



*J/80 Owner Guide*  
*使用指南*

## J/80 Owner Guide 1 Introduction 简介

WELCOME ABOARD and welcome to J/Boats' family of owners. Your boat is designed and engineered to be the strongest, best performing, easiest-to-use, and most comfortable sailing boat of its type.

欢迎您加入 J80,成为 J/Boats 所有者的一员。J80 为同类船型中,设计制造坚固性最强,性能最佳,操作最为简单舒适。

J/Boats has prepared this guide to familiarize you with rigging, tuning, and operating the J/80. Before we begin please be sure to:

J/Boats 这本《使用指南》,在于帮助您熟悉船上的索具及其调试和操作方法。在我们开始阅读本书之前,请您务必确保:

COMPLETE THE WARRANTY CARD AND MAIL TO HUDSON YACHT AND MARINE CO., LTD.

将保修卡填写完整后邮寄到哈德森(福建)游艇有限公司。

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哈德森(福建)游艇有限公司对本产品提供独家保修。以下提到的保修条款以及保修卡与该船一起提供给船东。

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#### 1、 2009 J/80 Fact Sheet 2009 J/80 参数表

LOA 总长	26.3'	100% Sail Area 帆面积	337
LWL 水线长	22.9' "	I	31.50
Beam 船宽	8.3'	J	9.50
Draft 吃水深	4.9'	P	30.00
Displacement 排水量	2,900	E	12.50
Engine 引擎	Outboard 舷外机	J/Sprit	6.25
Water 水位	N/A	Dspl/L 排长比	108

Keel (lead) 龙骨重 (铅)	1,400kg	SA/Dspl 帆排比	26
Headroom 船舱高度	4'0"	One Design PHRF Rating 统一级别让分系数	123
Height of Boat Only w/Keel 单含龙骨船体高度	9'	Mast height above water 水面上桅杆高度	37'6"

## 2、Running Rigging 活动绳索

Item 品名	Material 材质	Diameter 直径	Length 长度(吋)	Meters 长度(米)
Main Halyard 主帆升帆索	Dyneema	8mm	72'	21.94
Jib Halyard 前帆升帆索	Dyneema	8mm	60'	18.28
Spin Halyard 球帆升帆索	Polyester	8mm	77'	23.46
Tack Line 球帆前角索	Polyester	8mm	46'	14.02
Sprit Control 球帆杆控制索	Polyester	8mm	19'	5.79
Clew Reef 缩帆绳	Polyester	8mm	38'	11.58
Main Sheet 主缭	Polyester	10mm	55'	16.76
Jib Sheets 前缭 (continuous)	Polyester	10mm	55'	16.76
Spin Sheet (2) 球缭	Polyester	8mm	55'	16.76
Cunningham 主帆前缘索	Polyester	6mm	10'	3.04
Boom Vang 帆桁斜拉索	Polyester	6mm	32'	9.75
Vang Cascade 帆桁索	Dyneema	8mm	5'	1.52
Backstay Control 后支索控制索	Polyester	6mm	59'	17.98
Traveler Control 滑车控制索	Polyester	8mm	19'	5.79

## 3、Mast & Boom 桅杆&帆桁

Builder 制造商:	Sparcraft
Mast Section 桅杆型材	IMS 80
Boom Section 帆桁型材	F60
Tack Set-up	1-3/8"
Tack Set-back	1-1/2"
Clew Set-up	Slug
Feeder Type	Milled Slot
Finish 表面处理	Anodized 镀锌

## 4、Sparcraft Standing Rigging 固定支索套装

Item 品名	Dia. 直径	Length 长度	Term1 接头	Term Pin 接头插销长度
Headstay w/Harken Unit 00A furler 前支索装配Harken Unit 00A卷帆器	5mm Dyform	32'11"		5/16"
Upper backstay 后支索上段	4mm	28'3-1/4"	Eye眼状	Trbkl 旋转扣 1/4"
Lower backstay legs (2) 后支索下段	3mm	9'10-1/8"		Trbkl 旋转扣 5/16"
Upper shrouds 侧支索上段	5mm	31'5"		Trbkl 旋转扣 5/16"
Intermediates 侧支索中段	4mm	21'11-3/8"		Trbkl 旋转扣 5/16"
Lower shrouds 侧支索下段	5mm	11'7-1/4"		Trbkl 旋转扣 5/16"

For Boats Built by Hudson Yacht and Marine Beginning 9-09

哈德森（福建）游艇有限公司于 2009 年 9 月开始生产 J80.

NOTE: Standing rigging dimensions differ slightly from US& French Specifications

注意：关于固定支索的规格，美国和法国存在细微差别。

### J/80 Owner Guide 3 Commissioning Checklist 组装检查表

#### Pre-Launch 下水前

\_\_\_ Read equipment owner manuals 阅读设备使用手册

\_\_\_ Pre-rig mast and check installation of: 准备桅杆并检查安装以下配件:

- halyards 升帆索
- blocks 滑轮
- electronics 电子设备
- shrouds 侧支索
- spreader chafe guards 侧桅及其防摩擦装置
- lifeline pins 安全索插销

\_\_\_ Pre-rig boom 准备帆桁

\_\_\_ Bottom painted or touched up 油漆船底或补漆

\_\_\_ De-winterize outboard engine 舷外引擎御寒装置

\_\_\_ Check battery charge 检查电池充电器

#### Loose Gear 散装设备

\_\_\_ Fenders and lines 碰球及碰球绳

\_\_\_ Dock lines 缆绳

\_\_\_ Winch handles 绞盘摇把

\_\_\_ Bilge pump & bucket 船底泵和水桶

\_\_\_ Mast wedges ready 桅杆楔子

#### Step Mast 立桅杆

\_\_\_ Hoist spar and lower into boat 吊起桅杆然后降低向下放进船舱

\_\_\_ Attach furler to stemhead fitting 将卷帆器连接到前支索基座

\_\_\_ Attach backstay 连接后支索

\_\_\_ Attach all shrouds and hand tighten 连接所有的侧支索并手动调紧

\_\_\_ Install wedges and mast boot 安装桅楔和防水罩

#### Rigging 索具

\_\_\_ Install boom 安装横桁

\_\_\_ Rerun halyards in mast 重调桅杆升帆索

\_\_\_ Rig reef line 安装缩帆绳

\_\_\_ Install and connect boom vang 安装并连接斜桁斜拉索

\_\_\_ Rough tune spar per tuning guide 根据调整指南初步调整索具

## J/80 Owner Guide 4 Getting Started With Your J/80 开始试航

Generally, your dealer will help you prepare your boat before launching. They are experts in the field and are capable of completing most commissioning tasks.

通常，经销商会在船下水之前帮您做好准备。他们是这个领域的专家，有能力帮助您完成大部分的组装工作。

### Before Proceeding 组装开始前

Before you begin to assemble your new boat you should become familiar with the different sail control systems and associated hardware. All running rigging and loose deck hardware items are shipped from the factory in parts boxes complete with part inventory sheets. To help you properly install these items please refer to the rigging and hardware sections and diagrams in this guide.

在开始组装您的新船之前，首先请熟悉帆的不同控制系统及其相关五金件。船厂将所有的活动绳索和甲板上散装的五金配件都包装在配件箱里，连同配件清单发出。为了帮助您正确地组装这些配件，请参考本指导书中的索具和五金章节及其图示。

The Commissioning Checklist: will help you double check that the J/80 is assembled properly and all systems and rigging are functioning properly. If a boatyard other than an authorized J/Boat dealer is performing the work, review this list with them to establish what needs to be done and by whom.

组装检查表可以帮助您确认 J/80 是否被正确组装，所有的系统和索具是否能正常运作。如果组装是由船坞而不是由 J/Boat 授权的经销商来执行，那么请和他们一起探讨该检查表，确定出工作内容和人员分工。

Topsides: wash off all the dirt and grime accumulated from delivery. Use only nonabrasive cleansers on the gelcoat. Then apply a coat of high quality carnauba car or boat wax or use a synthetic poly-based coating. Either finish will prolong the life and sheen of the gelcoat.

