



The untold safety-at-sea story from 4 sailors who were there: How J/35s handle rough offshore conditions.

J[®] 35

"Racing back to Newport with winds to 47 knots and seas to 20 feet for 48 hours, sailing with 3 reefs and a #4, the boat was always in control. I've never sailed a better built boat than the J/35." **Ed Sisk**

"One mile off the lee shore of Cape Sable, we were hit by a 50+knot squall and 15-20 foot seas. With main alone we sailed into the wind out of trouble. In the seven seasons I have owned her, nothing has ever broken on this boat other than one snatch block. This maybe the safest small boat at sea today."

Evan Pedley-Jones

"I sailed alone to Plymouth England. Through four periods in gale winds followed by a Force 10 storm . . . the boat was under good control and at no time did I feel in danger. It is a design with no bad habits, upwind or down."

Francis Stokes

"A boat that responds to a sea is safer as well as faster. Heavier boats suffer more from initial wave impact and, once accelerated, also suffer under stronger impact loads on landing. We completed the OSTAR trans-Atlantic Race in 22 days, beating almost all monohulls between 40 and 50 feet."

Tony Lash

Specifications*

LOA	35.5'
LWL	30.0'
Beam	12.0'
Draft	6.9'
Displacement	10,500 lbs.
Lead Keel	4,400 lbs.
Sail Area (100%)	636 sq.ft.
I	46.6'
J	14.8'
P	41.6'
Σ	14.0'
Sail Area/DISPL	21
DISPL/Length	174
RMC 1 degree	911 ft./hr.
LPS (degrees)	128
PHRF Rating	72 s/m
IMS GPR	630
Auxiliary Diesel	28 hp

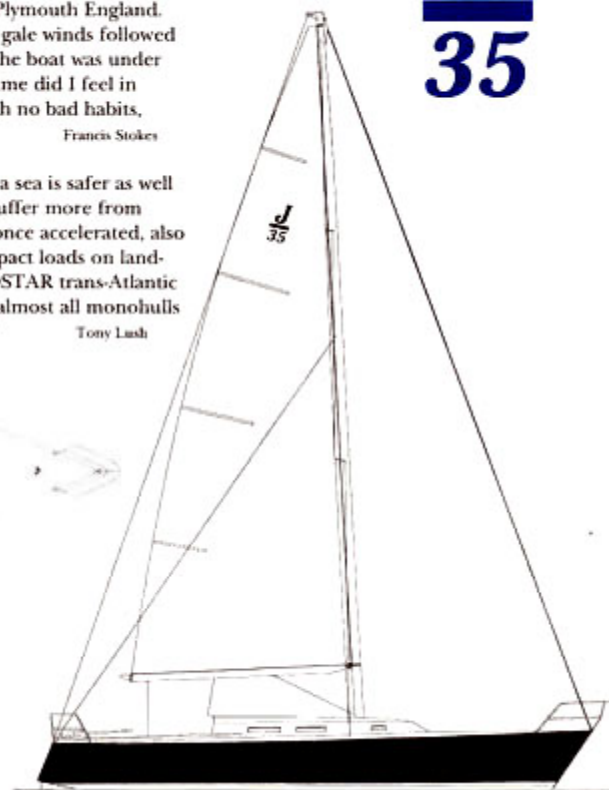
Designer: Rod Johnstone

* Specifications are subject to change without prior notice or obligation



Designer's Velocity Prediction

True Wind Speed (kts.)	Upwind		Reaching		Downwind	
	Speed (kts.)	Speed (kts.)	80deg Jib Speed (kts.)	135deg Spinnaker Speed (kts.)	Spinnaker Optimum Speed (kts.)	Spinnaker Speed (kts.)
8	5.8	6.8	6.1	5.6		
12	6.3	7.8	7.4	6.3		
16	6.5	8.4	8.3	7.2		
20	6.6	8.8	9.1	8.0		

