



TASNEEF

هيئة الإمارات للتصنيف
EMIRATES CLASSIFICATION SOCIETY

Amendments to the “Rules for the Certification of Sailing Rigs”

Effective from 1/1/2026

Reasons of the amendments

| Paragraph amended | Reason |
|-------------------|--|
| [2.3.10] | to add changing time for running rigging |
| [2.3.11] | to introduce requirements for furlers |
| [3.3.4] | to clarify the inspections to be done during annual survey of rigging |
| [5.1.2] | to require that “maximum wind speed to reach the downfooding angle in the most unfavorable situation” be included in the Rig Booklet |

2 RIG CERTIFICATION

2.1 General

2.1.1 When applicable, mention of rig certification is made on the yacht's class certificate.

Rig Additional Class notations **RIG**, **RIG gold** or **RIG platinum** may be assigned in accordance with Pt A, Ch 1, Sec 2, [6.25] of TASNEEF Rules for Yachts to a yacht upon a survey, with the associated operations, which is held in order to verify the compliance with the present Rules.

RIG / RIG gold / RIG platinum additional class notations are assigned to a Rig new building.

Voluntary certification schemes can be established upon request such as selection and combination of different certification modules.

2.2 Rig certification schemes

2.2.1 General

A summary of the certification schemes is given in Table 1.

2.2.2 Rig certification scheme

This certification scheme refers to the examination and acceptance, or approval, of the following aspects:

- a) Rig design approval
- b) Rig Booklet approval
- c) periodical survey.

Further requirements may originate be applied from the relevant Flag Administration requirements.

2.2.3 Rig gold certification scheme / Plan Approval, Surveillance and Workshop Approval

This certification scheme refers to the examination and acceptance, or approval, of the following aspects in addition to those already required for the additional class notation **RIG**:

- a) Mast & Rig workshop approval
- b) Rig stepping survey
- c) Sea trials survey

2.2.4 Rig Platinum certification scheme

This certification scheme refers to the examination and acceptance, or approval, of the following aspects in addition to those already required for the additional class notation **RIG gold**:

- a) Spars building surveys
- b) Rig fittings testing.

Table 1: Rig Certification Schemes

| Module | Rig | Rig gold | Rig platinum |
|------------------------------|-----|----------|--------------|
| Rig design approval | x | x | x |
| Spar maker workshop approval | | x | x |
| Rig maker workshop approval | | x | x |
| Spars & Rigs survey | | | x |
| Rig fittings testing | | | x |
| Stepping survey | | x | x |
| Sea trials | | x | x |
| Periodical surveys | x | x | x |
| Rig Booklet approval | x | x | x |

2.3 Rig certification modules

2.3.1 General

Depending on the rig certification scheme (RIG, RIG gold, RIG platinum) chosen, the requirements of the following certification modules are to be complied with.

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When deemed necessary, safe working load of all standing rigging components should be proof tested in the presence of a TASNEEF surveyor.

c) Breaking load testing

When deemed necessary, ultimate load of prototype fitting are to be tested in the presence of a TASNEEF surveyor.

Additional tests may be required by TASNEEF on a case by case.

The Rig maker may request, on voluntary bases, a dedicated Type Approval (according on Pt A, Ch 2, App 3 of TASNEEF rules for Yachts) for the single Components of the Rig.

2.3.7 Rig stepping survey

Under the Gold and Platinum scheme, a physical survey on the rig stepping procedure is to be carried out in the presence of a TASNEEF surveyor, the presence of a Certified rigger (see Annex 2 of Rules for the certification of service suppliers) may be valued case by case.

2.3.8 Sea trial survey

Under the Gold and Platinum scheme, a survey of the rig behaviour during sea trials is to be carried out in the presence of a TASNEEF surveyor, the presence of a Certified rigger (see Annex 2 of Rules for the certification of service suppliers) can be valued case by case.

2.3.9 Rig Booklet manual approval

A Rig Booklet is a Manual, to be approved by TASNEEF, which is to contain sufficient information to enable the Master and the crew to operate the yacht in compliance with applicable requirements.

The format of the Rig Booklet and the information included vary depending on the certification scheme (RIG, RIG gold, RIG platinum).

2.3.10 Standing Rigging Type Approval

When the Standing Rigging installed on board is covered by a dedicated Type Approval, TASNEEF may add to the notation **RIG** or **RIG gold** also the additional feature TA Rig (e.g. Rig-TARig).

Reference for Type Approval may be found in Pt A, Ch 2, App 3 of TASNEEF rules for Yachts. [In any case all the running rigging have to be changed every 5 years.](#)

2.3.11 Deck hardware

When the hardware installed on board to manage the sails (Furlers, winches, car & tracks...) is covered by a dedicated Type Approval, TASNEEF may add to the notation **RIG** or **RIG gold** also the additional feature TA Hard (e.g. Rig Gold-TA Hard).

