



OWNER MANUAL

This manual is specifically intended for **J/80**, Hull Number _____

It should always be kept on board.

INTRODUCTION

Welcome aboard and to the family of " **J** " owners.

J/BOATS is pleased to give you this manual that will help you to get to know your boat better.

This manual is designed to help you get the maximum pleasure from your boat in total safety. It contains details of the boat, the equipment supplied and fitted, the installations and instructions on its use and maintenance. Read it through carefully and familiarise yourself with your boat before you set sail.

If this is your first boat or if you are changing to an unfamiliar type of boat, please ensure, for your comfort and safety, that you have experience of handling and using it before taking over command. Your dealer, your national sailing association or your local sailing club will be very pleased to advise you on sailing schools and skilled instructors in your area.

**PLEASE KEEP THIS MANUAL IN A SAFE PLACE AND PASS IT ON
TO THE NEW OWNER IF YOU SHOULD SELL THE YACHT.**

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Local J/Boat dealer

NAME : _____

ADDRESS : _____

TEL : _____

FAX : _____

This is your local representative who can provide all the necessary assistance and answer all your questions. He can also guide and advise you on the technical checks for commissioning your boat and on how to maintain it.

As soon as you receive your owner manual date and sign the receipt below and return it within 8 days to **J/BOATS**, to be covered by our warranty. The warranty is not valid unless the receipt is returned to the manufacturer on time. If not, the delivery date will be taken into account as departure for the warranty (Conditions of the warranty page 24).

CERTIFICATE OF WARRANTY	
I, undersigned,	Name
	Address

	Country
Owner of J/80 Hull Number	
declare that I have received the owner's manual, including the declaration of conformity with the registered tonnage of a standard production yacht and the declaration of CE approval.	
The vessel has been delivered complete and in good condition.	
This vessel is covered by the warranty conditions detailed on page 24 of the owner manual.	
This warranty commences from, the date of delivery of my vessel.	
Date	Signature :

1. TECHNICAL CHARACTERISTICS

Design category : B	Certificate # _____
Length of hull :	8.00 m
Length waterline :	7.01 m
Maximum beam :	2.49 m
Draught (light) :	1.49 m
Air draught	11.4 m
Weight of ballast :	675 kg
Displacement (light) :	1495 kg
Maximum recommended load :	476 kg
Tonnage (for customs purposes) :	3.83 Tx
Number of persons allowed according to category B :	5
Number of persons allowed according to category C & D :	8
Mainsail area :	21.0 m ²
Medium genoa area:	20.2 m ²
Solent jib area :	14.0 m ²
Storm jib area	3.0 m ²
I :	9.60 m
J :	2.90 m
P :	9.14 m
E :	3.81 m
Outboard engine:	N°
Maximum permitted power :	4.5 kW
Service battery :	12 V 1 x 55 A
Wetted surface area :	approx. 10 m ²
Mast :	RDM Sparcraft extrusion IMS 80
Boom :	RDM Sparcraft extrusion F 60
Furling system :	Harken unit 00

Maximum number of persons

The recommended maximum number of persons to be carried when the J/80 is underway shall not exceed (5) for category B and (8) for category C & D.

Maximum load

The maximum load shall not exceed 476 kg. for Category B and 900 kg for Category C & D. it shall take account of the mass of the following:

- a) The number of persons at 75 kg each. Where children are carried as part of the crew the maximum number of persons listed above may be exceeded provided that each child's mass does not surpass a limit of 37.5 kg and the total persons mass is not exceeded;
- b) basic equipment of 31 kg.
- c) stores and cargo (if any), dry provisions, consumable liquids [not covered by d) or e)], and miscellaneous equipment not included in the light craft mass or in b);
- d) consumable liquids (fresh water, fuel) in portable tanks filled to the maximum capacity;
- e) a liferaft or dinghy when intended to be carried.

This boat has been assessed using the Stability Index (STIX), which is a measure of the overall stability safety and considers the effects of boat length, displacement, hull proportions, stability characteristics and resistance to downflooding. This assessment has yielded the following data:

Minimum operating condition	Loaded displacement condition <i>(where applicable)</i>
Category B STIX 23.57Not Applicable....
Category B Angle of vanishing stability (degrees)123 Degrees.....

Minimum operating condition	Loaded displacement condition <i>(where applicable)</i>
Category C & D STIX 23.5719.39
Category C & D Angle of vanishing stability (degrees)110 Degrees.....

2. YACHT DESIGN CATEGORY

Your **J/80** is classed under the "OFFSHORE" design category (Category B) of the European directive for yacht construction (Ref. 95/25/CE). Its ability to sail also depends on the skills of the crew, their physical capabilities, the condition of the boat and its equipment. Please therefore take these into account before you set out to sea.

