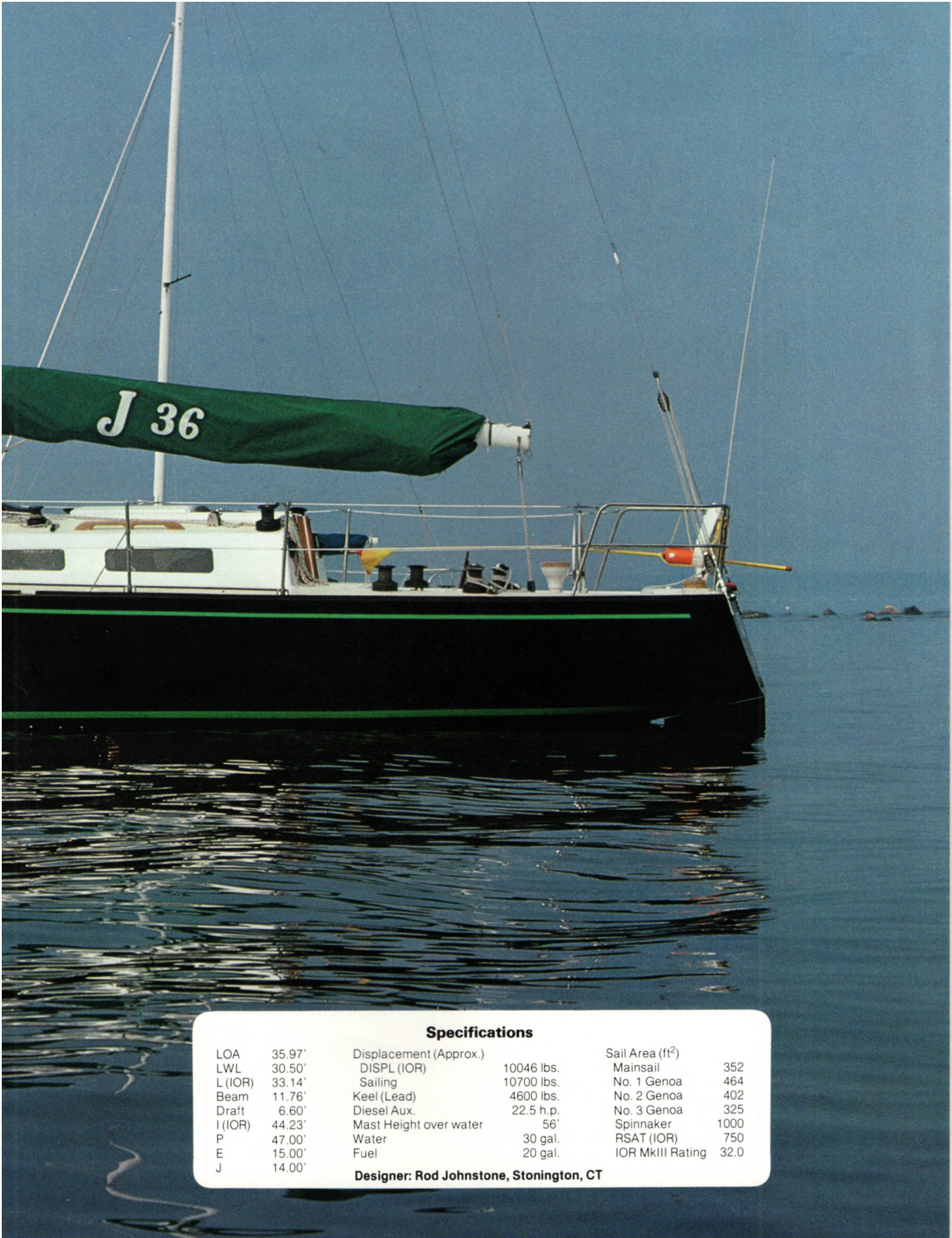




J[®]
36

J is a registered trademark of J Boats, Inc. ©



Specifications

LOA	35.97'	Displacement (Approx.)		Sail Area (ft ²)	
LWL	30.50'	DISPL (IOR)	10046 lbs.	Mainsail	352
L (IOR)	33.14'	Sailing	10700 lbs.	No. 1 Genoa	464
Beam	11.76'	Keel (Lead)	4600 lbs.	No. 2 Genoa	402
Draft	6.60'	Diesel Aux.	22.5 h.p.	No. 3 Genoa	325
I (IOR)	44.23'	Mast Height over water	56'	Spinnaker	1000
P	47.00'	Water	30 gal.	RSAT (IOR)	750
E	15.00'	Fuel	20 gal.	IOR MkIII Rating	32.0
J	14.00'				

