

Comparisons – 40-43' J/Boats – some thoughts.

As the boat ages, prices become dependent on maintenance of the particular boat as much as anything else. Engine replacement can cost over \$20K, Mainsails are in the \$5K+ range. One boat had an in-mast main, another had one that was in-boom. If you are looking for these options, you know what the costs are and buying a boat with the equipment you want can save you a bundle. Lines, Rigging, Electronics, Canvas, and other systems can be very costly to replace, so it will pay to know what you are getting at the system level.

Here is a subjective comparison of the J/Boats in the 40-43' range as a baseline. These are solely my opinions. We have owned 3 J/Boats and I have sailed thousands of miles on two other models, so the opinions are not without basis. There seems to be a bit of confusion as to which model might be best for a particular use so I'll throw this out there...

J/40 (PHRF = 84,90) More of a Cruiser/Racer than the other way around. Wood interior and engine over keel. Very nice to sail, conservatively canvased. The 6'6" deep-keel version tracks quite well. Haven't sailed the others. Several interior configurations. Was boat of the year when it came out. When you look at the exterior/interior, it is hard to believe that it is this fast.

J/42 (PHRF = 90,96) – Updated version of J/40, so more of a cruiser, but you see them ocean raced successfully. Less wood below looks more spartan, no wood above decks is easier maintenance. Engine moved back for a more open interior. Two feet of porch added to J40 stern for storage which is nice. A bit more mainsail than the J40 for canvas, but the extra weight means the boat is a little slower compared to the 40. Rave reviews too.

J/120 (PHRF = 51,54,57,63) permutations of mast material and deep/shoal. This is a race oriented boat. I have sailed multiple ocean races in one, and it inspires confidence. Hull tracks well, boat is very strong. Had one going 17 knots – felt stable. Can be cruised and there is a shoal version.

J/130 (PHRF = 21,24,27,33) A three foot longer version of the J/120. These seem to be cruised more than raced, but I don't know much about them.

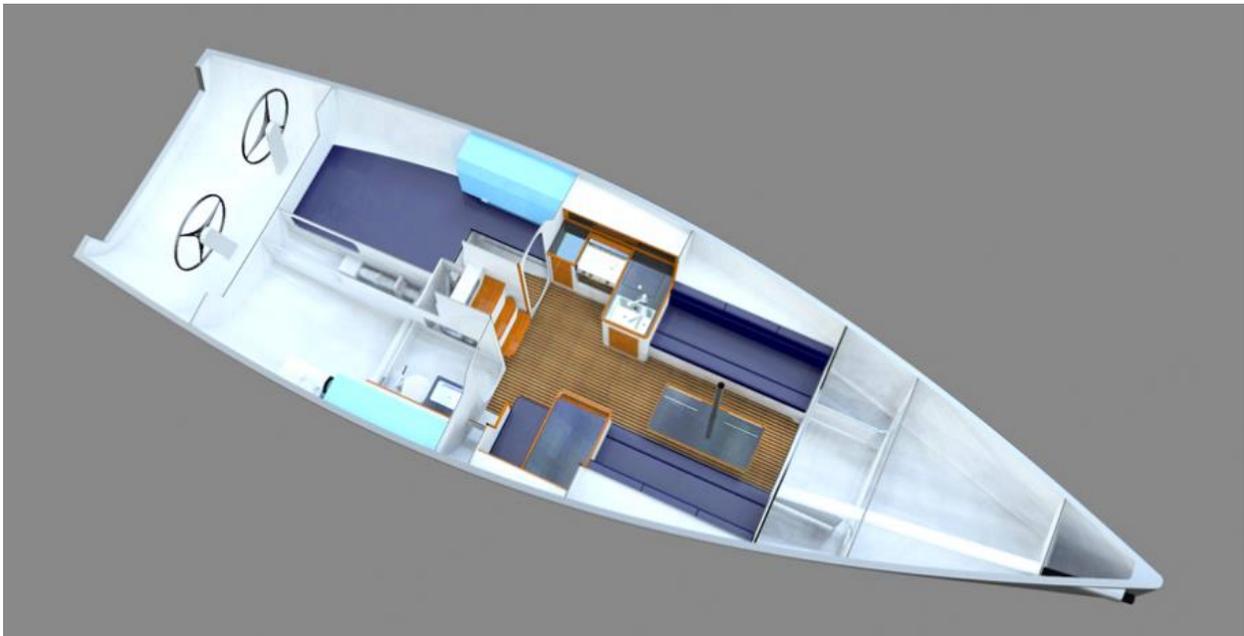
J/41 (PHRF = 66) – It's an IOR one-ton design and can be a handful downwind, so the price has suffered as more modern designs and in particular non-rule based J/Boats are more easily driven. If the boat is in good shape, these can be a steal if you are comfortable sailing this kind of boat. Many IORs have been converted to capable cruisers with very happy owners.

J/124 (PHRF = 36,39) – This is more of a short-handed/daysailer/weekender. As such she has a small house, nice big cockpit. I have not sailed one, but 3rd hand comments are that the tack-

down asymmetrical spinnaker is marginal and a pole of the mast and traditional symmetrical spinnaker option works a bit better if you thought of racing her. 35 were made.

J/122 (PHRF = 33) Money be damned, I always thought this boat was a show winner. Same market as the J/120, but a more modern body, plumb-ish bow, etc. Been aboard one, but haven't sailed one.

J/121 (PHRF = TBD) Due in late 2017 - More of a race oriented, overnight/weekend-cruiser. Designed for short-handed with crew needs of 5 or so. It does have a V-berth option. From J/Boats: The J/121 is designed with both of these trends in mind. Imagine a fleet of high-performance, offshore-capable speedsters sprinting along point-to-point, around-the-island, and adventure-style races with half the normal crew size, with owners enjoying a "dream circuit" of events that tie into regional "classic" races that everyone aspires to sail in.



<http://www.jboats.com/j121>