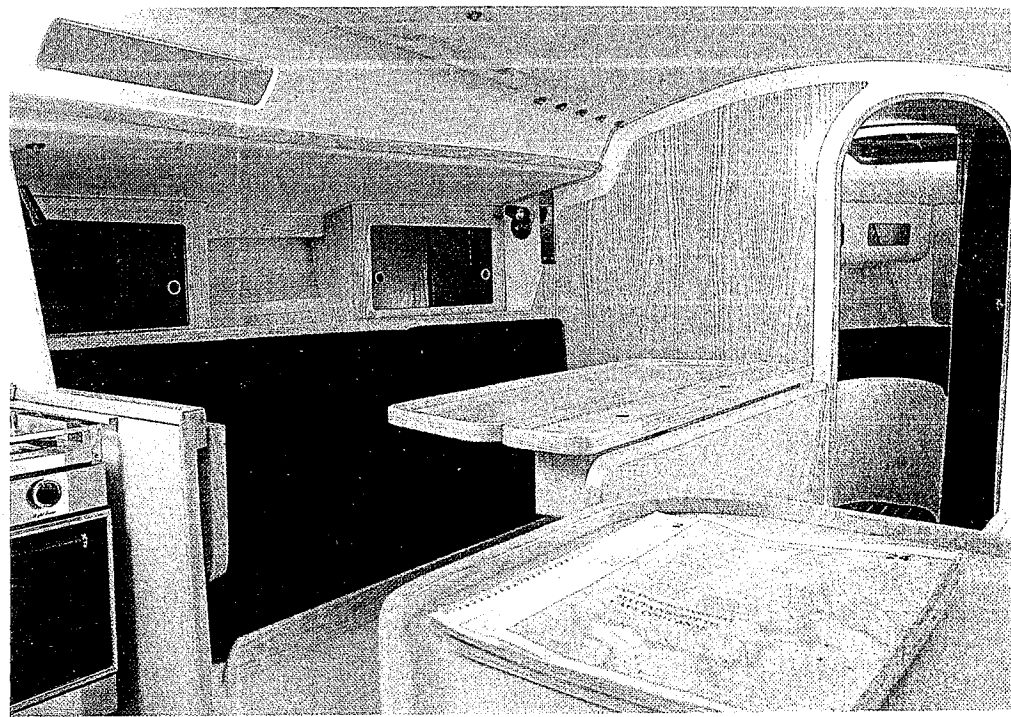
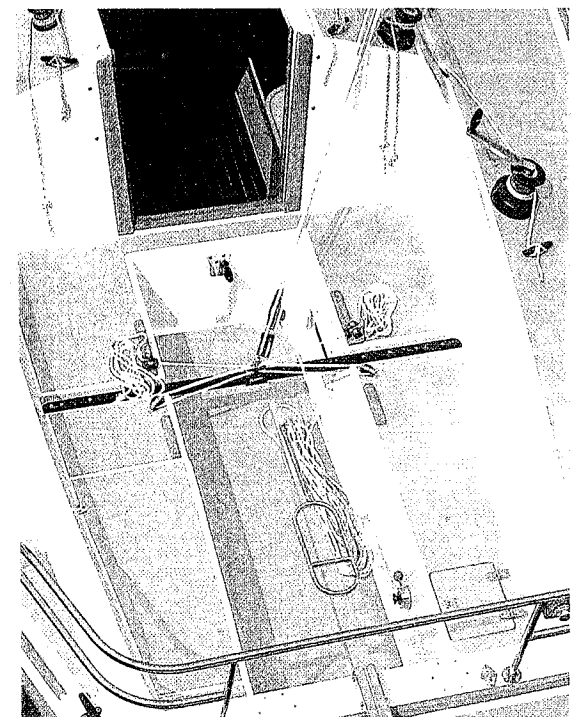
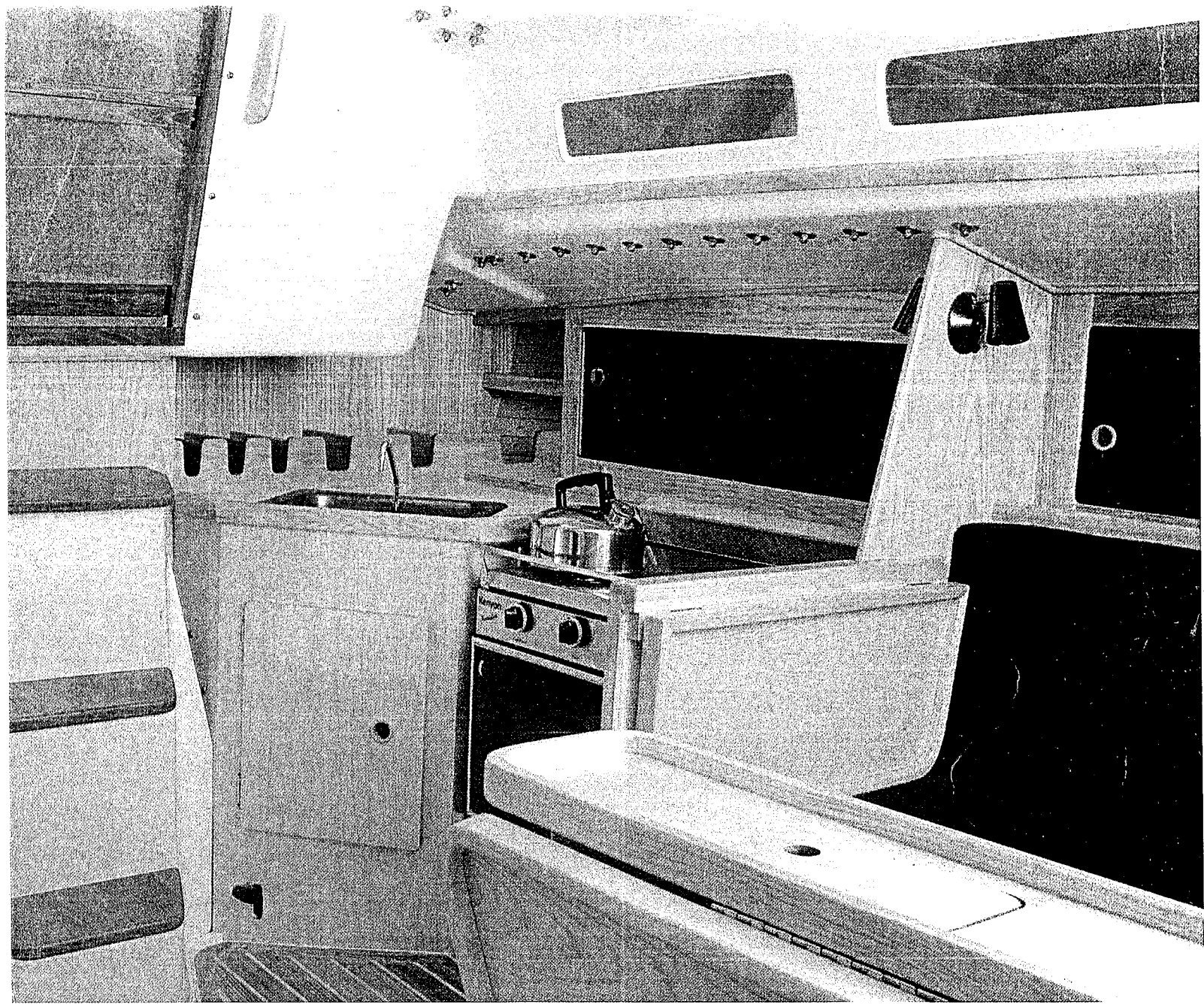