Designer: Rod Johnstone, Stonington, CT

Standard Equipment*

Hull & Interior

Lloyd's approved balsa core/fiberglass construction
 Molded in non-skid and hull striping.
 16 standard hull and deck colors.
 Teak toe rails on foredeck.
 Self-bailing cockpit.
 Skylight main hatch with seahood.
 Forward hatch with inside/outside opening latches.
 Ventilation hatches in head and main cabin.
 Opening ports over quarterberths.
 Headmate with holding tank and overboard discharge.
 Manual bilge pump.
 22.5 h.p. three cylinder Yanmar diesel engine.
 Martec folding propeller.
 Gimbaled two burner propane stove with oven.
 Five cubic foot icebox.
 Teak & holly cabin sole.
 Fresh water shower.
 Two pipe berths forward with 3" foam cushions.
 Living room style main berths with three cushions of 5 1/2" foam with backrests.
 Two Diehard marine batteries.
 Battery condition meters in electrical panel.
 Magnetic circuit breakers.
 Complete interior lighting.
 Red night light in icebox.
 Main cabin table with storage and drop leaves.
 Bronze seacocks.
 Fiberglass laminated structural bulkheads.
 Hanging locker.
 Bonded and bolted hull to deck joint.
 Interior handrails.

Deck Hardware

8 Barent winches, #26 primaries, #25 secondaries, #21 halyard/vang and #27 self-tailing mainsheet.
 10 Schaefer stoppers.
 Two part mainsheet system with Mariner "Whiz-bang" traveller with three part control system.
 Double lifelines, bow pulpit and sternrail.
 Two lifeline gates, port and starboard.
 40" Edson destroyer wheel with integral gear and throttle controls and 6" Ritchie binnacle compass.