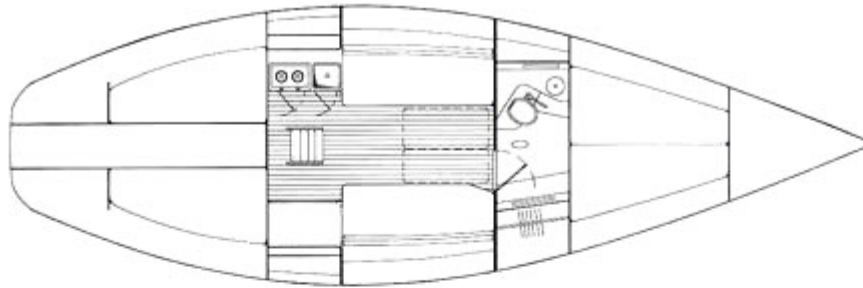


J[®]
35

The World's leading offshore one-design,
winner of CHS, IMS, PHRF and TransAtlantic races
has the desirable, easy-to-sail qualities of a family cruiser.



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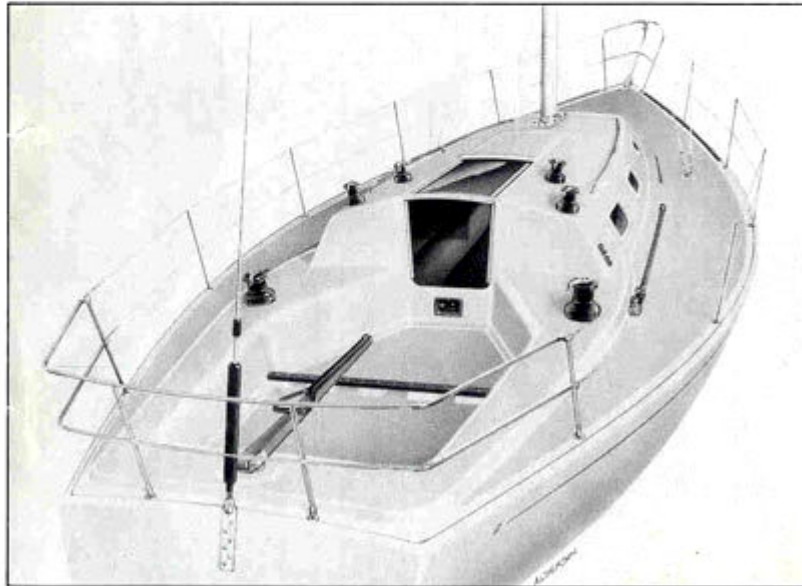
"If sailing is what sailing is all about, you won't find a much better boat anywhere"

Practical Sailor 1/91

There are more J/35s sailing one-design, and which are active in IMS or PHRF, than any other sailboat over 30 feet LOA in the world - 300 boats in 15 nations. Under these rules and CHS, no 35 footer can match her all-round speed and race winning record. One-design events of 15 or more boats are a frequent occurrence at Block Island, Key West, Annapolis, Lake Michigan, San Francisco and Southern California. More than 30 attend the North American Championship. The J/35 Class Association is active in promoting events, publishing the Class Newsletter and developing Class Rules such as the requirement that the owner, or a family member, steer the boat in Class events.

New Cockpit & Interior

The new single-level racing cockpit is designed for better foot support when sitting out to windward or moving inboard when at the tiller. It is longer for better crew operation forward of the traveller. And, the raised 2" coaming deflects water aft along the deck and helps hold crew out on the weather rail. Speed producing factors such as hull shape, blade design, rig and displacement are the same as hull #1 . . . which won the J/35 one-design division at Block Island in 1991. Belowdeck she has a private V-berth, head and hanging locker forward, comfortable settee berths and galley in the main cabin with quarter-berths aft. Main cabin finish is teak and holly sole, composite panels with white formica facing, and vinyl hull and deck lining.



