

REALT NA MARA — J BOATS



Builder: J BOATS

Year Built: 2004

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 35' 0" (10.67m)

Beam: 11' 6" (3.51m)

Max Draft: 7' 0" (2.13m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Realt na Mara — J BOATS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **Realt na Mara — J BOATS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Basic Information

Category: Cruising Sailboat

Sub Category: Cruising/Racing Sailboat

Model Year: 2004

Year Built: 2004

Country: United States

Dimensions

LOA: 35' 0" (10.67m)

LWL: 30' 6" (9.30m)

Beam: 11' 6" (3.51m)

Max Draft: 7' 0" (2.13m)

Speed, Capacities and Weight

Displacement: 10900 Pounds

Water Capacity: 35 Gallons

Fuel Capacity: 20 Gallons

Accommodations

Total Berths: 6

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 3YM30

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Manufacturer Provided Description

The J/109 features the popular carbon fiber retractable bowsprit and asymmetric spinnaker system and a versatile 2-cabin interior layout with standing headroom. She is designed with a very low VCG, long waterline, and generous sailplan with the horsepower for competitive racing and stability for relaxed cruising when the racing crew is not aboard. The J/109 fits within the current J/Boat sprit range as a stable, easy-to-sail performance boat with the interior volume necessary for comfortable cruising and a great dual purpose deck layout. The sleek profile and generous sailplan give one an immediate sense of the speed potential of the J/109. The hull profile reveals a long waterline, low wetted surface and a low VCG fin keel (7 feet), designed for excellent stability when sailing short-handed. The deck/cockpit layout is a cross between the J/105 and J/120, the two J/stable-mates that clearly bracket the targeted market for the J/109. Sail handling systems follow the J philosophy of keeping things easy. Halyards and reef lines are cockpit led, mainsheet controls are within reach of the wheel, and inboard sheeting tracks permit the use of both overlapping and non-overlapping headsails. There is ample on-deck stowage, thanks to the removable transom locker, cockpit seat locker and a bow compartment large enough for both the anchor rode and the asymmetric spinnaker. The interior is European-style with two private sleeping cabins and an option for a pull-out double in the large main cabin. The L-shaped galley includes a double sink, 2-burner propane stove and a pressure water system. The nav station is a large sit-down forward-facing console with abundant space for instrument displays. The head is conveniently located aft near the companionway, providing easy access from the cockpit while underway.

Interior Description

Realt na Mara is a standard two cabin, two head layout with the upgraded teak interior finish. Forward is the V-Berth with accommodations for two adults, plenty of hanging locker space and storage underneath. The main salon features twin settee's both port and starboard, forward facing navigation station, L Shaped galley. The head is located to starboard of the companionway and featured manual flush head, sink with retractable shower head, vanity and mirror, and pass through access to the lazarette. The guest cabin is located to port aft of the galley and features a large double berth and hanging locker.

Hull and Deck

- Baltek Contourkore end grained balsa composite construction using biaxial and unidirectional glass with vinylester resin on the outer hull layer for 10 year warranty against hull blisters
- Patented "SCRIMP" resin infusion system moulding process for optimum laminate strength
- 3,883 lbs (1.760 kg), 7' (2,10 m) draft, variable chord, high lift, lead keel bolted and bonded,

bolted and laminate to deep moulded stub with sump

- Off-white deck with a high traction non-skid
- White hull. Single tapered gel coat integrated double boot stripe
- Foredeck and helmsman moulded toe rails
- Large bow locker with laminated watertight forward collision bulkhead
- Large cockpit storage locker on starboard
- Propane bottle storage
- Moulded stern platform with removable swimming ladder
- Moulded spray shield with dodger storage and companionway instrument pod
- GRP moulded structural bulkhead bonded to hull and deck
- All intermediate bulkheads glassed to hull and deck for stiffness
- Heavy-duty fibreglass floor stringer grid infused into hull, including mast and chain plate structure
- Balanced spade rudder construction using biaxial and unidirectional glass and large diameter anodised aluminium stock mounted in JP3 self-aligning bearings

