



The young and talented crew EV Cataschool won the J80 2014 European championship at ElBalis (Spain) aboard a boat ... rigged Sparcraft *. Ranked sixth last year at the mondial championship, 1st Spi ouest France, Quentin Ponroy was tactician aboard. Yacht sail engineer, Quentin is also our technical expert on this dynamic class that he perfectly knows. He tells us about his victory, and gives us some tips for adjusting the rigging of J80...

* like Hugo Rocha, at the 2013 mondial championship

Photo : Toutatis Trans Régate



What were the conditions at the European championship?

Q.P. «we expected light winds, that's there was the first two days. We have limited damages and were in the top ten. Then we sailed very well the next three days when the wind increased from 15 up to 25 knots. We had a real advantage in the breeze, sailed faster with good maneuvers and good tactics. In the end we won four races including the last two with a lot of ardour. That was decisive. Our childhood probably served ...».

What about the equipment?

Q.P. - «My teammates are very happy with the spar. We managed to trim the rig perfectly to fit our sails according to the weather conditions. Awe succeeded in adapting our settings to this sea difficult (choppy waves) but we won't say anything on it.! (...»



Photo : DR - Q. Ponroy



RIGGING COOKING : ADVICES OF CHEF ...

SETTING TABLE : FIRST, we worked all winter to develop a table of rigging settings. This allows us to adapt to wind conditions: we align to the table, gradually adjusting the rigging

and sails, from the «soft» conditions to the strong wind. We have strictly followed the table in the European championship.

mast. You have to see if the top of the mast (or rather the sail) discharges or not. So, that the side adjustment shall not be too slack on one side or on the other (tighten the shrouds if necessary).

BASIC SETTINGS:

- Tune the mast straight again : the mast must be placed lengthways in the boat. Adjust in order to find the better bend adapted to the luff curve of the mainsail. That is the basic recommandation in the harbour.

TENSION OF THE FORESTAY :

- All these settings are intended to always keeping the best tension as possible on the forestay. In the breeze, get always a tight sail as flat as possible at close-hauled.

VANG & BOOM :

- We had a lot of vang tension (at the european championship) and had no problems on the boom but i strongly recommend to ease off the vang sheet to the windward mark for down under spinnaker. Otherwise, by releasing the backstay, it can quickly become fatal in breeze!

CHECKING ADJUSTMENTS UNDER SAILS :

- Then you have to check under sails. Watching, from the gooseneck level, the sail feeder along the

