



## Standard technical specifications

### HULL AND DECK

- End grained balsa composite construction using biaxial and unidirectional glass with vinylester resin on the outer hull layer for a better warranty against hull blisters
- “SCRIMP” resin infusion system moulding process for optimum laminate strength with 65-70 % glass content in structural skins
- GRP infusion moulded bulkhead bonded to hull and deck
- All intermediate bulkheads glassed to hull and deck for stiffness
- Heavy-duty fibreglass floor stringer grid infused, including mast structure
- Low VCG keel with encapsulated cast iron fin with lead bulb (6.9' draft), bolted and bonded to hull with seamed joint to allow for easy removal
- Off-white deck with a high traction non-skid
- White hull with gel coat integrated boot stripe
- Integral, bulwark-style toe-rail around perimeter of deck
- Large capacity self-draining foredeck chain locker, with space for optional electric anchor windlass
- Large cockpit storage locker on port side
- Storage locker for life raft on starboard side
- Gaz bottle storage
- Molded stern platform with removable swimming ladder
- Integrated installation for optional dodger
- Balanced spade rudder construction using biaxial and unidirectional glass and large diameter s/s stock mounted in self-aligning bearings

### SPARS AND RIGGING

- Tapered aluminium mast with double airfoil spreaders, in clear anodized finish
- Discontinuous Rod rigging
- Hydraulic backstay adjuster
- Boom with internal outhaul 8:1 purchase system, mainsail reef line sheaves, main sheet and rigid vang tangs
- Carbon bowsprit controlled from cockpit, retracting into a watertight box
- Rigid boom vang with cascade purchase system
- 1 dyneema main halyard
- 1 dyneema jib halyard
- 1 pre-stretched polyester spinnaker halyards with snap shackle
- 2 spinnaker sheets
- 1 tack line
- 2 jib sheets
- 1 main sheet
- Mainsheet traveler control lines
- 1 bowsprit control line
- 2 reef lines

### DECK HARDWARE

- 2 40 STA (self-tailing) mainsheet winches
- 2 46 STA (self-tailing) primary winches
- 2 40 STA (self-tailing) halyard winches
- 3 Aluminium lock-in winch handles
- 4 PVC handle holders
- Mainsheet system with 2:1 purchase, led to side winches

- Adjustable mainsheet traveller control line led to a cleat on both sides
- Ball bearing jib with 6:1 car controls led to cleats by coach roof
- 2 low profile custom alloy fairleads to lead jib sheets to the winches
- Spinnaker sheet blocks on U-bolts
- 5 halyard/reef turning blocks
- Halyards lead aft through 2 quadruple organisers and 4 stoppers on each side of companionway
- Tack line led aft to stopper on starboard side of coach roof
- Bowsprit control line leading to a cam cleat on aft of cockpit
- 2 pop-up bow mooring cleats
- 2 pop-up stern mooring cleats
- 2 pop-up intermediate mooring cleats
- Stemhead fitting
- Custom s/s stemplate with tack fitting, removable anchor roller (option)
- S/s chainplates for shrouds and backstay
- Foredeck opening hatch (500 x 500)
- Opening hatch (450 x 320) over main saloon
- 2 fixed ports integrated in the coach roof sides
- 2 opening ports (304 x 155) for aft cabin and toilet compartment
- 1 opening port (350 x 170) in cockpit (aft cabin)
- 2 rope bags
- 2 S/s handrails on coach roof
- S/s pushpit and pulpits with double rails
- All around double s/s lifelines, 8 stainless stanchions, 4 with reinforcing leg
- Aluminium wheel (4.92' Ø) with naturel leather grip on custom moulded pedestal with 5" compass, brake and stainless guard
- Emergency tiller
- Plexi glass companionway washboards with lock and ventilation grid
- Door storage rack in cockpit locker
- Flag holder
- Instrument pod

### INTERIOR

- Interior built using wood, laminated or solid. All wooden parts are varnished or laminated with white formica. Cabin sole in plywood laminated
- Vinyl lined ceilings throughout, but main saloon which has white laminated slats on hull sides

#### FORWARD STATEROOM

- Large hanging locker on starboard side, storage on port side
- Forward large double v-berth with storage underneath
- Shelf above berth on port side
- Water tank under forward v-berth
- Big access door to saloon

#### MAIN CABIN

- Settee/berths to starboard and port side
- Table with drop leaves and bottle storage in the centerline
- Large storage lockers behind backrests
- Hand rails on ceiling

#### GALLEY (on starboard side)

- Gimballed gas stove with oven and 2 burners
- S/s double sink
- Pressurized cold water
- Large 90 litres moulded icebox/fridge
- Full length locker outboard of galley countertop
- Fiddles around the edge of the countertop
- Storage under sink with shell and space for trash bin
- Drawers

#### CHART TABLE (on port side)

- Large chart table facing forward
- Charts storage under table lid
- Locker under chart table
- Shelf
- Large hinged instruments panel, outboard, with electrical panel

#### AFT CABIN (on starboard side)

- Access door to main cabin
- Large hanging locker
- Changing seat
- Double berth
- Access panel to engine
- Fuel tank under berth

