

**J<sup>®</sup>**  
**32**

Classic styling with exceptional handling,  
stability and performance. The ideal  
cruising "J" for couples and small families.



BILLY BLACK

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## Classic Interior Comfort

The interior of the J/32 is spacious, clean in execution, thoughtfully appointed and beautifully finished in the classic style: varnished teak joinerwork with off-white paneling reminiscent of old Herreshoff cruisers.

Much thought has gone into the cruising details and it's easy to see that this boat was designed by and for sailors.

Stepping below, the initial sensation is that of being aboard a 40 footer. Perhaps it is the 6'3" headroom, large ports and overhead hatches that create the J/32's sense of roominess and comfort below.

The L-shaped galley to starboard is uncompromised in detail, very workable with a molded, deep



sink integral to a Granicoat® counter top. It includes hot & cold pressure water, large well insulated icebox, 2-burner stainless Force-10 LPG range, and dedicated trash storage with flip lid access.

The navigation table is proper size with hinged-top lid, large drawer, tool cabinet, and complete DC electrical center.

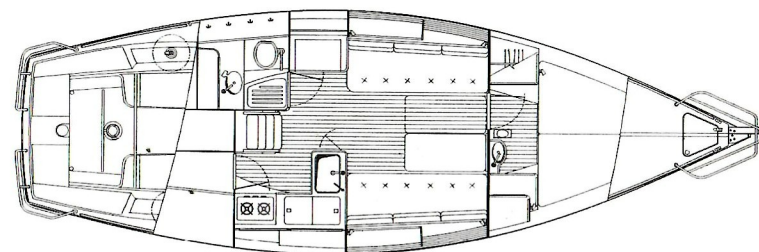
Walking forward one passes through an oval opening in a substantial, structural bulkhead supporting the shroud chainplates. The very comfortable and roomy double V-berth stateroom also has 6'3" standing headroom with 2-drawer bureau, vanity with sink and mirror and a hanging locker large enough to store a permanent "on-board" wardrobe.

All this with additional storage for as many as 4 duffel bags under the berth.

The head/shower/wet hanging locker compartment aft to port is a proven winner, copied from over 100+ J/40s & J/42s we've built. The one-piece molded unit incorporates a shower sump with dedicated pump and strainer system.

Starboard aft is an immense storage locker with access both from the cockpit and by door through the galley.

Exceptional ventilation is provided throughout by two dorade intakes, as many as eight opening ports, three deck hatches and the large dodger-protected companionway hatch which, with autopilot, functions as a soft-topped pilot house when passage-making in bad weather.





# Easy to Handle, Strong & Stable

Sailing a J/32 is easy for one person thanks to superb steering response and control, a common-use sailplan and a cockpit/deck designed for sailors. When a gust of wind hits the J/32, the first sensation is one of acceleration forward rather than heeling over. Slicing through waves there is little fuss and very little of the pitch and roll often accepted as a rigor of traditional cruising.

J/32 balances and sails efficiently with mainsail only. Sailing upwind in this configuration, J/32 is faster than many cruisers using both main and large jib combined. The mainsail is the easiest of any to operate. So, there is no need to reef when it blows 25 kts; simply roll up the small 100% jib.



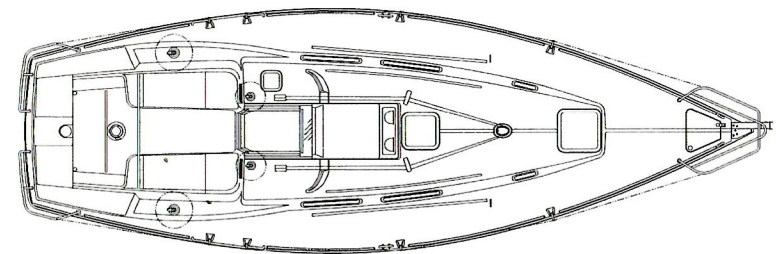
That's all you need for cruising. No more wrestling with large headsails or endless winch grinding. Tacking is effortless.

J/32 responds confidently with a 40" diameter Edson Destroyer wheel and large balanced rudder. You'll enjoy fingertip control, confident tracking under sail, and good response in tight quarters. 360 degree turns are possible within one boat length. This predictable maneuverability makes sailing into congested harbors, tacking through narrow channels or negotiating the occasional fuel dock a snap.

Good handling also comes from undistorted hull lines, advanced construction techniques and superior stability. One only has to sail a J/32 to believe you can now achieve the solid feel and motion of a 40 footer in 32 feet.

