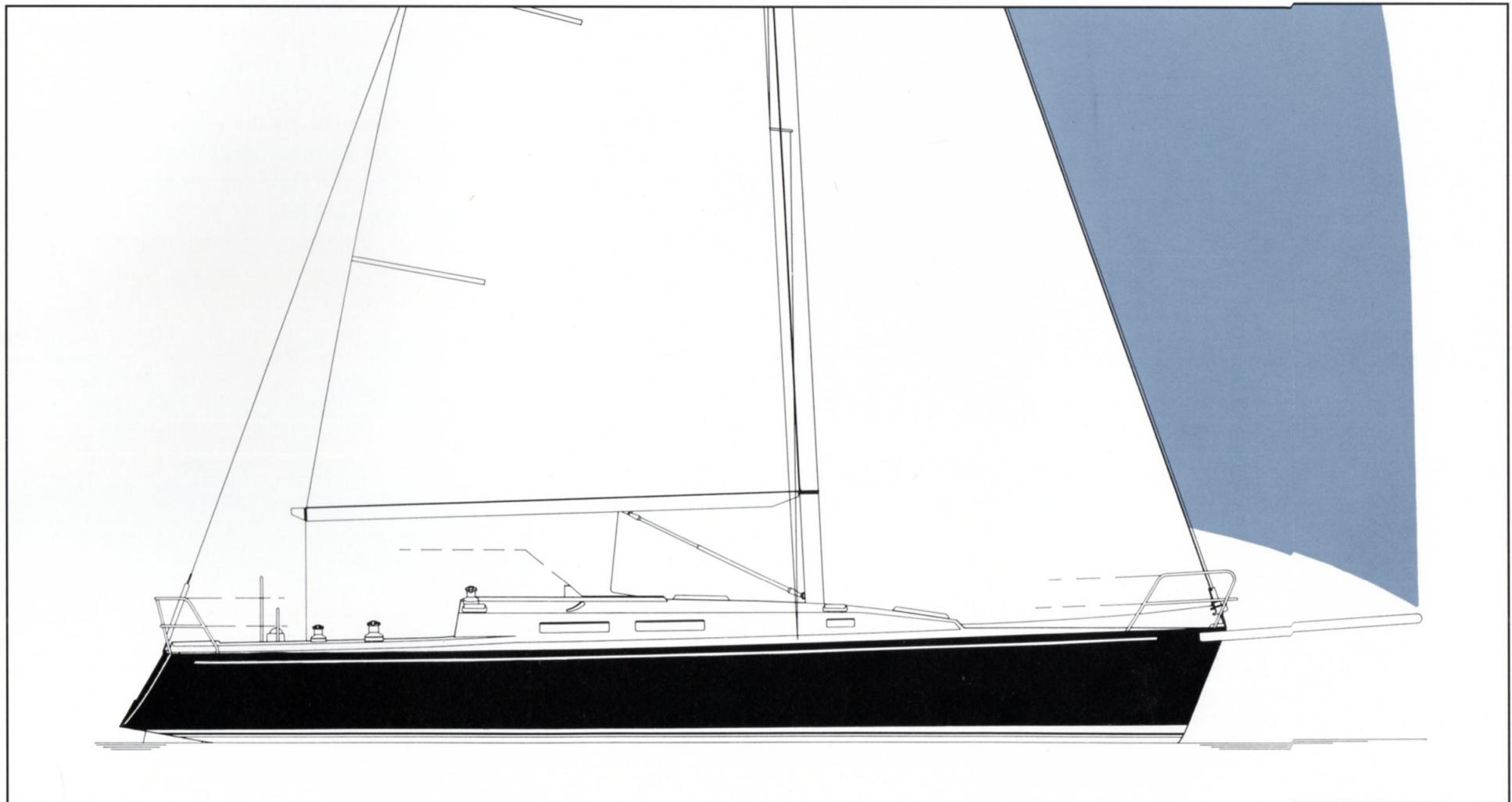




J/120 redefines comfort and double-handed performance:  
A smooth, stable ride with exceptional VMGs upwind; and  
10 knot speeds downwind, flying an asymmetrical spinnaker.