#### AFT HEAD (on port side)

- Access door to saloon
- Lower part integrally moulded for easier maintenance, with integral shower tray, sink with access below to seacocks, toilet roll holder
- Pressurised cold water
- Marine toilet
- Mirror, toilet roll holder and towel rail
- Vanity unit
- Shower grating
- Access door to cockpit storage

#### COMPANIONWAY

- White laminate bulkhead finish for better wear resistance
- Steps with angled treads between bulkheads
- Handrails integrated with bulkheads
- Main engine access through lifting panel
- Open locker

## PLUMBING and ELECTRICAL

- Manuel bilge pump in cockpit
- Automatic/manual electric bilge pump with float switch
- Pressurised water system
- 1 water tank (total 200 litres = 53 gallons) under forward v-berth
- Ice box drain
- Marine toilet connected to holding tank, flush at sea through manual pump
- 1 AGM battery 100Ah & 1 engine battery 70AH with switches and double diode/circuit breaker
- 12 V electric panel with fuel gauge and voltmeter
- DC lighting package including combination of ceiling and swivelling bulkhead-mounted tulip lights in all cabins
- Ceiling light in head
- Light in cockpit locker
- Navigation lights on pushpit and pulpit, steaming light and mooring light, led lights
- Rig grounded for protection against lightning

## PROPULSION

- Inboard diesel Volvo D1-30, saildrive, 115 Ah alternator with double diode and fresh water-cooling with heat exchanger
- Engine panel recessed in the cockpit including rev. counler, hour meter and alarms for oil pressure, low voltage and water temperature
- 85 litres (18,5 gallons) fuel tank under aft cabin berth
- Sound insulated engine compartment, ventilation pipes to the transom
- 2 bladed folding propeller

## SPECIFICATIONS

• Length overall	36.00'
• Hull length	36.00'
• Waterline length	31.76'
• Beam	11.81'
• Standard draft	6.90'
• Displacement	11 300 lbs
• Ballast	3 816 lbs
• Sail area	699 sq.ft.
• Spinnaker area	1291 sq.ft.
• Auxiliary diesel	28 hp
• CE approval	A Category

***Specifications are subject to change without prior notice or obligations***



# J/Boats Premium Quality

## COMPOSITES

J/Boat hulls, decks and main bulkheads are built from a sandwich of either E-glass / Extra light Balsa or E-glass / PVC Foam using the infusion process. The outer skin of the hull is made with vinylester resin for osmosis protection. J/Boats was the first brand in the world to produce sailboats using the SCRIMP infusion process, and J/Composites was the first yard in Europe to license this technology. Only a J can offer you the strongest, most rigid and lightest construction in the market.

**+15%** of weight saved

**+20%** of stiffness added

**+15%** of performance

## SPARS

Our masts are chosen or developed with the supplier that will offer the best profile for the design. Each mast is tapered and assembled per J/Boats special requirements with the aim to raise performance and simplify handling.

## STANDING RIGGING

We use only the highest quality of standing rigging (Dyform and rod rigging) to provide the optimum strength to weight ratios.

**+20%** of weight saved

**10%** of drop in the center of gravity

## RUNNING RIGGING

Halyards are made of Dyneema SK78 and each line is manually spliced and finished.

## SPINNAKER

J/Boats is the only brand to offer high quality spinnaker equipment in the standard specification.

## HANDLING

J/Boats revolutionized the sport of sailing in 1992 with the introduction of the retractable carbon bowsprit and asymmetric spinnaker. This key feature in our models simplifies spinnaker handling so that fewer crew are needed to achieve exceptional performance.

## KEEL

Keels are made from high technology castings which includes a lead bulb to offer lowest VCG which is the highest factor for boat stability. Each keel is encapsulated to avoid corrosion. The profile finishing and alignment fitting of each keel is manually checked with the aim to minimize the drag.

**+10%** of performance

## STEERING SYSTEM AND RUDDER

The rudder adjustment to the hull and alignment is carefully checked on each boat. The steering system is installed with self-aligning bearings and ball bearing wire blocks to offer direct fingertip control.

## EQUIPMENT

All deck equipment is precisely sized and selected from each supplier to offer the best match for the purpose. We use only ball bearing blocks. The winches, purchases, tracks and cars are oversized compare to our competitors to allow effortless adjustment of the sails

**-30%** effort in sail handling

## CARPENTRY

All carpentry furniture is handcrafted and varnished in-house using select solid wood and veneers in aim to offer a unique finish for every sailboat.

## SAFETY

High efficiency molded deck nonskid and stainless handrails to offer a durable solution for safe crew movement on deck. Rails and stanchions are made of stainless steel with reinforced legs. The bow is made of multiple vacuum compressed fiberglass layers to offer strong resistance to collision, and the anchor locker bulkhead acts as a crash bulkhead. The rigging is grounded to the keel for lightning protection.

## GUARANTEE

5 year transferable structural guarantee without limitation as charter or racing.  
10 year transferable anti-osmosis guarantee for the hull.

## LIGHTS

All navigation and interior lights are LED.

## PROPELLER

We supply a 2 folding blade Gori propeller. The propeller is built-in isolated from the saildrive

**+10%** of performance