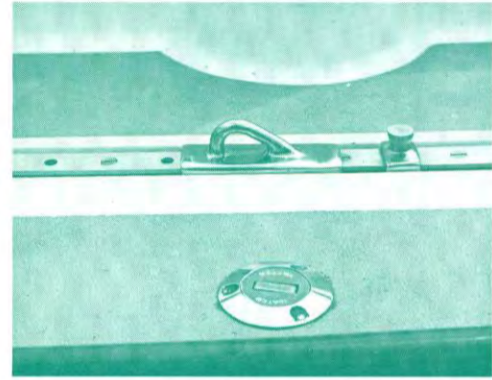
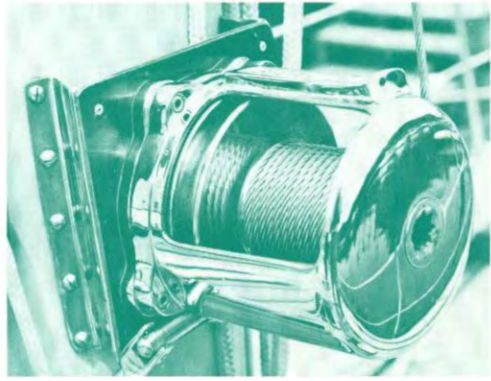
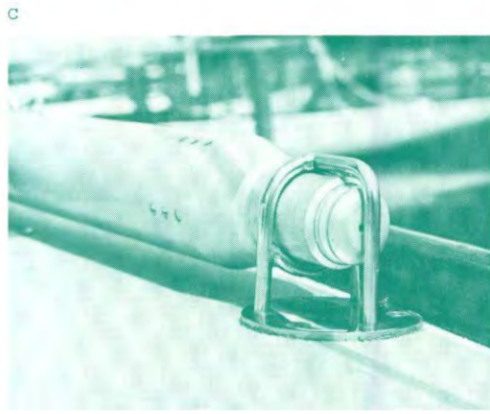
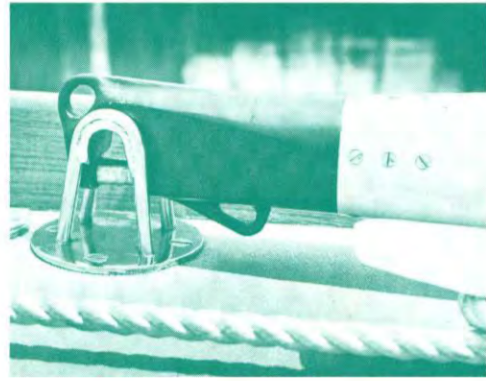
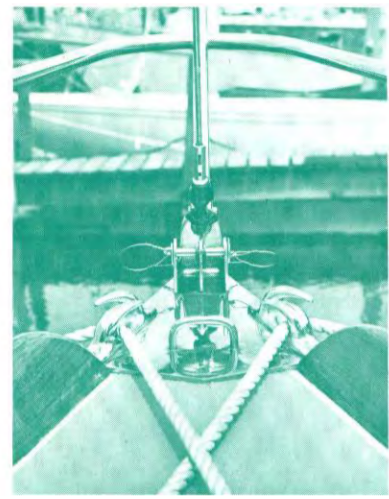


Fine attention to detail



PALMER JOHNSON INCORPORATED
Chicago Sales Headquarters: 2400 East Devon Ave.,
Des Plaines, Illinois 60018.

REGIONAL SALES OFFICES
Cleveland, Ohio
New York, New York
Oxford, Maryland
Racine, Wisconsin

- a Jib tack fitting, closed position.
- b Spinnaker pole hold-down, forward end, snapped on or engaged.
- c Spinnaker pole hold-down, aft end.
- d Barlow main halyard reel winch including pad for insulation between winch and pad.
- e New Genoa car with separate stop.
- f Breakaway stanchion, pivoted inboard.
- g Outboard end of Lewmar mainsheet traveler showing shivs, clam cleat and tagline.

