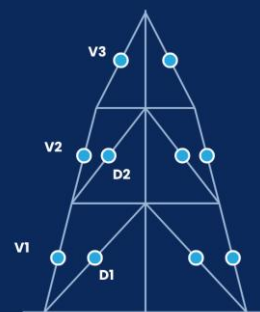


SEA-TRIAL LOAD SURVEY · ROD RIGGING, NEW OR EXISTING

Know what your rigging is really going through.

Rigging is usually replaced on a calendar. But how hard it works depends on how hard and how often you sail. We measure the real loads on your rigging at sea, so you can plan inspections on facts, not guesswork.

Measured at sea · Shrouds & diagonals · Your rig's DNA



Example two-spreader rig. Sensor positions are confirmed for your rig in the quote.

Why it matters

Rod rigging can give little warning before it fails, and the end fittings, where loads concentrate, are hard to check with the mast up. A boat cruising gently and a boat sailed hard offshore load their rigging very differently, yet both follow the same calendar.

Mast up or mast down

With new rigging we fit the sensors while the mast is out. On an existing rig we measure every stay at the dock with a digital rig gauge, then fit the sensors with the mast in place. Small gauges are bonded to the rod: nothing is added to the load path.

Who it is for

Just had new rod rigging? Check it is tuned and loaded as it should be.

Heading offshore? Know which stays work hardest before you go.

Racing, charter or superyacht? Ask about permanent monitoring.

How it works

01

Inspect, fit & calibrate

A visual check of the rig, every stay measured at the dock, and every sensor calibrated before we sail.

02

Sail & record

We record loads during the sea trial and a period of real sailing in varied conditions: both tacks, reefed and full sail.

03

Clear report

A short, plain-language report on how your rig is working, what to check and when, plus a tuning baseline for the boat file.

New rigging · full survey

Measured from day one. Fits into the mast work and sea trial already planned with The Rigging Point. Includes the load map, a conservative fatigue estimate and your inspection plan.

Existing rigging · load and tuning map

No mast pull. We measure how hard each stay works and check your tuning. Available when:

- ✓ the rig is within the manufacturer's service interval
- ✓ a visual inspection finds nothing critical
- ✓ the rig's age is known

The questions this answers

1 • IS MY RIG TUNED RIGHT?

Tuning check & your rig's DNA

No two boats are the same. Rig sections, spreaders, tuning, sails and the way you sail make every rig work in its own way. We check the tuning stay by stay, then record your rig's own load fingerprint and keep it in your boat file. It does not transfer to another boat, not even a sister ship. Change the rigging, sails or tuning and we measure it again.

Annual service · New sails or tuning · After repairs: a new baseline

A reference to compare against – not a health diagnosis.



2 · LOAD MAP

Which stay is working hardest?

How hard each shroud and diagonal works while sailing, port and starboard, as a simple traffic light.

Stay	Port	Stbd
V1 shroud	● OK	● OK
D1 diagonal	● OK	● Check
D2 diagonal	● OK	● OK

Example layout – not real data

3 • FATIGUE ESTIMATE • NEW RIGGING

Is my sailing wearing it faster than the calendar assumes?

Every load cycle uses a little of the rig's fatigue life. From the measured loads and the sailing you plan, we estimate a conservative range of sailing hours before the next inspection.



4 • INSPECTION PLAN

What should I check, and when?

Measured loads combined with the manufacturer's intervals: **whichever comes first applies.**

Critical	Do not sail until rectified
Major	Before next passage or season
Minor	Next scheduled maintenance
Monitor	Observation only

What this survey does not do

- ✗ It does not detect corrosion, hidden cracks, internal defects or past overloads. It always goes together with a physical inspection of your rig.
- ✗ Fatigue figures are informed estimates, not guarantees. Sailing harder than the scenario assessed is not covered.
- ✗ It can only bring an inspection or replacement forward, never postpone it beyond the manufacturer's or your insurer's interval.
- ✗ Rod rigging only, yachts up to about 20 m. Larger rigs on request.

NEXT STEP

Permanent onboard monitoring

For offshore, racing, charter and superyachts: sensors stay on board, compare every mile against your rig's DNA and warn you of overloads.

Ask us with your next rigging quote or annual service

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