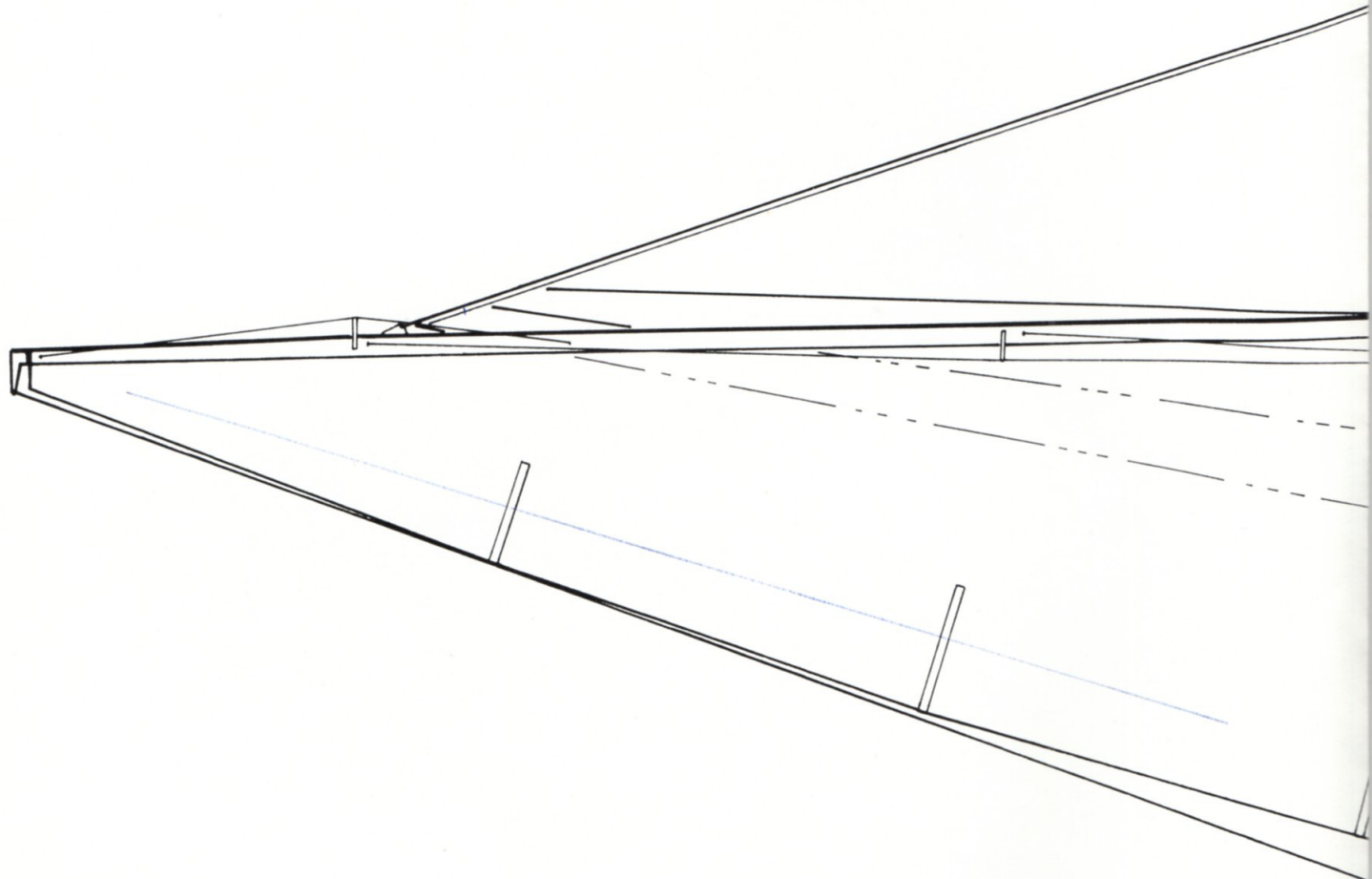
Rigging

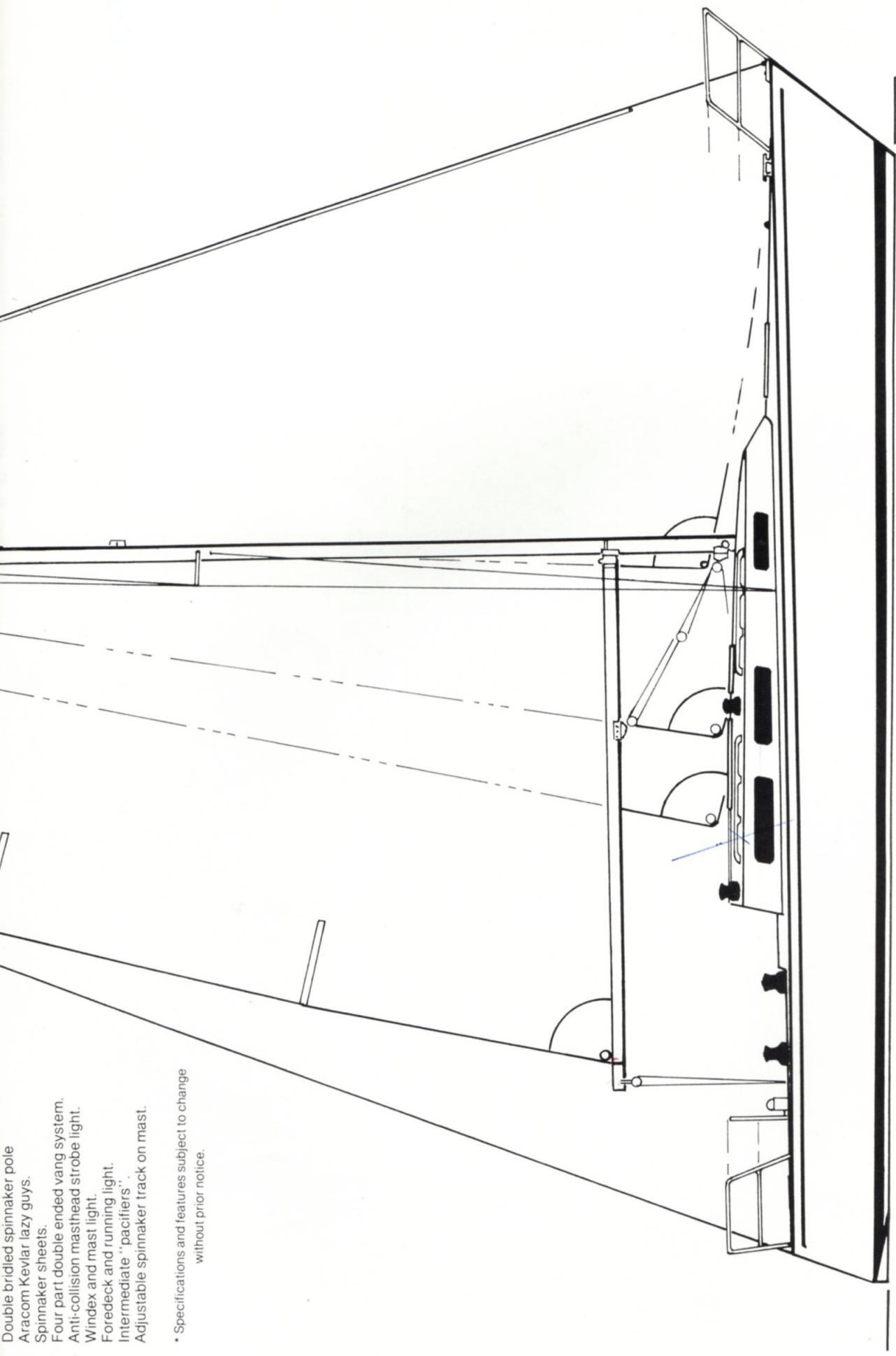
Emergency tiller.
 Two sets of genoa roller blocks.
 Two detachable mooring fairleads and two detachable mooring cleats.
 Navigation lights.
 Three deck vents.
 Vertical anchor well for 20 lb. Danforth.
 Black anodized "T" track on gunwhale.
 3 x 5 foot commissioning flag and staff.

