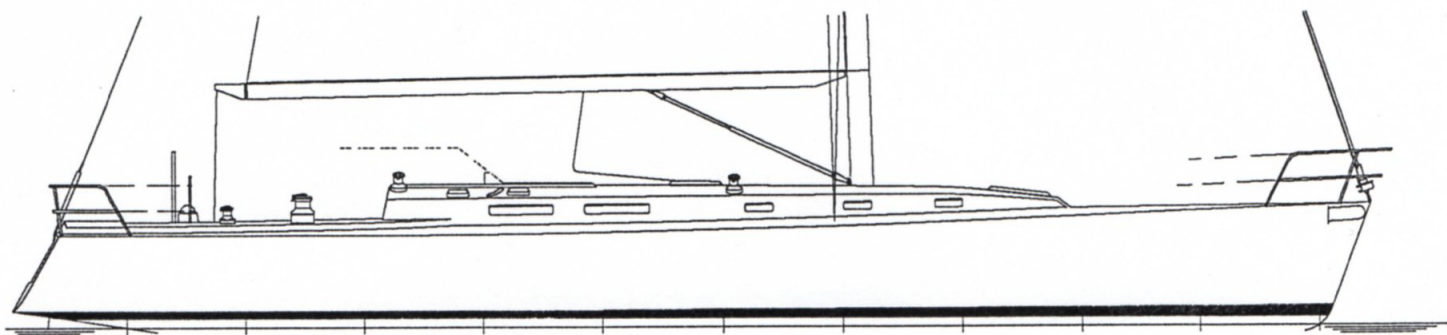


Introducing the NEW J/160 Offshore Cruiser.



LOA	52.5'	SA	1,366 sq ft.
LWL	48.5'	I	68.0'
Beam	14.0'	J	19.5'
Shoal Draft	6.9'	P	62.5'
Deep Draft	8.8'	E	22.5'
DSPL	25,200 lb	RM	2,650

Designed for short handed performance cruising, offshore live-aboard comfort, built by TPI, certified to ABS + A1 classification.

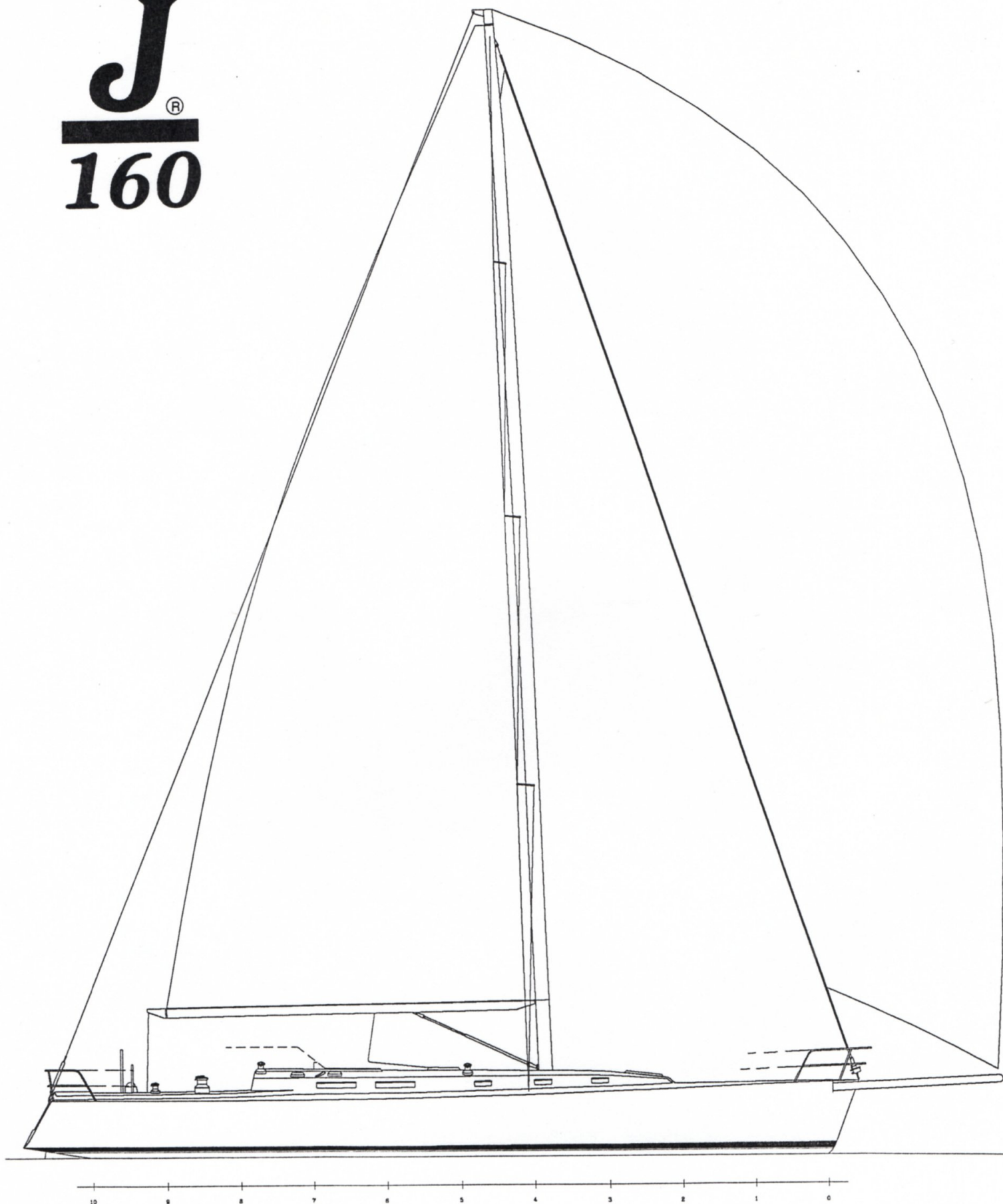
The new J/160 is designed to maximize comfort and handling for long-distance offshore cruising and perform at speeds exceeding most 60 foot racers. J/160 incorporates the new retractable carbon fiber J/Sprit system. With asymmetrical spinnaker and snuffer, this system replaces the cumbersome and crew intensive conventional spinnaker while redefining short-handed downwind cruising performance. Other standard features include ABS +A1 classification, TPI's infusion molding system, Hall Spar's carbon fiber cruising spar, and performance hardware from Harken, Schaefer & Lewmar.