Definition of the design categories:

Category A: A boat given design category A is considered to be designed to operate in winds up to where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 m and above, and vessels largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

Category B: A boat given design category B is considered to be designed to operate in winds up to Beaufort force 8 and the associated wave heights (Significant wave height up to 4 m, see note below). Such conditions may be encountered on offshore voyages of sufficient length or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles. These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

Category C: A boat given design category C is considered to be designed to operate in winds up to Beaufort force 6 and the associated wave heights (Significant wave height up to 2 m, see note below). Such conditions may be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

Category D: A boat given design category D is considered to be designed to operate in winds up to Beaufort force 4 and the associated wave heights (Occasional waves of 0,5 m height). Such conditions may be encountered on sheltered inland waters, and in coastal waters in fine weather.

NOTE The significant wave height is the mean height of the highest one third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

3. CONSTRUCTION

Your **J/80** has not only received the greatest care and attention from everyone involved in its construction but also benefits from architectural and technological innovations that make this boat state of the art. **J/BOATS** has drawn on its long experience to select only products of the highest quality for your **J/80**.

3.1. THE COMPOSITE LAMINATE

The hull is made from a balsa-GRP sandwich laminate with uniaxial and bidirectional cloths. It is moulded in one piece. The glass cloth is entirely laid up by hand. The resin and the quality of the gelcoat used guarantees the hull against osmosis for 5 years.

The deck is made from a glass fibre-balsa sandwich laminate. It is very resistant to compression. The cloths and moulding techniques used are the same as for the hull.

The bottom is reinforced with a series of floor frames laminated to the hull, then covered with a partial moulding.

3.2. KEEL - RUDDER

The keel with bulb is in lead protected by an epoxy primer treatment. Its is solidly bolted to the hull, with the help of a stainless steel backing plate and nuts.

This is installed towards the end of construction, as soon as the hull has been strengthened enough to avoid any risk of deformation.

The suspended rudder blade is made from GRP.

4. INTERIOR LAYOUT

Moulded interior with sole in stripe effect plywood.

Forward (under berths) and aft spaces provide reserve buoyancy.

4.1. COMPANIONWAY

- Easy access from the cockpit
- Companionway fitted with removable step
- GRP sliding hatch
- Plexiglas washboard with lock and ventilation

4.2. SALOON

- Very spacious, lit by 2 coachroof port-lights and the large companionway hatch.
- Settee berths facing each other (with mattress on option), stowage underneath.
- Spotlight on bulkhead

4.3. FOREPEAK

- Double berth with stowage underneath
- Lighting and ventilation by 420x420 hatch

4.4. AFT PEAK

- Vast stowage area either side of the companionway.
- Stowage space under berth.

5. ELECTRICITY

Your **J/80** is equipped with a 12 V DC system.

5.1. GENERAL

IMPORTANT

Always :

- ☞ Check the condition of the batteries and the charging system before putting to sea.
- ☞ Disconnect and remove the batteries for winter storage.
- ☞ Keep the battery voltage at more than 10.5V during winter storage.
- ☞ Check that the navigation equipment is working.
- ☞ Check that the navigation lights are working before sailing at night and carry replacement bulbs for all the navigation and internal lights.

Never :

- ☞ Work on any electrical equipment while it is connected.
- ☞ Modify the electrical installation or the main wiring unless this is done by a qualified marine electrician.
- ☞ Change or modify the breaking capacity of any overload protection.
- ☞ Install or replace any electrical equipment with components rated for a higher capacity than that prescribed without recalibrating the conductors and the fuses.
- ☞ Leave the boat unattended when the electrical equipment is on.

5.2. 12 V SYSTEM

The 12V system comprises of one 55Ah battery and an electrical switchboard. The battery is located under the forward berth at the mast step. Each battery pole is linked to a circuit breaker.

The 12V DC switchboard, located over the port fore berth, is equipped with fuses. The relevant diagrams are found in the appendices.

To switch the system on, close the " + " and " - " circuit breakers. This feeds power to the electrical switchboard. Each function is protected by a fuse whose ratings are given in the appendices.

Press the appropriate switch to activate a function.

5.3. ELECTRICAL CONSUMPTION

The capacity of the batteries has been designed to provide the power requirement of all onboard accessories. To avoid problems, however, always ensure that the batteries are properly charged and maintained.

IMPORTANT

If you install any new electrical equipment, please ensure that the battery capacity is still suitable for the new overall level of consumption.

5.3.1. Calculating consumption

To calculate the consumption of your equipment and determine how much life your batteries have before they require recharging, multiply the consumption by the number of items of equipment and the operating time in hours.

e.g. : 1 navigation light 2 Ah x 1 light x 3 hours = 6A

The battery output is 70% so the result must be multiplied by 1.4, i.e. :
6 x 1.4 = 8.4A.

