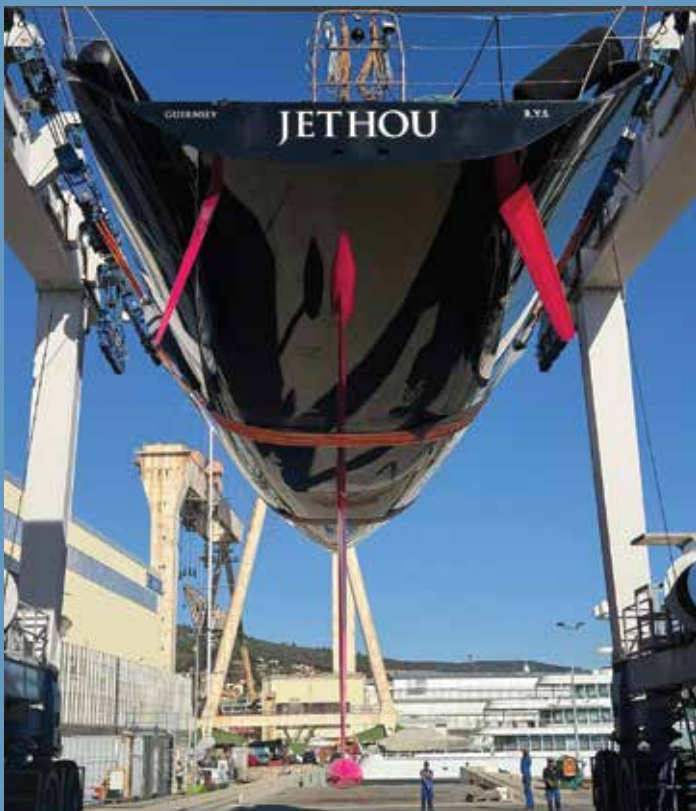


Judel/Vrolijk and Botin a natural and rewarding fit as we developed and implemented these systems.

For each conversion, we supplied a geometry proposal for the system layout inside the boat, working around existing constraints such as bulkheads, water ballast tanks and pipework, all of which create significant challenges for steering-cable leads. We also carried out the complex work of determining the correct Ackermann angle, the critical factor that controls the steering-angle differential between the outer and inner rudders during a turn, much like the wheels on a car. From these calculations, Rigging Projects produced steering arms set to the optimum angle to minimise drag during manoeuvres.

Most of our clients also chose to incorporate E-Bars. These remotely adjustable carbon connector rods are opening up another dimension in twin-rudder sailing. It's going to be a challenge for all newly converted boats to learn how to best use the real-time adjustable toe-in/out angles and achieve optimal performance from their system.

Each of the nine winter conversions, ranging from IRC 52s to multiple Mini Maxis, presented its own unique challenges, which we thoroughly enjoyed. It promises to be an exciting season ahead.



'HUMMINGBIRD' PIGNOSE AND LOCKING BOB STAY

In October 2024 Mark Timmins of RM Rigging reached out to explore mast upgrade opportunities for the Swan 90, *Hummingbird*, that would provide incremental gains for her performance-driven owner. Rigging Projects supplied an HB8 Automatic Locking Headboard Car, a 5T Bullet X Lock for the Code Zero / A2 and a 15T Bayonet X Lock for the inner forestay, laying the groundwork for longer-term collaboration.

The team returned to us in 2025 with a more ambitious requirement: a Pignose that incorporated a locking bobstay system, allowing for quick on/off functionality, particularly useful for events in the BVI where anchoring flexibility is key.

Rigging Projects worked closely with the team to design a custom Pignose and 2:1 Bobstay Lock system. What sets this system apart is its unique locking geometry - it

requires just 2.5mm of over-hoist to engage/disengage the bobstay, compared to 30 – 40mm typically needed in conventional systems which simply wouldn't have worked in this application. This minimal movement is critical. It allows the team to introduce the necessary pre-tension into the bobstay cable without risking structural overload or component damage.

