

# Rigging for Offshore





# I. Common Rigging Problems (Shorthanded or Crewed)

1. Rudder & Bearings
2. Lines Chafing
3. Gooseneck / Vang
4. Various others



## II. Rigging for Shorthanded Sailing

Ideas and reflections from my work and the 2014 Pacific Cup...

# Rudder and Bearings (not really rigging but still...)



## Problems:

1. Lower bearing not happy (binding, weird noises, leaking)
2. Rudder failure (rudder post, blade, etc...)
3. Failure of structure supporting the rudder (gussets, struts, etc...)



## Before the race:

(because it's very hard to solve rudder issues offshore)

1. Test it before you go far offshore  
(practice sail in heavy conditions)
2. Haul boat / drop the rudder out / inspect
3. Inspect the support structures closely:  
gussets, rudder stops; cables;  
quadrant; etc...



# Halyards, Sheets, Reefing Lines...

## Problems:

- Cover / core failure (@ clutch, on winches, fairleads, masthead, boom)

## Before the race:

1. Fair leads / chafe guards (masthead)
2. Dyneema for almost everything
3. Hi-tech covers (dyneema, blends)
4. Go 2:1 on main halyard
5. Constrictor Clutch or locks
6. Makes spare lines

Example of main halyard chafe guard



# Halyards, sheets, reefing lines: During the race

1. Bring a splicing kit and polish up your splicing skills (sewing cover to core)
2. Millionaire's tape (3m teflon chafe tape) for front of halyards
3. Inspect at every opportunity
4. Move halyards / reef lines
5. End-for-end





# Gooseneck / Vang

Major trouble spots. Easy to solve these problems before the race!

1. Lack of spacers
2. Clevis pin with no compression
3. Brackets ripping out of mast / boom
4. Cast aluminum / cracks / corrosion
5. No doublers (in boom and mast)
6. Pins ovalized
7. Noisy



# Other common rigging problems...

1. Mast partners
2. Spinny poles / sprits (leak)
3. Blocks (bearings develop flats or fail; lashing vs. shackles)
4. Wraps (lack of deflector)





# Rigging for Shorthanded Sailing

Reflections from:

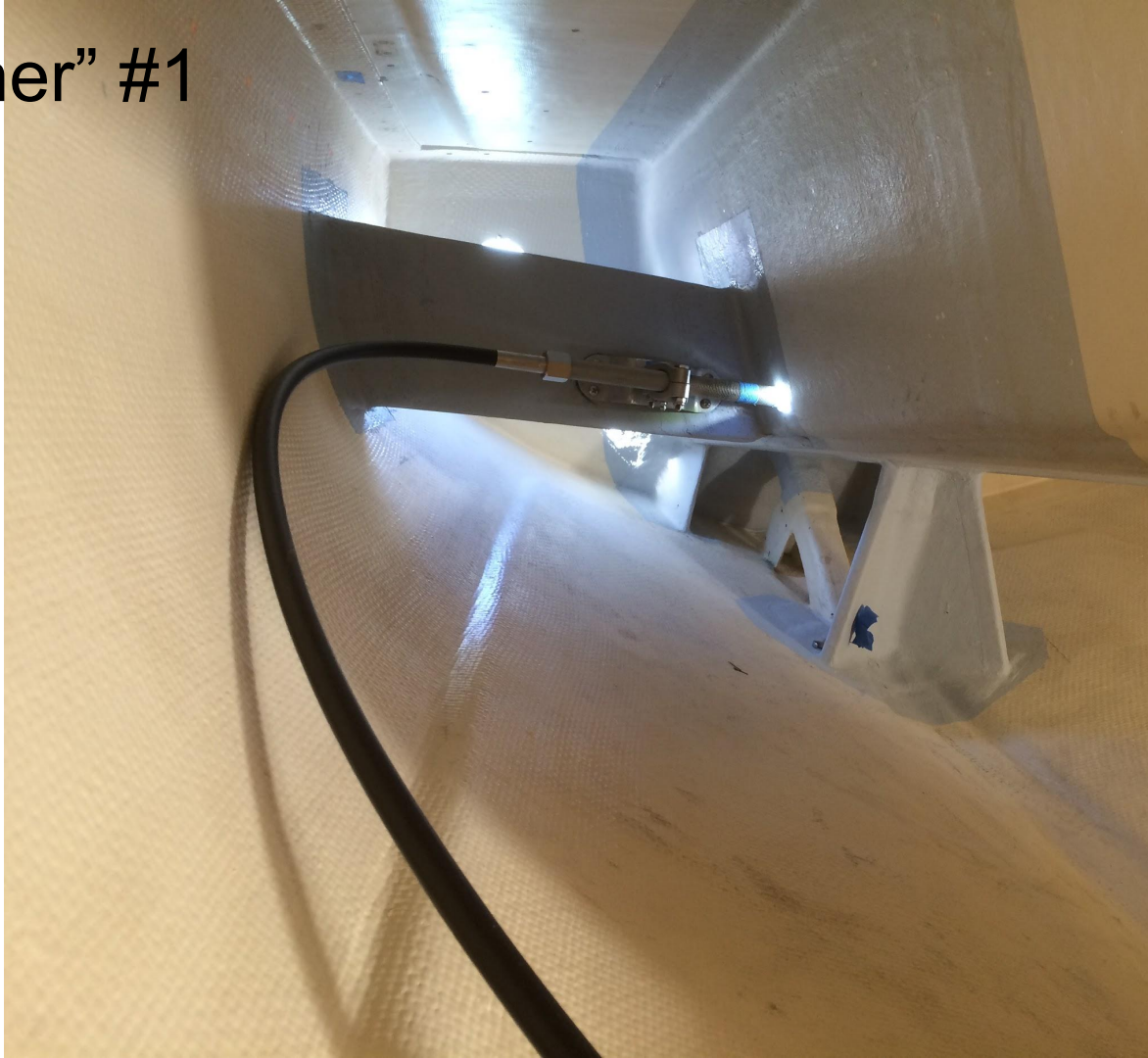
- 2014 Pacific Cup aboard Moore 24 Snafu
- my work prepping boats



