

2013 – News about the J88

TUESDAY, DECEMBER 24, 2013

J/88 Sailing World Boat of the Year!

J/88 family friendly speedster- sailing on Chesapeake Bay Voted Best One-Design Overall (Middletown, RI)- The sweet spot for J/Boats has always been the 30-foot range, and in years past they've had great runs with models like the J/29, the J/30, and the J/105. To meet the demands of owners today to be able to haul and store themselves, the team at J/Boats has come up with a design that's more versatile than any models before it. It's not revolutionary, the judges say, but when it comes to practicality, it's perfect. At roughly 5,000 pounds, the J/88 has a deck-stepped rig and a single-point lift so it can be hauled with a hoist and parked in the driveway— or put on the interstate for the occasional class championship.

J/88 Sailing World Boat of Year Award The J/88 was originally conceptualized as a daysailer, says J/Boats president Jeff Johnstone, but that market got overpopulated so they seized an opportunity to revisit their range with a design that Johnstone says is a “family boat with high-performance traits.”

“The stability and sailing comfort are right there,” says Chuck Allen. “They really got this one right. It's big enough, yet small enough, to do a lot with. For a boat its size, there's a big interior, a really comfortable cockpit, and there's nothing intimidating about it. Upwind, the thing just locks into a nice groove. It practically sailed itself.”

Tom Rich praised the quality continuing to come out of Bristol's CCF Composites (also the J/70 builder). “I think it's an incredibly well built boat,” says Rich. “There's nothing negative we can say about it.” (Editor's note- this is as strong an endorsement as one can imagine since Tommy is Founder/President of NEB Boatworks in Portsmouth, RI- builders of super high-tech, all carbon/ epoxy/ foam boats like Ken Read's Volvo 70 PUMA- MAR MOSTRO and Hap Fauth's Mini-Maxi 72 BELLA MENTE). Please read the rest of the Sailing World 2014 J/88 Boat of the Year article [here](#).

SAILBOATS

BEST NEW RACING SAILBOATS FOR 2014

From the fleet of new models tested in October, our independent judges cull six of the best new raceboats for 2014 Sailing World Boat of the Year.

By Dave Reed Posted December 18, 2013

J/88: Best One-Design

The sweet spot for J/Boats has always been the 30-foot range, and in years past they've had great runs with models like the J/29, the J/30, and the J/105. To meet the demands of owners

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Greg Stewart agreed, noting that the helm has great feel upwind and downwind. The interior, he adds, has plenty of sitting headroom, a lot of volume for a family to weekend, and the construction, right down to the finish, is excellent.

With a Hall Spars carbon rig and a low vertical center of gravity, the boat is plenty stiff. The cockpit is set up for shorthanded sailing and efficient buoy racing. To get the ergonomics right, they built a plug and fussed over hardware placement so the T-shaped cockpit is obstacle-free and uncluttered with lines.

Johnstone's philosophy is to not immediately promote a new model as a one-design, but they were at hull No. 39 in the order book as of press time, and one-design class rules were in development.

“One-design doesn't happen out of the box,” says Johnstone. “For us, it's about matching a boat to people's lifestyles, and right now that's primarily beer-can racing. At some point soon, however, we will have J/88 racing happening.”

The boat will ideally be raced with a crew of five, or three couples, he adds, and the provisional PHRF rating of 87 seems like a reasonable starting point.

[Click here to see more photos of the J/88.](#)

MONDAY, DECEMBER 16, 2013
J/88 Sailing & Walk-thru Video

J/88 sailing video overview(Newport, RI)- This past summer, the family-friendly J/88 speedster enjoyed demonstration sails and reviews by many leading sailing publications from around the world. One of the more interesting J/88 sailing and walk-throughs happened to take place on one of the lighter air days we had in Newport all summer.

Here is the commentary from Adam Coker, from the multimedia company, "The Hull Story". Adam and Jeff Johnstone took the opportunity to do a complete 360-degree overview of the J/88. Here's Adam's commentary:

"While in Newport after sailing from Bermuda to Newport, we heard that the J/88 had just been launched and we caught up with Jeff Johnstone at J/Boats for a tour. Jeff did a great job at explaining their strategy in developing the J/88. If you want to buy a J/88 this might be the video to show your wife if she does not like heavy air sailing!" :-) Please see The Hull Story's sailing & walk-through video:

For more J/88 sailboat information.

TUESDAY, NOVEMBER 12, 2013

J/88 Sailing Videos!

J/88 one-design offshore sailboat Learn More About This Exciting J/Speedster!

(Newport, RI)— Since the J/88's debut in July 2013, numerous test rides and sailing media reviews have produced some fun videos of the J/88 sailing in a variety of modes from Rhode Island's Narragansett Bay to waters far and wide. Outlined below are selected video "summaries" from these various sources that may help you better understand the tremendous fun sailors are having with their J/88s already!