Rigging

Tapered ESP coated aluminium racing spar with double airfoil spreaders and jumper strut.
 Three internal wire/rope headsail halyards.
 Navtec rod headstay and shrouds.
 Backstay adjuster.
 Mainsail Cunningham.
 Internal reefing/outhaul/topping lift.
 Lightning ground.

J/36[®]

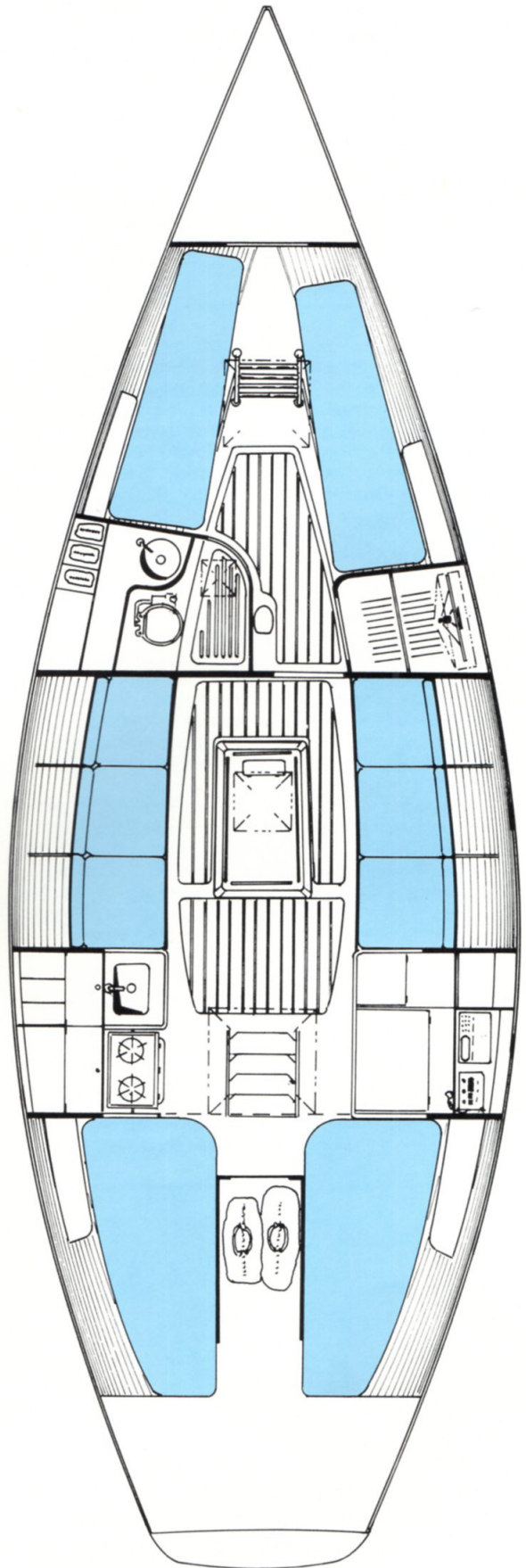
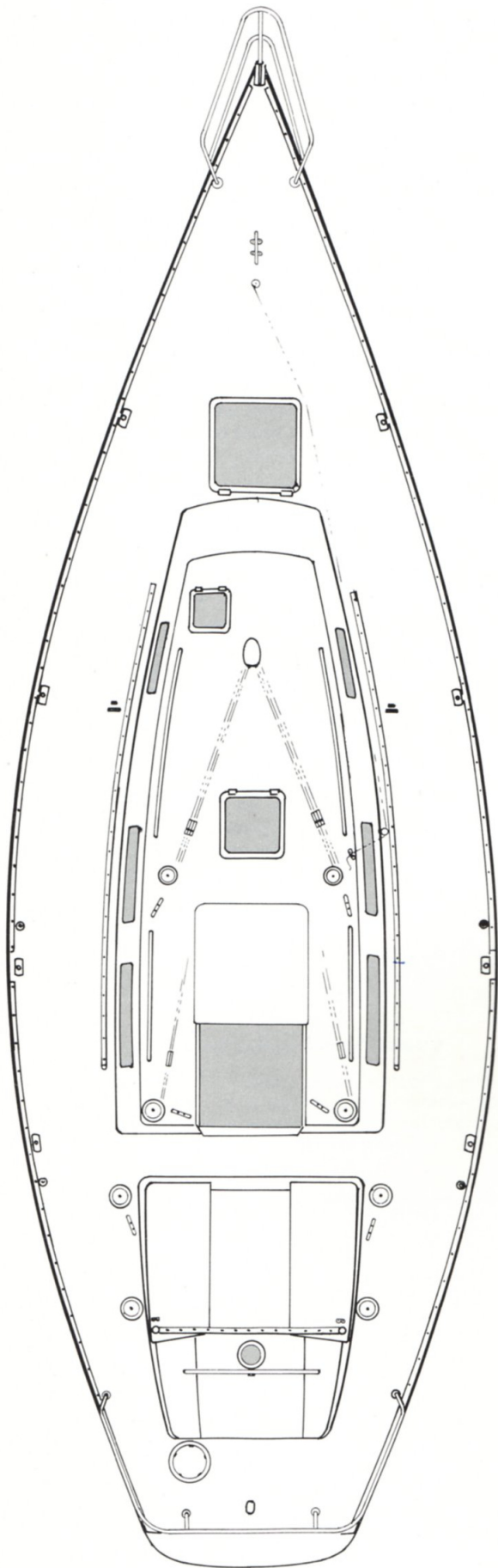




