

J Boats J/80

Boat Type: Racer and Cruiser



OVERVIEW

The Fast, Stable & Easy to Sail One-Design

If you would like to expand your sailing horizons with a modern sportboat in open waters outside protected harbors and lakes, there's only one choice: the International J/80 one-design class sailboat. Sailing World magazine rated J/80 as easier to handle, less intimidating, safer and better suited for sailing offshore than other modern sportboats tested.



Numbers highlight the reason: The 1,440 lb. lead keel with bulb on the J/80 weighs nearly the same as the leading competitor's entire boat. No question, stability is the most important standard when it comes to a forgiving design, family sailing fun and sailing in open waters. No wonder the J/80 continues to be the fastest growing one-design sportboat class in Europe, it's a joy to sail in winds from 5 to 25+ knots!

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Don't you think it's time to join over 1,600 J/80 owners sailing worldwide who are discovering how well the J/80 fits their plans for sailing with family and friends? J/80 is the only sportboat that combines simplicity of operation, confidence building stability and 15+ knot spinnaker rides in an affordable, low maintenance and trailerable package. It even has 4 berths and a 12 foot long cockpit. You can try one out or refine your skills with expert instruction at a [J-World Sailing School in Annapolis, San Diego, San Francisco or Puerto Vallarta](http://J-WorldSailingSchoolinAnnapolis.SanDiego.SanFranciscoorPuertoVallarta).



The recent J/80 World Championship held in Newport, RI saw 62 boats from 9 countries participate in one of the most epic regattas ever. With spectacular sailing conditions all five days, the J/80s proved yet again they can be sailed competitively by a wide variety of sailors ranging in ages from 20s to 60s! Bashing and crashing in big waves offshore, wild planing and surfing conditions downwind. J/80 sailors saw it all and relished the challenges few other sportboats could enjoy.

SPECIFICATIONS

Basic Information

Manufacturer:	J Boats	Boat Type:	Racer and Cruiser
Model:	J/80	Hull Material:	Other
Year:	2016	Hull Type:	Monohull
Category:	Sail		

Dimensions & Weight

Length:	26.00 ft	Draft - max:	4 ft 9 in - 1.45 meter
LOA:	28 ft 6 in - 8.69 meter	Bridge Clearance:	-
Beam:	10 ft 6 in - 3.2 meter	Dry Weight:	2900 ft
Deadrise Aft:	-		

Tank Capacities

Fuel Tank:	-	Holding Tank:	-
Fresh Water Tank:	-		

Accommodations

Total Cabins:	1	Crew Cabins:	-
Total Berths:	1	Crew Berths:	-
Total Sleeps:	-	Crew Sleeps:	-
Total Heads:	-	Crew Heads:	-
Captains Cabin:	No		

FEATURES

Hull & Deck Construction	<ul style="list-style-type: none">- Composite hull and deck of GRP balsa sandwich with E-glass fabrics, additional reinforcing in way of highly loaded hardware.- Vinylester and ISO NPG gelcoat in hull for osmotic gelcoat blister protection.- Molded GRP main bulkhead to absorb the direct loads of the shrouds and mast compression.- Mast step loads are distributed to aluminum frame fastened to the main bulkhead.- Hull is reinforced in way of keel with several transverse molded stringers.
Keel & Rudder	<ul style="list-style-type: none">- Low VCG keel cast from lead and antimony, faired and finished with an epoxy primer and secured by way of stainless steel bolts to the integral molded hull sump.- Reinforced FRP rudder on transom with stainless steel fittings.- Laminated varnished wood tiller, with adjustable tiller extension.
Spars & Rigging	<ul style="list-style-type: none">- Mast and boom in anodized aluminum.- Headsail roller furling on headstay.- Two pairs of swept spreaders.- Stainless steel wire standing rigging with turnbuckle adjusters.- Backstay with adjustment tackle led to both sides of the cockpit.- Complete running rigging package.

Deck Hardware	<ul style="list-style-type: none"> - Large modern cockpit with molded foot braces on centerline. - Non slip finish to all horizontal deck surfaces in white. - Molded Toe-rail forward. - Bolts, screws and fitting are all made of stainless steel, marine grade anodized. - Stainless steel forestay attachment plate. - Stainless steel pulpit single lifeline. - "U" bolt on the foredeck. - Stainless steel chain plates for cap shrouds, lower, shrouds and backstay. - Opening hatch (420 x 420 mm) mounted on cabin trunk forward of mast. - Two black anodized jib T tracks with cars. - Boomvang system (12:1) with swivel mounted cleats, on both sides of the coach roof. - Mainsheet traveler with coaming mounted (2:1) control line, cleats. - Mainsheet system (5:1) with swivel cam cleat and ratchet block on cockpit sole. - Cleats and blocks for backstay adjustment (4:1) led forward in cockpit to port and starboard. - Two 30:1 primary winches with cam cleats. - Internal bowsprit launching line led aft through fairleads to cabin trunk cam cleat. - Bullseye fairleads for furler control line (port with cam cleat) and tack line (starboard) to cabin side mounted clutch. - Two halyard storage bags shipped loose. - Spinnaker sheet blocks outboard of winches and aft. - Two stern pulpits. - Single continuous lifeline. - One fixed cabin window on each side of cabin side. - GRP main sliding hatch with acrylic one piece offshore drop board. - Winch handle. - Bow and stern running lights.
Outboard Motor	<ul style="list-style-type: none"> - Optional owner supplied, minimum 3.5hp long shaft recommended. - Low transom suitable for direct mounting of a 3 or 4 hp outboard.
Interior	<ul style="list-style-type: none"> - Removable cabin sole. - Molded settee berths with access to storage below. - Large forward V-berth platform with two access panels above mast step. - Large removable molded step with space for an outboard and cooler to be stored aft. - Crane lifting bar integral to keel bolt system. - Interior reading light. - Electrical panel. - Battery box with straps (battery owner supplied).

GALLERY

