

# J/88 RIGGING, TIPS, NOTES, & IMPROVEMENTS

When looking over your J/88 before a new racing season or the next regatta, make sailing easier and faster with these simple to-do's.

- 1** Lace the bow between the lifelines and the deck forward of the mast to help keep sails onboard during jib and spinnaker takedowns.
- 2** Calibrate your outhaul and backstay adjuster systems, and mark them for easy repeatable trim. Mark backstay with hand whippings for repeatable settings on the 2:1 adjuster.
- 3** Add a masthead wind indicator for fast and easy wind checks by skipper or crew.
- 4** For easy jib trim, make reference marks on deck, whippings on your sheets, and in-hauler settings. The jib inhaul area settings for max outboard-to-max inboard are #1 on jib track, #2 cabin top edge, #3 stainless steel handrail, and #4 max inboard just outside the halyard organizer.
- 5** Base jib car setting for the L/M (J1) is 3 screws showing aft of the car.
- 6** Add lace lines in the V of the shrouds to help prevent the spinnaker from fowling in the V during a spinnaker takedown.
- 7** Use a Tylaska trigger shackle on the tack line for faster and easier spinnaker setup.
- 8** Make sure your instruments are easily visible and accessible for the entire crew. Mast pods are used by top teams for this purpose.
- 9** Replace screw shackles with snap shackles for fast and easy sail changes on roller furling headstay. The Ronstan RF6130 snap shackle is a good option.
- 10** Add a tuff luff pre-feeder to your headstay for faster and easier sail changes. Lace the pre-feeder tight to the headstay for good alignment and a fair lead to the foil.
- 11** Add line bags and winch handle pockets to help keep the boat tidy and keep control lines accessible.
- 12** Mark spreaders with tape. Lower spreader .800m off centerline of mast and .55m off centerline on top spreader.
- 13** The mainsheet course and fine-tune should be forward of the traveler. This makes fine-tune of the mainsheet easier to work with.
- 14** Add a snap shackle to the stanchion base to hold the spinnaker halyard out of the way when the spinnaker is down. Rings of tape on the stanchion are a good backup.
- 15** Lead the cunningham aft to a stopper on the starboard side next to the spinnaker halyard. Keep the purchase simple with 3:1 under the gooseneck combined with a 2:1 purchase above the gooseneck. Use the gooseneck fair-leads to keep the purchase in line and neat. This allows crew in the cockpit to easily adjust the cunningham.
- 16** Use a Tylaska J-8 trigger shackle attachment to the clew as a good option to splice jib sheets. Keep the attachments as tight as possible for the inhaulers to work well. A soft shackle or small continuous loop of spectra (included with Quantum sails) works well for the T- ring clew.
- 17** Make sure your halyards and tack-line stoppers are working properly. Flush with freshwater daily and replace worn jaws/cams when necessary.
- 18** Use calipers to measure the distance from the turnbuckle studs. Reverify these settings with your tension gauge.
- 19** Mark your vang with different tape colors as a way to make settings easily repeatable during both upwind and downwind sailing.
- 20** To make gybes easier, install a Ratchamatic block for the spinnaker sheets. Consider moving the turning block further forward on the deck for a better lead to the winches. This can create more space in the cockpit for easier crew movement.
- 21** Print out the latest version of the Quantum Sails J/88 Tuning Guide and make notes about sailing conditions, rig settings, trimming technique, and performance.