

J 22



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~D/11/15~



Specifications

LOA	22.5'
LWL	19.0'
Beam	8.0'
Sail Area (100%)	223 ft ²
P	26.1'
E	9.0'
I	24.6'
J	8.6'
SPL	9.0'

Weight (Approx.)	1750 lbs.
Keel (Lead)	700 lbs.

Designer: Rod Johnstone

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WHEN SAILING IS PART OF YOUR LIFE MAKE THE MOST OF IT. BUY A J/22.

As in all life sports, whether tennis, golf, skiing or sailing... knowledge and experience lead to ownership of the best performing products. 9 out of 10 "J" boat buyers have owned sailboats before. They want the best... a sailboat that meets their seasoned expectations for both enjoyment and return on investment. Maybe that's why 40,000 people are sailing "J"s an average of 55* days per year... or why, after only six years, there are more "J" boats raced one-design and handicap than any other make of sailboat over 15 feet.

To enjoy sailing over a longer season, unique demands are placed on sailboat design: Speed and manageability in light and heavy winds; dryness and cabin protection in cold or wet weather; stability and safety to handle the unexpected; durability and strength for long life and rough handling.

The J/22 is designed to fulfill the expanded sailing horizons of those either graduating from, or bypassing, the more limited "round-the-harbor" wet suit experience of smaller boats.

Days Spent & Participation in Sailing Activities*

Days	% Involved	Activity
21	92	Daysailing
16	76	One-Design Racing Locally
5	48	OD Racing Regional/World Level
7	53	Local Handicap Racing
3	49	Weekend Overnight Cruising
2	25	Cruises of 3 Days or More
1	18	Trailing to Another Location
55 Total	100%	

*SAIL Magazine J Boat Owner Survey 1/83

Unique Design

The J/22 is the only known boat over 20 feet on the market that combines the stability of a 700 lb. fixed lead keel and 8 ft. beam; a trailing weight of 1750 lbs.; and exceptional Sail Area/Displacement, Displacement/Length, and Sail Area/Wetted Surface ratios for superb performance in all conditions.

Versatility of Performance

The J/22 can be set up for comfort and speed to get places in winds ranging from 0 to 30 knots. It does 6 knots with a light 4 h.p. outboard in "0" wind; it will plane at 12 knots under spinnaker in 18 knots of wind; it does 5 knots upwind in light air with a jib or in heavy air when picnic cruising under mainsail alone. In moderate winds with three aboard she'll hit 5.8 knots upwind.

Many other sailboats just aren't fun to sail except in ideal 10 knot conditions because they don't have enough sail area to get going in light air... and are out of control in over 15 knots of wind, lacking a properly positioned and adjustable sail plan. If one calculates the cost/hour of sailing, boats that aren't fun to sail half the time are only worth half their price.

Comfort

When sailing more than a mile from home or over a longer season, it's important to stay dry. Most of the population lives near and sails on deep, cold water. The J/22 hull is designed with plenty of flair to keep waves off the deck. The traditional sheer with a higher bow helps, too. There's a teak coaming surrounding a 7 ft. long, self-bailing, offshore cockpit with recessed seats and a cabin with sitting headroom. 4-6 people can ride out a frigid rain squall belowdecks.

Construction

The J/22 is the first sailboat to use lightweight Knytex® DB120 double-biased glass fabric and possibly the only sailboat priced less than \$10,000 with a hand laid up hull and deck utilizing Lloyd's approved Baltek Contourkore® balsa sandwich laminates. Knytex is used in K2® and Rossignol® skis as well as bulletproof vests. It creates a very strong, lightweight hull that won't distort in the building process from boat to boat, nor fatigue after thousands of trailing miles or years of use.

The hull-to-deck joint is bolted and bonded, then capped with a teak toe rail. The mast support column and step would do justice to many a 30-footer and the custom rudder hardware is the latest from the world's hardest sailed 24-footer.

Trailerability

From mooring in Little Cranberry Island, Maine to mooring in Newport, Rhode Island the same day takes 12 hours—a distance of 360 miles, at speeds faster than the extreme clipper FLYING CLOUD ever made—thanks to a 4 cylinder Volvo DL wagon and Route 95. One of the advantages of trailing a fixed keel sailboat is that visibility behind the car is not impaired. You almost forget it's there. The deck-stepped mast, mounted on a heavy duty stainless hinge, can be raised or lowered without the need for cranes. And, a single point keelbolt lifting eye is standard.

Fixed Keel versus Lift Keel

Most owners of lift keel boats over 20 feet don't launch and retrieve their vessels with enough frequency from shallow ramps to justify the compromises made in performance, maintenance cost, original investment (\$1500+), interior space or safety. Many yacht clubs and public drysail storage areas have 1-2 ton cranes which are more convenient. Or, extender bars can be fitted on trailers to float off sailboats with less than 4 ft. draft. That's why the J/22 has a highly refined airfoil shaped lead racing keel that's bonded, bolted and faired to the hull with the lead placed as low as possible.

Safety

The lower center of gravity of the lead combined with the form stability of 8 ft. beam and flared topsides generates an incredible 1700 foot-pounds of righting moment when the boat is pulled down to 90° with the mast parallel to the water.* There are no seat lockers that can accidentally open and flood. The offshore sliding hatch with seahood and lexan hatchboard has a custom stainless inside/outside opening latch as on the J/36. And, air tanks are built-in under the cockpit and V-berth to minimize the chances of sinking due to collision or extreme conditions.

First Class Hardware

There's a tapered, white, racing spar with internal halyards and flush Gibb shroud tangs. Halyards exit and lead aft for cockpit operation through a custom sheave box at the mast base. Harken 4-part Hexaratchet mainsheet and vang systems have an integral cam and ratchets for ease of operation. Barient 8P halyard/sheet winches, backstay adjuster, cunningham, internal reef and outhaul are all standard. And, the jib sheet lead can be adjusted fore and aft or (with two additional blocks) at four different trim angles from 8° to 12° to permit proper trim in varying wind conditions or for singlehanded sailing.

Tight One Design Class

Fleets are forming nationwide and Class Rules based upon IYRU International Class guidelines are published. These restrict the number of sails used to mainsail, 100% jib and spinnaker. Sailing weight is controlled through draft marks. Total crew weight must not exceed 250 kgs, although number of crew is optional... a plus for family participation. Modification of the factory delivered boat is prohibited.

Interior Accommodations

There's enough room below to store an Avon inflatable dinghy, outboard motor, sails, cockpit awning, two igloo coolers, a two-burner stove, buckets, life jackets, anchor, duffels, galley utensils, and supplies for two on a four-day cruise... while still keeping the V-berth, teak cabin settee seats and teak and holly cabin sole free for use... but no more! With less gear, there's room for one or two removable quarterberth options. The cabin is functional and attractive, designed for occasional overnight use and protection. Only 5 days of 55* are spent weekend cruising aboard boats of this size. So, why raise the price \$3,000 for cabinets, swinging doors and upholstered walls? Quality of construction, good hardware, performance, and long-term return on investment are what really count.

*Compare that desire to sail upright with other boats!