Alongside the Pignose system, RP implemented several other upgrades including new Padeyes for Code Zero leads, jib leads integrated into the deck to improve sheeting angles and an upgraded outhaul system.

"Rigging Projects were able to deliver the hardware on schedule and integrated seamlessly into our team to ensure the project was delivered with precision and quality."

Captain, Josh Hill



TESTIMONIAL

"The Rigging Projects A2 X Lock was a game changer for our sail sets in this regatta. The simplicity of it's use with no trip line made it so easy for any of the crew to use and gave us confidence during our first windy regatta of 2026."

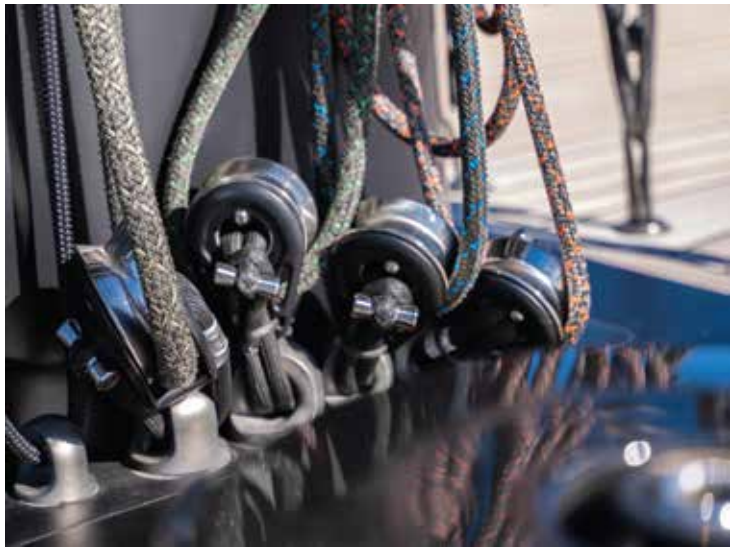
Brian Thompson, Gunboat 72 Layla

TEXTILES NEWS

We kicked off the year in Cape Town delivering a full race-ready textile package to Kalantis, the third Southern Wind 108 in the series. Working closely with Southern Wind, the owner's representative and the race team, RP tailored a rope (and hardware) package that balanced aesthetics, durability and peak performance. The package used Gottifredi Maffioli high-performance ropes throughout, including captive-winch-specific mainsheet lines with optimised core diameters and tightly braided covers to prevent slipping. Custom cover blends and colour flecks were also incorporated to improve longevity and allow instant line identification in high-pressure racing situations.

Next up was the Caribbean race season and a few smaller service replacement packages for two Dykstra designed yachts, the J-Class Hanuman and Royal Huisman Action. Our own Adam Kay was sailing with and supporting Gunboat 72 Layla after their winter racing upgrades including an A2 X-Lock install.

The European season is now well underway and we have plenty of RP boats on the start lines. Long-time customer Jethou required all new halyards and strops after receiving their brand new rig, alongside some annual service replacement of running rigging.



After acquiring the ex Black Pearl (Botin 56) in February, the Khumbu team had a tight time schedule for installing their RP twin rudder steering system as well as a full running rigging package in time to be race ready for the season. This also included a few lines for their Cape 31 which has been doing well in the UK circuit already.

The RP Textiles team are currently up in Finland with the brand new Malcolm McKeon designed Baltic 121, Alice. This stunning blue water cruiser is the first in the series and due to start sea trials any day now. This package includes over 2.6km of line material, loop core and chafe cover, as well as deck padeyes, deck blocks and mast base halyard blocks.

GET IN TOUCH

Rigging Projects Ltd,
Riverside House,
Brunel Road,
Totton,
Southampton
SO40 3WX



Tel: +44 2380 456358

www.riggingprojects.com

Socials: @riggingprojects