J/88 sailing with Rich Stearns- Chicago Richie Stearns, the Midwestern J/Dealer based in Chicago, had a chance to sail the J/88 in Newport on a gorgeous summer day in late July on Narragansett Bay. With a sharp, crisp NNW breeze blowing 12-20 kts, Richie took her for a spin and managed to hit 13.8 kts boat speed sailing doublehanded! Please view this nice intro and explanation of the J/88!

To further whet your whistle, Terry Spurlin's most recent video creation involving their J/88 #007 at J/Boats Southwest can be enjoyed for your couch-potato viewing pleasure. Terry did a nice overview of the boat with explanation of its features for family daysailing and cruising.

During the summer, the North Sails Team that included Chuck Allen, Kimo Worthington, Andreas Josenhans and others took the J/88 for several sail-design testing sessions. Here's a nice segment of the J/88 sailing downwind on Narragansett Bay off Fort Adams.

boats.com Sailing Editor- John Burnham During August, the team from Boats.com with renowned yachting journalist John Burnham (Editorial Director at boats.com) had a chance to take their rodeo ride onboard the J/88 and find out what the excitement was all about with Jeff Johnstone from J/Boats. Here's their boats.com test ride video summary.

J/88 SAIL interview- Stuart Johnstone Even later in the summer, SAIL Magazine with Adam Cort and crew hopped aboard the J/88 to determine whether or not the boat was actually living up to its hype and was able to sail as the designers (Al & Rod) were expecting for their “next generation” 29er! Here’s the outcome of that amazingly fun test sailing experience.

While there were several dozens “test sails” by customers & dealers from July to September, here’s a sample of the experience of sailing the J/88 in moderate breezes while planing under spinnaker in J/88 BLUR.SE review - sailing the J/88 off Newport remarkably benign conditions.
J/88 Gybe J/88 Downwind

Finally, don’t forget Peter Gustafsson’s BLUR.SE review of the J/88 in late June. A thorough overview of the boat that started on a foggy day off New York YC’s Harbour Court that ultimately turned into a spectacular day of sailing on Narragansett Bay as the fog cleared and the mighty southwest sea-breeze blew in for a perfectly sunny sail offshore.

MONDAY, OCTOBER 14, 2013

J/88 SAIL Boat Review

J/88 SAIL magazine review- Adam Cort(Boston, MA)- Recently, Adam Cort from SAIL Magazine in Boston, MA had a chance to complete an in-depth review of the new J/88 family speedster. Sailing off Newport in a moderate breeze on a spectacular day between the famous Fort Adams, Clingstone House and Castle Hill Inn on the Eastern Passage of Narragansett Bay, Adam and crew had the perfect opportunity to evaluate the pro's and con's of this fun offshore sailboat. Adam's commentary follows:

"Years ago, I spoke with a young naval architect who was critical of J/Boats, because of the fact that all their boats tended to look the same. The only way to tell them apart, he said, was by counting the port-lights in the cabin trunk.

Fair enough: there’s no denying a strong family resemblance among the many models currently making up the company’s product line. However, this criticism completely misses the point that they are all still very different boats— not to mention, damn good looking!

Take the case of the new J/88, which comes hard on the heels of the J/70 and J/111. Although the newest of these three boats shares very similar lines— including a plumb, or nearly plumb stem and stern; minimal sheer; a truncated but purposeful-looking cabin trunk; a large open-transom cockpit; and, of course, a trademark J/Boats retractable sprit— the boat still has its own, distinct personality.

For example, whereas the J/111 is beginning to venture up into “big boat” range with its 9,300 lbs DSPL, 36.5 ft LOA and 663 ft² of SA, the J/88 remains refreshingly nimble with its 4,990 lbs DSPL, 439 ft² SA and LOA of just over 29 ft.

Similarly, while the 22.09 ft J/70 is almost dinghy-like, with its lifting keel and minimal cuddy cabin, the J/88 feels dramatically more substantial, with 6ft 4in settees in the saloon, a fixed head, an inboard 14hp auxiliary, and a kind of “micro nav station” to starboard just after of the forepeak.

The result, like the J/29 that preceded it, is a boat that is as versatile as it fun, a seaworthy little sloop that is as comfortable muscling its way through a seaway when it’s blowing stink as it is taking the kids out for a sunny daysail." Watch the J/88 SAIL Magazine test video here. Please read the rest of Adam's SAIL Magazine review here

Boat Review: J/88

Adam Cort | October 2, 2013

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For our own sail, we had a fluky 11-knot easterly under cloudless skies out on Narragansett Bay—pretty much perfect. J/Boats' Stuart Johnstone, who was along to show us the ropes, apologized for the fact that the bottom hadn’t been scrubbed for a couple of weeks, following a busy boat show in Newport. But the boat still did just fine, easily hitting 5-plus knots sailing at apparent wind angles in the high 30s and 7-plus knots on a reach (thanks in no small part to its very impressive North Sails 3Di wardrobe). Equally impressive was the way the boat handled,

both when sailing a course and going through maneuvers. The transom-hung rudder is deep and powerful, providing a level of control that is so great you have to be a bit careful—almost like a dinghy. At the same time, that nice, deep fin and extra displacement provide an excellent sense of security, especially when you've got that A-sail up. Gybing back and forth in front of Fort Adams, for example, we were hit by a couple of moderate puffs that began driving down our leeward rail a bit. But the boat took it all in stride, giving me plenty of warning so I had no problem keeping her footing along at a fairly constant angle of heel. I strongly suspect the boat will prove equally forgiving, yet powerful in a blow.