5.3.2. Maximum electrical equipment consumption

Type of equipment	Consumption
Two-colour light	1.8A
Interior light	0.8A
Electric pump	3.5A

5.3.3. Examples of electrical equipment consumption

Type of equipment	Consumption
VHF radio telephone in standby mode	1A
VHF radio telephone transmitting	5A
Log speedo	0.1A
Anemometer	0.1A
Automatic pilot	1 to 3A

5.3.4. Installing new equipment

Since 1st January 1996, all electrical equipment is subject to the European "Electromagnetic Compatibility" directive (Ref 89/336/CEE). Any new equipment installed must conform to

this standard and be CE marked. The equipment must also be supplied with a certificate of conformity and a user's manual.

Please contact your dealer about installing such equipment or carefully follow the installation instructions (particularly the sections on wiring and system protection).

6. MECHANICAL SYSTEM

6.1. GENERAL

Your **J/80** is fitted with an outboard bracket on the transom for the fitting of an outboard long shaft engine of 4.5kW maximum power.

6.2. SAFETY

BE CAREFUL !

Match the speed of your boat to the surrounding conditions in all situations, leaving a margin of safety. Pay particular attention to :

- The sea conditions, currents and the force of the wind.
- Traffic.
- Maneuvring in port.
- Passing through moorings.
- The stowage of the fuel tank.

7. FLOODING / BAILING

The **J/80** has a bilge pump allowing the boat to be bailed. This manual bilge pump, located in the cockpit, draws water from the sump under the saloon sole.

Read the instructions for the pumps carefully, especially the maintenance instructions.

ATTENTION

To reduce the risk of water flooding the boat :

- 👉 Close the deck hatches and the port-lights before sailing.

- 👉 Close the plumbing sea-cocks when sailing.
- 👉 Periodically check:
 - the seals on the sea-cocks, valves and plumbing.
 - that the cockpit drains are flowing freely.
 - the seals on the rudder bearing.

8. FIRE PROTECTION

8.1. CHARACTERISTICS

Your **J/80** should be equipped with at least 1 fire extinguisher located near the companionway. The capacity should be minimum 5A/34B. The emergency exit is the companionway.

8.2. SAFETY INSTRUCTIONS

IMPORTANT

It is the boat owner's or captain's responsibility to :

- 👉 Check the fire extinguishing equipment in accordance with the manufacturer's instructions.
- 👉 Replace any out of date or used fire extinguishing equipment with equipment of similar or of higher capacity.
- 👉 Ensure that the fire extinguishing equipment is readily accessible when the boat is occupied
- 👉 Instruct every member of the crew regarding:
 - the location and operation of the fire extinguishing equipment
 - the location of the emergency exits

ATTENTION

Always :

- 👉 Keep the bilges clean and regularly check for the build up of fuel vapour or gas
- 👉 Only replace items of fire extinguishing equipment with similar equipment of the same description, technical capacity and fire resistance

Never :

- 👉 Obstruct access to the emergency exit.
- 👉 Obstruct access to safety controls.
- 👉 Obstruct lockers housing fire extinguishers.
- 👉 Leave the boat unoccupied with a gas appliance on.
- 👉 Use gas lamps in the boat.
- 👉 Refill the fuel tank when the engine is running.

☞ Smoke when handling fuel or gas.

ATTENTION

☞ CO2 extinguishers should only be used for electrical fires.

9. SAILS AND RIGGING

9.1. RIGGING

The mast is an essential part of your yacht : it is well dimensioned and well provided with stays. You must, however, tension it correctly and regularly check the condition of the mast and standing rigging. Carefully read the mast manufacturer's instructions.

9.2. HEADSAIL FURLING SYSTEM

Your **J/80** is fitted with a Harken Unit 00 furling system specially selected for its ease of use, robustness and the quality of service provided by the manufacturer. Regularly check the condition of the drum and the aluminum foils. Follow the manufacturer's maintenance instructions.

9.3. SAILS

The sails are your yacht's main source of propulsion. Take good care of them and they will provide maximum power. They are very susceptible to friction wear. The synthetic fibres can be damaged by chafing, particularly on the seams.

Mark any places where there is a risk of chafing and protect them. Do not let your sails flap because this can break the fibres inside the sails.

9.3.1. Breaking in

It is very important to break in your sails. In fact, they will take their proper shape and the threads in the seams will stretch to their final position under their initial load. Your sails will only keep their good appearance and provide good service if they are properly broken in.

9.3.2. Tensioning

You must apply equal tension to the sail in all directions (luff, leech and foot)

For a headsail, the more you harden the sheet, the more you have to tighten the luff.

For a mainsail, the more tension on the leech, the more you have to tighten the foot and the halyard.

9.3.3. Furling and maintenance

You should always take time to furl your sails carefully. How they are folded is very important, even at sea.

If the sails are wet with seawater, rinse them thoroughly with freshwater and allow them to dry before folding them. They should be flaked along the seam and then rolled from the clew.

If the sails are to be permanently rigged, we recommend that you protect them from UV rays and the weather (the furling genoa with a protective UV strip or a cover, the mainsail with a cover).

Never use acetone or soda to clean the sails.