干舷(水线以上部分): 清洗掉船上所有的污垢，使用防磨损清洁剂清洁胶衣。然后涂上一层优质的棕榈蜡或者船蜡，或者使用以聚脂为主的复合漆。两种方式既可以延长产品的使用寿命也可以保持胶衣光泽度。

Bottom: preparation is critical to long-lasting enjoyment. To ensure a professional finish, carefully review the paint manufacturers recommendations for preparing the bottom, and have your dealer to roll it or spray it on. Be sure that there are a minimum of 4 coats of epoxy primer covering the keel by 10 mils and rudder prior to final coating of bottom paint.

舱底: 油漆面的准备工作对延长产品的使用寿命是至关重要的。为了确保油漆的专业效果，请仔细阅读油漆制造商对油漆前准备工作的建议，并请您的经销商刷上或者喷上船底。请确保在上船底面漆前，龙骨和船舵上至少上 10 米尔厚环氧底漆四层。

## J/80 Owner Guide 5 Deck Hardware 甲板五金

**Chainplates:** are custom built of polished 304 grade stainless steel. Each pair surrounds the main structural bulkhead and is anchored directly to it with bolts. The backstay chainplate is also 304 grade and through bolts directly to a reinforced area of the transom.

侧支索基座：定制的 304 抛光不锈钢。每对用螺栓直接安装在主结构-隔舱板周围。后支索基座也是抛光后的 304 不锈钢，用螺栓直接固定到船艉加强板上。

**Stemhead Fitting:** is a custom polished 304 grade stainless fabrication. It is designed to withstand all headstay loads, and is attached with bolts directly to the stem of the hull.

前支索基座：定制的 304 抛光不锈钢制品。用以支撑前支索所有的负重，用螺栓直接固定到船头部分。

**Toe Rail:** Molded forward toe rail with two layers of exterior glass followed by a closed cell foam core then followed by the standard deck laminate. If you drill into the toe rail to install netting of any kind we recommend using some sort of sealant on the screws.

踢脚线：甲板前部通过模具制作的踢脚线，是在先铺 2 层表面毡之后放置泡棉，最后按照标准的甲板铺成工艺制成。如果您需要在这个位置安装任何渔网之类的话，我们建议螺丝打上防水胶。

**Stanchions & Pulpits:** are designed for proper offshore safety as well as to facilitate access to the boat. The bow pulpit is properly braced to allow easier handling of the spinnaker. The stern pulpit is arranged with an aft gate, stern running light, and is a convenient place to mount an outboard bracket, etc. All stanchions are 1" diameter tapered stainless steel, which fit into stainless steel bases. The stanchion gates are well supported with an additional bar and socket.

侧栏杆及船艉船艏栏杆：栏杆的设计旨在离岸后的安全考虑和方便登船。船艏栏杆恰当的弯曲弧度，便于球帆的操作。船艉栏杆处设置有艉门、航行灯，可方便安装舷外支架等。所有侧栏杆均为直径 1 英寸的锥形不锈钢，并配有不锈钢底座。侧栏杆底座安装位置还做了额外的加强。

**Lifelines:** are SuS wire and are continuous and run through the bow pulpit and secure to the stern pulpits. Two lifelines are clearly marked from the factory and is intended to fit a specific portion of the lifeline system.

救生索：为一段连续的不锈钢钢丝绳穿过船艏栏杆后固定到船艉栏杆。两条安全绳都由工厂做了明显的标志，用于安装到安全索某个特定部分。

**Skylight Ventilation Hatch:** is made of extruded anodized aluminum frames and scratch-resistant acrylic covers. This is the "Ocean Hatch" from Lewmar Marine's Ocean Series hardware line. The hatch is equipped with a ventilation position and 180 degree articulation.

天窗：通风，180 度可见度。由电镀阳极铝框和抗刮的亚克力玻璃组成。这是从 LEWMAR 公司购买的船用系列五金中的船用舱盖。

**DO NOT PERMIT ACETONE OR OTHER HARSH CLEANSERS TO GET ON PORTS OR HATCHES AS THEY MAY DAMAGE THE FINISH & CLARITY OF SOME DECK HARDWARE.**

切忌使用丙酮或其他刺激性的清洁剂清洗舷窗和天窗，以免损伤甲板五金的外观和亮度。

Winches: standard winches are Harken 32-2A two speed winches. The location of the winches facilitates sailing with one or two aboard. They are geared to match the load requirements of the specific task.

纹盘：标准的 HARKEN 32-2A 双速纹盘。绞盘的安装有助于航行方便，可配置一到两个，主要是为了配合某个特殊操作的负荷要求。

## J/80 Owner Guide 6 J/80 Rigging J80 索具

Tools needed for rigging your J/80:

组装所需的工具：

- Phillips head screwdriver 十字螺丝刀
- Needle nose pliers 尖嘴钳
- Flat head screwdriver 一字螺丝刀
- Knife/scissors 小刀或者剪刀
- Adjustable wrench 活动扳手
- Wooden clamp 木工夹
- Portable Drill 便携式电钻
- WD-40 or Superlube 万能防锈润滑剂

### Mast & Boom Commissioning

桅杆和帆桁组装

Roller Furler: Assemble Harken 00 roller furler using directions. We provide the proper size top foil so there is no need for measuring and cutting foils.

卷帆器：根据卷帆器说明书组装 harken00 卷帆器。卷帆器滑轨的长短刚好合适，无需测量和切割。

Mast: Find two saw-horse supports and cover with padding or carpeting to support the mast. Carefully remove all protective packaging from the new mast and spreaders. Locate and remove the four standard spreaders taped to the mast and put aside in a clean area. Locate all wire rigging and standard halyards (3) from the running rigging box inside the J/80.

桅杆：首先找两个锯架，铺上软垫或者毯子，用以支撑桅杆；然后小心将桅杆和侧桅外面的包装拆掉，并将与桅杆包装在一起的四根侧桅从桅杆上拆掉，放到旁边干净的地方；再然后取出放置在船舱里面的固定支索和 3 根标准的升帆索。

Attach each halyard tail to the end of the appropriate messenger lines pre-installed in the mast. The main halyard feeds into the mast crane at the top of the mast, the spinnaker halyard feeds through sheave 18" above the headstay connection, and the jib halyard, just below the headstay connection. The main halyard leads to port to a horn cleat on the side of the mast and jib halyard exit to port leading to double aligned Harken cam cleats. The spinnaker halyard leads to starboard down to cam cleat on the mast.

将预先安装在桅杆上的适当的信绳绑到每条升帆索尾端上。主升帆索穿过桅杆顶部的吊架；

而球帆升帆索，穿过前支索顶部连接点上方 18 英寸处的滑轮；前帆升帆索从前支索顶部连接处的下面穿过。主帆升帆索从桅杆的左边穿出到达桅杆边上的汽笛羊角，前帆升帆索从左边出来后导向 2 个一排的 Harken 夹绳器，球帆升帆索导向右边，然后固定到桅杆上的夹绳器。

Be sure when you attach the halyard to the messenger that you tie an appropriate knot or else you risk losing the messenger line into the mast. A good idea is to tape over your knot with rigging or duct tape. (Note: white electrical tape is best to use).

当您升帆索固定到信绳上时，一定要打一个合适的结，以信绳掉进桅杆里面。建议用绳子或者胶带将打结的位置缠绕起来。（最好是白色的电工胶带）

After all the halyards are installed, you can install both sets of spreaders. Make sure that the halyards lead behind the spreader bars inside the mast tube. A long screw driver can help with this. Pin and tape the spreaders. A wood or metal clamp can help fit the spreaders slightly compress the mast to help line pins up. Spreader are marked. So check this as well.

