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J 121 DARKWOOD

FOR SALE



Yacht Name	J 121 DARKWOOD	**LOA**	12.19 m
Designer	JOHN STONE	**Beam**	3.78 m
Year	2019	**Draft**	2.52 m
Location	Valetta, Malta	**Displacement**	6457 kg
Price	345.000€	**Engine**	Yanmar 3YM30ACE
		Accommodation	6 Berth

BROKER'S COMMENT:

Proven and simply brilliantly prepared J121

DESCRIPTION:

DARKWOOD J121 is now for sale.
This Iconic, high level J121 has been professionally maintained for her one owner since new.
With ambitions to compete both inshore and offshore, the J121 provided a fun, fast and competitive platform, but essentially for this owner, a genuine ability to sail the boat with a shorter?handed crew that did not compromise her performance under the rating rules.

Also equipped with an optimized racing IRC keel, on top of the boats water ballast system and multitude of smart sail handling systems, this is one of the highest spec J/Boats we have ever seen!

That investment from owner and crew since launching has pushed the boats performance to new levels and her results list is something quite special for any owner.

Now located in Malta stored ashore, she is ready for her next adventure and offered in turn-key condition.

- **Darkwood** is a proven and simply brilliantly prepared J121, that has given the owner so much.
- Competitively optimized at a high level, she is a boat that truly delivers on both the inshore and offshore platforms and has proven incredibly reliable since first launching.
- Dry-stored ashore for her entire career.
- Class: Performance Sail
- Hull: Glass Reinforced Plastic
- ORC 2026
- ORC 2025

Results:

- 2019 RORC Channel Race: 1st overall IRC and 1st Class 1;
- 2019 JOG Cherbourg Race: 1st Class 1 IRC;
- 2020 RORC Summer Series: 2nd Class 1 IRC;
- 2021 Round the Island: 2nd Class Zero IRC;
- 2021 RORC Spring Series: 3rd overall IRC;
- 2021 RORC Myth of Malham: 2nd Class 1 IRC;
- 2021 RORC Morgan Cup: 2nd overall IRC and 1st Class 1 IRC;
- 2021 RORC de Guingand Bowl: 3rd Class 1 IRC;
- 2021 RORC Channel Race: 1st Class 1 IRC;
- 2021 RORC Season Points Championship, Trenchemer Cup: 1st Class 1 IRC
- 2022 JOG Lonely Tower Race: Line Honours, 1st overall IRC and 1st Class 1 IRC;
- 2022 RORC Cervantes Trophy: 2nd overall IRC and 1st Class 1 IRC;
- 2022 RORC de Guingand Bowl: 3rd Class 1 IRC;
- 2022 RORC Myth of Malham: 2nd Class 1 IRC;
- 2022 Round Ireland Race: 1st Class 1 IRC;
- 2022 RORC Cherbourg Race: 2nd Class 1 IRC;
- 2022 RORC Season Points Championship: 2nd Class 1 IRC;
- 2023 RORC de Guingand Bowl: 2nd Class 1 IRC;
- 2023 RORC Morgan Cup: 3rd Class 1 IRC;

- 2023 Rolex Fastnet Race: 9th Class 1 IRC (100 entries);
- 2023 RORC Season Points Championship: 3rd Class 1 IRC;
- 2023 Performance 40 Class Championship: 2nd overall;
- 2024 JOG Lonely Tower Race: 1st Class 1;
- 2024 Round Ireland Race: 2nd Class 1 IRC;
- 2025 Rolex Fastnet Race: 8th in Class 1 IRC, 4th in Class 1B IRC;
- 2025 Dartmouth Regatta: 1st in Class Zero;
- 2025 Performance 40 Class Championship: 2nd offshore;
- 2025 RORC Cherbourg Race: 1st in Class 1 IRC; and
- 2025 RORC Season Points Championship: 2nd Class 1 IRC

OWNER COMMENTS: The combination of 400kgs of water ballast, and smart sail handling systems, including hanks on headsails and multiple furlers, enables.
Darkwood to race offshore with 5-6 crew, but also works well with 4, and has even proven viable for double handed racing, particularly
when utilizing its North Snuffer. The boat's extensive sail wardrobe allows multiple combinations, and is often triple headed when sheets
are eased.
Crew love the set up: you are either helming, trimming or sleeping: no endless hours of being used as rail meat!

While primarily focused on offshore racing, Darkwood has also had some notable success inshore, typically with a crew of 10 (no water
ballast) most recently winning Class Zero at Dartmouth Regatta.