# After a day's sail, you'll find the most comfortable berth and most restful cabin on a J/120.

*Comfort* is a sense of well-being. More a mind-set than a settee. More spiritual than material. Faith in yourself, designer, builder and boat to come through no matter what the weather. A boat and rig that will hold together. It's ease of operation and the absence of overwhelming forces. It is freedom from anxieties!

*Comfort* is a predictable, stable motion in seas that builds a healthy outdoor appetite. Not the pitch and roll that discourages it. What good is a beautifully appointed galley if no one wants to go below and cook, let alone eat?

*Comfort* is getting off the mooring in 3 minutes with people who've never sailed before - and showing them how easy it is. It's sailing with mainsail alone with plenty of visibility and control in crowded harbors.

*Comfort* is protection under a well-designed dodger with side curtains. Cockpit seat-backs angled outward for sailing comfort to windward as well as lounging in harbor. It is flared topsides

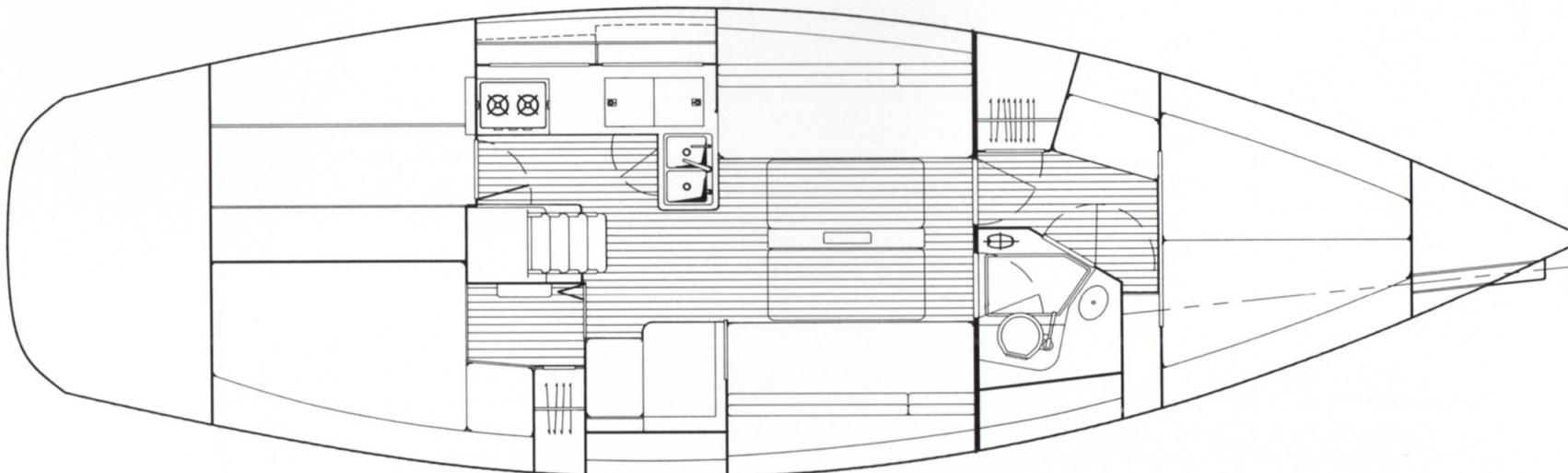
that slap waves down instead of bouncing them up onto the deck. A dry boat that creates sunny dispositions even on gray days.