Spars and Rigging

- Sparcraft tapered aluminium mast with double airfoil spreader clear anodised
- Continuous Rod rigging (Nitronic 50)
- Sailtec hydraulic backstay adjuster
- Sparcraft boom with internal outhaul 8:1 purchase system, mainsail reef line sheaves, main sheet and rigid vang tangs
- Harken jib furling system unit 1
- Retractable carbon fibre bowsprit (extendible to 5.5' (1.70 m) beyond the bow) with seal
- Nautos solid Boomvang with cascade purchase system
- 1 spectra main halyard
- 1 spectra jib halyard
- 1 pre-stretched polyester spinnaker halyard with snapshackle
- 2 spinnaker sheets
- 1 tack line
- 2 jib sheets
- 1 main sheet with fine tune
- Mainsheet traveler control lines
- 1 bowsprit control line
- 2 reef lines

Deck Hardware

- 2 Harken 46 STA (self-tailing) primary winches
- 2 Harken 40 STA (self-tailing) halyard winches
- Mainsheet purchase on Harken ball bearing blocks and fine tune

- Harken adjustable mainsheet traveler with 4:1 purchase led to a cleat on both sides
- Harken ball bearing genoa and jib tracks with 4:1 car controls led to cleats by coach roof
- Foot blocks for genoa sheets
- Spinnaker sheet blocks on U-bolts
- Block on pad-eye at bowsprit end
- Halyard/reef turning blocks
- Halyards lead aft through 2 quadruple organizers and 4 spinlock stoppers on each side of companionway
- Tack line led aft to stopper on starboard side of coach roof
- Bowsprit control line leading to a cam cleat on aft of coach roof bulkhead
- 2 bow mooring cleats
- 2 stern mooring cleats
- Stem head fitting
- S/S chain plates for shrouds and backstay
- Foredeck opening hatch
- Opening hatch over Salon
- 4 fixed ports on saloon coach roof sides
- 2 opening ports for aft cabin and toilet compartment
- 1 opening port in cockpit (aft cabin)
- 2 s/s handrails on coach roof
- S/S pushpit and pulpit
- Double s/s lifelines, 8 stainless stanchions, 4 with reinforcing leg
- Aluminium wheel with natural leather grip on custom moulded pedestal with 5" compass, brake and stainless guard
- Emergency tiller

Electronics

- Garmin 730 at Nav Table
- Garmin 640 GPS at the helm
- Nexus Sailing instruments
- Nexus Auto Pilot mounted to the rudder stock
- XM weather antenna integrated with Nav Table GPS to overlay impending weather on boat position
- Binnacle compass at the helm

Sail Inventory

Cruising Sails:

- 2004 Quantum Main (Good)
- 2004 Quantum Genoa (Average/Dirty)

Racing Sails: *Racing sails only used once per year in Mackinaw race since 2008*

- 2009 Quantum Genoa (Good)
- 2008 Quantum Light Jib (Good)
- 2010 Quantum Heavy Jib (Good)
- 2010 North Mainsail (Good)
- 2013 North 120sq meter (Good)Running Spinnaker (New)
- 2011 North 102sq meter Reaching Spinnaker (Good)
- 2013 North 96sq meter Crossover Spinnaker (New)

Practice Sails:

- 2004 Quantum Genoa (Average)
- 2006 Quantum Light Jib (Repaired/Poor)
- 2004 Quantum Heavy Jib (Average)
- 2011 North 120sq meter Running Spinnaker (Repaired/Poor)
- 2009 North 120sq meter Running Spinnaker (Average)
- 2008 Quantum 120sq meter Running Spinnaker (Average)
- 2004 Quantum 120sq meter Running Spinnaker (Average)

Recent Work of Note

- 2008 Keel Sump reinforced
- 2012 Head system re-plumbed
- 2013 Bottom Painted (Interlux VC-17)
- 2010 Upper and Lower Rudder Bearings replaced

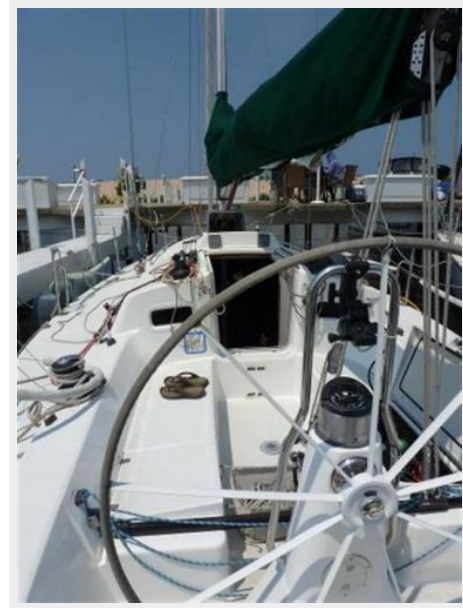
Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS





Manufacturer Provided Image



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