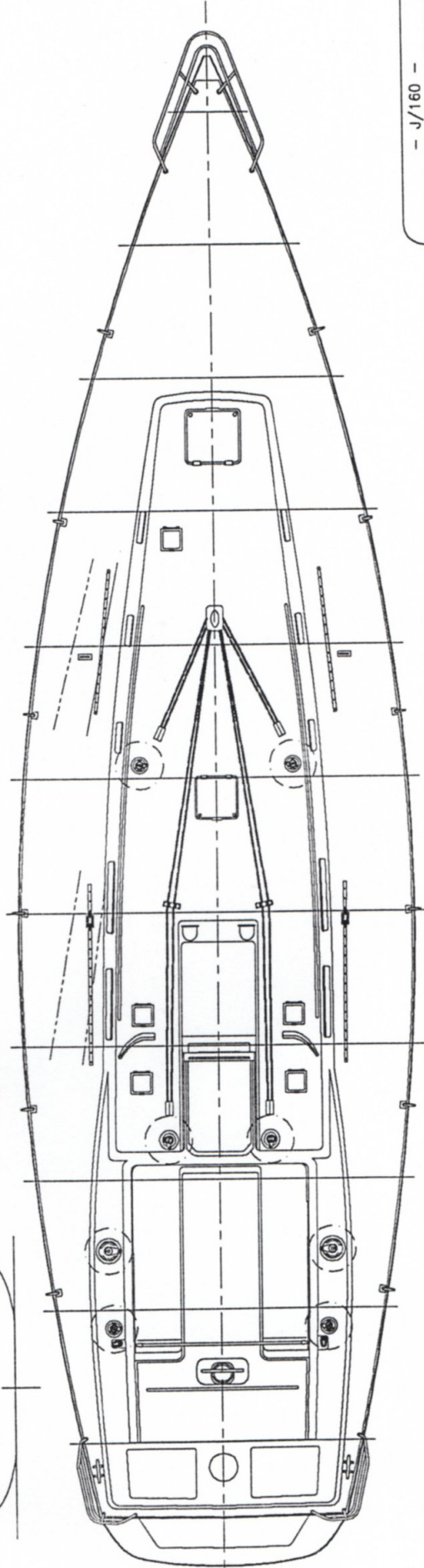
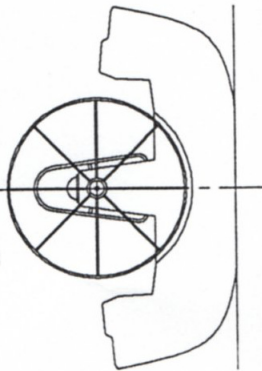
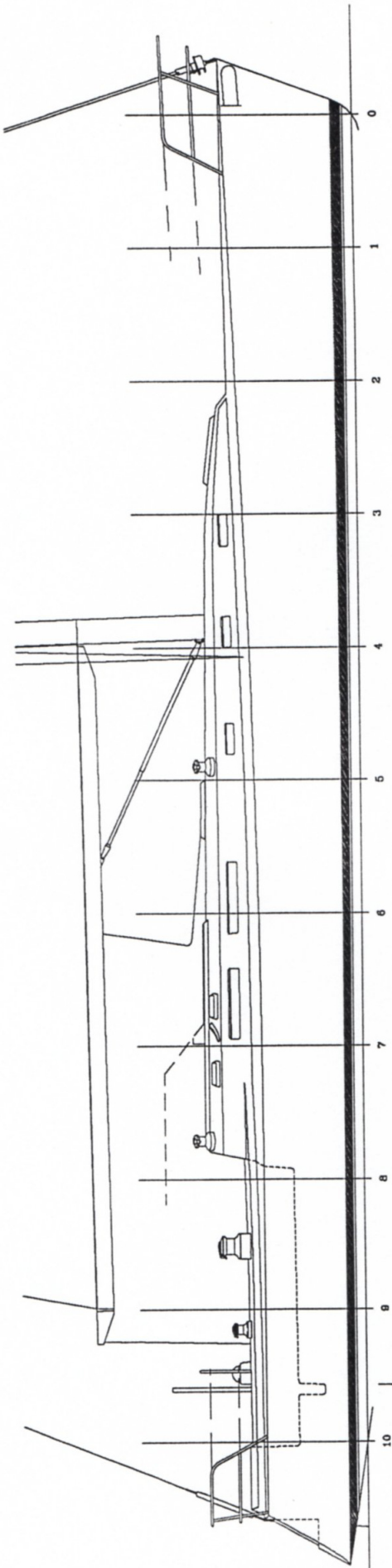
Hull & Deck

