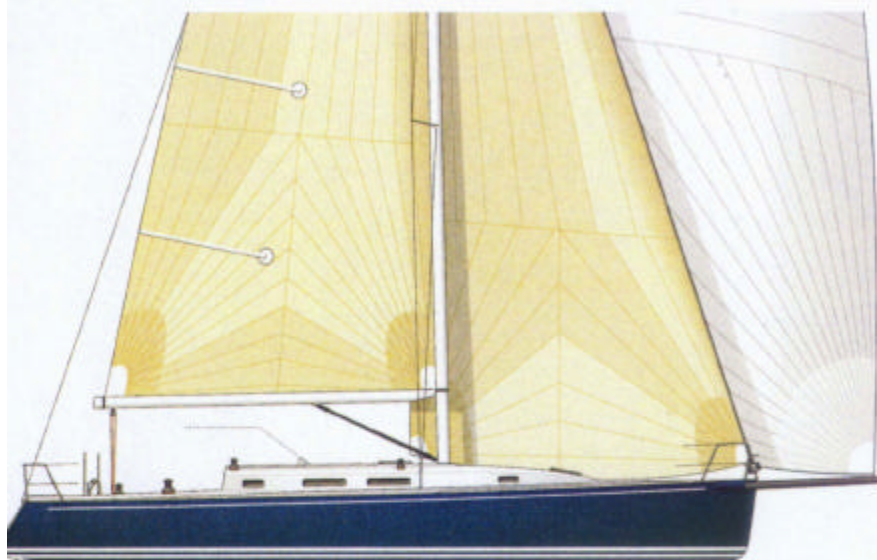


The J/133 & Dufour 40 Will Keep Us Civilized



JUST WHEN YOU THINK THE J BOAT lineup is complete, the company announces a new boat to its line. This time J Boats is previewing a new 43-footer, the J/133, which will be sailing in time for the fall boat shows. Genealogy is helpful when looking at this boat's family tree: in this instance, you'll see the J/133 as a direct descendant of the J/44 and the J/130, and a (big) sistership to the J/109.

Like the J/44, the J/133 is designed to be a—surprise, surprise—racer/cruiser that should handle offshore passages with speed and comfort. It's a good sign when racer comes before cruiser.

"The 133 walks that fine line between performance and comfort," says its designer Alan Johnstone. "Some owners will want to put on a 155-percent jib and stack the rail with crew; others will be happy with a 100-percent genoa. We're trying to make a boat that does both well."

Like the J/109, the 133 is a sprit boat designed to do well under IRC and Americap II (and probably IMS) rating systems. The performance focus is on the lighter conditions of the East Coast and Great Lakes, which results in generous sail area, and a Hall Spars carbon-fiber rig with two swept spreaders—there are no runners or checkstays.

The drawings show a near vertical bow with a knuckle just above the waterline, a long pilothouse and a reverse-slope tran-

som. Its projected displacement is 17,500 pounds.

"We're working hard to optimize the laminates so the boat isn't too heavy," says Johnstone. The draft of the boat isn't nailed down yet, but Johnstone says that the latest figures show it at about 7'6". "There could be shoal and racing-draft versions, but if we see that the 7-foot keel is a good performer, we'll stick with that." www.jboats.com

Dufour 40 Tall Rig

French boatbuilder Dufour probably isn't the first name that rolls off your tongue when you're talking raceboats with your buddies, but a new design from this builder piqued our curiosity. It's not a racer with an interior—it's more a performance cruiser—

Dufour 40

LOA	40'8"
Beam	12'10"
Draft (deep keel)	6'11"
Displ.	16,133 lbs
SA	958 sq.ft.
www.dufouryachts.com	

THE 43-FOOT J/133 updates the J Boat racer/cruiser line.

but if you're looking for a Q-ship to ambush the Wednesday night beer can race regulars, this design with an estimated PHRF number of 89 might fit the bill.

The overall look is the IMS typeform we're starting to see in a lot of European production boats—a nearly vertical bow with another one of those water-kissing knuckles, a long waterline, and a maximum beam that extends well aft. The hull is cored, hand-laminated, and vacuum-bagged, and the deck is injection molded.

Displacement is 16,133 pounds, draft, 6'11". The aluminum rig is deck stepped and has two swept-back spreaders. The headsail is a 140-percent genoa, roller-furled by a Facnor drum. Harken products abound, including a traveler on the cockpit floor, and Spinlock clutches grace the cabinhouse. Sail area is 840 sq. ft., an optional symmetric spinnaker is 1,184 sq. ft.

The deckhouse is long and low, but interior headroom is at 6'5". We went aboard the boat at Strictly Sail Chicago and don't think you'll have a problem convincing your significant other that the interior will be great for cruising. A light-colored mahogany trim lines the well appointed space, which is available in three versions. The name of the game is stylish comfort, and Dufour has had the formula down pat for years. All said and done, the Dufour 40 should run you a little less than \$220,000. www.dufouryachts.com

New Products

There's something oddly appealing about a sail-powered product that comes with a liability waiver. The **Sirocco Land Sailer** is the latest entry for the small but increasingly active road warrior sailing club. Sold in two different models, standard and full-suspension, the Sirocco is, according to its manufacturer, the only commercial land sailer to offer a brake;