



The NEW J/80 . . . simply makes sailing FUN!
It planes in 15 knots of breeze with 2-3 crew, without
anyone having to step on the foredeck to fly the spinnaker.



J® 80

J/80's carbon J/sprit retracts automatically when the launch line is un-cleated in the cockpit. One or two people can raise this keel-stepped mast with aid of a gin pole, supported on deck.



The J/80 interior is equipped with 4 berths for camping-style, weekend cruises. Optional berth cushions of water-resistant Sunbrella acrylic serve double-duty for lounging in the 12.2' long cockpit.

Under the varnished teak & holly sole is a deep keel sump reinforced by 5 solid keel beams and a crane lifting bar spanning the aft two keel bolts.



Just sail one. And see!

Liz Hall exclaimed, "This is easier to sail than my Optimist pram!" You can be sailing in 3 minutes. Take off the boom cover and hoist the main. It's already attached to the mast with slides. Cast off. That's it! J/80 goes faster under main alone than other boats her size under full canvas. Want more speed? Uncleat the Harken roller furler control line, and trim the jib sheet. Presto! The jib unrolls and J/80 leaps into Mach II performance. Ready for Mach III? Without leaving the cockpit, pull the green launch control line for the carbon sprit and it drags the lower front corner of the spinnaker out with it. Hoist, then trim the spinnaker. You're off planing in only 15 knots of wind! What a thrill! To jibe, simply let off one spinnaker sheet and pull in the other. Both are attached to the same aft corner like a genoa. The spinnaker flows between the rolled jib and its own leading edge. Whether it's blowing 5 knots or 25, two people can fly the J/80 asymmetric spinnaker with greater control and speed than four people might have flown the "old" style.

Another Winner

J/80 is the affordable and sensational follow-up to the J/105, SAILING WORLD's 1991 Boat-of-the-Year among racer-cruisers, and J/92, SAILING WORLD'S 1992 Overall Boat-of-the-Year.



Optional weekender and supplementary gear packages are shown in above and opposite views.

A light 3-5 HP, long-shaft motor may be mounted directly onto the transom.

J/80 offers you the best combination of stability, speed, ease of handling, advanced construction & trailerability.

No other sailboat better combines such desirable qualities. Great stability with speed has been an elusive goal in an easily trailed monohull. Rod Johnstone designed J/80 with the security and reliability of a fixed lead keel of moderate draft having a 48% ballast ratio! That ballast is made even more effective by J/80's low center of gravity thanks to a strong, light hull and deck built with a TPI patented, vacuum resin-infusion process achieving 60-70% glass content and precise weight control.

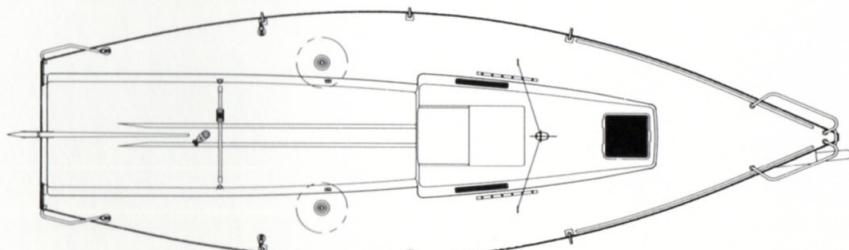
To encourage ownership and participation in J/80 events by all sailors, J/80 Class Rules are written to keep the FUN up and costs down. The J/80 Class Rules,

when racing one-design, specify a 3 sail limitation: Dacron mainsail on slides, 100% roller furling Mylar jib and .6 oz asymmetric spinnaker. Sails must remain stored on the roller furler and boom at night. The crew weight limit is 3 people of any weight, or 715 lbs. if there are 4 or more people aboard.

With a J/80 one-design event at Block Island Race Week in June '93 and the initial 60 boats going to 9 nations, J/80 is well on its way to becoming an International Class. Trailering to class events is as easy as with a J/24. J/80 weighs less, fits U.S. & European legal towing widths, and rides high enough on a trailer so as not to obstruct rear-view visibility.

Specifications*

LOA	26.25'
LWL	22.00'
Beam	8.25'
Draft	4.90'
DSPL	2,900 lbs.
Lead Keel	1,400 lbs.
Sail Area	338 sq.ft.
I	31.5'
J	9.5'
P	30.0'
E	12.5'
Spinnaker	700 sq.ft.
J/Sprit	6.25'
Sail Area/DSPL	26
DSPL/Length	128



Designer's Velocity Prediction (One-Design Configuration)

True Wind	Upwind Speed	Reaching Speed	Downwind Speed	Optimum VMG
(kts.)	(kts.)	(kts.)	(kts.)	(kts.)
8	5.3	6.3	6.8	4.5
12	5.8	7.3	8.0	5.9
16	6.0	8.1	8.8	7.2
20	6.2	8.7	9.5	8.3

* Specifications are subject to change without prior notice or obligation

