



Nance and Underwood Rigging and Sails RIGGING INSPECTION

December 22nd, 2023

Farr 585 - Principal Interest

History

Nance and Underwood was contacted by Ed Pollner and asked to visually inspect the mast and rigging of the Farr 585 *Principal Interest*. The vessel was located at Pier 66 Marina, in Fort Lauderdale, Florida at the time of inspection.

Report

This vessel is a 2009 Bruce Farr designed sloop with a Hall Spar carbon fiber mast and canoe-style boom. The athwartships standing rigging is a proprietary Hall Spar SCR solid carbon fiber discontinuous rigging, which is tensioned by means of a mast jack and shims at the base. The backstay is Nitronic 50 rod rigging and is tensioned by with a Reckmann hydraulic backstay adjustor. The headstay is also Nitronic rod, with a powered Furlex furling system built on it for use with the genoa.



The mast was ascended and all mast and rigging fittings and components were inspected visually. The boom and components, all deck fittings, running rigging and lifelines were inspected visually.

Findings: -

1. Due to the age of the standing rigging and as per manufacturers recommendation, the mast should be unstepped and all hardware thoroughly inspected. Attached is a copy of Hall Spar rigging service guidelines. The following was noted when inspecting the standing rigging: -
 - a. The inner forestay was found to be secured to the deck with a tied piece of line.



- b. There is an extra piece of extrusion above the furling system on the rod.



2. The mast was ascended and found to be intact and in good condition.
3. There is rust at the masthead from the lightning dissipater.



4. The spreaders were examined and found to be in good condition
5. The chain plates were visually examined, and were found to be in good condition.
6. The mast step was inspected as could be accessed, and found to be in good condition.
7. The boom and gooseneck were inspected and found to be good shape.
8. The running rigging was found to be in serviceable condition.
9. The sheaves in the jib sheet sheave box are damaged.

Recommendations: -

Along with this report is a list of guidelines as to rigging inspections and maintenance. These should be read and adhered to.

1. As per Hall Spars guidelines, the mast should be unstopped and all hardware inspected.
2. The inner forestay should be secured to the deck with a proper wire strop.
3. The extra piece of extrusion should be cut off.
4. The lightning dissipater should be removed and the rust cleaned up.
5. New sheaves should be fabricated and installed in the jib sheave box.

Nance and Underwood used reasonable care, skill and diligence in carrying out the inspection of your rig. Nance and Underwood will not in any event be liable to you in contract, or owe any duty to you of any nature whatsoever in respect of any loss, damage, cost or expense or any loss of profit, consequential, punitive or exemplary loss or damage arising from any defect in the vessel or the rig arising before or after the date on which the vessel was examined by Nance and Underwood.