9.3.4. The spinnaker (option)

The J80 is designed to fly an asymmetrical spinnaker. It must be carefully packed before use to avoid tangling. Remember to fully extend your bowsprit before hoisting the spinnaker

Leave the genoa in place when setting the spinnaker, then furl it once the spinnaker is set.

In the same way, unfurl the genoa before handing the spinnaker.

9.3.5. Setting the sails

The following table provides an idea of which sails to set according to the wind conditions but factors other than the wind must also be borne in mind:

- The sea state.
- The comfort and capacity of the crew.
- Entering and leaving port, proximity to danger.
- Expectation of heavy weather or fog.

WIND Beaufort	SAILS	BEATING	REACHING	BROAD REACHING	RUNNING
Scale 0 to 2	Main	Full	Full	Full	Full
	Genoa	Full	Full or spi	Full or spi	Full or spi
2 to 3	Main	Full	Full	Full	Full
	Genoa	Full	Full or spi	Full or spi	Full or spi
3 to 4	Main	Full	Full	Full	Full
	Genoa	Full or spi	Mark 1 or spi	Mark 1 or spi	Mark 1 or spi
	Main	1 reef	1 reef	Full	Full

4 to 5	Genoa	Mark 1	Mark 1	Mark 1 or spi	Mark 1 or spi
5 to 6	GV	2 ris	2 ris	1 ris	1 ris
	Genoa	Mark 1	Mark 1	Mark 1 or 2	Mark 1 or 2
7 to 8	Main	2 reefs	2 reefs	2 reefs	2 reefs
	Genoa	Storm jib	Storm jib	Storm jib	Storm jib or mark 3
Above	REMAIN		IN	PORT	

9.4. RUNNING RIGGING

For the running rigging to retain its original qualities as long as possible, you must rinse it in freshwater. We recommend that you do not leave any rigging contaminated with seawater in the sun because it will then rapidly deteriorate.

Maintenance :

- Whenever possible, hang up the running rigging to avoid it lying soaked in seawater.
- During winter storage, stow any rigging that can be removed from the deck in a locker. The halyards can be replaced by messenger lines.

Description of standard running rigging :

	Ø mm	Lg m
1 Spectra main halyard	8	22
1 Spectra jib halyard	8	19
1 polyester spinnaker halyard	8	23
1 polyester bowsprit control line	8	7
2 polyester jib sheets	8	8
1 polyester spinnaker sheet	8	36
1 polyester tack line	8	13
2 polyester spinnaker barbers	6	4
1 polyester mainsheet	8	17
1 cotton mainsheet traveller line	8	7
1 sheathed cable strop	4	0.4
1 polyester reef line	8	12
1 polyester backstay control line	6	18
1 polyester boom vang tackle	6	10
1 sheathed cable boom vang strop	4	1.5

10. DECK FITTINGS

J/BOATS has selected quality deck fittings for your **J/80**, installed on reinforcements suitably dimensioned for the load. Regular rinsing of the deck and the external fittings with freshwater will lengthen their service life.

The layouts for the deck fittings and the running rigging are provided in the appendices.

10.1. MAINTENANCE

The winches must be serviced at least once a month and before any major passage.

- Remove the winch taking care to mark the position of the pawls.
- Degrease it using an industrial product or diesel oil.
- Rinse it in freshwater.
- Dry it.
- Lubricate it lightly and uniformly using a Teflon or silicon-based product.

The blocks consist of aluminium and stainless steel components. Electrolysis may cause some specks of corrosion. To delay this process, rinse the pulleys frequently with freshwater and lubricate them with a Teflon or silicon-based product.

Some specks of corrosion may appear on the stainless steel components. The quality of the steel is not to blame; this is usually due to ferrous deposits or atmospheric agents. Do not allow corrosion to take hold, however, rinse the components with freshwater and rub them gently using a non-abrasive passivating polish.

10.2. INSTALLING ADDITIONAL DECK FITTINGS

You should not improvise when installing additional deck fittings. Several parameters must be taken into account; the position of the component, any interference with other components, internal access, load, etc... Please contact your dealer who is a marine professional.

11. MAINTENANCE OF THE UNDERBODY

11.1. PROTECTION

You must regularly protect your hull under water with antifouling paint. This will protect your hull against algae and barnacles that can damage the hull and considerably reduce the **J/80's** performance.

11.1.1. The hull

For extra osmosis protection of your underbody, we recommend the application of an epoxy primer. Please contact your dealer or proceed as follows:

- Clean the hull with a degreasing agent to remove any remaining mould extraction wax.
- Mark out the area for painting with masking tape.
- Apply 2 coats of epoxy primer to the hull, then 2 coats of antifouling paint.