THE PALMER JOHNSON FORTY



One of the fastest 40 footers afloat



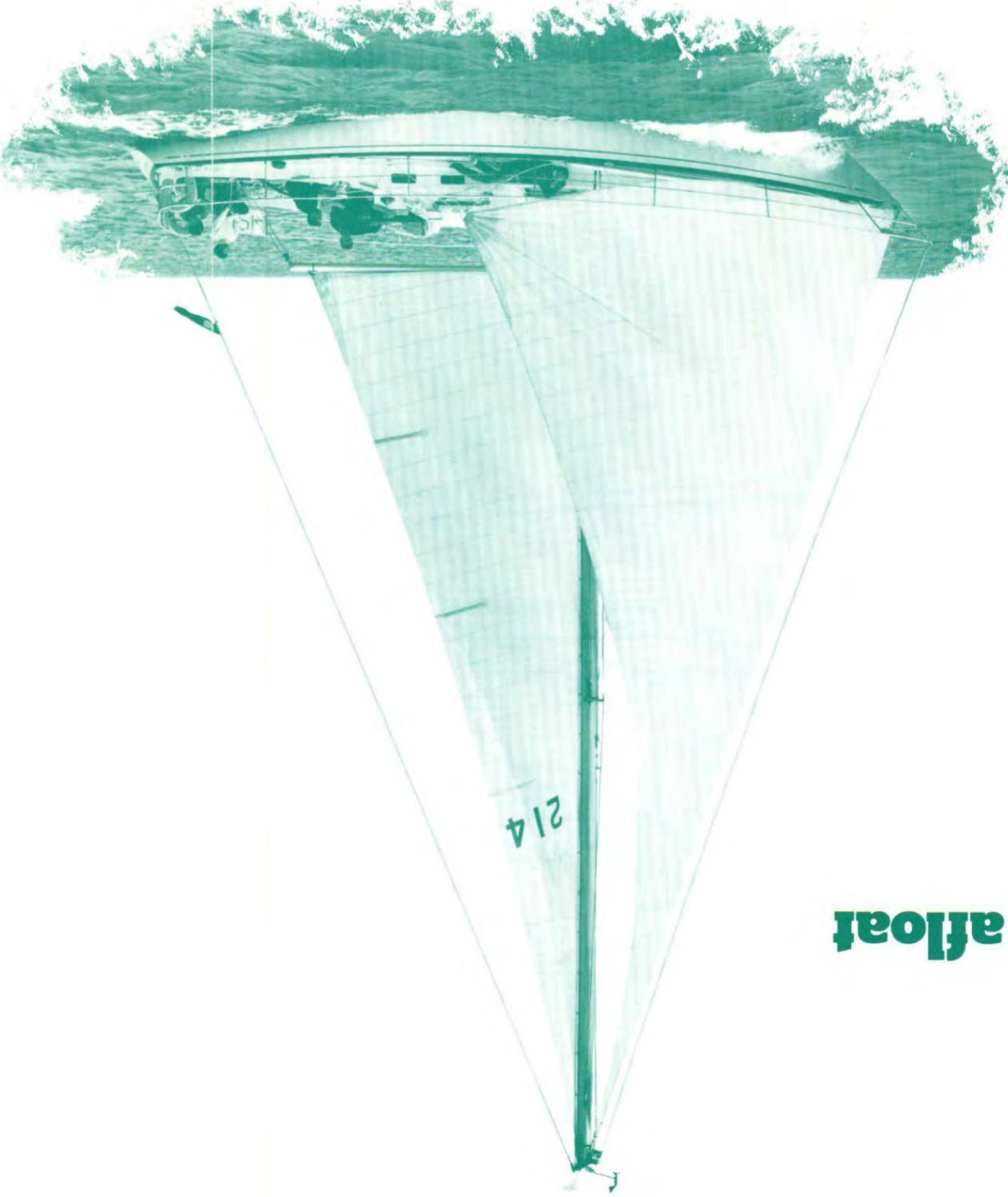
Following the long string of recent competitive successes by Palmer Johnson yachts throughout the world, it became apparent that a new 40 footer was needed—designed to the new I.O.R. rule.

For this reason, Sparkman & Stephens were commissioned to develop an exceptionally fast hull and rig design to achieve high boat speeds as well as competitive rating.