所有升帆索安装完毕后，就可开始安装那两套侧桅。可使用一根长的螺丝刀帮助确保所有升帆索是从桅杆里面侧桅柱的后面穿过。固定侧桅并用胶带粘住。木工夹或者金属夹可用来夹紧桅杆，这样可帮助侧桅对称。上下侧桅都有标志，请在安装前认真确认。

Next, you are ready to install the shrouds. This is very simple. Beginning with the upper shrouds, insert the “T” fitting on the end of each shroud into the mast termination hole and twist 90 degrees. Follow the same procedure for the other five remaining shrouds.

接下来，该安装侧支索了。先从上段侧支索开始，将 T 型头插入桅杆侧面的支索端口后，旋转 90° 即可。按照这个方式安装剩下的 5 根侧支索。

Install the shrouds into the spreader end caps. Tape the spreader ends thoroughly with rigging tape and/or rubber boots. Slide the preformed mast collar on the bottom of the mast and install an optional Windex at the top of the mast if desired. Proceed to the tuning section for post mast-stepping tips and instructions.

然后将侧支索穿过侧桅帽。记得将侧桅末端用胶带或者橡胶套完全保护起来。接下来套上桅杆底部的桅杆套，如果需要，可安装方向标于桅杆顶部。关于调整桅杆的建议和说明，请参阅后面的调整章节。

Install any instrument mast bracket at this time.

如果有别的航行仪器托架需要装在桅杆上的，可在此时安装。

**Boom:** The outhaul is assembled at Sparcraft and is delivered in rigged configuration. Messenger lines are provided if you wish to run the reef lines. After the mast is stepped, attach the boom at the gooseneck and attach the mainsheet block and vang blocks to the boom and mast attachment points.

**帆桁:** 帆桁后拉索已经由供应商安装完毕，如果您打算安装缩帆绳，供应商也提供了信号绳备用。当桅杆立起来后，就可以将帆桁连接到桅杆上的鹅颈，然后将主缭滑轮和斜拉索滑轮连接到帆桁和桅杆相应的位置。

**Lifelines/Stanchions:** Life line and stanchions are installed at the factory. It is the owner's



responsibility to maintain and check them for screw safety.

安全索和侧栏杆：工厂负责安装安全索和侧栏杆；螺丝的安全性和后期的维护由船东负责。

**Tiller Extension:** The J/80 is provided with a tiller extension. This extension is included in the rigging box with the boat and requires installation by the dealer or owner. Follow the directions included with the extension and locate to suit. We recommend locating this at least 4" behind the forward end of the tiller to ensure space to directly control the tiller with your hand.

舵柄延长杆：J80 配有一根舵柄延长杆，并与其他随船物品包装在一起，可由代理商或者船东自己安装。按照延长杆的包装说明，确定安装位置。我们建议安装在距离舵柄前端至少 4 英寸的地方，这样可以确保有足够放手的空间，直接控制舵柄。

**Rigging Bow Sprit:** Lead the tail of the pole control line through the inboard hole at the back end of the sprit tie a stopper knot. Then run the line through the Harken single block on the forepeak bulkhead and lead it aft through the plastic eyes on the overhead to the cleat at the back of the cabin trunk. **IMPORTANT:** Tie a stopper knot aft of the cleat to prevent the back end of the pole from hitting the main bulkhead when the line is released.

组装球帆杆绳索：将球帆杆控制绳穿过球帆杆尾部的内侧孔，并打一个止索结。然后将绳索穿过前部隔舱板上的 Harken 单滑轮后，向后再穿过头顶的塑料导索孔，最后卡在舱门口的夹绳器上。**注意：**当绳子卡在夹绳器上后，一定要打一个止索结，防止当绳子松开的时候，球帆杆的尾部撞在主隔舱板上。

**Roller Furler:** Your J/80 is equipped with a Harken Roller Furler attached to a dyform wire rigging headstay. The furler line leads aft from the furler through a centerline bow eye then aft to starboard, cleating at the side of the cabin in the cockpit. After attaching the jib head and tack to the furler shackles, be sure to tape the shackles.

卷帆器：J/80 配置的是 Harken 的卷帆器，与 dyform 型号的前支索连接。卷帆器绳索向后穿过甲板中心线上的牛鼻导索孔后到达右舷位于舱门边上的球帆杆夹绳器。将前帆帆顶角和帆前角固定到卷帆器卸扣后，记得将卸扣用胶带保护起来。

## **J/80 Owner Guide 7 Tuning the Rig 调整索具**

Your sailmaker will have specific rig tension recommended for different conditions. We'll stick with the basics to obtaining a well-tuned J/80.

帆供应商会根据不同情况建议索具的特定张力。我们将根据这些标准来调整索具，使其达到最佳状态。

**Before Stepping the Mast:** 树立桅杆之前:

Measure the headstay length- this should be approx. 32'11" from pin to pin. Class rules allow a range. Consult your sailmaker for the recommended length for your sails.

测量前支索的长度---头尾插销之间的距离约为 32'11"，级别规则允许有一个浮动范围。请咨询帆供应商以确定帆的长度。

**Windex:** Install an optional Windex to top of mast-We suggest setting each Windex tab to 30

degrees off center.

风向标：选配，安装在桅杆顶部。我们建议将其每个指示标设置为偏离中心 30 度。

#### Tape spreader ends and all exposed pins

将侧桅末端和所有暴露在外面的插销全部用胶带保护起来。

Run a short piece of line between the upper shroud (about 6" above the bottom spreader) and the intermediate shroud. Then tape off. This helps prevent the spinnaker from catching in the triangle formed by the spread, and the two shrouds.

在上段侧支索（约在底部侧桅 6 英寸以上的位置）和中段侧支索之间系一条短绳，然后用胶带贴好。这个可以防止球帆卡在侧桅与两根侧支索形成的三角区域内。

#### Add the mast boot

安装桅杆防水套

Set mast step to middle position, then tighten the aft two step bolts. We have mounted the mast step in the desired location.

将桅杆上底座安装在中间位置，然后锁紧底座后方的 2 颗螺栓。船厂已经将桅杆上底座安装在适当的位置。

#### After Stepping the Mast:

桅杆树立之后：

Center the mast: Establish reference points on the toe-rail abeam of the mast, by measuring aft from the bow equidistant to both rails. Then hoist a metal tape measure up the main halyard. Measure from rail to rail and adjust the upper shrouds until the top of the mast is centered. The lowers and intermediates should be slack.

桅杆居中：通过测量，找出从船头到两边栏杆等距，并在踏脚线处与桅杆成直角的若干点作为参照点，然后测量主帆升帆索的长度。测量栏杆到栏杆的长度并调整上段侧支索长度直到桅杆顶部居中，此时中段和下段侧支索需要保持松弛。

Tighten the uppers two turns per side until you reach a shroud tension of approx. 800 lb. as measured by a LOOS gauge. Then hands tighten the lowers so that the mast is straight side to side while sitting up the mast track.

将上段侧支索两边的旋转扣调 2 圈，直到侧支索的张力达到约 800 磅，张力可通过张力器测量出。然后手动调紧下面的侧支索，笔直的桅杆有助于树立桅杆滑轨。

Once straight, tighten the lowers two turns per side up to 600 lb.

桅杆直立之后，旋紧下段侧支索的旋转扣各两圈使两边的张力各自达到 600 磅。

Finally, hand tighten the intermediates rechecking for straight alignment, and then tighten to 300 lb.

最后，手动旋紧中段侧支索旋转扣，再次确认桅杆的直立情况，中段侧支索张力为 300 磅。

Tighten the backstay turnbuckles so that with the backstay line released, the backstay bridle rests approximately 12 inches below the intersection with the upper backstay.

