



## Rig Check Tips

❑ Be sure all shrouds run straight from their attachment points on the mast to the spreader tip or to the deck.

❑ A rod and its head part must exit the mating fitting at the center of the exit port rather than off to one side. If this is not the case, have an experienced rigger find the best way to fix it.

❑ Black gook at end fittings is usually a sign of wear and/or misalignment. If you discover gook but can't see what caused it, ask a qualified rigger to determine the cause.

❑ Soak turnbuckle screws in a solvent such as kerosene to clean them; use a wire brush if the screws are corroded or very dirty. Once the turnbuckle screw is clean look carefully for uneven or worn threads.

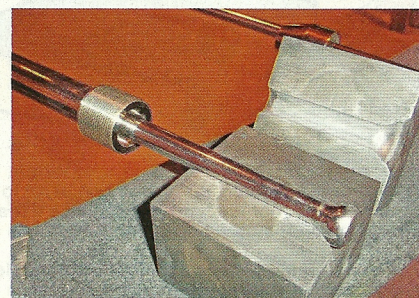
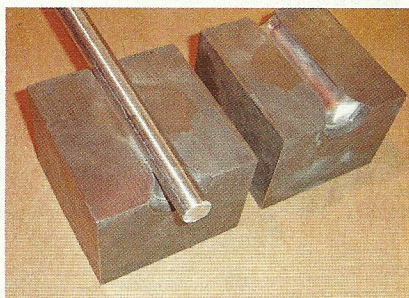
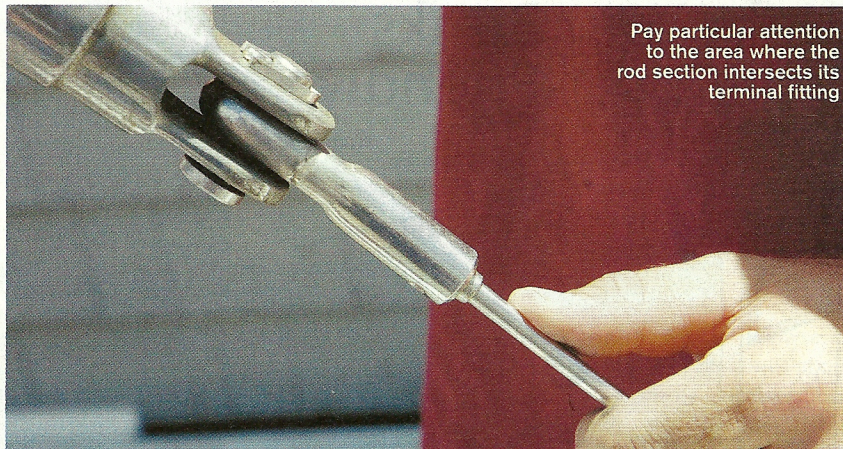
❑ Unwrap the chafing gear on spreader tips (rawhide, tape, etc.) at least once a year and look for corrosion. Although chafing gear protects your sails, it often traps moisture that can corrode the rod fitting and spreader tip.

❑ Not all rod heads are easily accessible for inspection. In fact, some threaded fittings are intentionally dinged when the rigging is made to keep parts from unscrewing during normal use. A dinged part will have a punch mark on the outside diameter of a male-threaded fitting. Any "non-dinged" end fitting can be unscrewed and slid down to expose the rod head.

❑ If you inspect three or four heads and all have some wear or are cracked, assume that all the rod heads are in the same shape and contact a rigger.

❑ Clean a rod head with solvent and then look for horizontal cracks either in the headed portion of the rod or where the rod comes out of its fitting. If you find what appears to be a crack, lightly sand the area with a fine-grit emory cloth. Doing so will tell you whether the crack line is a scratch or the real thing; sanding should remove a scratch. Here again if you are unsure have a qualified rigger take a closer look.

❑ You might find a vertical line that is not a scratch. You may not have a problem but let a qualified rigger make that determination.



**THE ROD HEADING PROCESS:** Left: The rod and the die set before heading; Right: The rod head's mating part has been installed on the rod prior to heading

cases a cracked rod head can be repaired by taking the entire shroud to a rigger equipped with a cold-heading press. The rigger can cut off the rod head and then rehead the remaining rod.

A cracked part held captive on the rod, because it was installed before the rod was headed, can't be removed unless the head is cut off. In this case a rigger will cut off the head, replace the damaged part, and then rehead the rod.

Reheading does shorten a rod—usually by about twice the diameter of the rod—but often the reduction in length can be accommodated. Often the turnbuckle screw can be opened more. If not, a longer turnbuckle can be installed or an eye-jaw toggle can be added to make up the difference. Sometimes installing a new piece of rod is the best solution. Any good rigger will know when this is necessary.

Meanwhile, make sure you get the best from your rod rigging by following the manufacturer's recommended maintenance schedule and inspecting your rig frequently. And always fix problems long before they threaten the rig's stability. *AL*

**KEEP IN MIND:** Many companies make rod rigging so always follow the guidelines established by the manufacturer of your rod system. Further, rod parts made by different manufacturers are not always interchangeable because rod-head shapes can vary. In fact, using a part made by one manufacturer with a rod head shaped by another manufacturer can create problems that may reduce the life expectancy of the rig. When possible, ask the company that made your rod rigging which riggers in your area can service your rig. Navtec's Rigging Service Guidelines ([www.navtec.net](http://www.navtec.net); click on "Owner's Manuals" under the "Support & Services" tab) give a good description of when and how often a rig should be inspected, and at what levels of detail.