



The award-winning J/121 (pronounced one-two-one) is the answer for those seeking a boat that offers compelling performance with five or fewer crew, all-around sailing versatility, and low maintenance. Plus, it's fully ocean capable to be delivered on its own bottom anywhere. No more searching for eight to 10 friends to go around the buoys. The J/121 is purposely designed to expand the competitive sailor's options and embrace new types of sailboat racing such as open course and adventure racing.

It Starts With Design

Creating the best short-handed J ever starts with a hull shape that has been proven to excel on all points of sail, particularly reaching. Most classic distance races have a beat/reach/run ratio around 15 percent/60 percent/25 percent. Straight-line speed is the name of the game and is achieved by having a low drag, efficient hull with high form stability and exceptional balance.

Add a highly engineered carbon rig package, an L-shaped low VCG keel, infused composite construction, and a 104-gallon water-ballast assist system that adds nearly 400 kilos (4 big guys) of crew weight to the rail, and you have the magic of the J/121.

Simplified Sail Handling

Handling a 40-footer with five or fewer crew requires a rig, sail, and deck plan that simplifies sail handling. Technology for the Vendée Globe, Volvo Ocean Race and other extreme offshore sailing events is trickling down faster than ever, particularly in furling systems.

The J/121 sail inventory features an AP furling J1 jib, a hoistable furling J4 inside the forestay, a furling Code Zero with top-down furler flown from the bow sprit, and an all-purpose A2 asymmetrical spinnaker with either top-down furler or snuffer. Each headsail is dedicated to its own furler, meaning fewer hands on the foredeck and more compact sail stowage below. Combine that with a mainsail on slides that can be quickly adjusted to three different sizes (via a double reef system), and you have a versatile, manageable sail combination across most wind and sea conditions.

Versatile, Ergonomic Cockpit

J/121's ergonomic cockpit builds upon the award-winning J/111 design, with excellent working space, protection from the elements behind a soft dodger or hard canopy, and exceptional twin steering stations that allow the driver to straddle the wheel and reach the mainsail controls while driving. Clean sightlines forward from the helm and trimming positions provide immediate gear-changing input.

A 3D jib lead system using floating trim rings allows nearly infinite placements of the jib clew (crucial for reaching) without the friction normally associated with in-hauling or out-hauling from a track-mounted jib car. The hydraulic backstay system features a remote panel with release buttons port and starboard. Water ballast controls are cockpit led so that the on-deck crew can easily manage the transfer or dumping of the tank(s). Electric primary and secondary winches are available (and class legal) for push button trimming ease.

LEFT: Speedy and responsive on all points of sail, the J/121 is capable of winning on any racetrack.

A NEW COURSE FOR A NEW BOAT

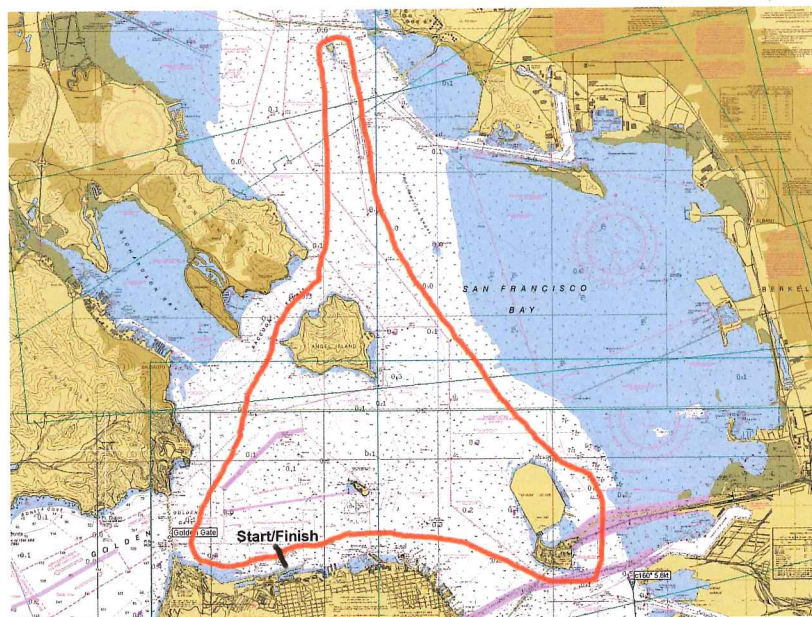
The J/121 is all about shared adventure with friends in small doses that fit into busy lives. And to take that promise to the next level, we've introduced a new racecourse to combine the best of distance and buoy racing into a half-day timeslot. Meet Open Course Racing.