The hull shape of the J/160 features a long waterline, narrow beam and moderate to light displacement. Reserved buoyancy is designed into the forward hull topside sections to insure dry sailing in extreme conditions while the low wetted surface underbody and light displacement insures light-air acceleration. The mid-section of the J/160 hull is shaped to provide high form stability and when combined with powerful aft sections provides incredibly stable control while reaching.

The J/160 deck is designed for single and double-handed sailing. This is truly an offshore cockpit. All major control lines, halyards, and reefs lead aft, the mainsheet traveler and winches are placed immediately next to the helmsman and oversized winches and hardware insure ease of handling and durability. You won't find any hazardous bridgedecks to climb over to get below either! The standard dodger shelters a clear walkway to the companionway entrance for safe offshore mobility from wheel to cabin. The cockpit features 6.5' seats, molded lockers, ventilation

J[®]
160

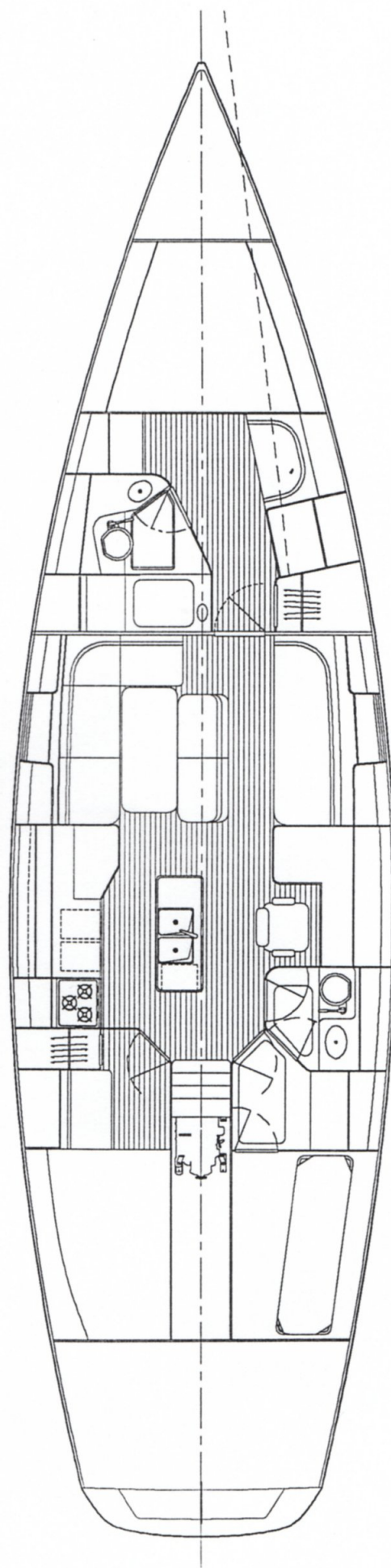
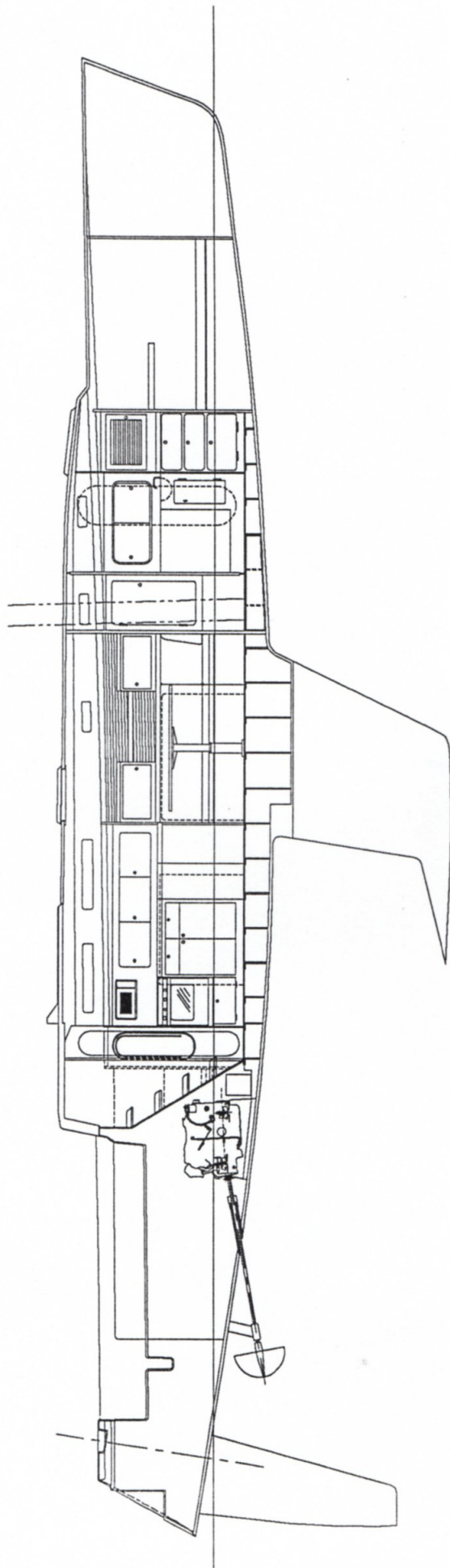