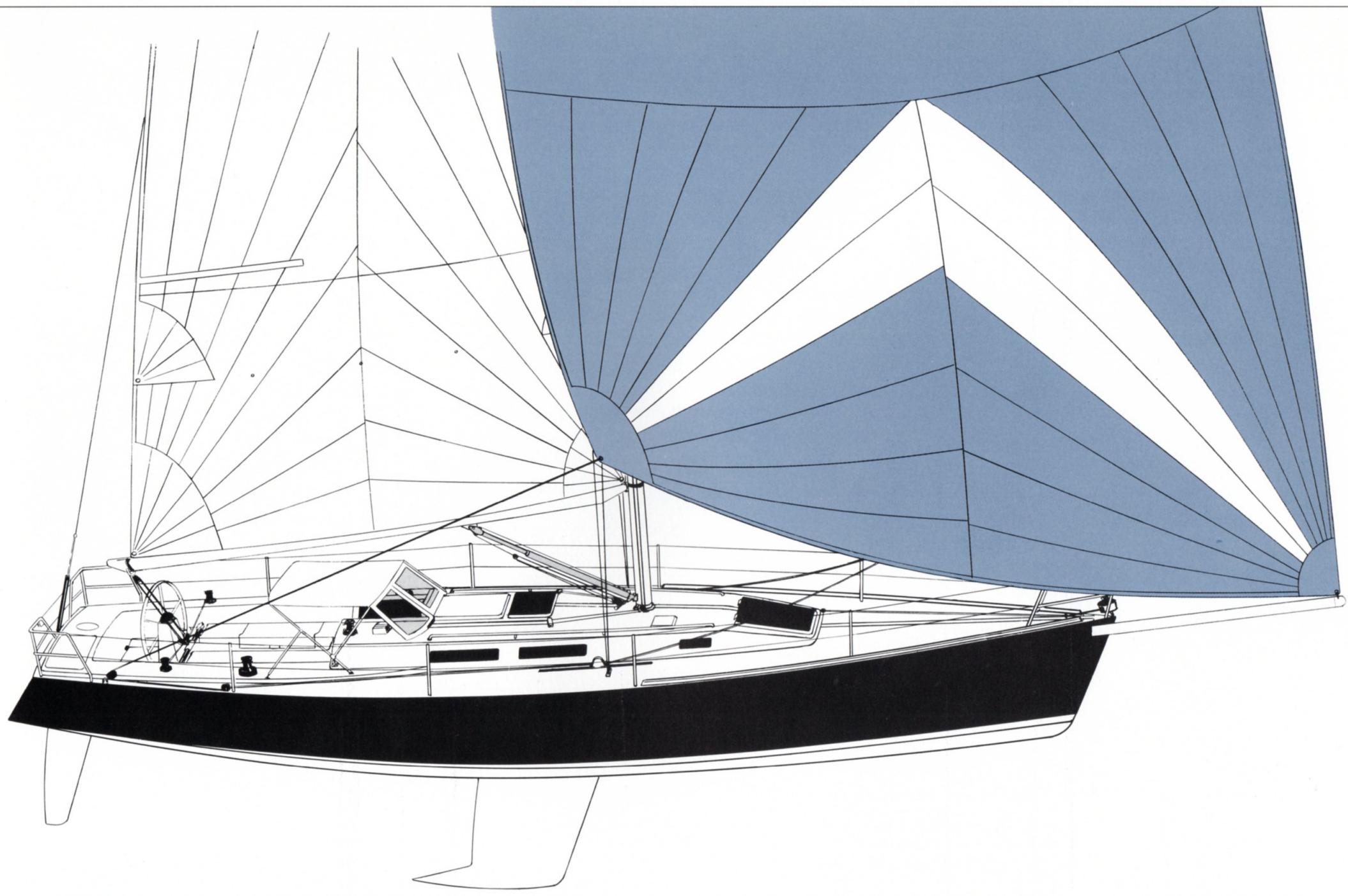
*Comfort* is straight-as-an-arrow tracking of the long, narrow hull when running before seas. A balanced, not wedged, hull shape with enough reserve buoyancy forward to lift the bow easily over waves when surfing off the wind.