Optional equipment is shown.





THE FASTEST OFFSHORE 35 FOOTER HAS ITS GENTLER SIDE, TOO

Until J/35 came along, the costs of spectacular sailing performance were high. Cost in dollars, time, comfort, relaxation, even friends. Because, 1st-to-finish speed usually meant large, expensive, difficult to manage 40 footers. Intimidating rigs. More crew, and not always those you'd choose to cruise with. "Why seek performance, if freedom to enjoy sailing on one's own terms is lost?" Thanks to the J/35, however, this very real problem has become academic.

Faster than Grand Prix Now, you can take a quantum leap in sailing performance, with increased sailing enjoyment. The J/35 design starts with the fastest hull shape possible, disregarding bumps used to get a good "rating". An anomaly of sailboat racing is that Grand Prix, contrary to auto racing, encourages a "low rating" rather than "maximum speed" for a given size. Other manufacturers try to create a performance image with "warmed over" Grand Prix handicap racers as family cruisers. That's why their larger boats are no faster than a stock J/35. PHRF rates the J/35 from 62 to 81 seconds/mile. Among the most popular 100 designs sailing PHRF across the country, J/35 is the fastest boat you can buy. One owner reported after a two week cruise with his wife, "No other sailboat of any size passed us. We had the only Indy 500 car on the highway." Under IMS, J/35 is considered to be the most competitive boat you can own.

Seaworthiness Speed is worthless without seaworthiness! Frances Stokes, world renowned offshore distance racing and cruising veteran and also Tony Lush, veteran of 45,000 miles of open ocean sailing and 7 trans-Atlantic singlehanded crossings, chose the J/35 for the Singlehanded Trans-Atlantic Race. In fact in 1984, Tony beat all multi-hulls in his class except one. He states, "A faster crossing is a safer crossing,

because there's less exposure to low pressure gales and frontal systems. Less fatigue. And, I liked J/35's rugged construction and structural engineering. On the way to the start in England, I beat to windward for 5 days in 35-50 knot gales. Seas were larger than those which destroyed my 54 footer in the BOC. There are few boats of any size that can perform in such weather! Soloing trans-Atlantic in 22 days, upwind to Newport must be some kind of record, too!"

Good freeboard, hull flare and reserve buoyancy in bow sections prevent submarining when surfing before huge storm seas or under spinnaker when racing. One owner reports sustained 17 knots of speed, under control, in 35 knots of wind! By minimizing weight in the ends, lowering center of gravity with a deep lead keel and avoiding hull distortions, J/35 sails fast comfortably... with minimum pitching and rolling. When the boat behaves better, so does the crew. Increased resistance from either is slow!

Easy-to-Sail The fact that J/35 is the choice of people sailing shorthanded also says that its well suited for cruising. Mostly, cruising is with two people. Which means that one has to sail while the other gets some sleep. A 35 footer still qualifies as "manageable" for a family crew. But, J/35 is even better. Because, a fast 35 footer is less work than a slow one. Less sail area is needed to attain acceptable speeds. A J/35 under main-sail alone (controlled by a 6 part Harken Hexaratchet, Hall QUICK VANG, and Navtec Hydraulic Backstay) is faster than most 35 footers under full sail. With small jib and main, a cruising couple on a J/35 can sail circles around larger boats with full racing crew using a large genoa. If it's blowing over 20 knots, it's a lot easier to drop or roll up the jib to sail with full main only, than it is to have to fight the jib and reef the main. Other keys to ease of handling and

