

## Press release: Visio-café 2: Racing Around The World. How Do The Skippers Adapt To Their Machines?

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Every Thursday in October, from 9:30 am to 10:30 am, Eurolarge Innovation runs their Bretagne Sailing Valley® video café based around the Vendée Globe. The second meeting took place on October 8, and looked at life aboard a Imoca. Four speakers were connected to the webinar: Charlie Dalin, the Apivia skipper, Quentin Lucet, architect from VPLP, Laure Jacolot, doctor at the Finistère offshore racing centre, and Ariane Pehrson, founder of Saveurs & Logistique.

Since the last Vendée Globe, the performance of the Imoca, whether were built especially for the 2020 edition or those retrofitted with new foils have made a big leap forward. Quentin Lucet cites the example of MACSF, Isabelle's Joschke's boat which was launched in 2007 (under the name Safran) and which is now equipped with foils: "Today in some conditions it is now going 10-12 knots faster than in the original configuration of its first launch. And compared to the 2016 generation, the gains of speed are in the order of 4-5 knots more."

With that increase in performance comes more and more violent shocks. Life becomes more and more uncomfortable. Quentin Lucet recalls a recent call from Alex Thomson telling him how the Hugo Boss bunk on which a member of his team was sleeping had broken in two with the violence of a slam! As for Charlie Dalin, he explains "When I move around the cockpit, it's an expedition, I go little by little like in the mountains." In these conditions, it is difficult to sleep: "The challenge is to have quality sleep, while everything is going in the opposite direction: slamming, noise, cold or heat. When I lie down, I use sophrology, I go over my muscles to relax them one by one and help me to fall asleep."

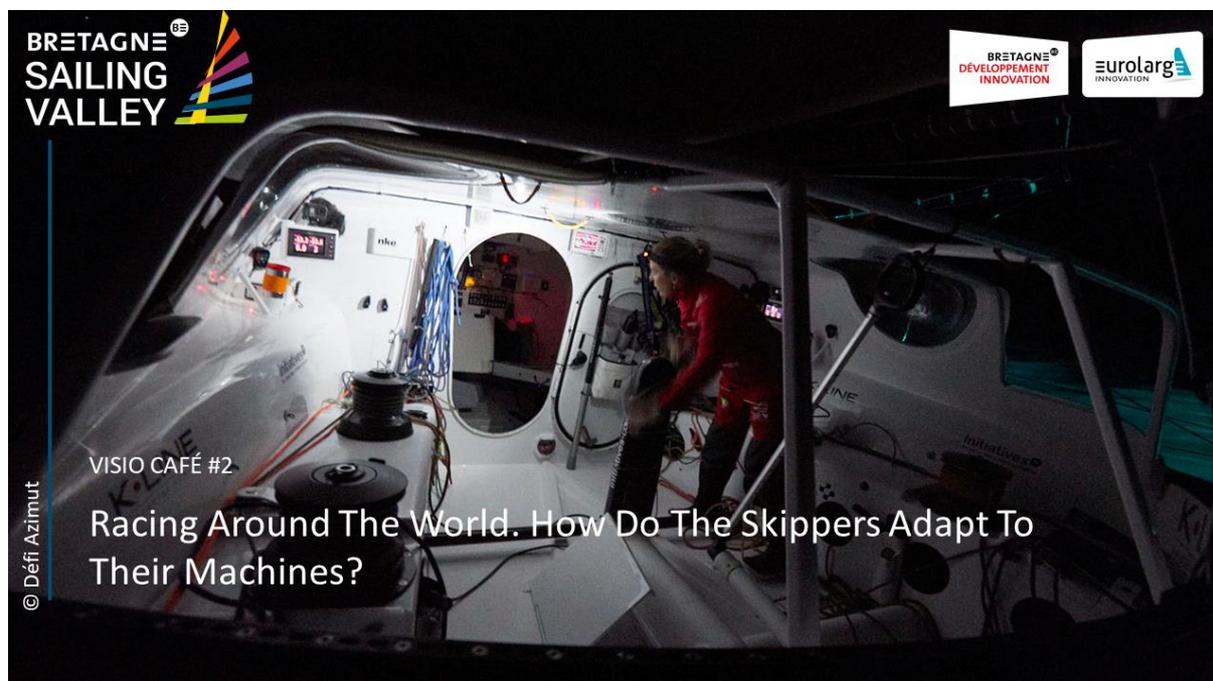
This level discomfort will, according to Quentin Lucet, become a design challenge, although it has not been such a challenge up until now. "I have the feeling that for the 2024 generation, it will be the focal point of reflection." In the meantime, the sailors do what they can, hence new treatments and techniques, according to Laure Jacolot: "We are seeing pains due to repetitive shocks, especially lower back pain. There are also worries of traumas such as seen in road accidents, head injury or concussions." To deal with these new risks, medical training is adapting: "We teach sailors to use dressings on wounds."

But the slamming can also cause burns when skippers are preparing food, which makes Ariane Pehrson say: "Some prepare their meals in advance and put them in a thermally insulated box to avoid having to do it under harsher conditions." She also explains that the way sailors prepare their diet has changed a lot: "In 2012, they came at the last moment and took between 75% and 100% freeze-dried. This time they have worked more in advance, they have tested and worked with nutritionists..." So the freeze dried is less popular now, sterilized is more popular allowing more variety. And a little more fun, which is ultimately rare at the level of a high-speed flying Vendée Globe...

>>> Go to the replay of the Bretagne Sailing Valley video coffee,  
Subtitled in English (activate the YouTube subtitling function)



[Racing Around The World. How Do The Skippers Adapt To Their Machines?](#)



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