

**Highlights:** Rigging a fast cruising Monohull with Dynex Dux standing rigging and Colligo Marine Hardware.



**See us at the  
Grand Pavois  
International In-  
Water Boat Show  
In La Rochelle  
France,  
23 - 28 September**

Introducing  
**Colligo Rigging Design**  
Complimentary synthetic  
rigging design service  
for retrofit and new boat  
builds. Including cost  
comparisons. See  
website for more details.

Upcoming Newsletters:

**Colligo Synthetic  
Systems: The Perfect  
Rigging for Cruisers?  
Easily Spliceable.  
Easily inspectable.  
Easily Replaceable.  
Affordable.  
Lightweight.**

A recent launch of a beautiful Xavi Cardell designed 38' light displacement sloop with Dynex Dux Standing rigging in Argentina has caught some attention. The boat, built by the Astilleros Aries yard in Buenos Aires, saw a weight savings total of 79.2 lbs (36 kgs) with 66 lbs (30 kgs) of that above the deck. The project manager of the boat, Nacho Postigo, says the cost of the rigging was essentially the same as the estimate for rigging with steel wire rope and turnbuckles.

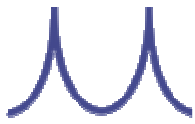
The shrouds and backstay were supplied pre-stretched and ready to install by Mike Strong of Strongrope in Australia. Comprised of overbraided Dynex Dux in 9 mm with Colligo Line Terminators, the rigging uses lashings instead of turnbuckles thru a double spreader rig, two sets of uppers and a set of lowers.



The custom spreader ends were fabricated by King Marine, suppliers of the Aluminum mast.



**Redesigned,  
Lightweight, 2 piece line  
guide for continuous  
furler lines,  
weighs 4 oz!**



**Rigging (continued).**

Nacho had no problems setting up and tensioning the rig, stating, “Tuning the rig was simple: we left the forestay all loose, connected the end of the lashing to a halyard and tightened it with the winch. When we had enough tension, we pulled the forestay forward again and with the help of the runners we tightened the diagonals. The whole operation took a couple of hours and after that we sailed the next morning”.



**Notice how tight the leeward shrouds are when the boat is heeled considerably!**

Nacho noted further,” Pushing the boat to the limit of loosing the steering (90° TWA with around 10 kts) with plenty of canvas up (picture above) and some backstay tension did not leave our leeward shrouds loose and they were fully tight under these conditions, *proving there was no stretch on the windward rigging at all*”.

Nacho is just another happy, forward thinking, Dynex Dux user, reaping the benefits of synthetic rigging while being able to spend more money elsewhere on the boat.

Nacho stated, “I have had to hear a lot of people telling me not to go this way and suggesting me to stay with conventional wire and turnbuckles for the last two years and I have to say that after only few miles under the keel I am very pleased with the product and some of the skeptics have had to eat their words.”

I have to wonder, if, back in the 1800’s when rope was used for standing rigging, was it this difficult to convince people to use wire?

Nah, I’m sure it was. *Back to the future...*

**Colligo Marine receives US Patent for the Hurricane Anchor System.**

Attention Riggers:  
We can now splice any length of Dynex Dux to within 5/16” enabling the use of turnbuckles if desired.  
Contact us if interested.

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**Other News:**

**Colligo Marine announces new Distributor in Spain, Dismarina, Dismarina.com**

**Colligo Marine announces new Distributor in the UK, Tim Haynes Ltd.**

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**Upcoming Projects to Profile:**

**West sail 32  
Dolphin 46 Cat  
Ranger 33**

*For questions or comments please call or contact us at [info@colligomarine.com](mailto:info@colligomarine.com)*

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