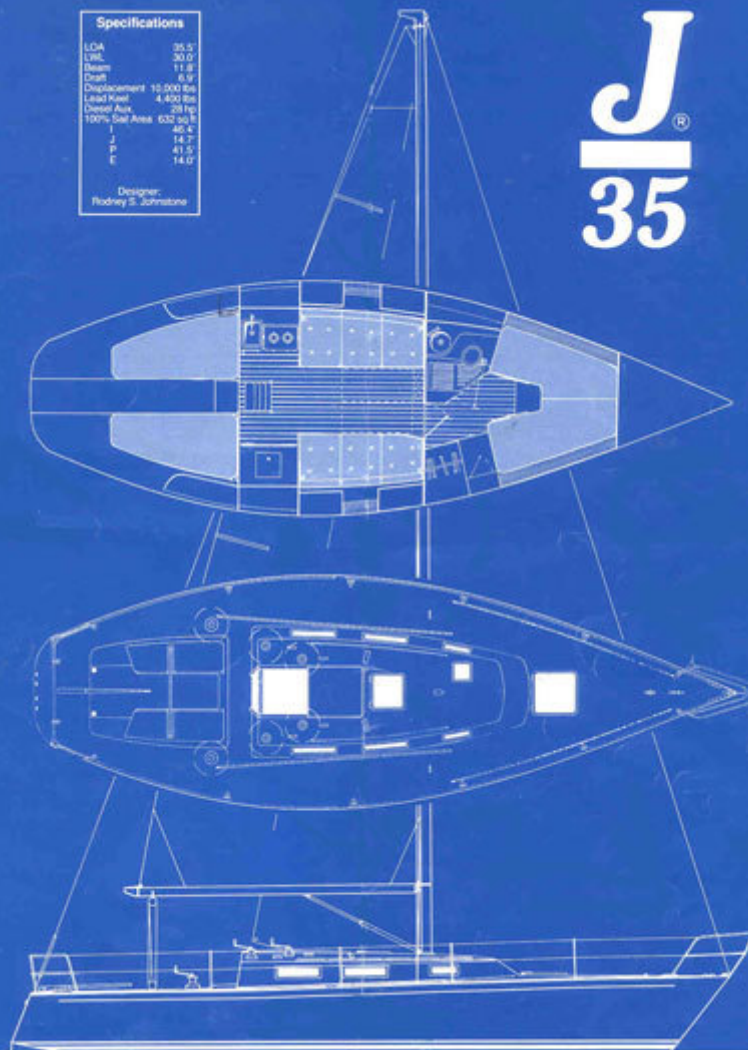
seaworthiness are balance and control. To feel J/35 accelerate in a puff of wind with hardly more than small pressure on the finger tips, is one of the ultimate joys of sailing. And, so your pleasure is not interrupted by a clump of weeds or a crab pot, both keel and rudder leading edge angles (& folding prop) are designed to shed underwater snarls.

Cruising Yacht Interior Most are amazed that such a fast sailboat has any interior at all, let alone one with extensive teak cabinetry, teak hull sidings, and radiused cold-moulded trim. The standard J/35 comes complete with quarterberths, 8 Bonaer opening ports, large head with shower, spacious forward V-Berth cabin, built-in icebox, cabinets and storage behind main settee berths, and a 28 hp diesel engine.

History Making One-Design Class Twenty-four raced one-design at Block Island and thirty-four competed in the 1987 North Americans at Larchmont, the largest one-design gathering ever of boats over 33 feet! In just five years with over 275 boats sold, the J/35 is still the fastest growing offshore one-design class over 30 feet in the U.S. There's also one-design fleet activity in the Gulf of Maine, in Western Long Island Sound, Chesapeake Bay, Houston, Southern California, Seattle, Lake Erie, and Lake Ontario. Enjoy the fun and camaraderie of one-design sailing. It's a chance to meet others and become a better sailor, too.

Specifications	
LOA	35.3'
WL	30.0'
Beam	11.8'
Draft	6.9'
Displacement	10,000 lbs
Lead Keel	4,400 lbs
Diesel Aux.	28 hp
100% Sail Area	632 sq ft
J	46.4
P	14.7
E	41.5
	14.0
Designer: Rodney S. Johnson	

J[®] 35



Interior illustration shows optional forepeak.