The well-thought-out deck cockpit and deck layout are vintage J/Boats. The mainsail sheets to a traveller on the cockpit sole. In terms of sail handling, the rig also hits the sweet spot, on the one hand providing plenty of horsepower for driving the slippery hull through the light stuff, on the other being not too big that you can't still muscle it back under control when things get hairy. The A-sail, in particular, while enormous in relation to the boat, is still of a scale that can be handled by mere mortals without their having to be in mortal terror of the thing.

As for the cockpit and deck layout, these are vintage J/boats, complete with in-hauler rings on the cabin trunk to provide close sheeting angles for the headsail, a Harken below-deck jib furler and a vang that sheets to both port and starboard. The mainsail sheets to a traveller on the cockpit sole and includes both gross and fine tunes for optimal control in a wide range of wind velocities.

Harken below the deck jib furler

According to Johnstone, the cockpit itself is essentially the same as the one on the J/111 (which was singled out for recognitions as part of SAIL magazine's 2011 Best Boats contest), only about a foot shorter. Steering is done with a tiller—there is no option for a wheel—which is exactly as it should be aboard a boat like this, in which having a good feel for the water flowing over the foils is half the fun.

Finally, the build quality and overall look of the J/88 are sparse but solid. The hull and deck are both cored for lightness and rigidity, and the layup appears both neat and tidy, even in those nooks and crannies where it doesn't necessarily have to be. The two are joined using adhesive on an inward-turning hull flange, and the carbon mast is deck-stepped for easy stepping when trailering to regattas.

The retractable sprit is also carbon fiber, and the aluminum boom is high enough that the crew can get from one side of the boat to the other without having to worry about bashing their heads. All in all, another nicely built and nice-sailing little speedster that not only more than does justice to the J/29 it replaces, but does so with a personality all its own.

SPECIFICATIONS

LOA 29ft 2in

LWL 26ft 10in

BEAM 9ft 6in

DRAFT 6ft 6in

DISPLACEMENT 4,990lb

SAIL AREA 439 ft² (100% FT)

ENGINE 14hp auxiliary

DESIGN/MARKETING J/Boats Inc., Newport, RI, 401-846-8410, www.jboats.com

DESIGNER Alan Johnstone

U.S. BUILDER CCF Composites, Bristol, RI

Throwback: J/88 Sailboat Review

September 17, 2014 throwback (originally posted September 17, 2013)

By Rich (Photo Credits: North Point Yacht Sales)

Editor's note: to get our new blog going, we're importing articles we've written in the past about our sailing adventures together. This article was written in September of 2013, and since then the accompanying YouTube videos have gotten a ton of hits (the most of any video on Rich's channel by a wide margin). Given the evident interest in the boat, we thought it would be fun to re post the review almost a year to the day after it first ran.

563540_10151869778288560_1345519769_n

Thanks to North Point Yacht Sales here in Annapolis, we got a wonderful and unexpected treat today: the opportunity to test sail the brand new J/88 from J/Boats. At 29 feet in length, the J/88 could be considered a modern day interpretation of the 1980s era J/29. As former owners of that wonderful design, we were keen to get a sense of what the 2013 version of the boat would feel like.

We had perfect weather for our sail test: a fresh 20+ knot breeze from the south with moderate chop. Including two North Point staffers we had a crew of six skilled sailors – perfect for giving the J/88 a fair shake. Despite a rig tuned too loosely for the breeze, the boat was a delight to sail upwind. Unlike the J/70, the J/88 comes equipped with generously sized rudder, making the boat easy to scollop through chop while sailing to weather. In fact, upwind the boat's handling reminded me more of my old J/29 than any boat has since I sold her – and while it's just one

guy's opinion, that's the highest praise I know how to give when it comes to upwind sailing dynamics.

553058_10151869778283560_1488976340_n

After a couple of tacks we bore off and set the kite – and had a fantastic time blasting down wind. As a heavier boat with larger rudder, the J/88 was much more controllable than the J/70 we have been racing all year. We did manage to broach it once but it was more or less an unforced error. We successfully executed a jibe and headed toward the harbor, peaking at 17.9 knots of boat speed before ending the party and dousing. Downwind in a breeze, this design strikes a great balance: she's very exciting to sail but stops short of the white-knuckle zone.