The result is the PJ 40, one of the fastest 40 footers on the water.

Built by Nautor of Finland to Lloyd's certificate standards, and detailed by Palmer Johnson experts in the United States, the PJ 40 has an uncommonly shape.

High standards of design and manufacture insure that all hardware and mechanical equipment will stand up to many years of offshore competition. And the standard list of gear includes many optional extras on most production boats.



Photographed by Beken of Cowes, Isle of Wight, England



The Palmer Johnson 40 Wall Chart

Fiberglass hull and core deck to Lloyd's certification; molded gelcoat, cove stripe, topsides and boottop. Natural Teak trim on deck; 12" light alloy bow and stern mooring cleats; Lead keel - stainless steel keel bolts; Stainless steel docking plate; Special welded stainless steel stem fitting; Draft marks 12" above designed W/L; Bottom primed with anti-fouling copper paint.

Volvo MD2B engine in insulated compartment with fiberglass drip pan under engine. Folding propeller; stainless steel propeller shaft; shaft lock when sailing. One 35 gallon fiberglass fuel tank; Four plastic water tanks (approx. 45 gallon capacity) with hand-holes for cleaning; two bilge pumps; three batteries for starting and lighting; one alternator and one generator for starting.

Anodized aluminum spar and boom with boom vang and internal vang slides on boom. Mast boot furnished; Main and Internal halyards with Sparkman and Stephens 4-sheave masthead system.

Spinnaker gear includes aluminum pole with bell fittings inboard and plunger type outboard end; deck fittings for pole and reaching strut; two quarter-eye fittings; reaching strut; one Barlow No. 24 halyard winch; two Barlow No. 28 sheet winches; double cranes; two bells, sheets; guys; halyard; and two PJ Spreacher blocks.

Genoa gear includes inboard and outboard track; two halyards; two Barlow No. 24 halyard winches; sheets; two Barlow No. 28 sheet

winches; two fairlead cars; four snatch block cars; two storm jib padeyes and blocks; Staysail padeye.

Roller reefing boom; One Barlow No. 4 main halyard winch; one Barlow No. 16 mainsheet winch; roller bearing traveller; three plain 10" winch handles; one lock-in 8" winch handle; three handle holders; four large and two small snatch blocks; two double foot blocks; PJ mainsheet blocks; crank outhaul on boom.

Standing rigging is stainless steel; double lifelines and stainless steel stanchions to I.O.R.; Stainless steel bow and stern pulpits.

Spray hood with built-in coaming; Fiberglass hood for main hatch; Midship Lucite hatch operates both ways; lock on main hatch; Dacron or equal covers for all hatches; Lucite forward hatch; Two dorade type vents; fiberglass sea hood on main companionway openings.

Spare wooden tiller; Bronze seacocks on all thru-hull fittings; scuppers thru rail; two cockpit scuppers with maximum drainage; chocks installed on each rail fore and aft; Teak toe rails. Turnbuckles are bronze; handles fitted to backstay turnbuckles.

12 Volt system; circuit breaker switchboard; master cut-off switch; Interior, stern, running, deck flood, bow and masthead lights; grounding system.

Top opening insulated icebox; stainless steel sink; foot pump in galley; Alcohol stove with oven with remote shut-off and pressure gauge; protection bar for stove.

Fixed berths, transom berths, and built-in berths have drawers and traps under. All except forward berths have bunkboards; foam mattresses with covers and zippers; folding berths in forward cabin.

Baby Blake head, Teak grating, foot pump, telephone type shower and mirror in toilet room.

Teak and Holly cabinsole; four opening ports - forward, head and companionway with screens; two opening ports with screens over quarter berths in cockpit well; handrails below decks; drop leaf table in main cabin.

4 Dock lines; Anchor, line and chain; 4 Air fenders; Flag staff; Boat hook; bosun's chair; shipping cradle and cover; instruction manuals on engine, electrical system and water system.

Estimated I.O.R. rating 30.6

Specifications subject to change without notice.



LOA 39'6 1/4" / BWL 28'6"

BEAM 10'10" / DRAFT 6'4 1/2"

DISPLACEMENT 16,800 LBS