J[®]
30





IF YOU WANT A BOAT FOR THE ENTIRE FAMILY, INVEST IN ONE THEY'LL ALL ENJOY: THE NEW J/30.

Finding a sailboat to motivate and sustain participation by the entire family is no easy task. Research shows that active sailing families divide 76 days/yr. on the water equally between daysailing, cruising and racing. The ideal boat will be good for all these activities, while crewed by people of all age and experience levels.

Too large a boat can be intimidating. A slow boat will eventually turn off the young. A racing boat may not be suitable for serving a nice meal or curling up with a good book. It seems the ads claim every boat to be a "racer-cruiser." Few really are. Even fewer would get the vote of each family member. We think there's only one that will: The **NEW J/30**.

At least that's the opinion of the three families who designed and built it... combining 102 years of cruising and racing experience in everything from 8 to 46 feet. And, you'd receive another 510 endorsements from current owners.

Speed Is Important

The key ingredient to sustaining enthusiasm of all ages is very often missing in cruising boats: *speed*. A J/30 sails the speed of 35- to 40-footers and will be ahead of the average 30-foot cruiser by the length of a football field after a mile of sailing. Such performance means that 40- to 50-mile daily runs are easy. Speed in light air and pointing ability also mean less engine time and more sailing.

Easier, More Fun to Sail

A key to making fast boats easier to sail than slow boats is the "fractional rig"... like 12-Meters where the jibstay goes about 5/6ths the way up the mast. By making the mainsail larger and jibs smaller, a 12-year-old can lift, hoist, and trim the #1 genoa of a J/30. In fact the jibs on a J/30 are smaller than those on a C & C 26, Sabre 28, Pearson 28, Cal 27, Newport 28 or Hunter 27.

Then, because the tapered racing mast can be bent aft easily with a pull of the backstay adjuster, the mainsail shape is flattened and depowered so the jib that's up can be used over a wider range of wind velocities... meaning less need to reef the mainsail or change jibs... and fewer jibs to buy and store below.

The J/30 performs under mainsail alone better than most 30-foot cruisers under full sail. This "no problem" alternative comes in handy getting through storms or crowded harbors or for relaxed picnic sails.