Open Course Racing expands on the traditional windward/leeward course to include other points of sail on a stretched-out track, and reward navigation, weather routing and strategy as much as boathandling, racing rules knowledge and tactics. Open Course format and scoring can be applied over any length course, including overnight races. The starting line is set to suit the course and is not always upwind. You might start on a beam-reach sprint leg with Code Os flying like the America's Cup. An example below is the Three-Bridge Fiasco course on San Francisco Bay (www.sfbaysss.org)—an event that regularly attracts 300 boats.

In a shift from traditional scoring, every race is multiple races in one with incentives built in to acknowledge performance that might not show up on a normal score. The race has normal placings (1st, 2nd, 3rd), but each leg has its own elapsed time trial so any team can pick up bonus points for winning a leg, even if they're deep in the fleet. One leg is also designated as the "Speed Record" leg, where the boat with the top recorded speed (as documented in the satellite GPS race tracker) is rewarded. This incentive-based scoring system can easily be expanded in a fun way to encourage the development of other offshore skills.

Open Course racing is inspired by and tailor-made for the J/121. After all, our newest design is optimized for half the normal number of crew, and has the hull form, stability and sail plan perfectly suited for all-points, open-style sailing.

Learn more about Open Course racing and find an event near you at www.jboats.com.



RIGHT, TOP TO BOTTOM: The interior of the J/121 features ample bright space for sleeping, navigating, and cooking to keep your crew well-rested and happy from first to last watch; a Code Zero with top-down furler flies from the bow sprit.

Spacious, Open Interior

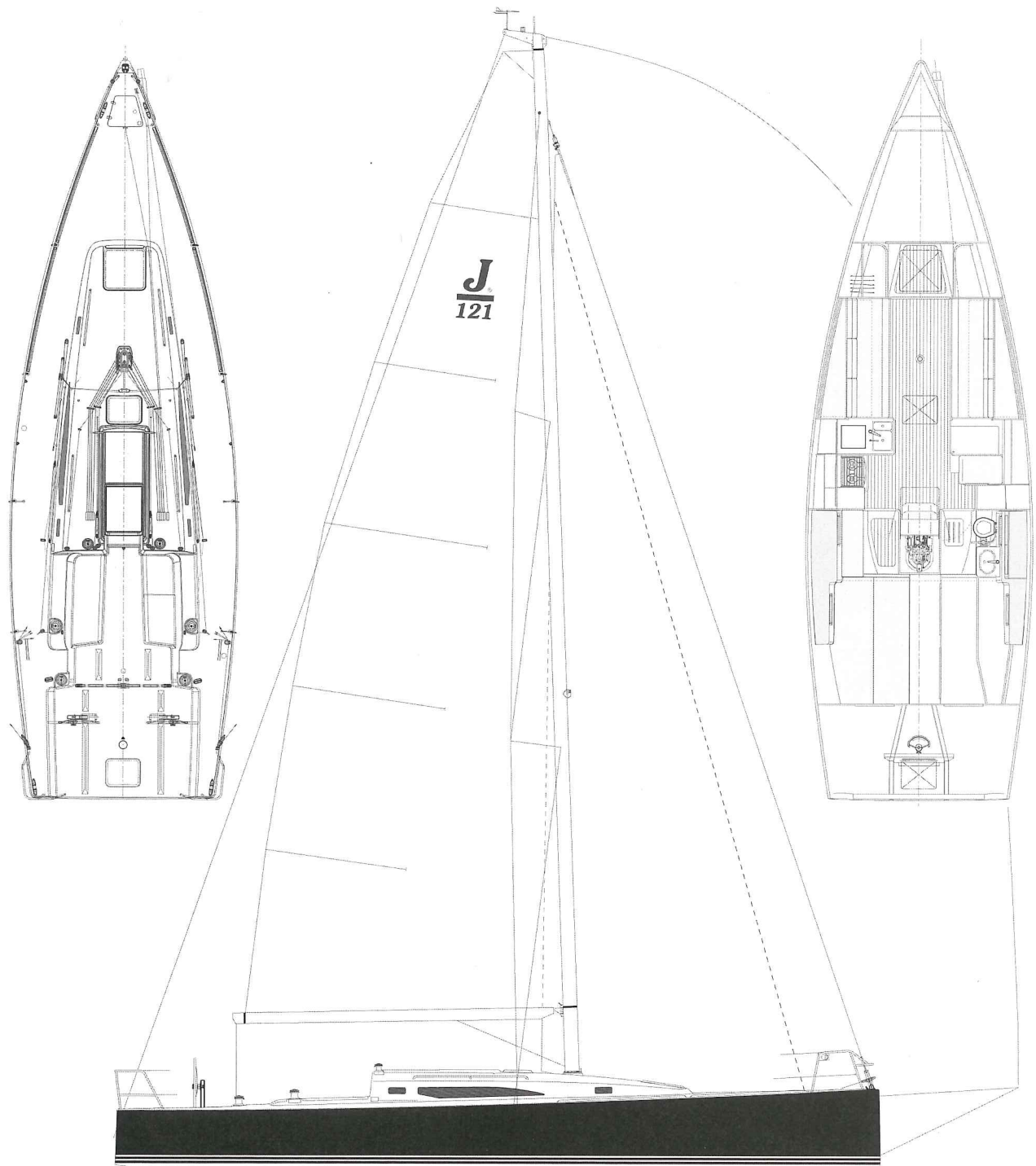
When the crew needs moments of respite, the J/121 interior is clean and simple, but beautifully finished with a feeling of space not often found in fast offshore racers. The interior is offered in Herreshoff classic white with varnished trim accents. For the “armchair navigator,” both onshore and offshore, there is no substitute for a comfortable nav station to house all of today’s modern electronics and entertainment systems. The L-shaped galley features a stove, SS sink, and large icebox with drawers and shelves. Amidships settees are full-length for sleeping and offered in over/under configuration. The head is aft to starboard near the companionway, perfect for offshore sailing. Forward of the main bulkhead is sail stowage with an option for a removable V-berth. ■