We stepped off of the J/88 with big smiles on our faces. Here is a stylish, well made, modern boat with upwind dynamics that rival the best J/Boats has put out, but without the scary squat-and-threaten-to-deathroll downwind tendencies of its 1980s era ancestors. What's not to love? We're rooting for this boat to succeed in the market so there will be plenty of them around. We want to take more rides like this one!

WEDNESDAY, SEPTEMBER 4, 2013

J/88 Debuts Newport Sailboat Show

J/88 family speedster sailboat under spinnaker(Newport, RI)- The largest boat show in New England and the "kick off" to the Fall boat show season in America, the Newport International Boat Show, is committed to furthering recreational boating by providing skilled and novice boaters with more opportunities than ever to learn about and experience boating while attending the show. The show takes place from September 12th to 15th at the Newport Yachting Center along Newport's downtown waterfront. J/Boats display will be at Dock N, spaces O to E, along the harbor.

This year's show features the debut of the new J/88 family speedster, the next generation of fun sailing and weekendening in the 28-33 foot category of performance cruiser/racers. Recently launched in July, the J/88 has been well-received by experienced J sailors and the sailing industry press-- receiving many accolades for its spirited performance, light touch on the helm and extraordinary upwind and downwind speed.

In addition, the extraordinarily successful J/70 one-design will be on display along with the incredibly comfortable J/97 family cruiser-racer and the famous International J/111 one-design offshore speedster.

Furthermore, for the "Discover Sailing" program there will be an International J/80 One-design and the versatile J/95 shoal-performance cruiser available to introduce people to sailing. Throughout the four-day event, Sail America's Discover Sailing program will offer free 45-minute sailing sessions, run by experienced captains in Newport Harbor, for families or individuals to experience the wonderful sailing lifestyle.

Please be sure to contact your local J/Dealer for more show information, to schedule an appointment or even a test sail. Or, please contact J/Boats at ph# 401-846-8410 or email-info@jboats.com. For more Newport International Boat Show information

TUESDAY, AUGUST 13, 2013

J/88 Boats.com Review: Going Sailing for Work

J/88 one-design family speedster(Newport, RI)- Recently, Carol Cronin and John Burnham had a chance to review the J/88 family speedster for the world's #1 boating e-commerce marketplace- boats.com/ yachtworld.com. Here is Carol's and John's commentary:

"Want to go sailing Thursday afternoon," asks John? "Now I've only been an employee for about eight months," says Carol, "but when the boss asks a question like that, I've already figured out there's only one right answer- Yes!"

According to Carol, "the reason for the invite from John was to test out the J/88, the newest model from J/Boats. I'd been anxious to get aboard this 29-foot family racer/daysailer ever since writing about the expected launch (read [J/Boats Will Launch New J/88 in 2013](#)) and reading John's follow-up story ([Inside View: The New J/88 Takes Shape](#)). I also had a secret burning question: Would this boat, which was launched only five months after its initial announcement, meet my high expectations for J/Boats quality?"

"As soon as we stepped aboard, I realized the answer was another unqualified "yes", said Carol "This was no prototype, with a half-finished rigging layout, sharp fiberglass edges, or refilled holes in the deck where hardware had been relocated. Hull #1 looked and smelled like a brand new production boat, ready for turn-key sailing. And predictably, that high-quality finish was the result of careful planning—as well as a few small post-launch tweaks." Please read the rest of Carol's and John's article here at boats.com.

J/88 Boat Review: Going Sailing for Work

An afternoon sail on this new 30-foot daysailer shows off its versatility as a cruiser, racer, or weekender.

By Carol Cronin August 3, 2013

"Want to go sailing Thursday afternoon?"

Now I've only been an employee for about eight months, but when the boss asks a question like that, I've already figured out there's only one right answer.

"Yes!"

J88-profile

The new J/88 was designed to be a just under 30 foot multitasker: daysailer, club racer, weekender.

The reason for the invite from John Burnham was to test out the J/88, the newest model from J/Boats. I'd been anxious to get aboard this 29-foot family racer/daysailer ever since writing about the expected launch (read *J/Boats Will Launch New J/88* in 2013) and reading John's follow-up story, *Inside View: The New J/88 Takes Shape*. I also had a secret burning question: Would this boat, which was launched only five months after its initial announcement, meet my high expectations for J/Boats quality?

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j88-jeffj

Jeff Johnstone was onboard to answer all our questions about the J/88.

"While we announced it in February," Jeff Johnstone, President of J/Boats, explained, "we had been planning on the boat for over a year before. As a result of sea-trials we tweaked several little items, mostly rigging related."

We motored away from the mooring to test out the diesel, which is the same engine used in the larger J/111. The boat quickly got up to speed, powering through Newport Harbor faster than the posted speed limit, though without any wake to disturb nearby boats. Travel under power is not this boat's priority, but it was nice to learn we could motor 100 miles on a full tank of diesel if necessary.