Reference for Type Approval may be found in Pt A, Ch 2, App 3 of TASNEEF rules for Yachts. [Furlers to be subject to the following test:](#)

- [pressure test: the furlers is to be hydraulically tested at the maximum operating pressure for at least 5 minutes.](#)

- [max pull tests: the maximum pull declared by the Manufacturer of the different components of the furler are to be ascertained.](#)

- [furling speed: the maximum furling speed declared by the Manufacturer of the furler to be ascertained.](#)

2.3.12 Safety equipment on the rig

When the Sparmaker defines a safety system to climb on the rig in safety in compliance with Class guidelines for safety and/or international guidelines (eg IRATA) TASNEEF may add to the notation **RIG** or **RIG Gold** or **RIG Platinum** also the additional feature Safe (e.g Rig Platinum-Safe).

2.4 Individual approval/inspections

2.4.1 General

Upon request of the Interested parties, one or more of the following verifications may be performed by TASNEEF:

- Rig design approval (A1)
- Rig booklet review (A2)
- Visual dressing inspection (A3)
- Attendance to stepping (A4)
- Sail sea trial (with assistance of certified or qualified Rigger)(A5).

At good result of the above a Statement will be issued.

3 INSPECTIONS AND MAINTENANCE

3.1 General

3.1.1 TASNEEF will verify, by attending tests and trials, that the scantlings and construction meet the Rule requirements in relation to the approved drawings.

In general, all surveys outside the Manufacturer's facilities are to be carried out with the attendance of a TASNEEF surveyor supported by a Certified Rigger.

Under the Platinum scheme, spars or rigging inspection reports issued by Manufacturer personnel are to be submitted to the TASNEEF attending surveyor for his endorsement.

Under the Platinum scheme, the rig's component replacements are to be recorded in the approved rig booklet and undersigned by the class surveyor and the appointed rigger.

3.2 Initial surveys

3.2.1 General

The surveyor in charge or a Certified Rigger is to be satisfied with the sparmaker's overall conditions of construction, capability and workmanship.

3.2.2 Construction survey

The requirements below apply to the Platinum scheme.

As part of his interventions during the rig's construction, the surveyor will:

- examine the construction methods and procedures covered by these Rule
- conduct an overall examination of the parts of the rig when required by these Rules
- check selected items covered by these Rules
- attend tests and trials where applicable and deemed necessary at TASNEEF judgement.

3.2.3 Mast stepping

The requirements below apply to the Gold and Platinum scheme.

a) General

A physical survey of the rig stepping procedure and the rig behaviour during sea trials is to be carried out by or on TASNEEF behalf.

Any adjustment at the standing rigging and/or any change to the fittings after the dock tune must be reviewed by Sparmaker, RigMaker and this TASNEEF.

The pre-tensioning of the rigging is to be specified by the designer and reviewed by Plan Approval, otherwise pre-tensioning is set to avoid slack cap shrouds with an appropriate reserve, when sailing at heeling angles at or below the SWA.

b) Dock tune setup report

The following information are to be provided:

- Mast rake
- Cylinder data:
 - Model
 - Capacity (T)
 - Area (cm²)
 - N° cylinders (i.e. 2)
 - Total cylinder area (cm²)
- Tuning sequence:
 - Step number of the jacking sequence
 - Jack load (including rig weight, for each step)
 - Required pressure, for each step (psi / bar)
 - Action, for each step (i.e.: tighten V1)
- Headstay tension at dock (with slack backstay, runners, inner forestay) (kg)
- Mast prebend:
 - Elevation above deck (m)
 - Prebend at dock (mm)
 - Offset from aft face to main halyard pulled down to BAS (mm)
 - Prebend Offset to main Hal.

3.2.4 Sea trials

The requirements of this item [3.2.4] apply to the Gold and Platinum scheme.

Sea trials are to be completed as for any new rig and rigging package; the rigging is to be gradually loaded up starting first with just the mainsail, then if the rigging and mast are performing correctly, moving onto jibs and finally wind sails.

The test must previously be discussed with the Yard and accepted by the Surveyor in charge. Sail sea trials must permit to test the Rig at the most significant Load Cases.

The rig tune is to be monitored as changes in tune can indicate the need for more detailed inspection.

3.3 Periodical surveys

3.3.1 Application

The requirements of this item [3.3] apply to the Gold and Platinum Certification schemes.

3.3.2 General principles

The primary purpose of regular rigging inspection is to determine, with some level of confidence, component service life in order to prevent equipment failures and related marine casualties.