IMPORTANT

- 👉 Scrupulously observe the application instructions for the products you are using.
- 👉 Never cover the anode with antifouling paint

11.1.2. The ballast

The ballast of your **J/80** is protected by an epoxy treatment

11.2. SCRUBBING

Scrubbing two or three times a year is preferable to once a year on the topsides. For racing, once a week wipe down of the bottom paint insures you have a clean fast hull free of marine growth. You can employ a high-pressure water jet not exceeding 60 bars provided that the nozzle is kept at least 50cm away from the hull surface. Do not use a scraper, detergents or any solvent not recommended by your dealer.

12. MAINTENANCE OF TOPSIDES

The GRP composite requires little maintenance but it is useful to carry out a minimum of work to keep your boat in its original condition.

Scrapes and cracks in the gelcoat do not affect the structural integrity of your boat in any way. The gelcoat is not part of the structure but it is important to ensure that no water can penetrate the laminate. You should therefore repair any cracks immediately. It is important to consult your *dealer* if you suffer a major impact.

12.1. MAINTAINING THE TOPSIDES AND THE DECK

- Wash down your boat with freshwater after each trip to preserve its sheen.
- Preferably use a product specially designed for GRP for the hull and the deck or use washing powder.
- Rinse thoroughly after each “washing”.
- Do not use abrasive detergents or acid.

12.2. REPAIRS TO THE HULL OR THE DECK

12.2.1. Light scratches :

- Sand down with water and No. 400 and then No. 600 wet and dry paper.
- Rinse thoroughly frequently.
- Shine with a gelcoat polish.

12.2.2. Cracks in the gelcoat in smooth areas:

- Clean and dry the damaged section.
- Catalyse it.
- Use a spatula to apply a little catalysed gelcoat of the same colour as the deck or the hull (see your dealer).
- Cover the repair with polyamide film or adhesive paper.
- Remove the film when the repair is dry.
- Sand down with water and No. 400 and then No. 600 wet and dry paper.
- Rinse thoroughly frequently.
- Shine with a gelcoat polish.

12.2.3. Cracks in the anti-skid surface

Consult your dealer.

12.2.4. Cracks affecting the laminate

Consult your dealer.

12.3. SCRATCHES TO THE PORT-LIGHTS

- Rub down with a soft cloth or piece of cotton coated with a metal polish.
- If the scratches are deep, check with your dealer.

IMPORTANT

Never use solvents to clean deck hatches and port-lights.

13. LIGHTNING PROTECTION

Your **J/80** is protected against lightning. The rigging is electrically earthed by means of a chainplate and bonding system connecting it to the keel bolts. Safety precautions should however be observed.

13.1. PROTECTING PEOPLE DURING A STORM

ATTENTION

The following advice should be followed during a storm:

- 👉 Remain inside the boat as much as possible.
- 👉 Do not go into the water or dangle your arms or legs in the water.
- 👉 While maintaining appropriate control of the vessel, do not touch any component connected to the lightning bonding system, particularly in any way that would form a connection between any of these components.
- 👉 Avoid contact with any of the metal components in the rigging, the spars, the external fittings and the guardrails.

13.2. FOLLOWING A LIGHTNING STRIKE

If the vessel has been struck by lightning:

- The lightning bonding system must be inspected for material damage and to check the integrity of the system and the continuity of its earth.
- The compasses and the electrical and electronic equipment must be inspected for any damage or any change in calibration.

14. PROTECTING THE ENVIRONMENT & SAFETY

Most maintenance products, engine oils and fuels or similar hydrocarbon products are harmful to the environment; they should only be disposed of in the appropriate places (please check with the harbor master).

IMPORTANT

- ☞ Certain products also represent a risk to your own and others people's safety; you should therefore always follow their instructions for use.
- ☞ The products used should be labelled and stowed in an appropriate location on the vessel.
- ☞ Do not start the bilge pump if there is oil or fuel in the bilge; such products should only be discharged at the locations prescribed by law.
- ☞ Store your rubbish bags for disposing when you return to port.
- ☞ Never throw anything into the sea.

15. SAFETY EQUIPMENT

You can never be prepared enough for emergencies that may arise at sea. During commissioning of your J/80, triple check that you have all required safety gear and adequate spares aboard. Make it a policy to thoroughly brief any first time crew-members with emergency procedures including man-over-board, fire, and sinking. Please contact your local U.S. Coast Guard office or your local national authorities for up to date safety requirements.

IT IS THE OWNER'S RESPONSIBILITY TO COMPLY WITH ALL FEDERAL AND STATE REGULATIONS WITH RESPECT TO SAFETY EQUIPMENT; OPERATION OF THEIR VESSEL; AND SAFETY OF ALL PASSENGERS

16. LIFTING, HAULING OUT

Lifting should be carried out by professionals. Your J/80 is equipped with a lifting bar (at the foot of the companionway). When lifting, make sure that the owner-provided sling is correctly fixed to the lifting bar with a large shackle. Keep two mooring lines tied to the boat (1 forward and 1 aft) to stop the boat from turning around the sling during lifting. During lifting with the mast in place, you should load the boat forward beforehand and make sure that the masthead is clear of the lifting cable. Make fast the sling with a restraining rope between the mast and the sling so that the sling doesn't press on the companionway.