- Double bridled spinnaker pole
- Aracom Kevlar lazy guys
- Spinnaker sheets
- Four part double ended vang system
- Anti-collision masthead strobe light
- Windex and mast light
- Foredeck and running light
- Intermediate "pacifiers"
- Adjustable spinnaker track on mast

* Specifications and features subject to change without prior notice.

Scale, 1/4" = 1'



1980 Sea Trials

During the summer of 1980, the first production J/36, JAZZ, underwent three phases of sea trials over a three month period in competition with the best of the Gran Prix circuit. The purpose of these trials was to evaluate structure, rig and balance, ballast, human engineering aspects of the deck layout and interior, as well as sail design and inventory requirements.

The results were as follows:

- The high sail area to wetted surface and displacement ratios were evident in (a) light air downwind where distinct from other fractional rigged boats, J/36 could sail a rhumb line course as fast or faster than masthead 46 footers, (b) heavy air close reaching with #3 and two reefs, where she would pull away from all boats rating the same or less, and (c) broad reaching under spinnaker in heavy air, where she threw speed formulas out the window and hit a steady 12-14 without broaching once.
 - A trial increase of ballast to 5100 lbs. didn't improve sail carrying ability upwind, but did take away her edge in light air downwind and some of her spring when accelerating through waves to windward. The extra 500 lbs. was removed.
 - Because of the jumper struts, running backstays made no significant contribution to headstay tension . . . they only put more compression bend into the area of the upper spreaders. Not liking to sit in the bight of running backstay blocks which are notorious for causing head injuries when exploding, these were removed after the first race. In their place, there are "pacifiers" to tame mast pump in a steep chop, and to placate those who think that all fractional rigs need running backstays. In fact, these are intermediate or lower running backstays which attach at the mast under the upper spreader (the point of maximum bend) and to the rail forward of the cockpit with a self contained Harken hexaratchet system. These are only used in steep waves upwind, don't have to be used at all, they eliminate two thirds of the mast pump, they can be left attached on both sides during a tack, and are stored 95% of the time to an eye just behind the shrouds (see the photograph).
 - The large wheel with a custom quadrant to create a one turn from stop to stop response is an absolute joy for skipper and crew. The first trials with a tiller required the mainsheet traveller to be positioned on the bridge deck with mainsheet selftailing winches forward of the genoa primaries. The net result put helmsman on top of jib trimmers in the forward half of the cockpit. The wheel opens up the cockpit by keeping helmsman and traveller aft. A mainsheet trimmer or the helmsman can work both sheet and traveller controls from a sitting position to weather. The wheel can be braked to hold course during sail adjustments or navigating or singlehanded passages. And, one can change positions to the side or behind the wheel for comfort when steering many consecutive hours. The potential shortcoming of a wheel, on spinnaker reach in heavy seas, was overcome by the quick response quadrant design. Besides, a wheel is far more elegant.
 - Spinnaker pole and dual vang controls to mid-cabin winches proved excellent. The four part vang led to the windward Barient 21 could be manipulated by a 14 year old to dump the entire mainsail leech to avoid round-ups during tight spinnaker reaches.
 - Sail design was initially based upon the premise that a large sailplan and light boat required flatter and smaller jibs as wind velocity increased. However, upwind speed of 6.6 - 7.0 knots to windward under light #1 could not be sustained by the flatter heavy #1 or #2. The J/36 likes to slide 2-3 degrees off what one normally considers a close hauled course . . . and surprisingly the distance made good to windward actually surpasses that of boats which are pointing higher. This is caused by the life from a smooth attached water flow around the keel. As wind velocity increases, it is also beneficial to have mast rake, an open slot, and a flatter mainsail eased down on the traveller. The boom was shortened by 18", the leeches of main and headsails were flattened, the jibs were modified to retain the shape of the light #1 with draft forward and the mast raked back. In effect, the J/36 sail design was modified to resemble that of the 12 meter FREEDOM instead of a light displacement dinghy.
- Since sail shapes don't change and one is only reducing overlap as the wind increases, the required inventory is reduced to a mid-weight Mylar 1 (150%), a two ply Mylar #2 (130%), and a reefable Dacron #3 (105%) shaped like a Soling or Etchells jib. Two spinnakers and a mainsail round out the six sail limitation for one-design racing.
- The swept back, balanced spade rudder located under a flat run underbody aft proved very efficient due to the endplate effect created by the intersect with the hull. And, it has yet to pick up a pot or weeds.
 - The J/36 proved awesomely fast in moderate air and steep chop, travelling down the wake then up and over a Holland designed IMP type 39 footer to windward. In light air catspaws with sails barely drawing she has run away from a C&C custom 46 footer and ALETHEA, a Chance 40, putting as much as a mile distance on both over a five mile leg.
 - Sailing in similar conditions with a 32.1 IOR rating, she has usually corrected out ahead of C&C 40's. And, sailing the same course as a new C&C 43 Custom for 260 miles, the J/36 was able to finish nearly an hour ahead on elapsed time.
 - After a gratifying first on elapsed time and first overall corrected in her most recent 22 mile day race, it can be said that the J/36 is the fastest all-round 36 footer afloat which can sail to her rating. Possibly the greatest compliment came from the head of a major sailloft and 12 meter sailor, who said, "This boat is simply incredible, it is the most responsive "J" boat yet!"
- It took three months of hard work, but it appears that Rod Johnstone has indeed achieved another breakthrough.
- A variety of modern instruments were tested. Many of these seemed designed to tell you what's going on, because the boat isn't responsive enough to do so either on the knotmeter or through the touch of the wheel. The J/36, however, is surprisingly responsive for a yacht of its size. The conclusion reached was that a lighted Windex, reliable knotmeter (reading to 20 knots), depthsounder, and a good compass would do the job on deck. Upwind speed at night was best achieved by comparing the headstay angle illuminated by the running light rather than the genoa telltale-waving flashlight routine. And, this same running light clearly revealed the spinnaker luff for offwind trim. Electronics on JAZZ included an advanced Loran C with waypoint, course to steer and speed/course made good capability and a good VHF.

Why You Should Own A J/36

To understand how the J/36 evolved and why one should own this magnificent sailing yacht instead of other custom or production boats in the 34-46 foot range, let's review the concept.

J Boats Design Philosophy

The J Boats design philosophy is to create the fastest, easiest to handle boat for its length and use. There are three reasons for this:

- (1) Speed, responsiveness, and ease of handling are the qualities most sought by expert sailors . . . a classification we assume all dedicated sailors will eventually attain.
- (2) Sailing is now a family lifestyle recreation. To succeed, sailboats must be manageable by anyone in the family and designed for multiple usage . . . both cruising and racing. Each "J" is rigged as though it were being campaigned for a World Championship or the Southern Ocean Racing Circuit with the best hardware available . . . because it has to hold up to years of punishment and it must function smoothly. This practice also makes it easier to insist that no changes be made from one boat to the next . . . the true essence of one-design.
- (3) Handicap rules that form the parameters for most sailboat designs foster big, slow (for their length) boats that rate low rather than small, fast boats that rate high. This is costly to owners and short sighted when it comes to a return on investment. Eventually administrators will rework the rules to insure that the original intent is fulfilled and loopholes closed. Then it will be back to basics of speed for length, displacement and sail area. And, those designs unencumbered by handicap rule parameters will look better and better.