Putting up the mainsail was easy, thanks to batten cars sliding up the carbon mast. Halyards lead back to one of two cockpit winches set either side of the cabin top, and small hatches open in the aft face of the cabin that make convenient storage drops for excess line once the sails are up. Once the jib was unrolled Jeff shut down the diesel, and we headed upwind in 10 knots of true wind speed at a very comfortable 6.5 knots.

Steering the boat felt very similar to the J/70—after a gentle and familiar suggestion to press on the jib a bit more, the boat came alive. Simple barberhaulers pull the jib lead inboard, so the boat will point very high; but the result is a dead feeling in the helm. As soon as I sailed a slightly lower angle, our speed jumped enough to more than make up for the loss in height. And from anywhere in the T-shaped cockpit, I found a convenient foot chock well within reach of my short legs.

J88-john-steer

John Burnham and I took turns steering while videographer Paul Cronin captured the moment.

Downwind, the asymmetrical spinnaker is easily launched out of the forward hatch after the fixed bowsprit is deployed. We could always see under the kite, which didn't sag much even in the lulls; good visibility will make this a safer boat both on and off the race course. J/Boats chose a conservative 95-square-meter kite as the single downwind sail, so the boat should be easy to control up the wind range.

The cabin is simple and useable, with a forward V-berth and plumbed head forward of a cutout bulkhead. The main cabin area is dominated by two settees; at the forward ends are a small sink to port (which will likely end up as the default crew catch-all for keys, phones, and anything else that should be tucked away below while sailing). To starboard is a shelf/drawer large enough to lay out a chart book. I was able to walk forward on centerline quite comfortably, but anyone over 5'4" would describe it as "sitting headroom."

J88-interior

Interior, looking aft (left) and forward (right)

The companionway steps cover the engine, and the outboard areas under the cockpit will absorb more stuff than is probably necessary for daysailing and short overnights. The finish below is classic J/Boats; a warm atmosphere, without a lot of high-maintenance surfaces.

Specifications

Length 29'2"

Beam 9'6"

Draft 6'6"

Sail Area 439 sq.ft.

Displacement 4,850 lbs

Diesel auxiliary 12 HP

The J/88 is designed to cover the spectrum of inshore sailing wants: daysailing, club racing, or weekendng. From what I saw, this new design will handle any and all of these goals while rewarding the sensitive helmsman. I certainly no longer question the ability of J/Boats to go from announcement to launch in six months.

I do have a new question, though. This feels like a big boat, which makes me wonder: will owners will take advantage of the single lift point and deck-stepped mast to haul and launch the boat on their own? I'm guessing many will still choose the convenience of a boat yard, but at least they have the option of avoiding this seasonal expense. Only time will tell if the answer to this question will also be "yes."

According to Jeff, orders are in for the first 25 boats, which fills production through early March 2014. "We're really excited about how well the boat sails and people's enthusiastic reaction," he added.

And in case you were thinking of turning me in to my boss, here's a video from our test sail that proves he was having fun, too.

TUESDAY, JULY 23, 2013

J/88 BLUR.se Review

J/88 one-design family speedster(Marstrand, Sweden)- Peter Gustafsson from Sweden recently had a chance to sail the new J/88 one-design family speedster. After postponing sailing on the first day due to massive thunderstorms headed for Rhode Island, Peter was game for a sail on what appeared to be a misty, foggy Tuesday morning for his BLUR.se test sail on the J/88. After a quick photo session and review on board, we headed out into Narragansett Bay with about 100 yards visibility in what was going to be a quick test in "pea soup" fog.

However, within a half hour the fog burned off, with Castle Hill Inn basking in all her glory and the spectacular sunlit rocks at the opening of Jamestown's Mackerel Cove made for an extraordinarily picturesque sail. After beating out into the Atlantic Ocean, we turned downwind and set the spinnaker for a "double-handed" test of the J/88's ability to set/ gybe/ takedown with the high-aspect asym chute. In short, in 8-14 kts breeze, she planes quite readily in the 8-10 kts boat speed range. Here is some of Peter's commentary:

"The weather wasn't cooperating when we left the slip at NYYC in Newport. Rain and fog, but at least some breeze. The J/88 looked really good, even from afar, and there were positive comments from the guys working at the dock.

It looked sleek, clean and fast even when it's parked. Just like the J/111 that we race ourselves. I hate to admit it, but the J/88 actually look even better from some angles.

The first thing you notice is the cockpit. It's huge. It feels like on the J/111, but without the wheel. Great access to mainsheet and fine tune, traveller and backstay. Only possible improvement would be to add more purchase to the backstay, since you really need it to de-power the main.

The layout works both with a dedicated mainsail trimmer or if the helmsman is doing everything. Shorthanded you have great access to the jib winches as well. I loved to be able to sit well forward to get the weight right in the light stuff." To read more about Peter's BLUR.se J/88 sailing review. For more J/88 family speedster sailing information

j88-newport-iphone-3

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j88-newport-iphone-9

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j88-newport-aft-1

I especially liked the big foot rests that stretches all the way aft.

