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RIG INSPECTION GUIDELINES

DECK LEVEL INSPECTION

1. Check the general tuning and rake of mast. Check for proper positive bend with minimum and maximum backstay tension.
2. Check mast collar for secure blocking and proper boot.
3. Check that mast sits flush on mast step.
4. Check that chainplates are water tight and inspect attachment points below decks for wear or movement. Check for water stains around chainplates attached to wooden bulkheads that might indicate dry rot.
5. Check turnbuckles for signs of galled threads, bent body or studs, cracks, secure locking nuts of cotter pins, signs of elongated holes or bent clevis pins. Make sure that all shrouds and the headstay have proper toggles for articulation.
6. Check all rod or wire terminals for signs of fatigue, cracks, or bends.
7. Inspect furler hardware for loose or missing fasteners. Make sure the system rotates freely and the bearing on both the drum and the halyard swivel are cleaned and lubricated. Check for proper lead on the furling line.
8. Check boom and vang goosenecks for worn pins, elongated holes, cracks in toggles or welds. Check for loose fasteners.
9. Inspect boom for cracks or dents. Check all attachment bails or pad eyes for signs of wear. Is outhaul and reefing equipment in good order? Are mainsheet blocks and shackles ok?

10. Check mast at deck level: Look for cracks or excessive wear at halyard exit slots. Check sailgate and mast track. Check mast mounted hardware and winches for problems.
11. Check for proper operation of winches. Winches should be serviced several times a year for best operation.
12. Lifelines: Inspect all swage terminals for cracks. Check turnbuckles, eyes and pelican hooks for bends or cracks. Check the lifeline cable where it goes through the stanchion for excessive wear. Check bow and stern pulpits and stanchions for secure attachment.
13. Inspect jacklines and their attachments.
14. Inspect halyards: Attach spare line or halyard tail to halyard shackle and pull up to inspect full length of halyard and wire to rope splice. Check wire for broken strands and shackle for proper operation.
15. Running rigging should be gone over for signs of wear and fatigue. Shackles and deck hardware inspected.

INSPECTION UP THE MAST

1. Mast head: Check the attachments for the headstay, backstay and upper shrouds for cracks, elongated clevis pin holes, cotter pins secured and proper alignment. Headstay should be toggled. Check sheaves and pins for wear and insure that sheaves turn freely. Check for sharp edges where halyards exit. Check spinnaker halyard blocks and shackles and their attachment to masthead for wear. Check masthead wind indicators and electronic instruments for secure attachment. Inspect top of mainsail track for wear in headboard area. Check all fasteners, rivets, and screws are tight. All Dee shackles should be seized to prevent screw pin from backing out.
2. Headstay and furler: The top of the headstay foil should be inspected for damage caused by halyard wrapping. Check for proper angle of halyard to halyard swivel to prevent halyard wrap. Check for proper height of the halyard swivel. Make sure that short hoist smaller jibs have wire pennants. Check upper terminal on wire or rod for fatigue or cracked swage.
3. Upper, intermediate and lower shrouds: Check all terminals for signs of fatigue and cracks. Check tang and surrounding area for signs of stress or cracks. Make sure all tang fasteners are secured. Inspect clevis and cotter pins for wear. Check shrouds or terminals at the ends of the spreaders.
4. Backstay: Check terminals for fatigue and cracks. Check backstay insulators. Check backstay turnbuckle or hydraulic cylinder of proper function.

5. Spreaders: Check spreader for bends, dents, and cracks. Check any area that is welded carefully for stress cracks. Check leading and trailing edges of spreader for wear caused by runners and/ or inner forestays. Add chafe protection locally to runners to prevent chafe. Check spreader bases are secure. On wooden spreaders, check for signs of dry rot around fittings. Check spreader tips for excessive corrosion (remove chafe gear or tape if possible to inspect). Make sure shrouds are securely attached to spreader tips with tip plate, seizing wire or clamps.
6. Check sailtrack fasteners if mechanically fastened to spar section. Loose rivets or screws could prevent sail from dropping.
7. Running backstays, innerforestay, and babystay: Inspect terminals for fatigue, cracks and proper alignment. Check toggles and clevis/ cotter pins. Check tangs for signs of wear. T- terminals should have rubber retaining plugs.

BOAT NAME _____ BOAT TYPE _____

OWNER _____

WORK THAT SHOULD BE DONE PRIOR TO DEPARTURE OFFSHORE:

SUGGESTIONS FOR RIGGING IMPROVEMENTS