调紧后支索旋转扣，这样当后支索控制绳松开后，后支索控制器位于上下后支索交叉处下方约 12 英寸的位置。

*After Mast is stepped with no LOOS gauge:*

不用张力器调整桅杆的方法:

- *Center the mast: Establish reference points on the toe-rail abeam of the mast, by measuring aft from the bow equidistant to both rails. Then hoist a metal tape measure up the main halyard. Measure from rail to rail and adjust the upper shrouds until the top of the mast is centered. The lowers and intermediates should be slack.*

桅杆居中：通过测量，找出从船头到两边栏杆等距，并在踏脚线处与桅杆成直角的若干点作为参照点，然后测量主帆升帆索的长度。测量栏杆到栏杆的长度并调整上段侧支索长度直到桅杆顶部居中，此时中段和下段侧支索需要保持松弛。

- *Tension backstay: as hard as you can. Then add hand tight equal turns on the upper shrouds, add 2 full turns or 4 1/2 turns using a wrench & screw driver.*

调节后支索张力：尽力调到最紧。可通过先调节侧支索，先手动将上段侧支索调同样的圈数，然后使用扳手和螺丝刀再调 2 个整圈或者 4 个半圈。

- *Tension intermediates & lower the same amount.*

中段和下段侧支索需要调一样的圈数。

- *Release backstay and check straightness of mast.*

松开后支索并检查桅杆的直立情况。

- *Mast should be set up for about 12 knots of wind using this method.*

使用这个方法，桅杆可承受 12 节风力。

New wire rigging will tend to stretch a little. Be prepared to go through this same tuning procedure after your first day of sailing in a good breeze and check it periodically.

新钢丝绳使用过后会稍微变长，第一天航行之后，请按照以上步骤再定期检查调节。

The J/80 comes equipped with BSI open body turnbuckles. Rather than pinning the turnbuckles to prevent unwinding, simply take a short piece of messenger line and run it through the bodies of the three turnbuckles on each side and tie a square knot. The turnbuckles won't unwind, yet they're easy to get to for future rig adjustments. For the backstay turnbuckles, tie a messenger line through the turnbuckle and around the stern rail.

J/80 配置的是 BSI 开式螺旋扣，而非闭塞式螺旋扣来防止松脱。可以将一小段信绳穿过两侧三个开式螺旋扣，并打一个平结，这样螺丝扣就不会轻易松开，而且也方便了后面的索

具调整。后支索螺旋扣也可绕过艉部栏杆绑一条信绳。

## **J/80 Owner Guide 9 Sailing Tips 航行提示**

**Cross-Sheeting the Jib-** While most times you will want to trim the jib sheet to the leeward winch, there are times when “cross-sheeting” can be very fast. Cross sheeting means trimming the jib sheet across the cockpit to the windward winch. This is especially helpful in windier, wavy conditions when you want all the weight on the rail and the ability to constantly adjust the jib sheet. To cross sheet most effectively, you have two options.

- 1) On the standard J/80, you can install a folding pad-eye just forward and outboard of the primary winch and then shackle a Harken ratchet block to it.
- 2) If your boat is equipped with the optional genoa tracks (for PHRF sailing), simply run the jib sheet through a block on the genoa track and sheet across the cockpit.

前帆调整—大多数情况下，您可能需要将前帆调整到下风绞盘，有时这种调节会很频繁。所谓的交换前缭是指通过将前缭穿过驾驶区拉到上风绞盘的方法，这在风浪较大的情况下，能帮您将重量转移到栏杆上并可以持续调整前缭。下面两种办法可以帮您更有效地交换前缭：

- 1) 在标准的 J80 船上，您可以在主绞盘前方外侧安装一个可折叠的导索孔 一个 harken 的棘轮滑轮即可。
- 2) 如果您的船上装有可选配的热那亚帆滑轨（让分比赛用），那么可以简单地将前缭穿过滑轨上的滑轮再将前缭绕过驾驶区即可。

**Spinnaker Handling-** The J/80 is equipped with a foredeck hatch which is wonderful for ventilation and spinnaker handling while day sailing, but most J/80 racers deploy the spinnaker out of the main companionway. For this reason, it is very important to tape up anything that can potentially rip the spinnaker. This includes the boomvang/boom intersect, the shroud bases and any visible ring dings or pins. Some sailors have rigging spinnaker bags that clip just inside the companionway opening, to help prevent the spinnaker from grabbing loose gear below.

球帆操作： J/80 在前甲板配置了一个天窗，既可以用以舱内通风，又可以用于球帆操作，但大多 J/80 玩家习惯从舱门口操作球帆。因此，需要把一些可能会割破球帆的东西用胶带遮蔽起来，比如帆桁下拉索与帆桁交叉的地方，侧支索基座和一些明显的弯钩、插销等。有些玩家还在舱口处扣一个球帆袋，以防球帆勾到舱内一些零散的物品而破坏球帆。

Hooking up the Spinnaker- Always remember to tape the halyard shackle after attaching. It can otherwise catch on the rigging while being hoisted and potentially open at an inopportune time. When hooking up the spinnaker for the first time, start by hooking up both spinnaker sheets to the clew of the sail. Assuming that you want to set the spinnaker on starboard tack, hook the sheets up to the port side. Then take the tack line from the bowsprit, run it over the dip in the bow rail (to port of the headstay), and aft to the spinnaker tack, making sure the tack line stays on top of the lazy spinnaker sheet. You'll see the benefit of this later when the spinnaker is flying. With the tack line always rigging on top of the lazy sheet, the spinnaker is automatically rigged for "inside" jibing. This is when the clew of the spinnaker (during a jibe) passes in front of the headstay but aft of the spinnaker luff. An "outside jibe" (when the spinnaker clew goes all the way in front of the spinnaker luff) is only effective in windy (20+ knot) conditions.

升球帆——切记球帆连接好后，升帆索卸扣需贴上胶带。否则在升球帆或者球帆在时机不当时展开，会卡在绳索之间。第一次升球帆时，将两根球缭同时系在帆后角。如果您想让球帆右舷受风，那么要控制左舷球缭，然后拉住球帆杆上的前角索，穿过船艏栏杆（到前支索左边），再向后到球帆帆前角处，确保球帆前角索是在松开那根球缭的上面。您会在球帆升起来之后看到这样做的好处。当球帆前角索总是在松开的那根球缭上面时，球帆绳索会自动做好可“内侧”换舷的准备。内侧换舷就是当球帆的帆后角在前支索前部（换舷时），而在球帆帆前缘时。然而“外侧”换舷（球帆帆后角一直处在球帆帆前缘的前面）只适合在风力达到 20 节以上时操作。

## J/80 Owner Guide 10 Spare Parts 备用配件

It's always prudent to carry spares. The following is a recommended list of items to keep on board:

准备一些备用配件是很明智的，建议配置以下用品在船上：

- Clevis pins for the lifelines & shrouds 安全索和侧支索的插销
- Spare shackles for the roller furler 卷帆器卸扣
- Assorted shackles 各种型号卸扣
- Winch grease and pawl kit 绞盘润滑油及绞盘摇把
- Spare Tiller extension 备用舵柄延长杆
- Extra spinnaker sheet (this can then be used as a spare for anything)  
备用球缭（此可代替其他任何绳索）
- One extra jib block assembly 备用前帆滑轮 1 个
- Small tackle box used to keep all the small parts above. 存放上述装备的小箱

Class Required Equipment- The J/80 class requires certain safety equipment to be carried aboard for class racing. For the most part, these correspond to most boating safety regulations. Because regulations vary from area to area, the owner should check local regulations in outfitting their boat.