On the US boats it's a 12 hp Yanmar, but I'll expect a Volvo-Penta on the boats being built in Europe. Enough power to drive the boat at 7.5 knots at full RPM and almost 7 at cruising speed.

j88-newport-iphone-8

Nothing very special here. Furler on port side of coach roof and tack-line on starboard. Inhauler for the jib is adjusted to windward. On the J/111 the original layout had adjustment to leeward, which I didn't like. One possible improvement, that we implemented on the J/111, would be to replace the cam cleat with a swivel cleat further forward to be able to adjust the inhauler both from the rail or from the trimmers position to leeward.

j88-newport-iphone-7

Clean and tidy.

j88-newport-iphone-4

The deck layout is very similar to the J/111.

j88-newport-iphone-5

Deck stepped mast.

j88-newport-iphone-6

New flush hatch in a small recess. Nice.

j88-newport-iphone-20

Below deck furler from Harken

j88-newport-iphone-15

We first went upwind in 6-7 knots of breeze, short tacking out to Castle Hill. The boat tracked well and felt very similar to the J/111. You need to get the bow down to power up and go for

speed. The helmsman's position is very good with good foot-rests and the ability to sit upright under heel. Everything is close by, and visibility is good.

j88-newport-iphone-16

Being narrow, just like the J/70 and J/111, it's ok to heel without affecting the speed to much. Also the rudder doesn't load up like on many wider cruiser/racers. This makes it a great boat to race doublehanded or with family and friends without to much focus on hiking. Naturally flat is fast, so you need to be active on the main sheet.

After we passed Hull Cove and tacked towards the blue sky, wind increased and we reached hull speed at 6.5 knots. We had a short discussion on rating and performance compared to other boats. Upwind the J/88 should match the J/105 but be significantly faster downwind.

j88-newport-iphone-17

Close hauled with a sheeting angle of 6.5 degrees, which is a base setting. Again, easy to adjust under load.

j88-newport-iphone-19

After turning back, we popped the chute. Easy handling as on all J/boats but significantly easier/lighter to manage than the J/111 that can be quite heavy with big chutes.

Instant acceleration and away we went. The threshold for planing downwind should be ~14 knots, depending on crew weight. This is right between the J/70 and the J/111 which makes sense. We had to head up to get on a plane as the wind stayed below 10 knots.

I also tried to provoke the boat by heading up and going to high. The rudder had a firm grip and I felt I could push the boat even harder than the J/111. Having a deep free-hanging rudder naturally helps.

j88-newport-iphone-18

Stuart Johnstone was my host for the day. It's great to get together with the team from J/boats. All are avid sailors that actively race their boats. Stu was off to do the Chicago-MacInac on J/111 Fleetwing, so we got into a deeper discussion on code zeros...

On the comparison with it's sisters, I asked designer Alan Johnstone to comment on the differences between the boats:

The J/88, like every new J/Boat we develop, is designed to be versatile, forgiving, easy to handle with great performance with an ultimate goal to encourage participation by a wide range of sailors and family members. The trade-offs that are made to achieve these goals differ from model to model depending on size range, purpose and priorities.

The J/111 was designed to offer the best performance value to the sailing market by offering thoroughly modern and exciting performance. This is achieved with very efficient and high

aspect carbon rig plan with oversized mainsail girths and a big masthead asymmetrical flow from a long bow sprit. The rig is then combined with a high tech low VCG keel and very deliberate selection of items for the interior to keep the total weight of the boat light yet retain the durability that J/Boat owners expect. Standing headroom with an open and functional interior layout allows the versatility for cruising and weekend comfort between races. This boat was conceived to offer pure J/Boat performance with a hull shape that is uncompromised to racing handicap rules. This was not to be overpowering performance like some large extreme sportboats, but rather an easy to handle and exciting modern keelboat platform with an ability to plane downwind. Acceptance for the boat quickly grew and in a very short period of time the J/111 class achieved international one-design status. Today one-design fleets are growing around the world and next week there will be 11 J/111s racing in the 2013 Chicago Mac race.

For the J/70 it was very important to have a lifting keel for easy trailerability and this creates some challenges for the rig configuration and placement in the boat. (Lifting a keel into the cockpit and still allowing for a small interior cabin between the front of the keel and the mast, for instance). That trade-off is not necessary for the larger J/88 and J/111, both with fixed keels, allowing more freedom to place the rig and keel in the boat. The J/70 is also designed to fit inside a standard 40' shipping container so she is narrow enough on deck to allow this. This trade-off limits the RM generated by crew hiking on the weather rail, and on small boats crew is a large percentage of the total weight and stability of the boat. Every inch of beam counts. The compact rig height of the J/70, when compared proportionally to the J/88 and J/111, is matched with this limit to available beam. Too much rig and the boat will become impossible to handle in big breeze, too little rig and it suffers in light air. The square-top style mainsail and large mainsail girths and a bit more mast rake than normal are added for extra horsepower, to limit mast height, and to help balance the rig plan.