HOW IT'S BUILT

The J/121 hull and deck plugs were constructed by Symmetrix Composite, an advanced precision tooling company based in Bristol, Rhode Island. Symmetrix carved both plugs using a state-of-the-art CMS Poseidon 5-axis Machining Center. The machine is controlled by a universal robotic cutter head on calibrated tracks to deliver an extremely accurate part. It took just 7 weeks to complete the plugs and then production molds were built by the CCF Composites. Watch the milling of the J/121 hull plug at www.jboats.com/j121-construction

All J/121s, as well as other J's from the J/88 and up, are built with resin infusion construction. Infusion is a method of introducing catalyzed resin into a pre-layout of dry material under vacuum. Dry fibers and core material are placed in the mold, covered by a special flow cloth and a flexible vacuum bag, and then a high pressure vacuum is applied and a series of resin tubes draw catalyzed resin into the part. The result is a high quality method of production which produces stronger and lighter composite parts than one can achieve with traditional methods. The environment and work place are cleaner and sailing performance is improved thanks to better strength-to-weight ratios for the decks and hulls, resulting in a lower vertical center of gravity (VCG) of the boat.





Features: ■ Ergonomically designed cockpit with short cockpit benches. ■ Twin steering pedestals set aft of the main traveler, which spans the breadth of the cockpit sole. ■ Deck-stepped, double-spreader Southern Spars carbon fiber mast. ■ All lines led aft to helms or cabin top, including headsail sheets and staysail halyard. ■ Hydraulic backstay adjuster. ■ Five-sail rig includes a powerful main, slightly overlapping genoa, and a staysail on a continuous-line furler, plus Code Zero or A-2 spinnaker off the wind. ■ Deep, low center of gravity L-shaped bulb keel. ■ Powerful high-aspect spade rudder. ■ 104-gallon water ballast (four "big guys worth" of rail meat) controlled by lines aft of cockpit bench. ■ Upper and lower bunks to either side of the saloon, galley to port, and nav station to starboard with head just aft. ■ Sizeable quarter berth aft on port, and large storage area. ■ 30-hp Yanmar engine at 2600 rpms gives 7 knots of boatspeed.

SPECS

LOA: 40.00' / 12.19 m
LWL: 36.17' / 11.02 m
BEAM: 12.33' / 3.78 m
DRAFT: 7.75' / 2.36 m
DISPL: 12,900 lb / 5,849 kg
100% SAIL AREA:
 959' / 89.09 m
ENGINE: 30-hp Yanmar
 with saildrive