J/32 is built with TPI's patented SCRIMP® process. This system pulls triple the normal vacuum bagging levels to draw air out of cored hull & deck laminates and resin into every void, all in a single step. In fact, the entire J/32 keel structural grid cures with the hull as a primary bonded component. The results of award winning SCRIMP technology are high strength, light weight and void-

free hull & deck laminates far superior to hand lay-up or chopper gun construction. The weight saved is then added back to the bottom of the keel in the form of a lead bulb, shaped as an inverted wedge with a tapered tail aft. This is why J/32's center of gravity (CG) is so much lower than cruisers built with outdated technology and design. Other benefits of TPI construction include a 10 year owner transferable hull blister warranty and knowledge of J/Boat resale value.





# Performance is for Cruising

Low VCG keel, easily driven hull and a manageable sailplan are key ingredients for the sailing efficiency of the J/32.

The low CG means greater stability, which means better sail carrying ability. Greater sail area does a better job of compensating the tendency of hull/deck/rig to be tossed every which way by waves. Pitch & roll creates resistance to water flow around the hull and air flow past the sails. By reducing resistance, the J/32 sails faster and with more comfort. This "Seakindliness", how a boat handles the sea, also relates to how a boat treats the crew at sea. A welcome benefit to those who are fortunate to be sailing a J/32.

## Performance Rank\*

J/32 AsymSpin	120**
C&C 33-2	132
Dehler 34	132
Tartan 33R	135
Jeanneau 32.1 SunO	136
Beneteau 32s5	144
Catalina 320	159
Sabre 32	159
Freedom 32-2	162
Nonsuch 33	168
Pearson 323	174
Island Packet 32	192
Westsail 32	204
Bristol 32	228
Hans Christian 33	240

\*New England or WLIS PHRF base ratings in sec/mile with spinnaker. It takes 600 seconds to sail one nautical mile at 6 kts. A 120 sec. difference between a J/32 and Hans Christian 33 is equivalent to (120/600)\*6076 or 1,215 ft. after sailing a mile. That's 4 football fields every 10 minutes.

\*\*J/32 sailing with aluminum mast and an asymmetric cruising spinnaker, the rating is 120.

So superior in speed is the J/32 under sail that in 10+ knots of wind many "traditional cruising designs" will be lucky to keep pace with engines on! One quick glance at comparative performance rankings and the polar diagram shows the degree to which J/32 outsails other boats in her size range.

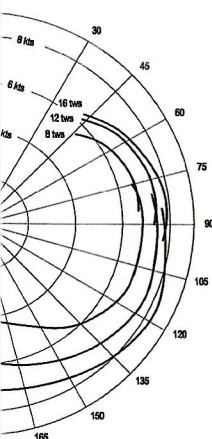
For cruising couples and small families the new J/32 is such a leap forward in comfort, construction, ease-of-handling, sailing performance and cruising value it's now difficult to justify investment in any other boat new or used.

## Specifications\*

LOA	32.40'	9.88m
LWL	29.00'	8.84m
Beam	11.00'	3.35m
Draft	6.00'	1.83m
Shoal	4.80'	1.46m
Dspl	10,000 lbs.	4,536kg
Ballast	3,850 lbs.	1,746kg
LPS	135+degrees	
Mast Height	48.0'	
Sail Area	518.0 ft <sup>2</sup>	48.12m <sup>2</sup>
IM	39.20'	11.95m
ISP	40.70'	12.41m
J	11.00'	3.35m
P	38.50'	11.73m
E	15.50'	4.72m
SA/Dspl	18	
Dspl/L	183	
Auxiliary Diesel	28hp	

Designer R. Alan Johnstone

\*Specifications are subject to change without prior notice or obligation.



## Designer's Velocity Prediction (in knots)

		<u>Upwind</u>		<u>Reaching Speed</u>		<u>Optimum Downwind</u>					
		Boat		80 deg.		135 deg.		Winged Jib		Spinnaker	
TWS	TWA	Speed	VMG	Jib/Spin	Jib/Spin	AWA	Speed	AWA/TWA	Speed	VMG	
6	48	4.6	3.1	5.8/5.8	3.2/4.9	170	2.7	89/140	4.5	3.5	
8	46	5.5	3.8	6.7/6.8	4.2/6.1	170	3.6	99/143	5.5	4.4	
10	45	5.9	4.2	7.2	5.1/6.8	170	4.5	117/150	6.0	5.2	
12	43	6.2	4.6	7.5	5.9/7.3	171	5.3	146/164	6.3	6.0	
16	42	6.4	4.7	7.8	6.9/8.1	172	6.5	166/172	7.1	7.0	
20	40	6.5	4.7	8.0	7.5/8.8	174	7.3	168/173	7.9	7.8	

TWS = true wind speed, TWA = true wind angle, AWA = apparent wind angle, VMG = velocity made good directly upwind or downwind. Data reflects J/32 with 151% genoa and PHRF standard symmetrical spinnaker.