J[®] 35

STANDARD

MECHANICAL & ELECTRICAL

- Harken rudder bearings
- Yanmar 3GM, 28 h.p. diesel engine with 2.6:1 reduction gear, oil & fuel filters and tool kit
- Cockpit engine instrument panel with tachometer, push button start and alarms for oil pressure, water temp., and electronics
- Fuel tank gauge
- 20 gallon aluminum fuel tank with inspection clean out port
- Two 90 amp batteries with Guest battery switch
- 16x12 Martec folding prop with 1" aquamatic 22 stainless shaft
- Bass 12 position circuit breaker electrical panel with battery condition meter
- 8 swiveling brass reading lamps, 3 dome RW overheads and 1 fluorescent light
- Navigation & combination steaming/foredeck lights
- Raritan head with "Y" valve overboard discharge and 13 gallon holding tank
- Lightning grounds from chainplates to keel

SPARS AND RIGGING

- Hull Spars white, tapered aluminum mast, stepped on keel with double airfoil spreaders and external dual spinnaker halyard cranes
- Navtec rod rigging & tumbuckles
- 2 internal wire/rope genoa halyards plus 2 dacron spinnaker halyards
- Wire/rope internal mainsail halyard with heavy duty screw pin shackle
- Harken Hexacat 6 part mainsheet system
- Hull tubular "Quick Vang" with 8:1 tackle
- 2 internal mainsail reefs, outhaul car and main luff Cunningham tackle
- Heavy duty welded aluminum mast step mounted over keel
- Heavy duty custom stainless chainplates bolted to main bulkhead and transom
- 2 genoa sheets and 2 spinnaker sheets
- Spinnaker pole, socket car on mast track with up/down adjustment
- Spinnaker pole foreguy and topping lift
- Stainless wire checkstays
- Navtec integral hydraulic backstay adjustment cylinder
- Hood Gemini dual jib luff groove system

CONSTRUCTION

- Lloyds approved Baltek Contourlone end-grained balsa core laminate construction using hand layup biaxial and uni-directional glass rovings in hull & deck
- Interplastic VE-8110 vinyl ester resin on hull outer layer for optimum blister resistance

- GRP laminated main structural bulkhead glassed fore & aft on hull and deck
- Hull to deck joint bonded with 3M 5200 and bolted on 4" centers with black anodized 1 1/2" T-track
- Balanced spade rudder of unidirectional glass rovings with large diameter GRP shaft
- Lead & antimony fixed 4400 lb. fin keel, bolted and epoxy bonded then glass wrapped at joint to deep molded structural sump reinforced with solid glass internal cross beams
- Self-bailing T-shaped cockpit with molded in storage locker aft
- Molded-in non-skid pattern on deck
- White hull with optional colors and stripes
- Choice of gull grey, beige, or ivory (sand) non-skid pattern on white deck

DECK HARDWARE

- Barient 28A, two speed, primary winches
- Barient 25A, two speed, secondary winches
- Barient 24A, two speed, halyard winches
- 3 winch handles
- 1 1/2" black anodized inboard genoa tracks with 2 pairs of adjustable roller blocks
- Custom stainless stemhead with 35 welded double rail bow pulpit with light
- Stern rail with center gate for stern boarding or use with optional swim ladder
- White PVC coated ss wire double lifelines
- 3 four bolt mooring cleats
- 3 Lewmar, aluminum framed, bronze tinted "Superhatches" on foredeck, skylight and head
- 8 Lewmar, aluminum framed, bronze tinted opening ports with screens on cabin trunk and in cockpit
- 1 1/2" smoked Lexan hatch slide and board
- Custom ss inside/outside opening, lockable hatch hasp
- Harken mainsheet traveler with tackle controls
- Cockpit operated bilge pump
- Teak toe-rail on foredeck
- Teak handrails on cabin top
- Varnished ash filler with ladder style adjustable hiking stick
- 2 deck ventilators
- Lewmar Spinlock stoppers on cabin top halyard, pole lift, and reef lines

