



Standard technical specifications

HULL AND DECK

- The hull and deck are laminated with high quality materials: Sandwich construction using uni-and multi-directional fibreglass, low density balsa core, vinylester resin and the "SCRIMP" patented resin infusion process, providing a structural better warranty
- White gelcoat hull finish with integrated gelcoat boot stripe
- Off-white deck with 2 choices of non-skid colours
- Hull-to-deck joint is bonded with a methacrylate structural adhesive
- Transverse/longitudinal grids and mast step are infused as part of the hull moulding
- SCRIMP infusion moulded, main bulkhead
- All intermediate bulkheads are glassed to hull and deck for strength and stiffness
- Cast iron keel with lead bulb (2.20 m draft), bolted and bonded to hull
- ORC legal foredeck toe rails are an integral part of the deck moulding
- Large capacity self draining foredeck chain locker, with space for optional electric anchor windlass
- 2 side lockers in cockpit for storage of life-rafts
- 1 aft locker
- 1 removable aft locker to be used as dock box (option)
- 1 gas bottle locker
- Instrument pod on the sliding hatch garage, with integrated mountings for sprayhood attachment
- Transom platform with removable swimming ladder
- Balanced, composite rudder using uni and multi-directional fibreglass, on high grade stainless steel stock, turning on "JP3" self-aligning bearings

SPARS and RIGGING

- White painted carbon mast « Grand Prix », 2 sets of spreaders, with mainsail track, longitudinal inertia designed not to require use of checkstay
- White painted aluminium boom, with 12:1 outhaul purchase system, mainsail reef lines sheaves, internal mainsheet and forward articulated blocks to deck
- Mast deck ring with custom moulded resin wedge, adjustable mast step
- Discontinuous rod rigging (Nitronic 50)
- Hydraulic backstay adjuster
- Jib furling system with integrated furler drum under the deck
- Carbon bowsprit retracting into a watertight box in the forecabin
- Rod kicker with integral purchase system for a final ratio of 24:1
- 1 Vectran mainsail halyard
- 1 Vectran genoa halyard with snapshackle
- 1 spinnaker halyard with snapshackle
- 2 spinnaker sheets
- 2 jib sheets
- 1 dyneema spinnaker tack line with snapshackle
- 1 dyneema mainsheet
- Mainsail traveller lines
- Genoa traveller lines
- 2 reef lines

DECK HARDWARE

- Instrument pod on top of coachroof
- 2 50STA self-tailing primary winches

- 2 46.2STA mainsheet winches
- 2 40STA halyard winches on aft end of coachroof
- 4 lock-in winch handles, including 2 "Speed grip" type
- 4 winch handle holders
- Mainsheet system on 2:1 ball bearings blocks, led forward through boom, then down to sidedecks, then aft under deck to cockpit winches
- Adjustable mainsheet traveller with 6:1 purchase
- Jib tracks, with ball-bearing car system and adjustable purchase, adjusted from the cockpit
- 2 footblocks for genoa sheets
- Spinnaker sheet blocks mounted on through deck u-bolts
- 5 mastfoot Harken halyards/reefs turning blocks
- 2 x 5-sheave deck organisers to lead halyards and reef lines aft
- 4 stoppers on each side of coachroof
- Spinnaker tack line led aft to stopper on starboard of coachroof
- Roller furling control line led aft to stopper on port side of coachroof
- Bowsprit control line led to cockpit
- 2 forward retractable mooring cleats
- 2 aft retractable mooring cleats
- 2 intermediate retractable mooring cleats
- 1 removable bow roller (option)
- S/s chainplates for shrouds and backstay
- 1 foredeck opening hatch (500 x 500 mm)
- 1 opening hatch (340 x 200) for heads
- 1 opening hatch (340 x 200) for forward cabin
- 1 opening hatch (500 x 370 mm) with vent for main cabin
- Large windows for open vision including opening ports on each side
- 4 opening ports for aft cabins (2 on sides, 2 in cockpit)
- 2 rope bags
- Large companionway sprayhood (option) with removable sides and opening front
- S/s handrails on top of coachroof
- Double s/s rail pulpit and pushpit
- All around stainless lifelines, 8 stanchions including 4 with reinforcing leg
- Steering wheel (1.50 meter), leather covered, on custom moulded pedestal, with well and drain
- Compass on wheel pedestal with stainless steel protection bar
- Plexi companionway wash board with lock and vent
- Flagstaff holder integrated into pushpit basement
- Emergency tiller
- Instrument pod