- J/160 -

Deck Plan/Profile

J/BOATS, INC.		557 THAMES ST. NEWPORT, RI 02840	
SCALE	DATE	OWN BR	INC #
	14-DEC-83	R.A.J.	



- J/160 -

Interior/Elevation

J/BOATS, INC.
557 THAMES ST. NEWPORT, RI 02840
SCALE 1/4" = 1'-0" DATE 14-DEC-93 DRAWN BY R.A.J. SHEET #

hatches and ports, custom pedestal and 66" wheel with recessed wheel well, molded perimeter coamings, and footbraces for the helmsman. The side decks are wide and covered with a high traction sand-type non-skid with 1.25" toerails along the sheer. Anchor storage is on a removable bow roller with hawse pipe rode locker arrangement with an optional bow anchor locker with belowdecks windlass. The main cabin is ventilated by four dorade deck vents, 15 opening ports, and 7 skylight hatches.

Construction

The J/160 utilizes TPI resin-infused composite sandwich construction with selective reinforcements and vinylester resins. Hull & deck are built with Baltek aircraft grade end-grained balsa with biaxial and unidirectional glass fabric with reinforcing under highly loaded areas. TPI provides a 10 year warranty on the hull which is fully owner transferable. All laminate schedules for the J/160 are approved by the American Bureau of Shipping to their highest standard and each yacht is independently surveyed while under construction.

Rigging & Carbon Fiber Spar

The new J/160 is offered with Navtec rod rigging, Spectra and Kevlar running rigging and the latest carbon fiber cruising spar technology from Hall Spars. The significant reduction in weight aloft of the carbon and the low-stretch halyards and rigging further optimizes all around performance and comfort for short handed cruising.

Custom engineered, one piece moldings of the mast, spreaders, and fittings are precision built with unidirectional prepreg epoxy carbon fiber of medium modulus with selective reinforcement in high load areas. Each layer of carbon is carefully aligned to ensure maximum strength and stiffness. The carbon mast is then post-cured in Hall Composite's autoclave with 80psi curing pressure at 250deg. F.

Harken free-rolling Battslide track is standard for easy hoisting, heavy air dousing, and reefing of the mainsail. Harken roller furling is standard for headsail control.

Interior

The Interior/Elevation drawing details the J/160's offshore cruising layout. This layout features two master staterooms, two heads, a large comfortable main cabin with an open galley and dedicated navigation center. To starboard of the companionway steps is an area for a large shower, a workroom/laundry area, or when opened up into the aft locker, a starboard aft stateroom with private access to the head.

Optional Offshore Racing Layout

An owner interested primarily in performance racing, may consider modifying the interior layout to fit pilot berths in lieu of cabinets outboard of the main settees, a lightweight removable V-berth with bin stowage in lieu of forward vanity, aft pipe berths over lightweight quarterberths, and a single aft head.