级别赛事所需设备：J/80 级别赛事要求配备一定的安全设备。这些设备大部分符合多数船只安全规定。因为不同地方，有不同规定，请船东按照当地的规定来配置。

- One anchor and chain exceeding 6.0kg with 40m of polyamide rode with minimum diameter

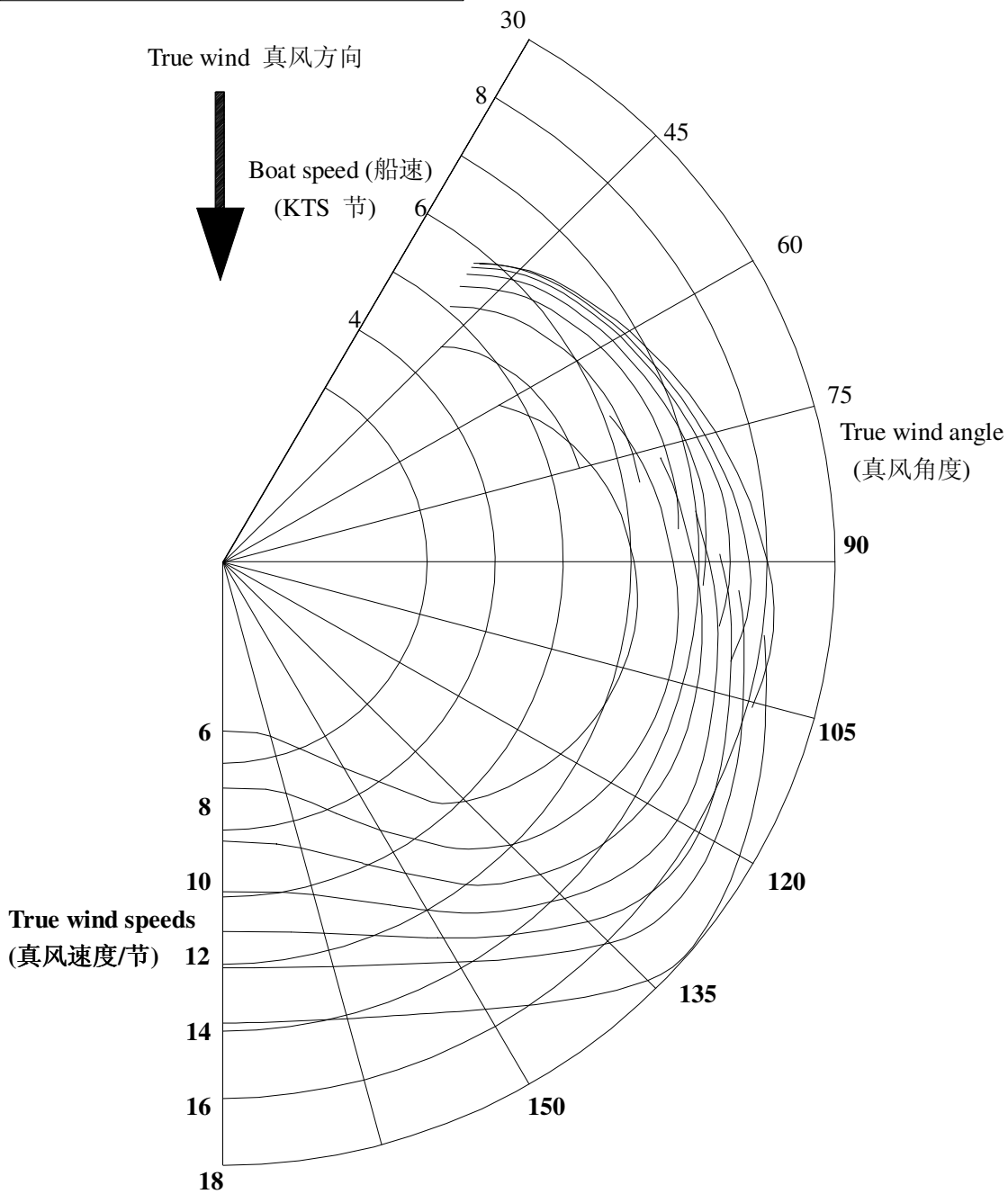
of 9mm.

一套超过 6 千克的锚及锚链，含一根 40m 长，最小直径 9mm 的尼龙锚绳。

- One manual bilge pump  
手动舱底泵(standard on J/Boats Asia spec.)
- One compass, applicable charts, and either (a) speed and depth measuring devices or(b) Operational GPS.  
一个指南针，海事图，一个测速测深仪或 GPS
- Operable navigation lights, a 12 volt battery (8kg min, 25kg max)  
可操作的航行灯，带有 12 伏电池（最小 8kg，最大 25kg）
- One horseshoe type throw able life ring.  
马蹄形救生圈
- Marine first aid kit and manual.  
海上医药箱及手册
- One operational VHF radio.  
可操作的 VHF 对讲机
- One bucket of not less than 9 liter capacity  
容量不少于 9 公升的水桶
- Personal flotation vests shall be carried for each crewmember on board.  
所有船员的救生衣
- Engine: Minimum nominal power of 2 kilowatts (3hp) minimum weight 12.5kg (empty of fuel). When not in use, engine and any removable outboard bracket shall be stowed aft of forward wall of cockpit. 3-4hp long shaft engines recommended. If larger engines are used the boat can handle but gelcoat cracks can form and manufactures guarantee will not cover.
- 引擎：最小额定功率 2 千瓦（3hp），最小重量 12.5kg(不含油)。不需使用引擎时，引擎和任何可拆卸的外舷托架须存放在舱内。建议使用 3-4 马力的长轴引擎，此船也可配置更大马力，但是超重引起船尾胶衣裂开，不在保修范围内。

J/80 Owner Guide 11J/80 Polar Diagram 坐标图

Boat 船型 : J/80  
Status 状态: 统一级别结构图



## J/80 Owner Guide 12 J/80 Construction 生产

The J/80 is built by Hudson Yacht & Marine, NanAn, China. HYM is one of China's most qualified and advanced builder in fiberglass yacht construction. HYM's extensive staff of craftsmen, engineers, production specialists and quality inspectors ensures that each yacht is carefully built and thoroughly inspected.

J/80 由位于中国泉州南安哈德森(福建)游艇有限公司制造。哈德森是中国玻璃钢船行业最优秀和最先进的生产者之一,拥有最优秀的工人,工程师,造船专家及质量检测人员,确保每条船都经过精心制造,严格检验。

### Construction Materials 建造材料

HYM utilizes only the highest quality construction materials, which undergo constant testing at their laboratory to ensure they meet stringent construction specifications.

哈德森只采用高品质的生产材料,这些材料需经过一系列测试,确保能达到严格的生产规格要求。

**Gelcoat:** The J/80 moldings use a neo pentyl glycol (NPG) isophthalic gelcoat. NPG ISO gelcoats yield a dense frequently branched molecular network which inhibits migration of water molecules. Because of the structure, these gelcoats offer superior resistance to moisture penetration, blistering, and fading. The product is formulated to "yield" more than other gelcoats and provides more "flexibility" to improve cracking resistance. Testing also indicates that NPG ISO GELCOATS produce the highest gloss and the best color retention under harsh exposure.

**胶衣:** J/80 使用的是一种**新戊二醇**异酞胶衣,这种胶衣可以频繁地产生浓稠的支链分子网以阻止水分子转移,从而可以防止湿气渗透,气泡产生,以及褪色。这类胶衣相对其它胶衣而言,具有更大的弹性,从而提高了抗裂的能力。测试也表明了**新戊二醇**异酞胶衣,即使在恶劣环境下也能产生高光泽度和色泽度。

**Glass Fabrics:** Unidirectional, bi-axial fibers are used throughout the J/80 hull and deck. This offers superior strength and stiffness to conventional cloth and woven roving laminates.

**玻璃纤维:** J/80 甲板和船底所使用的玻璃纤维有单轴向布和双轴向布。这种布比一般织物和其他方格布具有更大的强度和硬度。

**Resins:** Resins are chemically formulated to HYM's exacting specifications to incorporate the best balance of properties based on extensive testing. For the hull, a special vinylester resin is used as a barrier coat behind the gelcoat to prevent moisture penetration. The combination of this vinylester resin with NPG ISO gelcoats and properly specified glass fibers yields the most blister resistant hull in the industry. The J/80 hull has a 5 year owner transferable warranty against blistering.

**树脂:** 哈德森选用的树脂,是根据其严苛标准进行大量测试,综合各种上好品性的树脂。船底方面,胶衣层之后采用的是特定的乙烯基树脂作为封闭涂层,用以防止湿气渗透。乙烯基树脂、**新戊二醇**异酞胶衣结合特定的玻璃纤维,让 J80 在同类产品中具有很高的防止船底起泡的性能,且其船壳具有 5 年气泡保修。



**Hull/Deck Sandwich Construction:** HYM utilizes Balteck balsa-cored fiberglass construction in the J/80 hull and deck to produce a lighter, stronger and faster yacht. Cored fiberglass is superior to single skin fiberglass construction because, for the same strength, a balsa cored structure can be as much as 60 percent lighter. Of all synthetic foam and natural core material available, end grain balsa is the toughest against fatigue, and rates highest in sheer strength as well as impact and puncture resistance.

