

J/125 Specifications

Construction

- Hull & deck built with TPI's patented SCRIMP® vacuum resin infusion molding process. Hull has carbon fiber biaxial/unidirectional inner skin, biaxial Kevlar/E-glass hybrid outer skin and thermo-formed CoreCell linear structural foam core drilled for Pro-Set, or equivalent, epoxy resin. Deck has carbon/E glass/CoreCell/vinylester laminate with gelcoat finish. Hull & deck laminates meet ABS offshore yacht standards to be CE Mark Certified for Europe.
- E-glass/epoxy keel floors, mast step and longitudinal girder structural matrix molded using SCRIMP process and bonded and tabbed to hull with epoxy.
- (5) Composite transverse bulkheads at forepeak, forward head, main bulkhead, aft settee, and aft berth area built with molded e-glass/foam core & reinforced w/unidirectional carbon.
- Longitudinal hull stringers from forepeak bulkhead to main bulkhead P&S; from forepeak bulkhead to structural grid P&S. (2) foredeck stringers from forward end of coach roof to forepeak bulkhead. Local reinforcements in way of high load areas.
- Centerline stringer from structural grid to forepeak bulkhead incorporating mast step.
- Dual longitudinal cockpit support bulkheads from transom to aft bulkheads.
- Hull/Structure/Bulkheads are assembled tabbed painted and oven post-cured together at a peak 140 degrees during a total 25 hour curing cycle.
- Molded seahood with integral instrument pod curved acrylic slider and drop board sliding in extruded PVC rails and equipped with inside/outside stainless hasp and combination lock.
- (2) Continuous ORC height toe-rails integrally molded with deck forward of mast.
- Removable 8.0' draft keel with high aspect nickel/aluminum/bronze alloy strut and lead bulb. Wide flange bolted into hull recess through solid carbon/E-glass backbone using ten 7/8" 316 grade stainless bolts.
- Optional kelp cutter mounted in leading edge of keel with wand extension leading to cabin top.
- Choice of Awlgrip color for hull topside and boot stripe finish. Standard bottom finish of clear Awlgrip primer.

Mechanical/Steering/Plumbing/Electrical

- Yanmar Diesel 3GM30CxSD20 Sailandrive.
- Bri-Ski 16 x 11 folding propeller.
- Recessed cockpit mounted engine panel with Spinlock single lever throttle/shift control.
- Engine housed in composite box in two sections with air intake vent at aft end and sound insulated interior surfaces.
- Wet type engine exhaust system with GRP stern tube and waterlock muffler.
- Single cartridge Racor fuel filter with shut off valve at tank and fuel gauge in cockpit.
- Molded steering pedestal with binnacle cover, Ritchie SP-5 compass, Edson ultra-light racing components, 58" Edson "Diamond" series aluminum wheel with black foam grip.
- Aluminum emergency tiller with deck plate access.
- Carbon fiber reinforced composite rudder blade & shaft mounted in Harken composite rudder bearings.
- 20 gallon aluminum fuel tank located aft of engine box vented through transom with cockpit sole deck fill. 22-gallon fresh water capacity in bladder tank mounted under port settee bunk with deck fill and vent to galley sink.
- Bass DC electrical distribution panel w/10 circuit breakers
- Halogen swivel lights over berths above nav. station and galley. Fluorescent lighting in head. Running & steaming lights.
- Cockpit operated Henderson manual bilge pump.
- Standard Rule 1100 electric bilge pump with manual override switch mounted in nav station.
- Chainplate, keel, engine, pulpits, lightning ground & bonding system.
- (2) 8G27 gelcel batteries under companionway ladder with Guest 3 function battery switch.
- Whale manual fresh water foot pump in galley with spigot at sink.
- Flush seacocks below waterline including head intake, head discharge, galley sink, engine intake
- Through-hulls include bowsprit-housing drain, engine exhaust on transom, bilge pump exhaust on transom, wheel well drain.
- Solid laminate recess for electronics transducers with interior cover.

Deck Hardware

- (2) Lewmar 48AST 2 speed self-tailing primaries. (Option for (2) Lewmar 48/3AR 3 speed)
- (4) Lewmar 44AST 2 speed self-tailing secondary and mainsheet winches.
- (4) Single Harken SpeedGrip winch handles.
- Custom lightweight stainless bow pulpit with combination nav light below rail on centerline.
- Stern pulpits P&S with stern light.
- (10) Custom 24" tapered in 304 stainless bases to mount on hull radius, 4 with inboard braces.
- Lifelines of 4mm (5/32") 7x19 un-coated SS wire with toggle forward & lashing to stern rail. Lower lifeline is 10-1/2" above working deck.
- (4) Acrylic covered, padded lifeline tubes in color of deck non-skid.
- Stainless safety handrails mounted P&S on cabin trunk.
- Harken deck hardware package including big-boat mainsheet traveler system mid-range adjustable interconnected jib & genoa tracks, "Black Magic" sheet, halyard, checkstay and turning deck blocks.
- Lewmar size 60 Ocean series foredeck hatch.
- (6) Bomar opening ports, (4) opening ports on cabin house, (2) in cockpit well in q-berth areas.
- (4) Mooring cleats

- (4) Wichard outboard sheet lead and dockline folding padeyes.
- (7) Spinlock rope clutch-stoppers for halyards, cunningham and spinnaker tack line.
- Polypropylene white mesh line bags, (5) 20x12, (2) 24x12.