The square top mainsail with "gaff batten" and longer backstay crane of the J/88 is a development of the J/70 rig. This configuration allows a simple mast and spreader configuration and retains the functionality and safety of a proper backstay. It requires a stiffer slightly heavier carbon mast at the top but allows superior bend control of the mainsail for depowering across a large wind range and again reduces the total rig height. The J/88 also shares the deck stepped mast configuration of the J/70 and a single point lift bar to allow launching and hauling from a yacht club hoist and an A-frame or gin pole to raise and lower the mast. This as an alternative to reliance on expensive boat yards and travel lifts. The deck stepped mast also simplifies commissioning & keeps water out of the interior.

The large cockpit and the functional cabin combination in the J/88 is only made possible by incorporating a transom mounted rudder. The J/88 rudder is deliberately large and has positive balance allowing a light feel across all sailing and heel angles and good control with the big masthead asymmetric kite. Like the J/70, the J/88 also has a below-deck Harken jib furler that allows the jib to sweep the deck. Standard in-haulers to allow very tight jib sheeting angles.

To summarize, the J/111, J/70 and J/88 have specific rig configurations, proportions and features that match the goals and trade-offs for each boat. I am particularly pleased with the

initial sea trials of the new J/88 and I am confident she will become an exciting offshore performance boat that family and friends will enjoy for many years to come.

j88-newport-iphone-13

Even if the interior isn't the main reason for buying a J/88, it's well laid out and should work great for a weekend cruise. The layout is similar to the J/92 and J/105 with two full length settees, galley sink, private head forward and optional V-berth.

j88-newport-iphone-10

j88-newport-iphone-11

j88-newport-iphone-12

j88-newport-iphone-14

j88-newport-iphone-21

After the sail we got back to the NYYC. After a grim morning the day turned out to be perfect for sailing. More people were waiting to test the boat, and I had already made up my mind about the boat.

j88-newport-iphone-22

LOA 8.90

LWL 8.18

Beam 2.90

Standard Draft 1.98

Displacement 2,2

Diesel Aux. Engine 12 hp

100% SA 40.80

SA/Dspl 24

Dspl/L 112

j88-newport-iphone-23

After sailing both the J/70 and the J/111 I wasn't expecting any big surprises. It's fast, fun and easy to manage. At \$125k ex VAT plus sails and electronics it might sound expensive, especially compared to a used J/92S or J/105. But looking at the specs it's another boat, that will hold its value (and create lots of smiles) over the next few years.

Alan Johnstone have found a formula that's working very well, and the numbers speaks for themselves: over 350 J/70 and almost 100 J/111 sold. And there are already 30 boats sold of the new J/88.

j88-newport-iphone-24

We'll see the boat in Europe at the Southampton Boat Show, and I'm sure that J/boats will start production in France during the winter.

MONDAY, JULY 8, 2013

J/88 Family Speedster Splashed!

J/88 one-design family speedster sailing on Narragansett Bay(Newport, RI)- The next-generation J speedster in the 30 foot range just got launched and is now undergoing initial sea-trials in Narragansett Bay . She's a beauty to look at and to sail. Hats off to the team at CCF Composites for a first class build, and to the many project partners for their hard work and support.

First reactions are always telling, and there's no question the J/88 (29.0 ft overall) will excite many sailors. She accelerates like the J/70 and tracks like the J/111. There's an instant response to fine adjustments in helm and trim that you'd expect from a high performance J. At the same time there's a feeling of security while sitting in the cockpit, and a feeling of confidence as the boat handles the waves and wind.

The ergonomics are fantastic. It's easy to move in and out of the J/111-style cockpit with plenty of hand and footholds, nothing big to step over. The driver can trim the mainsail single-handed style or have a dedicated main trimmer and both be comfortably positioned. The open cockpit area behind the traveller provides extra seating and on-deck cooler storage, perfect for picnic swim/sails with a pile of kids aboard. Below decks, one can sit on the settees and lean back with full sitting headroom under the side decks. The main bulkhead opening is several inches wider than normal, making passage forward to the head or to the spinnaker easier.

To see the J/88 and schedule a demo sail, please contact your local J/Dealer or J/Boats at Ph# +1-401-846-8410 or email- info@jboats.com. For more J/88 family speedster sailing information

MONDAY, JUNE 24, 2013

J/88 Family Speedster Update

J/88 one-design family speedster sailboat

(Newport, RI)- The next generation family-friendly speedster is rapidly taking shape at the production facility in Bristol, Rhode Island under the careful supervision of designer Alan Johnstone and CCF Composites. Seen here with it's deck installed, the J/88 is on-track to launch by late June in time for the masses of sailors that flock to Newport to enjoy the spectacular 4th of July Independence Day celebrations on the water in front of New York YC's Harbour Court and the fireworks display off Fort Adams.