During transportation or hauling out, the keel should be well supported on its bulb supporting most of the vessel's weight.

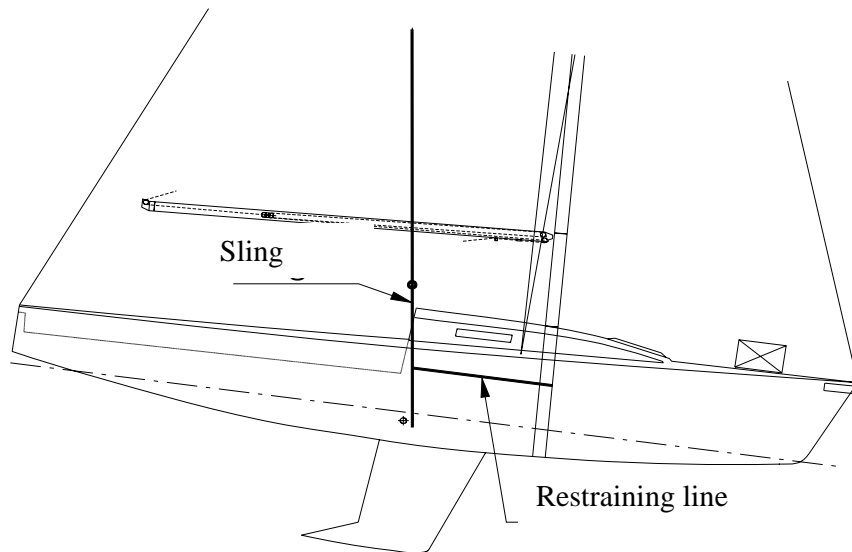
The cradle pads should be positioned on the structural elements and only exert sufficient pressure to maintain the vessel upright.

Take advantage of hauling out to inspect the hull and the transducers.

IMPORTANT

Precautions to take when hauling out the boat :

- 👉 Raise the log impeller if one is installed.
 - 👉 Check the mast and remember to check that the masthead cannot touch the cable or the crane.
 - 👉 Stop your outboard engine before hauling out.
 - 👉 Balance the boat before completely lifting out the boat.
 - 👉 Remove the rudder.
- 👉 Do not remain aboard during lifting.



17. WARRANTY

J/BOATS guarantees against any hidden defect that could render our products incapable of sailing for the whole of the period prescribed by law. Any modification to our products and in particular the installation of parts other than original parts immediately invalidates this warranty.

The hull underbody is guaranteed against osmosis for a period of 5 years.

All the equipment is covered by individual manufacturer's warranties for 1 year.

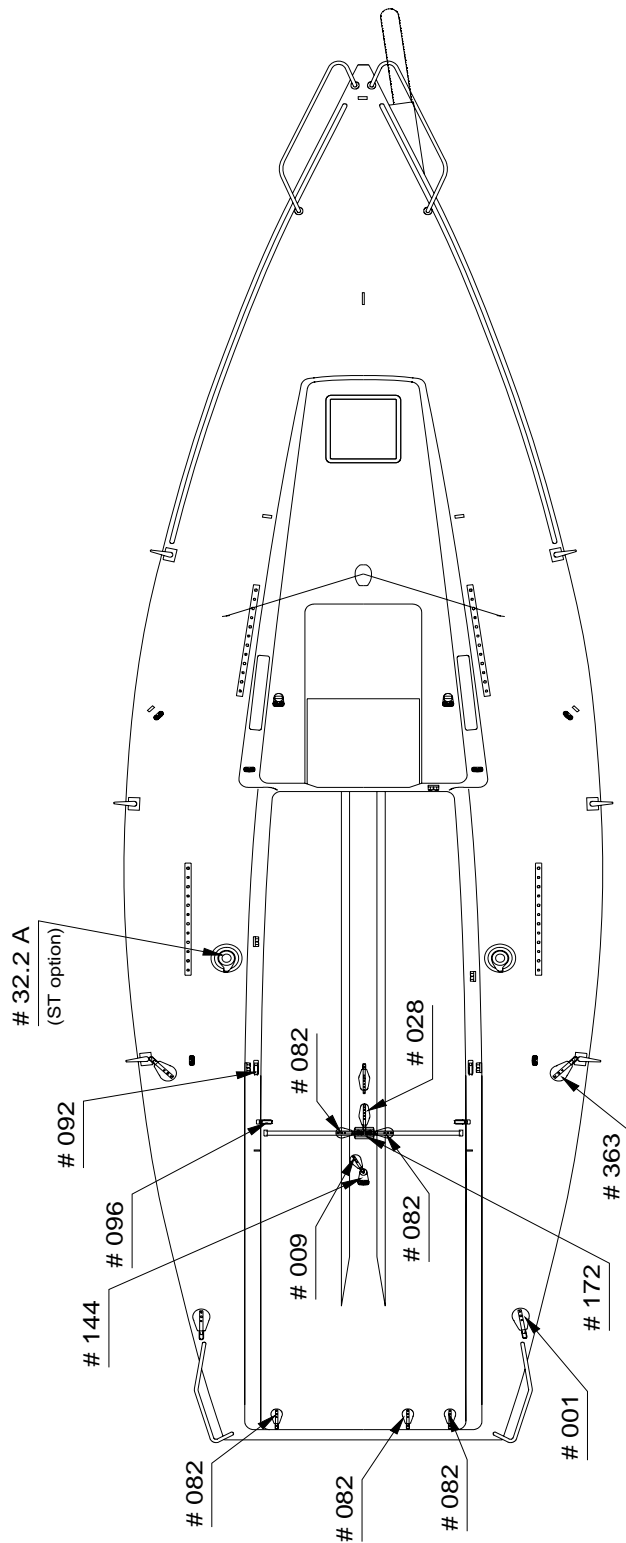
This warranty allows the purchaser to obtain repair or replacement of any part recognised as defective provided that the user has correctly carried out the necessary maintenance at the

