

**Elvstrom Sobstad UK**

HYS, Port Hamble Marina, Hamble, Southampton, SO31 4NN

Telephone: (023) 8045 6205

Fax: (023) 8045 2465

E-Mail: sales@elvstromsobstad.co.uk

Web Site: www.elvstromsobstad.co.uk

**Boat Type:** J 80**Boat Name:**

**Base Settings:** Are the starting point for all rig settings and are used between 12 - 16kts. It is always a good idea to adjust all rig settings back to base at the end of a days sailing otherwise it is easy to forget or lose the reference point.

**Forestay Length:** forestay length should be standard as supplied by the factory without any additional toggles added. This forestay length is set for all wind conditions but obviously rake will increase as the shrouds are tightened.

**Jib Cars:** As supplied by the manufacturer with holes numbered from 1 going Backwards

**Cap shrouds, D1s and D2s:** Base settings measured with Loos PT2M rig tension guage. Light and Heavy settings achieved by adjusting bottlescrews on or off from the BASE settings.

**Tips:** With the swept back spreader rig it is important not to over tension the cap shrouds or the mast will compress and fall off at the top.

**Hints:** **The aim with D1s and D2s:** adjust until the mast is straight sideways when sailing upwind. Mark all the bottlescrews so that it is clear the correct way to turn if you want to tighten or loosen the rig!

Wind strength	6 - 12 kts	12 - 16 kts BASE	16 - 20 kts	20kts +
<b>Cap shrouds</b>	- 2 turns	25 - Loos PT2M	+ 3 turns (28)	+ 7 turns
<b>D1s (lowers)</b>	- 2 turns	15 - Loos PT2M	+ 2 turns (21)	+ 4 turns
<b>D2s (uppers)</b>	- 4 turns	14- Loos PT2M	+ 3 turns (18)	+ 7 turns
<b>Spinnaker Tack</b>	ease 15 cm	ease 30 cm	tight	tight
<b>Boom</b>	Centreline	centreline/start to play traveller	play traveller	play traveller
<b>Backstay (upwind)</b>	from loose to 1/3 on at 10 kts	1/3rd on at 10 kts to maximum at 18 kts	Maximum	Maximum
<b>Backstay (downwind)</b>	Off	Off	1/3 on at 20kts	full on
<b>Jib Cars</b>	7	7	8	8
<b>Main Cunningham</b>	Slack	Take up slack	tension then tighten fully at upper end of wind range	tight on
<b>Jib luff tension</b>	Horizontal creases just showing	Horizontal creases removed	As tight as possible	As tight as possible
<b>Vang (upwind)</b>	Slack	Take up slack	Just tight > tighten fully at upper end of wind range	Just tight > tighten fully at upper end of wind range
<b>Main foot (upwind)</b>	At middle of foot 40mm from boom	At middle of foot 20mm from boom	At middle of foot tight against boom	At middle of foot tight against boom
<b>Main foot (downwind)</b>	At max depth 50mm from boom	At max depth 100mm from boom	At max depth 100mm from boom	full on
<b>General comments:</b>		I never used much vang upwind in any breeze - just enough to take up slack. Got onto backstay quite early. Tended to keep boom up track near middle in most conditions. Used cunningham harder and earlier than old mainsail design. Jib halyard tension and sheeting position quite critical. Didn't move the jib cars much as clew is close to track. In less than 6 kts I eased another 2 turns of everything from the 6-12kt setting.		