Easier, More Fun to Sail

The J/24, J/30 and now the J/36 are all-round sailboats which perform in speed ranges comparable to boats six feet longer. The effort to sail them, however, can be compared to boats which are several feet shorter. The key to ease of handling is the small jib and large mainsail "fractional rig" configuration. Compared to masthead rigs with large jibs and small mains, the advantages are clear:

- (1) Fewer jibs are needed to sustain performance under varying conditions, so frequent sail changes become unnecessary.
- (2) J boats sail exceptionally well under mainsail alone, making shorthanded sailing in a blow and/or maneuvering in and out of tight harbors easy.
- (3) Jibs are small enough for inexperienced people to handle.
- (4) The boats are better balanced under spinnaker going downwind.

The J/36 fractional rig and new Mylar sail technology allow a couple or family with children to cruise at exceptional speeds without the jib sheet loads or bag weights associated with large heavy headsails on a 40 footer.

The J/36 can be raced by three couples in a Gran Prix fleet on an equal basis with larger craft requiring 8-10 crew members. The acquisition, care and feeding of semi-professional crews can take away many of the joys possible when sailing in companionship with good friends. No one likes to do all the organizing, shopping, and picking up on a floating version of "Animal House".

The Affordable Dream Machine

Second to owning a 12 meter for an America's Cup effort or a custom 46 for a crack at the S.O.R.C. and Admiral's Cup, the "dream" yacht of many has been a well appointed 40 footer. Just about every manufacturer offers one. Ads emphasize luxurious appointments. And, the ready-to-sail price tag is close to \$150,000 with 15 or more bags of sails. They are not easy to sail, no matter what the ads say. Headsails are awesome in size and weight. And, the interiors offer little more privacy or living space than a J/30. They don't sail very fast for their size. Maneuverability? Forget it! The anticipated satisfaction from owning such a vessel often never materializes because realities of operation, performance, and cost gradually overwhelm the "dream".

We believe there's a whole new generation of experienced sailors who understand the feel of a good boat and who enjoy the exhilaration which comes from speed, acceleration, and response in a yacht which is first a sailing machine then something to live in . . . a Ferrari not a Cadillac. Satisfaction in sailing derives from how well one performs not from the size of one's binnacle.

J/36 is designed to equal or exceed the speed of any production yacht in the 40-44 foot size range, but in more manageable form and at a fully equipped price of under \$100,000.

Gran Prix Best Bet?

The J/36 is a known quantity, available for a known price, serviced by a nearby dealer and promises greater resale value with less maintenance, occupying less of one's valuable sailing time in yard work, rebuilding, bumping and unanticipated designer/custom builder/owner hassles than any "pie-in-the-sky" gran prix custom project. Instead, that time spent sailing a J/36 will generate more silverware under any rule than is probable in the few races one can attend after the boat building, fitting out, and tuning process of a custom boat is completed . . . assuming the rule hasn't changed in the meantime.

Offshore One-Design

One reason we spend a year perfecting a single design is to save owners the trouble of doing so. It's far easier to establish Class Rules which prohibit modifications to the standard boat if deck layout, rig, hardware and interior are optimized from the outset.

J/36 Class Rules will follow those which have proven successful with the J/24 and J/30 where sailing displacement is controlled by draft marks on the stem and rudder, keel and rudder shapes are described by offsets, hydraulics and running backstays are banned, and the sail inventory is restricted. The Rules will allow repositioning of hardware or the addition of interior appointments to suit owner preferences. The objective is to control speed producing factors, not to take away joys of ownership.

The sail inventory objective is S/X racing sails (not including storm jib and storm trysail): Mainsail, 3 jibs and 2 spinnakers. Initially, owners sailing in handicap fleets will want to add a high clew 105% staysail and possibly half 100% spinnaker.

The J/36 Class Association is an owner's association which will have its first annual meeting in St. Petersburg, Florida just prior to the United States Yacht Racing Union's Annual Meeting in October 1981. The purpose of the meeting will be to assimilate experience of the first season in revising Class Rules, formalizing By-Laws, and presenting recommendations for standard ratings under I.O.R. and M.H.S.