J/88 one-design family speedster sailboat cockpitThe J/88 one-design speedster has over two dozen boats going to European, American and New Zealand customers. The anticipation has been very high in those areas where 28-32 foot performance sailboats have traditionally been most popular-- Northeast, Mid-Atlantic/ Chesapeake, Great Lakes, Gulf of Mexico, West Coast, as well as the United Kingdom, Benelux, France, Germany and Scandinavia. For those who can't

make it to Newport this summer, the J/88 will soon be "on tour" making the rounds at most of the major shows this fall including Newport, Southampton and Annapolis. Over the next six months boats will be on their way to five different countries including New Zealand, UK, Germany, Canada and the USA; and within the USA to Chesapeake Bay, Long Island Sound, Galveston Bay, Lake Ontario, Lake Erie, Lake Michigan (Chicago), Gulf of Maine, Marblehead, San Francisco and more.

For demo sails on this exciting new addition to the speedster family, please be sure to contact J/Boats (info@jboats.com)/ ph# +1-401-846-8410 or contact your local J/Dealer to make arrangements to sail the J/88 in Newport. For more J/88 sailboat information

MONDAY, MAY 20, 2013

J/88 One-Design Offshore Speedster Hatched!

J/88 one-design offshore speedster sailboat(Newport, RI)- The latest J sailing machine from the stable of offshore, one-design sailing speedsters is the J/88. A family-friendly, easy-to-handle sailboat that can fly around the course or easily slip into "cruise-control"-- have a fun time sailing with family and friends around the harbor or for a lazy evening sail under main alone. Weekday evening "beer-can" racing will be a frolic for the crew, especially with all the important amenities like cooler and real marine head!

The J/88 is an outgrowth of its sisterships, the J/70 and J/111. With a huge, highly ergonomic cockpit designed for a party, it serves not just offshore racing functionality, but the more sybaritic pursuits of laying back in the comfortable cockpit seats, enjoying the experience and beautiful views across the water.

Learn more about this exciting offshore hot-rod today! With over two-dozen boats on order, one will certainly be coming to a regatta near you! With eye-blistering acceleration and heart-pounding power off-the-wind, J/88 will be ready to set new standards for fun, appealing performance boats in the family-friendly 30 ft size range.

In fact, with a June launch for Hull #1, you will be able to see J/88 at Storm Trysail's Block Island Race Week and soon after back to Newport for dealer/customer demo sails! Be sure to contact your J/Dealer today to book a demo sail soon! For more J/88 one-design speedster sailing information

TUESDAY, APRIL 16, 2013

J/88 Family Speedster Update!

J/88 family speedster- fast sailboat

(Newport, RI)- The J/88 tooling is completing at CCF in Bristol, Rhode Island. The hull plug is polished/ completed and being prepped for a mold this past week. The deck plug is undergoing final detail work and gets its mold completed week after next. We've spent a lot of time on the cockpit ergonomics and layout and we're very excited about the overall feel of comfort, safety and sail-handling systems.

The J/88 is going to re-define what versatility means in an under 30' sailboat -sleek look, super quick, great combination of sail power and stability, low maintenance, huge social cockpit, easy

to single-hand, push button diesel, below-decks head, deck-stepped carbon mast, single-point lift – the list goes on. Please contact your local J/Dealer for more information, specifications and brochure. Learn more about J/88 [here](#).

MONDAY, FEBRUARY 25, 2013

New! J/88 Family Speedster

J/88 the ultimate sailing machine- a 30 ft speedster

(Newport, RI)- From the J design/build team that launched the J/70 and J/111, comes the NEW J/88, a 29' mid-size family speedster with stability, style and sailing comfort. J/88 hits the sweet-spot in J Boat's performance sprit range – large enough to provide the creature comforts of a sit-in cockpit, inboard diesel, overnighting interior and head; and small enough to be single-point lifted, owner trailered and stored.

If sailing is having your cake and eating it too, then the J/88 will be like ordering the whole dessert menu. Design highlights include a high-aspect, non-overlapping sail plan (no genoas) with a carbon fiber, double-spreader mast - deck stepped for easy rigging, tuning and keeping the main cabin dry. The 6.5 ft fixed, low VCG keel with molded GRP finish is similar to the J/70's, ensuring a fair, smooth foil for every boat. The result will be a ride that's every bit as exciting as the J/88's speedster siblings - fast and balanced upwind with planing performance downwind in moderate to fresh breezes.

On deck, the daysailing comforts include a spacious T-shaped cockpit (J/111 style) with seating and backrests forward of the floor-mounted traveler and a wide-open cockpit aft due to the tiller-steered, transom mounted high-aspect rudder. Adding to J/88's ease-of-sailing characteristics is an in-deck jib furler, retractable carbon bowsprit and cockpit-led sail controls. Belowdecks, the J/88 sports a weekending layout with two full length settees, Igloo cooler, galley sink, private head forward of bulkhead and optional V-berth.

J/88 hull #1 is projected to launch in June 2013! For more J/88 sailing information and details, please contact your local J/Dealer or J/Boats at "info@jboats.com".