prescribed intervals. This warranty does not cover transport and handling costs nor any other loss, in particular through immobilisation.



APPENDICES

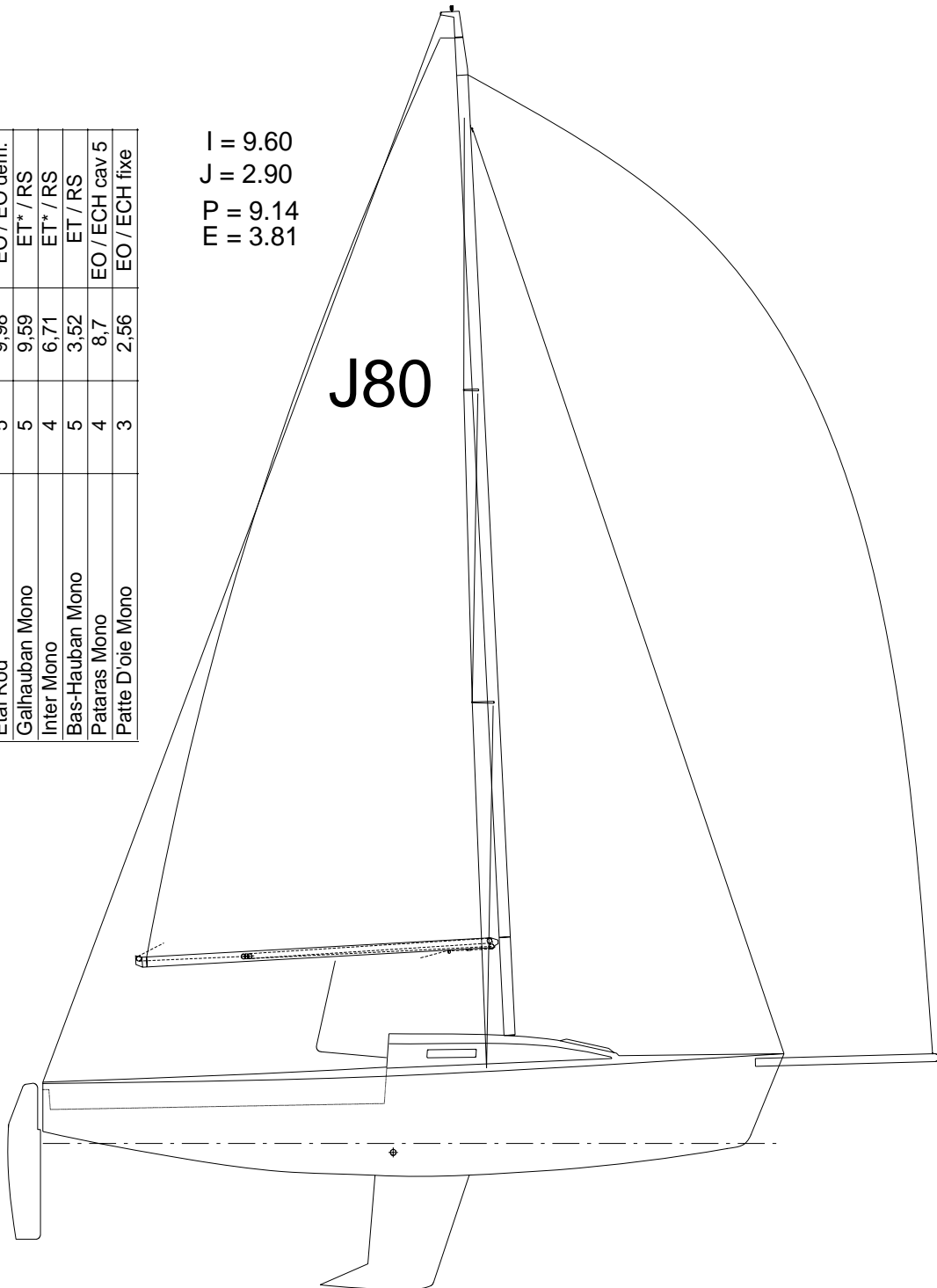
DECK PLAN



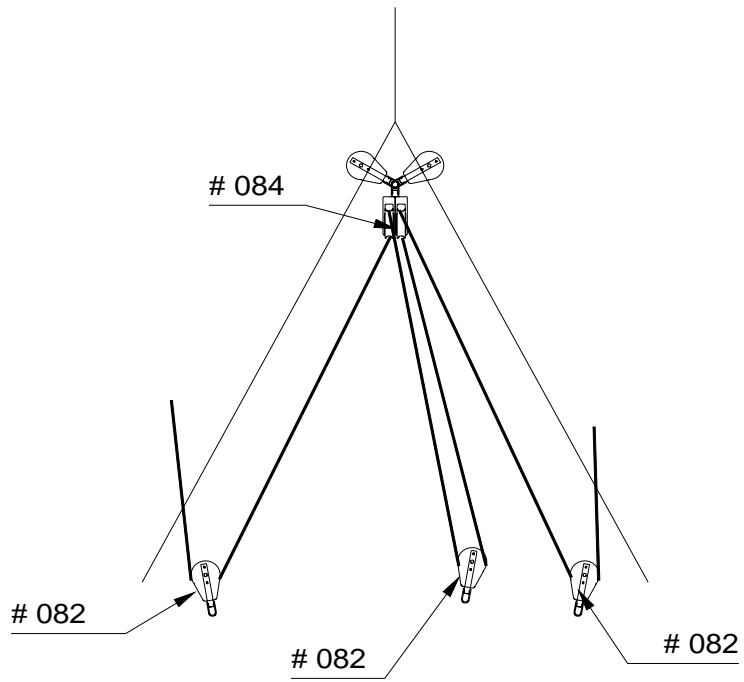
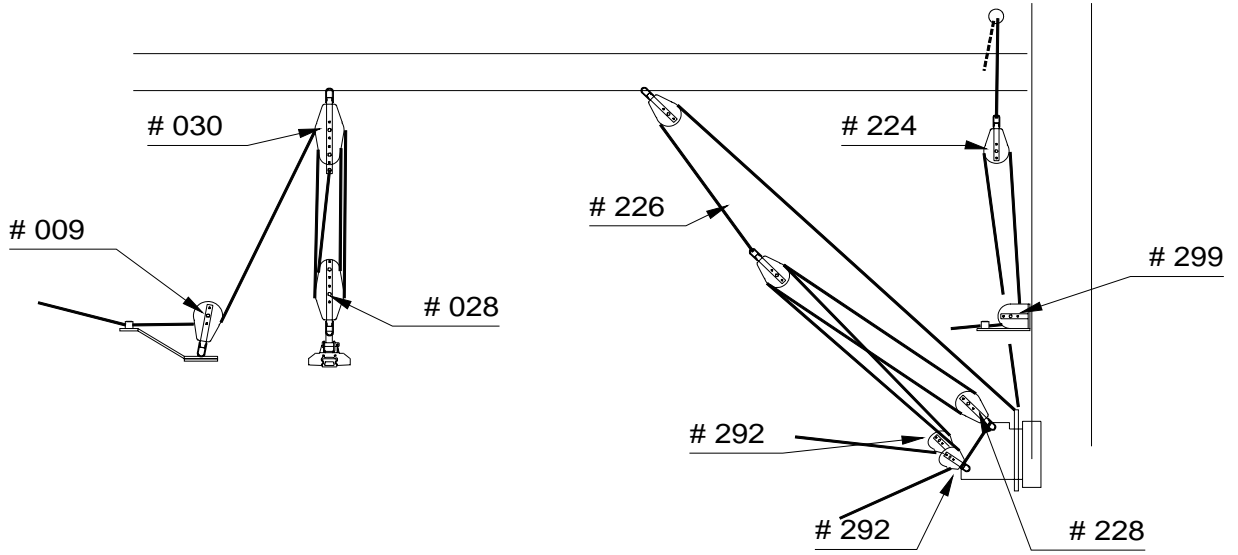
SAIL PLAN

désignation	d. (mm)	lg (m)	terminaisons
Etat Rod	5	9,98	EO / EO dém.
Galhauban Mono	5	9,59	ET* / RS
Inter Mono	4	6,71	ET* / RS
Bas-Hauban Mono	5	3,52	ET / RS
Patakas Mono	4	8,7	EO / ECH cav 5
Patte D'oe Mono	3	2,56	EO / ECH fixe

$I = 9.60$
 $J = 2.90$
 $P = 9.14$
 $E = 3.81$



RUNNING RIGGING



ELECTRICAL DIAGRAM