The inaugural J/36 North American Championship is planned for August 1981 in Newport, Rhode Island.

Racebreaker

In winning three of her last four races, the first J/36 has proven exceptionally fast in four conditions: (1) light air on all points of sail, (2) moderate air upwind in slop, (3) downwind in waves, and (4) reaching in heavy air. This breakaway capability means the J/36 is going to win more than her share of races.

As an example, as the second highest rated boat in a 105 mile race, she broke the elapsed time course record averaging 7.2 knots and won on corrected time as well . . . not an easy task, because the lowest rated boats usually have an advantage when the time to complete a race is short. Wind velocity never exceeded 15 knots with 19 miles of beating, 37 running, 27 jib reaching, and 22 spinnaker reaching.

Waverider

J/36 sails before the wind at the speed of the waves. A smaller boat such as the J/30 can catch one in ten for a surf ride, and larger boats can't easily break out of wave patterns, moving to waves ahead. What's more the quick response wheel steering allows one to move to the deepest troughs of waves to avoid being slowed by crossing crests. Thirty-six feet fits well between waves, but J/36 may be the only boat of its type that can keep up with them. Conclusion: It's unlikely that anything under 46 feet will get away from a J/36 in these conditions. The smoothness of the ride can't be beat for cruising, either.

Moments and Ratios

Can you name any other builders who concern themselves with concentrating weight amidships to reduce pitching moments or who are using vacuum bagging techniques and labor intensive cloth layup procedures to achieve strength: weight ratios which exceed aircraft type honeycomb core laminates?

The result isn't felt or seen on the Boat Show circuit, but they become very evident in tide rips on the sailing circuit.

More than 60% of the J/36's weight is concentrated amidships. The engine is mounted over the keel, while batteries, water and fuel tanks are under main cabin berths. The interior has three major pieces of furniture instead of five because main cabin table and engine box are combined as are the icebox and navigation station.

J/36 has a lower sailing displacement to length ratio than the J/24 while her sail area to displacement and sail area to wetted surface ratios are more than 10% greater.

Beat the Blahs and Bobble

Particular design emphasis on the J/36 is thus placed on performance in light air and sloppy wave conditions - when

heavier yachts either rock themselves to a stop or can't get started in a momentary wind streak. These conditions also characterize many popular sailing centers during the months of July and August . . . Long Island Sound, the Chesapeake, the Great Lakes, Southern California, Seattle, Galveston Bay, and Mass Bay. One of the comments that inspired the J/36 design came from an America's Cup winning 12 meter helmsman, who said, "The greatest thrill in sailing is to helm a 12 meter in light air." From the tall 12 meter type rig, to the finger tip control with the large diameter wheel and the narrow waterline, J/36 comes as close to that sensation as you can find short of your own Twelve. And, with time on distance handicapping, it's no secret that the fastest boat wins in light air, no matter what the rating.

Overnight Long Distance Racing

For those wanting to sleep a large family or four crew members to windward during long offshore races, up to four optional pipe berths are available which can be installed temporarily over quarterberths and/or main berths. Canvas leeboards are also available for main berths. Yes, we could claim she sleeps 10 in separate berths, but the ideal number is six.

Spectacular Interior

The hull is lined with clear cedar strips from forepeak to quarterberths. Detailing of bulkheads and main cabin furniture is accomplished with light oak veneer/honeycomb sandwich laminates and mahogany moldings.

The forward cabin has the two most comfortable berths ever found in a sailing ship . . . canvas wrapped stainless steel pipe berths with fabric covered 3" foam mattresses on top. These lift out of the way to provide access to sail bins capable of storing the complete sail inventory. The spacious main cabin with 6 foot plus headroom is designed as a living area with a fixed drop leaf table over the engine and three-cushion sofa/berths on either side. Behind the cushioned backrests are drop in bins, three to a side, which can be assigned as individual gear lockers for crew members.

The galley includes a two burner stove with oven and ample dry storage space. The navigator's chart table and icebox are combined on the starboard side in such a way so that forays into the cooler aren't disruptive to chartwork on top.

The oversized quarterberths are beautifully framed and finished with private opening ports, vanity shelf and light . . . 1st choice locations for those rainy day reading hours.

Looks Aren't Everything

But, when pride of ownership is involved, "looks" may be way ahead of whatever is in second place. The majestic J/36 receives more spontaneous compliments on the water from passing yachts than any sailboat this author has been on in 35 years.