The condition of the rig is to be monitored in accordance with a Maintenance Manual and a planned maintenance schedule as per approved Rig Booklet.

3.3.3 Survey schedule

The first rig class notation renewal survey is to be completed within 5 years from the date of the initial certification survey and thereafter 5 years from the credited date of the previous renewal survey.

However, consideration may be given by TASNEEF to grant an extension for a maximum of three months after the limit date, in exceptional circumstances and provided that the yacht is attended and the attending surveyor so recommends.

3.3.4 Annual surveys

In the five-year period of class, five annual surveys are to be carried out.

The first to fourth annual surveys have a six-month window, i.e. from three months before to three months after each anniversary date, while the fifth annual survey has only a three-month window, i.e. from three months before to the fifth anniversary date.

Annual surveys are to include reviewing records and history of rig maintenance measures against the specifications provided by the maintenance manual.

Full RIG visual check is to be carried out by a Certified Rigger (see Annex 2 of Rules for the certification of service suppliers).

This is to be performed on all craft after any major ocean voyage or at least once a year regardless of age or usage.

[During the Annual survey a dedicated inspection is to be carried out on sheets and halyards.](#)

3.3.5 Intermediate surveys

Intermediate surveys are to be carried out within the window from three months before the second to three months after the third anniversary date, i.e. two and a half years after the delivery or anniversary date with a survey time window plus/minus nine months.

The intermediate survey is not applicable in the first period of class.

When the intermediate survey is applicable, it can replace the (second or third) annual survey if it is carried out in the window in which the second or third annual survey is due.

Along with a full mast check, the rig is to be jacked down to enable the surveyor to verify the lubrication of terminals such as cold heads.

A dock pre-tensioning check is to be undertaken as the mast is being jacked up, to ensure the rig tensions are correct and the spar is centered.

The RIG check is to be carried out by a Certified Rigger (see Annex 2 of Rules for the certification of service suppliers).

3.3.6 Renewal surveys

The renewal survey requires unstepping and dismantling the spar.

A thorough inspection of all mast components is to be undertaken, including composite rigging which is tested according to the manufacture's guide line.

The survey is to be followed by a sea trial.

The survey must be carried-out by TASNEEF surveyor supported by a Certified Rigger.

3.4 Occasional surveys

3.4.1 General

An occasional survey is any survey which is not a periodical survey.

Occasional surveys are carried out at the time of, for example:

- damage or suspected damage (e.g. due to grounding, overload sailing etc.)
- repair or renewal work
- alterations or conversion

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5 RIG BOOKLET

5.1 General

5.1.1 Data included in the rig booklet are to be consistent with the certification scheme adopted and with the yacht type under examination.

The rig booklet is to supply master and crew with the instructions to correctly utilize and maintain the rig.

The rig booklet has to have a dedicated space to log the history of the RIG (service maintenance, inspections, damages...).

5.1.2 The Rig Booklet

The Rig booklet is to contain: Rig user manual and the operating manual.

The booklet has to include, at least:

- a) Clear operating instructions for master and crew:
 - sailing table
 - emergency system
- b) Certificates of components subject to periodical test
- c) Main yacht data
- d) Rig geometry
 - Key parameters, e.g.:
 - Reference design righting moments
 - Reference load case
 - Reference lightship data
 - Sail Plan
 - Mast GA
 - Boom GA
- e) Bill of materials with the indication of suppliers and manufacturers, including at least:
 - mast tube
 - boom
 - foils for Foresails
 - babystay and Runners/Checkstay information
 - running rigging sheet
 - furler & swivel manuals
 - mainsail track
 - sheaves and blocks
 - locks and special components
- f) Mast & Boom
 - Spreaders attachment
 - Vang attachment and information
 - Electrical and/or Hydraulic information
- g) Rigging sheet
- h) Stepping sequence
- i) Dock tune with tuning sequence
- j) [Maximum wind speed to reach the downfooding angle in the most unfavorable situation.](#)

5.2 Maintenance details

5.2.1 General

In general, rig maintenance is to follow the manufacturer's instructions in accordance with the info approved in the Rig Booklet.

Any surveys are to be carried out by TASNEEF Surveyor or a Certified Rigger.

5.2.2 Maintenance schedule

A maintenance manual issued by the Spare and Rig manufacturer should be submitted to TASNEEF for approval.

Rigs are to be subject to a planned overhauling scheme in accordance with the approved Rig Booklet with all the works carried out is to be checked by the surveyor in order to verify compliance with the Manufacturer's Instructions.

The criticality of the components is to be ascertained through a risk assessment method and included in the maintenance manual.

5.3 Operating instructions

5.3.1 Load cases

At least the following are to be taken into account:

- Upwind/downwind

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