# Autopilot(s): “No-Brainer” #1

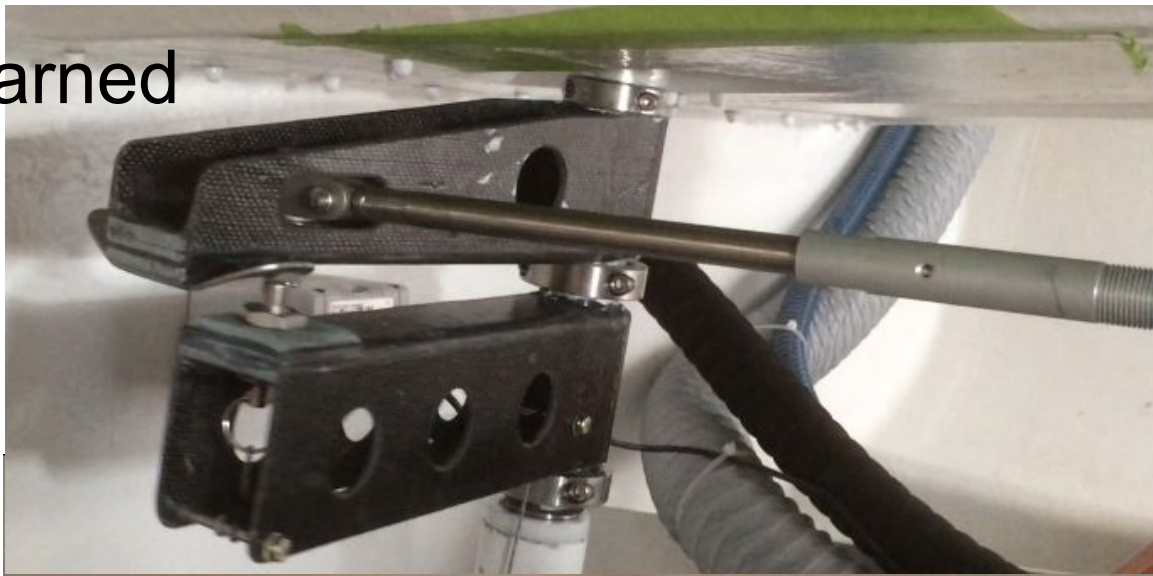
Snafu:

- Autopilot breaks on day 2; all attempts to fix fail
- No back-up; so we drove 24/7 for the next 13 days and nights



# Autopilot: Lessons learned

1. Rig a top notch autopilot (internal Morse Cable drive, Pelagic (Brian))
2. Bring a spare
3. Ability to disconnect is nice





# Access to winches for driver: No-brainer #2

## Snafu:

1. Hard to reach primaries
2. Primaries not self-tailing
3. Then the winches broke so it didn't matter anymore

## Lessons:

1. Create “control stations:”
2. Move winches close to driver
3. Ability to cleat off on the mast if working away from pit station



# Easier Spinnaker handling...

If it were me...

1. Twin poles
2. Sprit + pole: transfer to tackline, jybe, and square
3. Sprit + Top down furler... not convinced for singlehanding