Mast /Boom/Sprit

- Carbon mast with 2 spreaders, custom engineered by Hall Spars and built with epoxy pre-preg medium modulus carbon & autoclave curing to 80 psi at 250 degrees F. with new custom luff extrusion accepting either Antal sliding cars or boltrope, molded carbon gooseneck & vang attachment points.
- Mast Collar: SparTite mast chock system shipped loose.
- Mast Step: G10 epoxy custom fit mast step attaches to molded centerline longitudinal hull stringer with four SS bolts tapped to aluminum plate integrally molded in stringer.
- Hall Spars aluminum boom (black Awlgrip finish) with vang attachment, clew outhaul sheave, webbing strap for mainsheet block attachment, reef sheaves at gooseneck.
- Retractable 8.5' carbon J/sprit by Advanced Composites. Harken tackle system with control line led aft to cockpit.
- Bowsprit bearing system with drain mounted in hull housing and exterior neoprene seal.

Standing & Running Rigging

- Standing Rigging: Continuous Nitronic 50 rod built by Hall Rigging.
- Hydraulic Backstay Adjuster: Sailtech -12 long throw (14") hydraulic cylinder with remote panel mounted on forward side of pedestal.
- Hall "Air"Vang with integral tackle system.
- Chainplates: custom stainless chainplates and fasteners for shrouds, stemhead and backstay with plate doublers at shroud pins.
- Running Rigging: Optimized running rigging package by Hall Rigging to include 2:1 main halyard (Crystalyne Vectran), 2 genoa halyards (Aracon Technora w/Tylaska T-8 & stop balls), 2 tapered spinnaker halyards (Spect-12 w/T-8 & stop balls), 2 genoa sheets (XLS-900 Spectra/Presslock Jrs), 2 tapered spinnaker sheets (Maxibraid Plus w/T-8s), mainsheet (Spec-Set II), cunningham, reef, spinnaker tack line (XLS-Extra), 2 traveler controls (XLS), spinnaker tack retrieval line and pole launching line, 2 checkstays (Crystalyne Vectran/shock cord retraction system).
- Headstay System: Tuff-Luff (with Harken Roller Furling Optional)

Interior

- Main cabin headliner and visible hull surfaces finished with lightweight foam backed vinyl.
- Main bulkhead tabbing where visible in main cabin to be faired and painted.
- Forepeak & aft berth areas underside of deck and hull surfaces to be painted with off-white epoxy.

- Areas forward of forepeak bulkhead and aft of aft bulkhead to be clear coated with Awlgrip.
- Molded interior component surfaces to be gelcoat, non-molded surfaces to be painted.
- Head/Hanging locker molded unit including Raritan PH-II head with 14 gallon bladder holding tank having Y-valve, deck plate & overboard discharge and vent system. Also includes mirror, toilet paper holder, and hanging locker with hanging bar.
- (2) Adjustable Q-berth area pipe berths with tackle systems and additional set of hardware in forepeak P&S. (2) fixed settee berths with backrests and 4" bunk & 3" backrest cushions. Optional removable V-Berth platform with cushions.
- Stainless interior handrails mounted to P&S in main cabin from main bulkhead to aft end of coach roof.
- Galley equipped with 7" deep individually molded sink mounted to main bulkhead, foot pump, 2 burner gimballed Origo non-pressurized alcohol stove, large Igloo cooler aft of companionway ladder, utensil drawer and dry storage outboard with single shelf and fiddle. Hinged cabinet door with plastic latch to access storage below. Painted finish and shelf w/fiddle inside storage cabinet.
- P&S main cabin settee berths with molded riser and top with two flush access panels and divider support bulkhead. Composite backrests with three storage compartment openings outboard and shelf above. Longitudinal riser extends to aft Q-berth bulkhead to form divider/stiffener in aft berth area.
- Navigation table area with hinged top for 3-1/2" depth chart storage, storage drawer, & outboard cabinet with space for electronics and small bin storage.
- Cabin sole of 4 composite panels with gray two-tone non-skid surface.
- Stainless companionway ladder with composite non-skid treads.

Options

- Harken Roller Furling in lieu of Tuff-Luff
- Carbon Fiber Wheel from Advanced Composites
- Hall Spars Carbon Fiber Boom finished in Clear Coat
- Lewmar 3 Speed 48/3 AR Primaries in lieu of Std.
- Lightweight Removable V-Berth
- San Diego Style Keel Kelp Cutter
- Built-in Icebox in lieu of Chart Table Storage
- 110VAC Shorepower, 2 Outlets and Charger
- Installed Owner Supplied Through-Hulls
- (2) Opening Ports on Cabin Trunk (facing aft)

Notice

Specifications subject to change without prior notice or obligation. J/125s will be constructed with specifications in effect at time of construction. This specification is effective beginning with J/125 Hull #19. J Boats reserves the right to periodically upgrade these specifications through additions, deletions and substitutions.