

SAILBOAT JS 9000 / ADMIRALITY 30

Built by Admiralty Yacht Shipyard, Singapore.

Architect: John Swarbrick

Technical data :

Overall length: 9.13 m

Length at waterline: 9, 00 m

Width: 1,84 m

Draft: 2.20 m

Displacement: 1000 Kg

Ballast (Torpedo type) : 700 Kg

Construction :

Hull and deck : GRP composite infusion, Herex™ H80 foam core

Mast: Carbon.

Boom: Aluminum

Standing rigging : stainless steel

Furling jib, furler under the foredeck

Central column including a winch and 10 blockers

Sails :

1. New mainsail (19m²) in dacron
2. New jib (12m²) in dacron
3. Mainsail (19m²) training sail in Carbon Mylar Sandwich.
4. Training jib (10m²) on Carbon Mylar reel
5. Slatted jaw (12m²) in Mylar Carbon Sandwich
6. Asymmetric spinnaker (60m²)

Navigation and performance systems:

- Velocitex "Speed Duck" with speed mode, maximum speed mode, heading mode with Lift/Header indication

- Windex

Miscellaneous

Mainsail cover

Cover for jib furling jib

Anchor

Miscellaneous equipment

Engine

Outboard of 2,5 Kw. four strokes. With this engine she reaches a maximum of 7 knots.

Road trailer

Made in Germany especially for the JS 9000, approved in Europe

Weight of the JS 9000 1100 Kg

Net weight of the trailer 400 Kg

Maximum load 1900 Kg.

Trailer with double axles and inertia brakes.

Ready to sail with trailer

Price 19'500 € VAT Paid

With a waterline beam of just 9,00m on a hull that's 9.125m long there is no doubt that this yacht is unusual, looking more like a hull from a racing catamaran but with a deep slender fin and bulb keel.

Modern infusion techniques have been used to produce an ultra light weight yet strong hull and deck moulding just two people can lift an entire hull and deck structure! Her high ballast ratio coupled with a simple rig and sail plan, have combined to make an easy to handle boat with exceptional speed and explosive acceleration.

The slender hull shape is a high prismatic design whereby the centre of lateral resistance moves aft as the boat heels.

As a result the helm remains neutral when she heels and drag is reduced to a minimum.

John Swarbrick hails from Western Australia, and comes from a family that's built boats, particularly raceboats, for three generations. His resume includes the famous Kookaburra series of 12 metre yachts, and Tokio, the Chris Dickson-skippered Whitbread 60. His latest design is a far cry from the multi-million dollar sleds for the America's Cup and Volvo Ocean Race, but only in price, not in concept or the fast-factor.

PRESS RELEASES

"JS9000, the Easy Speedster...

...I realized an adolescent dream had come true: I was standing in front of the ultimate "baaad-ass" boat. And this term is not to be taken lightly. It's the highest decoration bestowed upon cool, unusual, mean, and fast-moving objects."

SAILING WORLD,

The JS9000 was specifically designed as a fast, easy to sail and affordable racing boat. The aim was for it to be raced by two or three

sailors who want simple controls and less physical exertion. It also had to be reasonably priced and be fast.....very fast.

The JS9000 is extremely straightforward with minimal controls:

- self tacking / furling jib*
- asymmetric spinnaker flown from the bow*
- no bowsprit*
- below deck lines with a single central control pod and a single winch*
- the only surface lines are spinnaker sheets and a jib sheet forward*

The motion of the JS9000 through the water is very easy, it points well, it runs deep and in a puff it just goes faster. The

windward/leeward crew positioning makes little difference in performance.

The JS9000 incorporates many unique design characteristics resulting in a highly developed sailboat with very specific objectives.

The JS9000 does not attempt to be everything to everyone, but it is FAST, EASY TO SAIL,

"She sails like a dream. At one point I realised we were screaming along at over 12 knots in 12-14 knots of true breeze; this boat will almost match true windspeed downwind. The hull is so easily driven and the helm so balanced that sailing this boat is a joy.

Consider her appeal: she can be readied and raced by two people; she is a joy to helm; she is exhilarating for crew; she could be sailed by a family or hardened racers alike; and a competitive fleet is likely to form before too long. Suffice it to say that thanks to her excellent build quality, low, low price and high, high performance, it was the closest I have come yet to calling the bank manager after a boat test."

YACHT WORLD

"One of the easiest to sail, most forgiving and, yes, fastest yachts I have ever sailed. Her performance is nothing less than astonishing; ...yet so effortless and neutral is her handling, it almost feels like you're cheating. Surely sailing this fast shouldn't be so easy? My teeth

were really aching, I'd been grinning non- stop since we left Lymington! In terms of pure and simple back- to-basics day sailing pleasure, beautiful manners and disproportionate speed, she is without equal."

YACHTING MONTHLY

"Those of us who enjoy the speed, manners, and predictability that you only experience with light, narrow boats will welcome the JS9000 as a breath of fresh air"...."This is one of the few occasions when a new boat has come along that could tempt me to reach for my check book. Why has nobody built anything like this before."

PRACTICAL BOATOWNER