While she will never be a Hallberg Rassy, the boat is also comfortable enough to do some occasional cruising between events!
We have loved owning her, but having ticked off all the events we were targeting (and more), its now time for a new chapter.

DESIGN

Builder:	J/Boats
Designer:	JOHN STONE
Shipyard:	CCF COMPOSITES

DIMENSIONS

LOA:	12.19 m
LWL:	11.02 m
Beam:	3.78 m

Draft:	2.52 m
Ballast:	400 kg
Displacement:	6457 kg
Dimension Notes:	• Water Ballast: Twin tanks (approx 400kg) • IRC TCC Inshore - 1.110 • IRC TCC Offshore - 1.115

ENGINES

Engines:	Yanmar 3YM30ACE
Propeller:	Folding 2 blades
Cruising Speed:	6,5 kn
Notes:	• Engine Single Diesel • Drive Sail Drive

TANKS

Fuel:	80 l
Water:	200 l

NAVIGATION INSTRUMENTS

Electronics:	B&G
Notes:	**Electronics by B&G:** • H5000 hydra base pack; • 2 x Zeus 3-9 MFD; • 2 x H5000 graphic displays; • 4 x 20/20 on mast; • V20 VHF; • H5000 auto-pilot; • On board computer with Expedition software; • Fusion RA55 stereo; • Mastervolt battery monitor (new 2022); and • Shorepower system with Master Volt charger, 2 x UK double sockets

SPARS & RIGGING

Sails:

Sails all by North (except for one Sanders A2):

- 2025 J1 3Di,
- 2025 J2.5 3Di (Endurance).
- 2024 Mainsail 3Di double reef (Endurance)
- 2023 A2 by Sanders
- 2022 A1.5, A4, J1 3Di
- 2020 mainsail 3Di single reef (Endurance)
- 2020 blast reacher (with furler)
- 2020 genoa staysail (with furler)
- 2020 spinnaker staysail (with furler)
- 2019 mainsail 3Di double reef (Endurance),
- 2019 J1 3Di (now re-cycled), J2.5 3Di (Endurance), J3.5 3Di (Endurance);
- 2019 code zero (with furler);
- 2019 A2, A3;
- 2019 storm jib (with furler) and storm trysail;

Additionally there is a North Sails snuffer system for spinnaker use when short handed.

Mast: CARBON

Boom: CARBON

Spars and Rigging Notes:

Darkwood is fitted with an Axxon, all carbon mast that has a two spreader configuration and importantly is a single piece, which has kept weight down compared to sisterships.

Carbon racing boom that offers two reef ability and a sprung loaded vang setup, with controls from cabin tops.

The mast is setup with an eye on offshore racing and also short handed sailing, with an Antal track fitted, using slider systems on the mainsails.

Standing Rod rigging all round and a hanked system on the jibs, again reduces crew input while a detachable inner forestay allows further options to "toggle" between headsails.

Both mast and standing rigging have fresh 2025 NDT survey report, with clean bill of health.

Darkwood is also fitted with a carbon bowsprit that incorporates a 2:1 tackline system, single tackline and bobstay.

This is retractable system.

Running rigging:

- 2 x spin halyards;
- 1 x jib halyard, new August 2025 (plus 2 x spares);
- 1 x staysail halyard;
- 1 x main halyard (plus 1 x spare);
- 2 x tack lines (one of which is 2:1);
- 1 x pole outhaul;
- 1 x inner forestay and downhaul;
- 2 x Jib sheets;
- 6 x spin sheets;
- 1 x mainsheet (plus 1x spare);
- 2 x tweakers;
- 2 x ascenders with dyneema strops;
- 2 x handy billys;
- 5 x winch handles, 1 x backstay handle; and
- Various spare lines and tylaskas

SAFETY

Notes:

Safety equipment: She is OSR CAT 2 compliant

- Ocean Safety 6 man liferaft (service due March 2028) with >24hr grab bag (with manual water maker)
- Additional grab bag with GPS, torch, reserve nav lights, flares (valid until Dec 2026/Feb 2027), radar reflector, fog horn, emergency VHF antenna
- first aid kit and first aid book;
- 7 Kru lifejackets with AIS and tethers. 8 x spare cylinders/re?arming kits, 3 x additional inshore lifejackets;
- Jonbuoy with AIS;
- emergency tiller;
- emergency steering oar and rowlock;
- angle grinder and saw with spare blades;
- 406 MHz EPIRB;
- 2 x anchors, 10m chain, 90m anchoring line on reel;
- 3 x jackstays;
- sail numbers;
- 2 x strong buckets with lanyards;
- Second radio receiver (LW);

