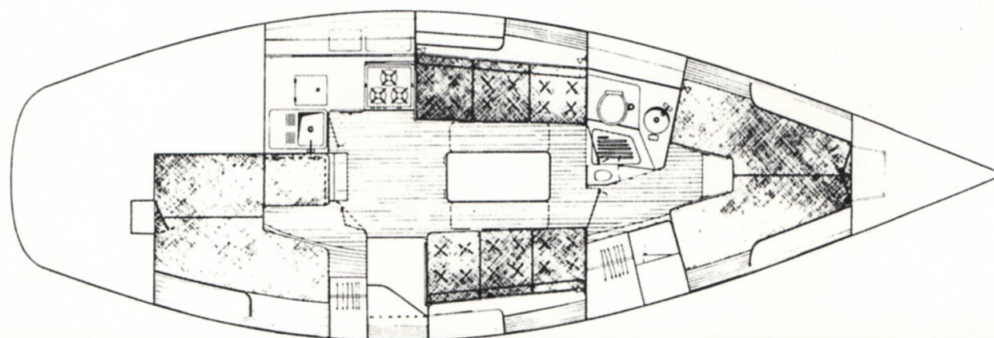
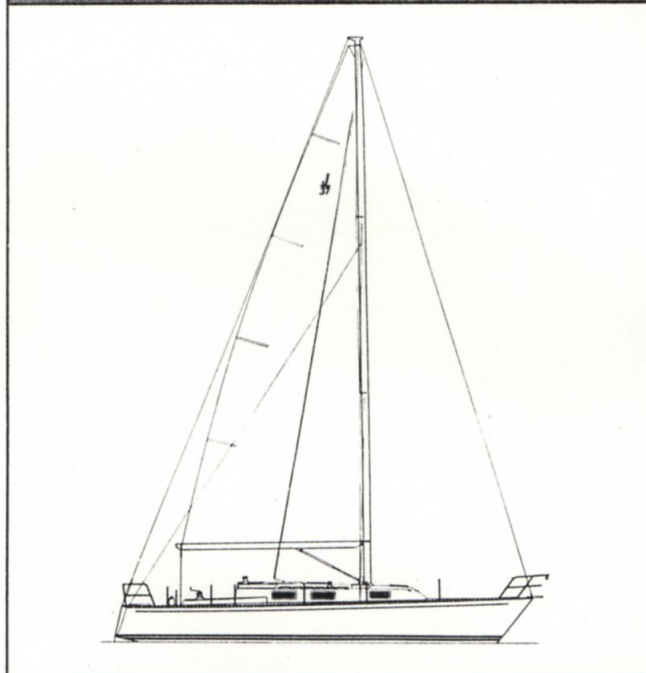


The J/37, introduced one year ago, is setting new cruising standards for speed, ease of handling, and comfort in a boat less than 40 feet long.

PHRF rates the J/37 in the 70s for speed. That's close to IOR Grand Prix Tonners, which are 41 feet long! What this means to cruisers is that with mainsail only, the J/37 can outperform most 40-foot cruisers. And nothing could be safer or simpler to manage in heavy winds . . . or any time one doesn't want to wrestle with tacking the #1 genoa. The best sail combination is a Mylar medium-weight racing genoa on roller furling and a mainsail. For light-air sailing and reaching, use the genoa. Roll it up when it becomes work and sail with main alone doing 6.2 knots to windward when it's blowing 20.

J/37 can be operated by one person behind the wheel in the innovative J-cruising cockpit. Dual mainsheet winch controls, hydraulic backstay adjuster, genoa-sheet primary winches, and multi-function instrument remotes are all within reach. This makes sailing the J/37 a real pleasure for the experienced helmsman who enjoys getting the most from a boat but is sensitive to asking too much of the crew. On a J/37, there's no need to ask anyone else to help. The off-watch crew can thus get some reading time or sleep without having to be constantly bothered to make adjustments or provide navigation information.

Four design features achieve J/37's unique blend of performance and livability: (1)



the head, which disappears. Both entry doors swing open inward hiding both throne and sink. Looking forward, all you see is varnished teak joinerwork through dual oval bulkhead doors. This treatment also clears the hall of doors opening up the forward stateroom; (2) locating the engine under the main cabin drop-leaf table. You'll hardly hear it from either stateroom or the cockpit, and the weight is perfect for stability and to reduce pitching—not to mention maintenance; (3) a stand or sit nav station with level surface, operable from the aft seat of the starboard settee, that also doubles as a nice side table at anchor; and (4) a private aft stateroom far enough forward and enclosed to obtain good headroom under the cabin trunk and a sound barrier so you don't feel you're living inside a bass drum when the fishing boats pass astern at 5 a.m.

The 1988 J/37s are covered by a 10-year guarantee on blister resistance.

L.O.A.....	37' 6"
L.W.L.....	32' 6"
Beam.....	12' 6"
Draft:	
Deep Keel.....	7' 0"
Shoal Keel.....	5' 0"
Ballast.....	5,700 lbs.
Displacement.....	13,500 lbs.
Sail Area.....	754 sq. ft.
Rig Dimensions	
Foretriangle:	
I (Height).....	51' 6"
J (Base).....	14' 10"
Main:	
P (Luff).....	45' 2"
E (Foot).....	16' 6"
No. of Berths.....	6
Auxiliary.....	28 H.P. Volvo
Designer ..	Rodney S. Johnstone
Year Introduced	1987

J[®] 37

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(401) 846-8410

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