**船底/甲板夹层构造:** 哈德森采用巴沙轻木夹层的玻璃纤维构造制作 J/80 船底及甲板，相比单一的纯玻璃纤维构造，船身会更轻，强度更大，速度更快。在同等强度下，巴沙木夹层构造的重量轻 60%。在所有合成泡沫塑料和天然芯材中，端纹巴沙木的抗老化、韧性和抗撞击性都是最好的。

### **J/80 Owner Guide 13 Production Control 生产管理**

Great care is taken in producing quality laminated structures. HYM regularly conducts ultrasonic inspections of hulls and decks to measure laminate thickness. Weights and specifications of resins, glass, wood, balsa, are checked on a regular basis prior to being accepted from a vendor for use. Resin burn-off tests are run randomly to check on the ratio of resin to glass.....the only exact method to determine this balance. Barcol hardness testers are used to check the relative cure of both resins and gelcoats. Gelcoat application is carefully controlled and monitored to ensure the proper coating thickness, crucial for blister resistance.

在生产铺层结构时，对品质要求格外注意。哈德森定时对甲板和船底使用超声波检测铺层厚度。从物料供应商处收到的树脂，玻璃纤维，巴沙木等材料，在使用前都检测其规格重量，可以接受的才投入使用。树脂通过放热测试抽检，确认树脂与玻璃纤维的比例.....这是判断剩下树脂的唯一精确的办法。树脂及胶衣使用巴氏硬度计检测其相关的固化硬度。胶衣喷涂过程都有经过严格的控制和监督，以确保胶衣的厚薄均匀和防止气泡产生。

**Structure:** At the center of the J/80 structural design is the main bulkhead. This anchors the shroud chainplates and attaches directly to the mast bearing beam and keel support grid. The construction of this bulkhead is similar to the hull, except that the bulkhead is solid fiberglass in areas where the chainplates are attached. All structural keel frames are infused simultaneously with the hull. Bulkheads are bonded to the hull using non-woven biaxial glass fabrics and high strength adhesives. This provides a strong bond between the hull, deck, and bulkheads, keeping the yacht "quieter" over time.

**结构:** J/80 结构设计的中心部分是主隔舱板。这个位置有安装侧支索基座，并直接连接在桅杆下底座和龙骨加强筋上。除了侧支索基座安装位置是实心玻璃钢结构外，这个隔舱板的制作工艺与船底类似。另外，龙骨槽结构与船底是同时制作的。隔舱板使用双轴向布和高强度结构胶与船底粘接，保证了船底、甲板和隔舱板的牢固结合，不会产生噪音。

**ABS Approved Hull/Deck Joint:** The extremely strong and watertight hull-to-deck joint is created by chemically bonding the hull/deck flange overlap with 3M 5200 and Plexus adhesive. This yields a bond that is proven superior in strength to a conventional bolted joint with 3M 5200, with less opportunity for leaks, and less weight on deck. Essential hardware elements along the deck edge are bolted through this joint and sealed with Sikaflex bedding compound. Each flange (hull

& deck) is supported with extra glass laminates and designed to withstand high local area stresses from stanchions, rails, & blocks.

船底/甲板合模通过 ABS 认证：船底和甲板的合模采用法兰边搭接的方式，并使用强度高、防水性能好的 3M5200 和乙炳酸胶粘结。相对传统的螺栓固定船底和甲板，上 3M5200 胶合模方式，前者甲板更轻，且不易渗漏。合模边重要的五金件安装，先用螺栓固定在甲板法兰边，再上西卡胶。每个法兰边（船底&甲板）都用玻璃纤维铺层做加强，这样可以承受像侧栏杆、栏杆和滑轮这些局部地方的高负荷。

Keel: The J/80 keel is 1,400 lbs, draws 4.9' feet and is manufactured to designer specified templates and molds. The keel is made of cast lead reinforced with 4% antimony with high-strength stainless bolts cast into the lead. The molded keel stub area of the J/80 hull uses multi-layered fiberglass laminates to withstand the high local loads induced by the keel. Heavy duty fiberglass keel stringers are infused into the stub in the hull molding process. The lead keel is seated in epoxy and thru-bolted to the stub and then spray coated with a minimum of four coats of specially formulated epoxy primer.

龙骨：J/80 龙骨重 14,00 磅，高 4.9 英尺，生产制造符合设计者规定的卡板和模型。龙骨为铸铅件，含 4% 的锑，同时高强度不锈钢螺栓也铸入铅中。J/80 龙骨槽铺多层玻璃纤维以承受龙骨本身的重量，重型玻璃钢龙骨加强筋在船壳铺层过程中也已经制作到船底的龙骨槽位置，龙骨主体用螺栓和环氧树脂固定到龙骨槽，龙骨表面至少喷 4 层特定的环氧底漆。

Hardware: The J/80 deck is designed to allow simple short-handed operation cockpit. The power ratio, safe working load, and breaking strength of each piece of hardware are carefully reviewed in the design process to ensure efficiency, durability, and light weight. Only the highest quality hardware manufacturers are chosen for each application. The fastenings are specified for longevity and ease of maintenance. All deck hardware is bedded with Sikaflex bedding compound with additional laminate reinforcements incorporated where necessary to ensure reliable fastening. Stanchions, chainplates and other above deck stainless fittings are custom made and specified by HYM engineers.

五金件：J/80 甲板的设计为允许简单且人手少的驾驶区操作。设计过程中充分考虑了每个五金件的功率比，安全工作负荷，抗断强度等，确保高效率、持久耐用和轻量。每个五金件都选自质量最好的供应商，紧固件要易于保养且耐用。所有的甲板五金件都在必要的位置使用西卡胶配合铺层加强，确保牢固。侧栏杆、侧支索基座及其它甲板上不锈钢配件由哈德森工程师指定并定制。

Spars and Rigging: J/80 spars and rigging are designed for efficiency and performance by Sparcraft. The standard double spreader aluminum mast and boom are anodized. Standing rigging is stainless wire with bsi turnbuckles. The running rigging package is specified to minimize weight and maintain durability.

桅杆和索具：Sparcraft 提供的 J/80 桅杆和索具，效率高性能好。标准的含双侧桅的桅杆以及帆桁表面做阳极处理。固定支索为不锈钢的钢丝绳带开放式旋转扣。活动绳索套装旨在降低重量和耐用。

## J/80 Owner Guide 14 Safety 安全措施

### Lightning Protection

#### 避雷装置

The J/80 is grounded in accordance with industry practice. The mast, shroud chainplates, stemhead fitting, backstay fitting and pulpits are grounded to the keel. In spite of this grounding, there can be no assurance that personnel or the boat will not suffer injury if the boat is hit by lightning. The following are suggestions only and in no way guarantee safety in the event of a lightning strike.

J/80 按照行业惯例安装接地装置。桅杆，侧支索基座，艏艄五金，后支索五金以及栏杆都接到龙骨。尽管有接地装置，但这并不能保证当船遭到雷击时，船以及船员就不会受到伤害。以下是一些建议，不能视为安全安全保证。

If possible, remain inside a closed boat during a lightning storm. Do not contact any metallic objects inside or outside the boat.

打雷时，尽可能呆在关闭的船内，不要触碰船内外的任何金属物体。

Avoid contact with any items connected to the lightning conductive system (mast, shrouds, etc) and especially in a manner to act as a bridge between them (mast to shroud, etc).

避免触碰任何和雷电传导系统连接的物件（如桅杆，侧支索等），特别是两者之间起连接作用的物体（如连接桅杆和侧支索的部件）。

Avoid swimming during a lightning storm.