- 2 x fire extinguishers (new Mar 2024);
- Wooden plugs adjacent to all thru hulls;
- Lifebuoy with light, whistle and drogue;
- Heaving line;
- Cockpit knife;
- Engine and water ballast pump spares;
- Stanley tool bag with tools and spares; and
- Gas certificate (June 2024)

CONSTRUCTION

Keel: Lead

Notes:

Construction:
The J/121 is constructed using advanced, performance-oriented techniques typical of modern racing yachts:

Hull & Deck Material:
Made from fiberglass (GRP) with a balsa or foam core for stiffness and reduced weight.
Vinylester resin is used to enhance strength and minimize water absorption

Hull Design:
The hull is a light, semi-displacement shape with a plumb bow and wide aft sections for speed and stability, designed by Alan Johnstone.
Reinforced areas around the keel, chainplates, and rig to handle high loads.

Deck & Cockpit:
Decks are cored composite for stiffness and weight savings.
Non-skid surfaces are molded into the deck for safety.
Ergonomic cockpit with lines led aft for short-handed handling.

Keel & Ballast:
Fin keel made of steel + lead for a low center of gravity.
She incorporate twin water ballast tanks to increase stability without extra crew weight.

Rudder & Steering:
Balanced spade rudder, with twin wheels for precise handling.

ACCOMMODATIONS

Berths number: 6

Notes:

Interior:

A cleverly laid out interior design is both racing practical, but also offers the typical J/Boat comfort levels, that makes these boats a much nicer environment below decks.

- The saloon is packed with sleeping berths, whereby the back rests smartly form the upper bunks when required.
- A full double cabin aft to Port and heads to Stb, with additional aft cabin for storage.
- A smaller sleeping area is possible, but will require another bunk to be installed.
- The forepeak is kept light and clear for sail handling and wet weather gear storage.
- Centrally there is an L shaped galley area to Port and navigation station to starboard.
- Lightweight, functional interiors with laminated bulkheads, designed to minimize weight while providing basic accommodations.
- Particular thought has gone into the offshore configuration.

EXTRA NOTES

Extra Notes:

Factory/distributor options:

- IRC keel;
- Carbon fibre boom (Axxon);
- 2 x folding steps on base of Axxon mast;
- Antal RC290 mooring cleats;
- Black powder coated stanchions and pulpit/pushpit;
- Jefa auto-pilot direct drive kit;
- Arrow slit portlights in aft face of cockpit bulkhead;
- Boom cover, pig outs, wheel covers, 3 x block fenders, 5 x cockpit bags, 3 x lee clothes, 10 interior storage pockets, life raft papousse (allby Pig Bags);
- Storm dodger sprayhood over companionway (Dolphin Sails);
- Eno Grand Large cooker 2 x burner and large oven;
- Additional deck reinforcing at time of original build for staysail padeye;
- Underbody finished in Durepox;
- and Emergency steering fittings.

Optimizations / additions:

- Extended Harken jib tracks and Harken big boat cars;
- Additional pad-eyes for outboard sheeting;
- Cam cleats for spinnaker/code zero sheets;
- Upgraded mainsheet system;
- Spinlock XCS (6) and XX (5) clutches (replacing Antal);
- Holding tank removed (but still available);
- Fuel tank moved from aft cabin to under port saloon berth;
- Upgraded water ballast intakes and 2 x pumps;
- Retro-fitted flush fitting Forespar sea-cocks;
- Gori 2 blade racing propellor;
- Cyclops 5/8 Smart-tune, forestay load sensor;
- Cockpit VHF speaker;
- Saloon table (and cover);
- Fabric door to fore-cabin;
- Curtain for lifejacket storage area;
- Additional dedicated engine starter battery;
- Additional emergency bilge pumps via engine water intake and water ballast pumps;
- Spectra hanging rails for oilskins and life jackets;
- and Support straps for galley and chart table

Sundry equipment:

- 6 x Zhik offshore smocks, [8] x Zhik inshore salopettes;
- 2 gas cylinders;
- Bosun's chair;
- Sail repair kit;
- Custom carbon ensign staff and carbon burgee staff (and burgee line with masthead fitting);
- Cradle with custom splashes and separate ladder;
- Over-boom deck and cockpit cover;
- RT-11 Loos gauge;
- 2 x reef nappies;
- Bean bag (new Oct 2025), 2 x sleeping bags, 2 x blankets and pillows;
- 8 x 10L solid water containers, 1 x 7L collapsible water container;
- Boat hook;
- Bin; and

- 2x thru hulls for endoscope. Endoscope available to purchase separately

Image Gallery













Image Gallery













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