*Comfort* is a responsive, large-diameter, leather-covered wheel for one-hand steering from either side deck or from behind the wheel. Sail controls within easy reach for trimming mainsail and genoa (or asymmetric spinnaker) on long coastal passages - without leaving the wheel or relocating a safety harness.

*Comfort* is not having to turn on the engine so often. It's two people being able to fly the asymmetrical to steady the boat and sail fast enough to make port in time for a walk ashore.

*Comfort* is sailing on the J/120.





# Among 40 ft. cruisers or racers, there's no match for J/120 VMGs upwind or downwind, double-handed.

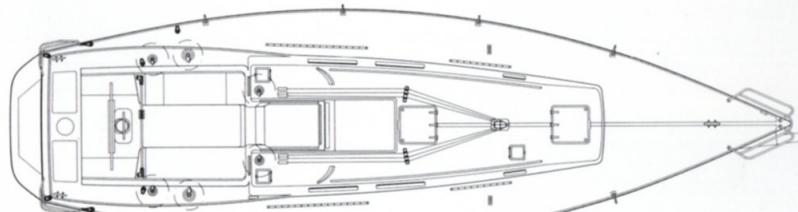
VMG is the measure of sailboat design: Velocity Made Good straight into the wind or away from the wind, regardless of tacking or jibing angles. A J/120 sailing at 7.2 knots, 38 degrees off the true wind (25 degrees apparent wind angle), makes good a velocity (VMG) of 5.7 knots straight into the wind. This is 15% faster than a boat doing 7 knots at a 45 degree true wind angle.

J/120's performance in the VPP table below is a function of low center of gravity, a narrow waterline, good draft and a powerful sail area to displacement ratio. A key contributor is high quality balsa-core laminate construction with 65-70% glass content achieved with TPI's resin infusion process. And, owners can go one step further by selecting the Hall Spars carbon-fiber mast rather than aluminum. The 120 lbs. saved up high is the equivalent of having two 200 lb. crew

## Specifications\*

LOA	40.0'
LWL	35.0'
Beam	12.0'
Draft	7.0'
Shoal	5.9'
DSPL	12,900 lbs.
Lead Keel	6,000 lbs.
LPS	130+ degrees
Sail Area	780 sq.ft.
I	50.5'
ISP	52.0'
J	14.5'
P	46.5'
E	17.8'
J/Sprit	7.0'
Sail Area/DSPL	22
DSPL/Length	134
Auxiliary Diesel	38 hp
Designer	Rod Johnstone

\* Specifications are subject to change without prior notice or obligation.



## Designer's Velocity (knots) Prediction^

True Wind Speed	Upwind			Reaching		Downwind		
	Boat Speed	VMG	Jib	Spin	VMG	True	App	
6	5.2	3.6	6.7	5.2	3.7	140	86	
8	6.3	4.7	7.5	6.6	4.7	141	91	
12	6.9	5.3	8.6	8.0	6.4	148	116	
16	7.1	5.6	9.1	9.3	7.6	150	124	
20	7.2	5.7	9.5	10.4	8.7	155	133	

<sup>^</sup>Based upon 150% genoa

on the weather rail when sailing to windward. And, the investment is about the same as a main & jib, but with greater effect when sailing short-handed.

Reaching at 10+ knots becomes almost a daily occurrence in a J/120. Two people can safely fly the asymmetrical spinnaker on its 7 foot retractable carbon-fiber J/Sprit. No one has to go on deck when the spinnaker is deployed. It's contained in a snuffer sock operated from the cockpit. Jibing is as easy as letting go the old sheet and pulling in the new one.

Sailing downwind, the spinnaker projects out to windward from behind the wind shadow of the mainsail, driving the apparent wind as much as 50 degrees forward of true wind direction. J/120 boat speed and wind speed are about equal in 6 knots of wind with a remarkable downwind VMG of nearly 2/3s the wind's speed.