避免雷雨天气游泳。

If the boat is mildly struck by lightning, check all compasses and electrical gear to determine that no damage or change in calibration has taken place.

如船遭到轻微雷击，检查所有的指南针和电子设备，以判断其度量是否有变动或损坏。

### Safety Equipment 安全设备

You can never be prepared enough for emergencies which may arise at sea. Please contact your local Coast Guard office for up to date safety requirements.

对于海上发生的紧急情况，您的准备可能永远都是不够的，请联系您当地的海事警卫队要一份最新的海事安全设备要求。

**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**

船东有责任遵守国家关于安全设备、船只操作及乘客安全方面的规定。

## J/80 Owner Guide 15 Maintenance Tips 维护提示

Even though modern construction has helped reduce upkeep, regular attention should be given to the maintenance of your boat. This includes the fiberglass exterior and interior surfaces, and the hardware and rigging.

尽管先进的构造可以减少维修，船仍需要做日常的维护，包括玻璃钢内外表面，五金件及索具。

A well maintained boat will not only bring you years of enjoyment, but most importantly, will bring you greater personal pride and joy.

一艘维护良好的船，不仅可以使用寿命多年，更重要的是可以带给您很多乐趣和自豪感。

### Fiberglass/Gelcoat 玻璃钢/胶衣

Apply a marine wax at least twice annually to preserve the “factory fresh” appearance for many years. Be sure fiberglass surfaces are clean and free of salt before waxing. Abrasive cleansers should never be used for general cleaning as they can severely mar the shiny gelcoat finish. On areas difficult to wax, like nonskid, a coating such as “Armor All” will restore its original luster. 一年至少打 2 次蜡，保持外观新亮。打蜡之前确保玻璃钢表面干净没有盐分。请勿使用刺激性清洁剂，否则会严重磨损光亮的胶衣涂层。止滑面等不好打蜡部位，类似“Armor All”的防护涂层可以恢复其原本的光泽。

### Bottom Paint 船底漆

Keeping your bottom clean is of paramount importance as it not only keeps off bottom growth, but maintains passage-making speed. Even though you may have applied anti-fouling paint, take a swim every two weeks to scrub the bottom with a sponge pad.

保持船底清洁非常重要，因为这不仅可以防止船底水生物的生长，还可以维持航速。即使已经喷过船底防污漆，也要每 2 周潜到水下用海绵块清洗船底。

### Deck Hardware/Running Rigging 甲板五金件/活动绳索

Wash deck hardware frequently with fresh water to remove accumulated salt and grime. Wash down the jib sheets, spinnaker sheets, and other lines in fresh water. Check for chafe and turn sheets end-for-end once a year to more equally distribute wear.

经常用淡水清洗甲板五金配件，把累积的盐分和污垢冲洗掉。用淡水冲洗前缭、球缭及其他绳索等。每年检查一次绳索的磨损情况，建议将绳索每年两头调换使用，这样可以磨损均匀，增加绳索的使用寿命。

Check the blocks and also wash them with fresh water. Most ball-bearing blocks need only hot water to cleanse them, then spray with a dry teflon lubricant. On conventional sheave/pin blocks wash off, disassemble, clean, rub a light waterproof lubricant on the center pin, then reassemble.

检查滑轮并用清水冲洗。多数滚珠滑轮只能用热水洗并喷干性铁氟龙润滑油。对传统的滑轮的清洁，拆掉，清洗，然后在中心轴涂少量防水润滑油最后重新组装。

Furthermore, check and lubricate the sheaves and blocks on the mast. Also, ensure the turnbuckles are clean and well lubricated. Without proper care they can “freeze up” and not turn.

此外，检查并润滑桅杆上的滑轮和轮槽，也要确保螺丝扣的润滑及清洁。没有适当的保养，他们会卡住无法运转。

In general, it is handy to keep a spray can of a light lubricant, such as TRIFLON, in your tool kit for frequent squirts of blocks, shackles, mainsheet travelers, and other moving fittings.

一般来说，在工具箱里备一喷壶的轻质润滑油（如 TRIFLON）会很方便，可以经常拿出来喷在滑轮，卸扣，主帆滑轨及活动配件上。

### Winches 绞盘

Read the manufacturer’s manuals on winch repair and maintenance. Winches are fine pieces of machinery which take little effort to maintain. However, all too frequently, they suffer neglect because no one can see how much they wear down or get dirty.

参阅厂商提供的绞盘修理和维护说明书。绞盘不用花很多时间保养，却经常被忽略，因为大家都看不到它的磨损和弄脏情况。

Clean And Lubricate Them! It takes little time to disassemble and put back together. Note that the gears and bearings are lubricated with special winch grease and pawls. Pawl springs need only a light oil. Keep spare pawls and springs in a kit for replacement.

保持清洁并添加润滑油！拆下再组装不用花很多时间，注意齿轮和滚轴要用专门的绞盘和转轴润滑油，弹簧只需要轻微滑润即可。建议在工具箱里放转轴和弹簧备用。

### Deck Hatches 甲板舱盖

Hatches need lubrication of their hinges with a silicone grease once a year. Also check the seals to see they are not unduly cracked, or are losing their ability to seal correctly. To increase traction on the plastic hatch covers, apply a non-skid tape fore and aft.

舱盖合页每年需用硅脂润滑一次。检查密封边有没有裂痕或松动，以确保密封效果。可在塑料舱盖前后加防滑胶带增加牵引力。

### Cabin Ports 舱室天窗

The ports are made of acrylic and are highly impact resistant. However, avoid highly abrasive cleansers which can scratch them. Instead, use mild soap and water to clean ports. Avoid chemical solvents, notably acetone, which can “melt” the ports...ie. smear its smooth finish.

天窗是亚克力材质，高度抗撞击。请勿使用刺激性清洁剂以免刮伤，使用温和型肥皂和清水清洗，勿使用化学溶剂，特别是丙酮，会腐蚀天窗，比如会破坏天窗的表面光洁度

### Stainless 不锈钢

Hardware like stanchions, bow/stern pulpits, chainplates can be treated with Neverdull or other light abrasive cleansers, even toothpaste works well. After applying cleanser, polish to a gleam

with a clean cotton rag.

侧栏杆、船头/船尾栏杆和基座等五金件可用 Never-dull 或其它腐蚀度较低的清洁剂，甚至用牙膏也可以。清洗完后，用干净的棉布擦到光亮。

#### Fiberglass/Gelcoat 玻璃钢/胶衣

Interior gelcoat surfaces should be cleaned periodically with non-abrasive cleansers and smooth areas should be waxed.

内部的胶衣表面应定期使用无刺激清洁剂清洗，平滑部位还应打蜡。

#### Bilges

船底

Bilges are painted with air-dry gelcoat to prevent water permeation and accumulation of mildew. They should be washed regularly with strong solvents to keep them smelling clean and to prevent the fouling of bilge pumps.

舱底喷涂风干型胶衣，防止水分渗透和发霉。定期使用烈性溶剂冲洗，以保持空气清新，防止舱底泵污垢沉积。

### J/80 Owner Guide 16 Annual Maintenance Checklist 日常维修检查表

#### Running Rigging 活动绳索

- Check running rigging lines for wear at splice, turning blocks, etc.
- Inspect blocks and shackles for wear. Clean and lubricate or replace as necessary.
- Service winches check for free spinning operation & ratchet stop action (pawls).
  - 检查活动绳索连接处和滑轮的磨损情况。
  - 检查滑轮和卸扣的磨损情况，清洗并上润滑油或更换新的。
  - 保养绞盘，检查旋转和齿轮制停等操作是否正常。

#### Deck Hardware 甲板五金

- Check lifeline integrity, stanchion, and rail attachment to deck.
- Check all cleats for signs of fatigue. Tighten fasteners or replace as required.
  - 检查安全索是否完整，甲板侧栏杆和栏杆的安装情况。
  - 检查所有夹绳器的磨损程度，按情况旋紧螺丝或更换。

#### Steering System 转向系统

- Lubricate Rudder pins.
- Check tiller extension joint for wear.
  - 舵插销上润滑油。
  - 检查舵柄延长杆连接的磨损度。

#### Electrical 电力

- Check battery charge, terminal connections.
- Check running light operation.
- Check ground wire attachment to keel.