INTERIOR ARRANGEMENT

- Design by "Roséo Design"
- Built using wood, laminated or solid. All wooden parts are varnished or laminated with white formica. Floors are in plywood laminated
- Vinyl lined ceilings throughout, but main saloon which has white laminated slats on hull sides

FORWARD CABIN

- Access door to heads, large hanging locker, desk with storage above and below
- Large double berth with lockers below
- Shelf above berth on port side
- Access door to main cabin and forward heads
- Water tank under the berth

FORWARD HEADS

- Access door to main and forward cabins
- Lower part integrally moulded for easier maintenance, with integral shower tray, sink with access below to seacocks, toilet roll holder
- Sink is recessed in synthetic resin colored worktop, with rail for hand towel
- Marine WC with holding tank
- Electric shower drain pump
- Shelf along the hull side with mirror

AFT CABINS (Port & Starboard)

- Access door to main cabin
- Large hanging locker
- Locker with doors, storage below and above
- Shelf along the hull side
- Large double berth
- Access door to engine

CHART TABLE (to port)

- Large chart table facing forward
- Chart storage under table lid & pencil box
- Locker under chart table
- Bookshelf
- Large hinged instrument panel with electric display, 12 V - voltmeter - ammeter
- Navigator's seat with storage below

MAIN CABIN

- Settee/berths to port and starboard
- Drop leaf table with fiddles, bottle storage in centre fixed part
- Large storage lockers behind backrests
- S/s stainless steel handrail on ceiling
- Bookshelves
- Fuel tank under the seats
- Double hull windows on each side

L-SHAPED GALLEY (to starboard)

- Gimballed gas stove with oven and 2 burners, with s/s protection bar
- Double s/s sink unit recessed in synthetic resin worktop
- Draining rack
- Pressurised hot and cold water
- Large 150 litre moulded icebox/fridge, with divider and storage shelf, 12 volt compressor
- 2 utensil drawers
- Large storage under drawers
- Storage under sink with shelf
- Trash bin with direct access from worktop
- Full length locker outboard of galley worktop, with crockery storage system

COMPANIONWAY

- White Formica finish for better wear resistance
- Open fronted locker for storage of deck gear

- Steps with angled treads between bulkheads
- Stainless steel handrails on bulkheads edges
- Main engine access through removable panel with gaz spring

PLUMBING AND ELECTRICAL

- Manual bilge pump in cockpit
- Electric bilge pump with switch from automatic to manual functioning with control panel and individual warning light
- Shower drain pump with filter
- Pressurised water system
- Water tank (200 L) molded under forward v-berth
- Icebox drain
- 20 litres calorifier (hot water tank)
- Marine toilet connected to holding tank, flush at sea through manual pump
- 2 x 100 Ah AGM type batteries & 1 x 70 Ah battery for engine, with switches. The batteries are charged by either the engine or the battery charger
- 12 V electrical panel, with voltmeter
- 220 V main circuit breaker and other circuits breakers
- Halogen lights on ceilings and swivelling tulip lights in cabins
- Ceiling light in heads
- Navigation lights on pushpit and pulpit, steaming light and mooring light
- Rig earthed for protection against lightning
- Mastervolt battery charger
- Shore power 220V

PROPULSION

- Inboard VOLVO D2-40 Saildrive diesel engine (see pricelist), 115 AH alternator, with double diode and fresh water-cooling with heat exchanger
- Engine control panel recessed in cockpit, with plexiglass protection, including rev. counter, hour meter and alarms for oil pressure, low voltage, water temperature and fuel gauge
- 130 litre fuel tank
- Sound insulated engine compartment, ventilation pipes
- Two-blade folding propeller

SPECIFICATIONS

• Hull length	12,19 m
• Waterline length	10,55 m
• Beam	3,63 m
• Standard draft	2,20 m
• Shoal draft	1,92 m
• GRANDPRIX draft	consult us
• Displacement	6800 kg
• Standard ballast	2540 kg
• Shoal draft ballast	2880 kg
• GRANDPRIX ballast	consult us
• Sail area	80 m2
• Spinnaker area	150 m2
• CE Approval	A

Specifications are subject to change without prior notice or obligations

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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