GALLEY

- Stainless, self-contained & gimballed Origo 2 burner alcohol stove with oven, temperature gauge, and 2 pairs of stainless potholders
- 5.5 cu. ft. icebox with 4" insulation, cutting board top and sliding interior shelf
- 35 gallon molded poly water tank with built in baffles
- Stainless steel sink with foot pump
- Large dry goods storage area with internal shelf
- Pot storage below and behind stove
- Trash storage under sink
- Hideaway stove top cover & stainless safety bar
- Formica counter top with tinted Lexan sliding cabinet doors

INTERIOR

- Varnished teak & holly cabin sole
- Cold molded teak trim with oiled teak finish on furnishings and bulkheads
- Teak batten (1 1/2") covered interior hull sidings in main cabin and quarterberth areas with off-white gelcoat overhead
- Private forward V-berth cabin with sliding door
- Forward athwartships head with molded sink & foot pump to extension shower, mirrored sliding doors and vanity, toiletries storage and hanging locker
- Main cabin settee berths with fixed 3 cushion backrests, pigeon hole storage behind, and two cabinets above each
- Choice of 5 Scotchguard 85% wool/15% nylon heavy duty custom fabrics (beige, camel, gray, blue and red herringbone patterns)
- Stand-up navigation station with 36" chart table, chart storage, enclosed shelf and instrument shelf
- Bulkhead mounted 40" long teak table with leaf and storage
- Teak instrument covers & handrails

OPTIONS

- Hull other than white
- Hull Band or Added Striping
- Cradle
- Shrink Wrap
- Electric Bilge Pump
- 110 Volt Shorepower with 50' Cord
- Slide Out Double Berth to Port
- Varnished Interior
- Hot & Cold Pressure Water (must be ordered with shorepower or fresh water engine cooling)
- Wheel Steering, Compass, Guard
- Ektide Wheel Cover on Aft
- Chrome Self Tailing Winch Package
- Dodger
- Propane Force 10 Oven with Broiler
- Transom Swim Ladder
- Lifeline Gates Amidships
- 3rd Battery
- Teak Ceilings in Forepeak
- Main Overboard Pole Tube
- Fresh Water Cooled Engine
- Harken Adjustable Genoa Tracks
- Keeler Spinnaker Attenuators
- Bulkhead Mounted Compasses
- Vertical Anchor Well
- Deluxe Forepeak Stateroom (which includes those items marked with (*) above & Head as in J-40. Shower sump, electric sump pump & 44 gallon forepeak water tank also included)

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1ST-TO-FINISH SPEED, WITHOUT THE COSTS*

"I and J-35 came along, the costs of spectacular sailing performance were high. Cost in dollars, time, comfort, relaxation, even friends. Because, 1st-to-finish speed usually meant large, expensive, difficult to manage 40 footers. Intimidating rigs. More crew, and not always those you'd choose to cruise with. Why seek performance, if freedom is only sailing on one's own terms is lost? Thanks to the J-35, however, this very real problem has become academic."

Faster Than Grand Prix

Now you can take a quantum leap in sailing performance, with increased sailing enjoyment. Without the costs. The J-35 design starts with the fastest hull shape possible, sloping-down humps used to get a good "racing" An anomaly of sailboat racing is that Grand Prix, contrary to auto racing, encourages a "low rating" rather than "maxi max speed" for a given size. It goes to our Manufacturers, trying to create a perfor-



mance image, then promoted "warmed over" Grand Prix handicap races as family cruises. That's why a Beneteau 42, Swan 44, C&C 41 or custom carbon fiber 41 former 150 0/0 is no faster than a week J-35. J-3500 races the J-35 from 02 to 03 min. Among the most popular 100 designs sailing PHRF across the country, J-35 is the fastest boat you can buy. One owner reported after a two-week cruise with his wife, "So after 6000 miles of any size passed us. We had the only 1000 500 car on the highway." If you get serious, here's what J-35 can do: 1st Overall MIBS Chicago-Mackinac and Block Island Race Week 1984, 1, 2, 5 Overall PHRF Massachusetts 1985, Best Boat Under 40 Feet 1986 Bermuda Race MIBS Double handed Champion New England 1986, 1st Overall Miami-Midway (1986), Under 100 MIBS (MIBS), J-35 is considered to be the most competitive boat you can own.