- 检查电池充电器，终端接线。
- 检查舷灯运转情况。
- 检查接地线是否连接到龙骨。

#### Mechanical Systems 机械系统

- Remove your outboard and store at home
  - 取下舷外机，放在家里

#### Keel 龙骨

- Check keel bolt nuts for tightness
  - 检查龙骨螺母是否旋紧

\*Do not arbitrarily tighten bolts unless you've experienced a severe grounding. If there is concern for leakage, consult your dealer or professional yard.

\*除非碰到搁浅，请勿轻易拆卸螺丝。如果担心有渗漏，请咨询经销商或专业造船人员。

### J/80 Owner Guide 17 Storage Tips 储存贴士

Many of the maintenance problems surrounding boats can be pinpointed during the end-of-season haul-out. This is the time when a careful inspection will reveal the ravages of a long summer. If you live in colder climates, it is also the time to prepare the boat for what might be an even more brutal winter ashore.

每一季船离岸时，很多维修问题都会显露出来。这正好可以仔细检查整个季节中损坏程度。如果住在较寒冷地区，也可以为船在更寒冷的岸边做准备。

First, clean your boat as thoroughly as possible. Get the yard to use a high-powered hose to clean off most of the growth before it dries onto the bottom paint.

首先，全面清洗，将船拉到院子里，用强力水管在船底生物变干之前清洗掉。

Rigging-Sails and lines should be removed at the end of each season, rinsed thoroughly in fresh water and stored in a warm, dry place. This will prolong their useful life as mildew can affect even today's synthetic materials.

绳索--每一个季末，把帆和绳索卸下，用清水彻底冲洗干净后保存在温暖干燥的地方，这样可以延长使用寿命，不受霉菌影响。

Engine-Check the engine owner's manual for maintenance guidance during the season and for the specific winterizing tips

引擎--检查引擎用户维护手册，特别是防冻指南。

Battery-It is preferable to remove the battery and store in a heated area, recharging periodically to maintain full charge status. If you are in warmer climates, it is possible to leave the battery aboard. Simply check it once a month to ensure it remains charged.

电池——最好拆下电池储存到一个温暖的地方，定期地充电以确保电池处于充满状态。如果您在较温暖的地方，可以将电池放到船上。每个月检查一次确保电池总是有电。

**Bilges-Pump bilges completely dry and use a strong cleaning solvent to eliminate odors and bacteria.**

舱底——用水泵将舱底抽干，使用强力清洁溶剂去除气味和细菌。

**Electronics- Remove as many as possible to avoid condensation caused by the extreme rise and fall of temperature and humidity that come with winter.**

电子设备-尽可能将其都拆下，以防冬天温度湿度大幅升降造成冷缩。

**Interior & Ventilation-Clean the cabin thoroughly with a damp rag, for any salt left behind will breed mildew. Any paper items- books, notepads- should be taken off so they don't mildew and rot. If a winter cover is used, it is good to leave the hatches cracked open to enhance air circulation.**

**This helps prevent mildew. Also, remove boat cushions and store indoors.**

内部&通风---用湿布清洁整个舱室，任何盐分残留都会导致发霉。任何纸质物品-书，笔记本-也要清理出去，否则会发霉腐烂。如使用防寒船罩，最好将舱盖打开有利空气流通，这样有助防止发霉。把坐垫拆下放到室内。

**Exterior-If storing outdoors, a winter cover is recommended. It can be a simple piece of canvas forming a tent over the entire boat or heat-shrunk plastic. In either case, a tent-like support structure is necessary to prevent pools of water and to assure proper air circulation. Ensure the entire deck is covered to prevent uneven discoloration of the gelcoat.**

外部---如船放在室外，建议使用防寒船罩，可以是简单的帆布罩或是热缩塑料罩盖住整条船。以上2种情况，可放帐篷支架，防止水汽，保证通风。确保整个甲板都覆盖到，防止胶衣褪色不均。

**Cradle-It is critical the boat is adequately supported. The keel must rest solidly on the main beam and the vertical risers merely stabilize the boat. If it appears the boat is supported too much by the vertical risers, correct the problem as it could structurally damage the hull.**

船架---船只被适当的支撑住至关重要，龙骨须放置于船架主梁上，纵向支撑架支撑船身。如果船身重量过度压在纵向支撑架上，需及时调整船只摆放，防止损伤船体结构。

**Mast Storage-Store masts on well padded supports and do not place any weights on them. Avoid tape on the mast surface as it leaves a difficult to remove residue. Wash all surfaces, sheaves, standing rigging with fresh water. If possible, remove all standing rigging, halyards and mast instruments and store indoors.**

桅杆储存-将桅杆放在垫好的支架，上面不可放任何重物。不要在桅杆表面贴胶带，会留下不易清除的污垢。用淡水清洗桅杆表面，滑轮，固定支索。如有可能，将所有固定支索，升帆索和桅杆器械拆下，存放在室内。

### **J/80 Owner Guide 18 5:1 Mainsheet System 5:1 主缭系统**

**Harken # 2670 Carbo Ratchet block, mounts on #144 Cam Base.**

Harken#2670 棘轮滑轮，安装在#144 夹绳器底座上。

**Harken #2622, Mainsheet Carbo Fiddle Block w/becket, mounts on S.S. Bale on J/80 Boom.**

Harken#2622，主缭提琴滑轮带滚轴，安装在J/80 帆桁上的不锈钢包上。



Harken #2621, Mainsheet Carbo Fiddle Block, mounts on mainsheet traveler car.

Harken #2621 提琴滑轮，安装在主帆滑车上。

Spring between block and cam base above. 弹簧安装在滑轮与夹绳器底座之间。

#### **J/80 Owner Guide 19** 4:1 Backstay System 4:1 后支索系统

##### (1) Backstay Tackle Link Plate

后支索滑车连接板。

(2) 098A Wire Bullet Blocks (grey sheaves) attach to link plate using extra shackles from traveler car control blocks.

098A 滑轮（灰色滑轮组）用滑车控制滑轮上的卸扣与连接板连接

Harken #342 Carbo Double Block, connects to Link Plate .

Harken #342 双滑轮，连接到连接板。

Harken #340 Swivel Carbo Block, mounts to padeye on aft face of cockpit.

Harken #340 旋转滑轮，安装到舱室后面的倒锁孔眼上。

#### **J/80 Owner Guide 20** Jib & Spinnaker System 前帆及球帆系统

Jib Sheet Blocks w/Cars, mount on aluminum jib tracks. These cars have an adjustment screw for forward and aft positioning on the track.

前帆滑轮/滑车，安装在铝制前帆滑轨上，滑轨上的滑车有可以前后调节的螺丝。

Harken #2636 Carbo spinnaker turning blocks, mount on stern pulpit bales.

Harken #2636 球帆转向滑轮，安装在后栏杆上。

Harken Carbo ratchet blocks, mount on cockpit stanchion legs (aft bale).

Harken 棘轮滑轮，安装在驾驶区侧栏杆的后支撑柱上。

#### Leading your Spinnaker Sheets 布置球缭

When setting up your spinnaker sheets for a typical port tack set on the J/80 use the following recommendation as a guide.

- 1) Both spinnaker sheets lead over the lifelines and through blocks Harken #2636.
- 2) Remember that the Tack Line is always rigged over the top of Starboard spinnaker sheet. This ensures that after hoisted, the spinnaker will be ready for “inside-out” jibes (between the headstay and luff of the spinnaker).

当布置两根球缭是为了某个特殊的左舷受风操作时，可按如下布置球缭：

- 1) 两根球缭穿过安全绳和 Harken #2636。
- 2) 注意球帆前角索始终在右舷的球缭上面，这样球帆升上去之后，球帆可以准备内侧换舷了（在前支索和球帆帆前缘之间）。