There are few boats that will surf downwind in strong winds under spinnaker with better control.

Dry and Stable

The J/30 hull is designed with plenty of flair and reserve buoyancy forward to keep spray off the decks when sailing upwind and to prevent the bow from submarining when running before the wind in high seas. She is stiff in a blow with good sail carrying power.

Cruising Comfort

When the owner of a classic 40-foot Concordia yawl switches to a J/30 for a family cruiser, you know something is right. The beautiful, handcrafted interior has become a standard for design excellence among boat-builders. The *new L-shaped galley* with optional propane oven and the *new cruising cockpit* that seats 3-4 on a side make it even more attractive.

Storage space includes 29 enclosed cabinets and lockers and 16 open shelves and compartments. The icebox holds ice for 11 days. The 15-hp diesel auxiliary gets 12 mpg at 6.3 knots. The enclosed head has a full-length mirror and fresh water shower. And, the main settee cushions are 5½" thick.

Built to Last, Not to a Price

There's no excuse for not using the best hardware and construction available in the world on a family sailboat. That's why the J/30 hull and deck are made with Lloyd's approved Contourkore and fiberglass laminate. The mast is stepped on the keel and supported by stainless rigging one size larger than necessary. Chainplates are anchored into a full structural fiberglass bulkhead. The hull-to-deck joint is bonded then bolted, then bolted again with a teak toerail cap. Complete genoa and spinnaker gear as well as Barient winches (25s, 21s, 10s), Harken mainsheet & vang tackles, Headfoil jibstay system and Kenyon spars are standard.

A J/30 was the top stock production boat with a 3rd and 4th overall in fleet during the

rough 1979 SORC... 1000 miles of hard racing! Two J/30s survived the Fastnet Storm, one singlehanded.

Offshore Racing

One indicator of J/30 performance on the race course is PHRF registrations. There were more J/30s registered to compete than any other cruising sailboat in the United States. There are also more J/30 sailors who are members of the United States Yacht Racing Union than for any other boat of its type. The fact that there are one-design MHS certificates available and that the J/30 was the first cruising design ever to receive recognition worldwide by the Offshore Racing Council in London, for one-design IOR certificates without full measurement, adds further substance to J/30's racing credentials.

One-Design Benefits

To believe, all one has to do is see the fun that J/30 owners have sailing together as a Class at Block Island Week, Larchmont Race Week, on Biscayne Bay, Lake Michigan, Narragansett Bay, Puget Sound, Chesapeake Bay, Lake Ontario, Massachusetts Bay, in the Gulf of Maine, the Carolinas, or elsewhere. It's a whole new group of friends. The J/30 Class Association publishes strict Class Rules and an excellent J/30 *Journal* to keep everyone informed. J WORLD sailing school can help you sharpen skills and J WORLD CHARTERS can help you defray maintenance costs or find a J/30 for a sailing vacation elsewhere.

An ongoing building commitment and Class activity ensure future demand and better resale value.

Specifications

LOA	29.83
LWL	25.00
Beam	11.18
Draft	5.25
I (IOR)	34.19
J	11.50
P	38.00
E	13.00
Displacement	7,000 lbs
Keel (lead)	2,100 lbs
Diesel	15 hp
Designer: Rod Johnstone	

Standard Specifications*

Hull & Interior

Lloyd's approved balsa core/fiberglass construction.
Molded in non-skid.
Teak toe rails and trim.
Self-bailing cockpit.
Skylight main hatch with seahood.
3 additional ventilation/access hatches.
Three berths with 4" cushions plus two main berths,
with 5½" plush "living room" type cushions & backrests.
Mirrored head with fresh water shower.
Holding tank and overboard discharge.
Cockpit operated bilge pump.
5 cubic foot icebox with dry shelf.
Gimballed, two burner Origo alcohol stove.
Swing out bar with bottle storage.
Full structural molded main bulkhead to support
chainplates.
Hanging locker with shelf.
Waterproof molded plastic clothing bins under berths.
Vertical storage anchor well for 20 lb. Danforth.
9 cabin lights and custom electrical panel.
Bonded and bolted hull to deck joint.
Interior hand rails.
Three cowl vents.

Deck Hardware

6 Barient winches, #25 primaries, #21 secondaries.
Six part Harken Hexacat mainsheet and vang systems.
Double lifelines with bow and stern pulpits.
Two sets of genoa cars and blocks.
Forespar "ladder" hiking stick.
Adjustable mainsheet traveller.
4 bolt mooring cleats.
Navigation lights.

Rigging

Tapered ESP coated aluminum racing spar with internal
wire/rope halyards, spinnaker pole track, and
airfoil spreaders.
Gibb "T" shroud toggles.
Backstay adjuster.
Mainsail Cunningham.
Internal reefing lines and mainsail outhaul tackle.
Lightning ground.
Double bridled spinnaker pole and complete spinnaker
gear.
Deck & bow lights.
Boom topping lift.

*Specifications and features subject to change
without prior notice.