Seaworthiness

"Speed is worthless with out seaworthiness" Tom Lush, veteran of 45,000 miles of open ocean sailing and 7 trans-Atlantic single-handed crossings, chose the J-35 for the 1984 OSTAR. He beat all multi-hulls in his class except one. "A faster crossing is a safer

crossing, because there's less exposure to low pressure gales and frontal systems. Less fatigue. And, I like J-35's rugged construction and structural engineering. On the way to the start in England, I beat to windward for 5 days in 35-50 knot gales. Sea were larger than those which destroyed my 54 footer in the 800. There are few boats of any size that can perform in such weather." "Sailing trans-Atlantic in 22 days, reported by Sempson may be some kind of record, too?"

Good fiberglass hull flare and reserve buoyancy in bow sections prevent submerging when starting before huge storm seas or under spritaker when racing. One owner reports sustained 17 knots of speed, under control, in 35 knots of wind. By minimizing weight in the ends, lowering center of gravity with a deep lead keel, and mooring hull line downwind, J-35 sails fast comfortably with maximum pitching and rolling. When the boat behaves better so does the crew. (To increase resistance from other vessels)

Easy to Sail

The fact that J-35 is the choice of people sailing short-handed, also says that it's well suited for cruising. Most, cruising is with two people. Which means that one has to sail while the other gets some sleep. A 35 footer still qualifies as "manageable" for a family crew. But, J-35 is even better. Because, a fast 35 footer is less work than a slow one. Less sail area is needed to attain acceptable speeds. A J-35 under mainsail alone is controlled by a 6 part Harken Hissaratchet, Hull QUICK VANG, and Navtec Hydraulic Backstay. It's faster than a 40 footer under full sail. With small jib and main, a cruising couple on a J-35 can sail circles around a 40 footer with full racing crew, using a large genoa. If it's blowing over 20 knots, it's a lot easier to drop or roll up the jib to sail with full main.



The forepeak locker (standard on J-37 and J-40) is available as an option on the J-35.

only, that it is to have to climb the jib and reef the main.

Other keys to ease of handling and seaworthiness are balance and control. To feel J-35 accelerate in a puff of wind with barely more than small pressure on the rigger tips, is one of the ultimate joys of sailing. And, so your pleasure is not interrupted by a clump of weeds on a crabpot, both keel and rudder leading edge angles & folding spritake designed to shed undersea snarls.

Cruising Yacht Interior

Most are amazed that such a fast sailboat has an interior at all. Let alone one with extensive teak cabinetry, teak hull sidings, and richly detailed moldings. The new standard J-35 comes complete with quarter berths, 8/16 star opening ports, large head with shower, spacious forward V-berth cabin, built in lockers, cabinets and storage behind main settee berths, and a 28 hp diesel engine.



Offshore One-Design Class

In just three years with 177 boats sold, the J-35 has developed enough momentum to become the fastest growing offshore one-design class over 30 feet in the U.S. There's a J-35 Owner Class Association, North America Championship (not being sailed) and one-design fleet action in the Gulf of Maine at Block Island Race Week, in the Gulf of Mexico at Southern California, Seattle and Lake Erie with fleets forming on Lake Ontario and in Charleston. That's where the fun is, meeting other J-35 sailors and learning to become a better sailor at the same time.

For price and availability contact your nearest dealer or J/Boats, Inc., Box 990 Newport, RI 02840 (401) 846-6100

J/35

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