



⚡ IRC RACING | 10,45 m

JPK 1050



April	June	June	June	July	July	July 2025
1ST	1ST	3RD	1ST	2ND	3RD	1ST
Spi Ouest France	Transmanche	Duo Cat Amania	Course des Îles	La Trinité - Cowes	Cowes Dinard Saint Malo	Rolex Fastnet Race overall

A small revolution in the world of IRC

With its scow hull, very light displacement and large sail area, the JPK 1050 shows a marked difference from the traditional design of IRC boats, saving its high rating by delivering outstanding speed and stability.

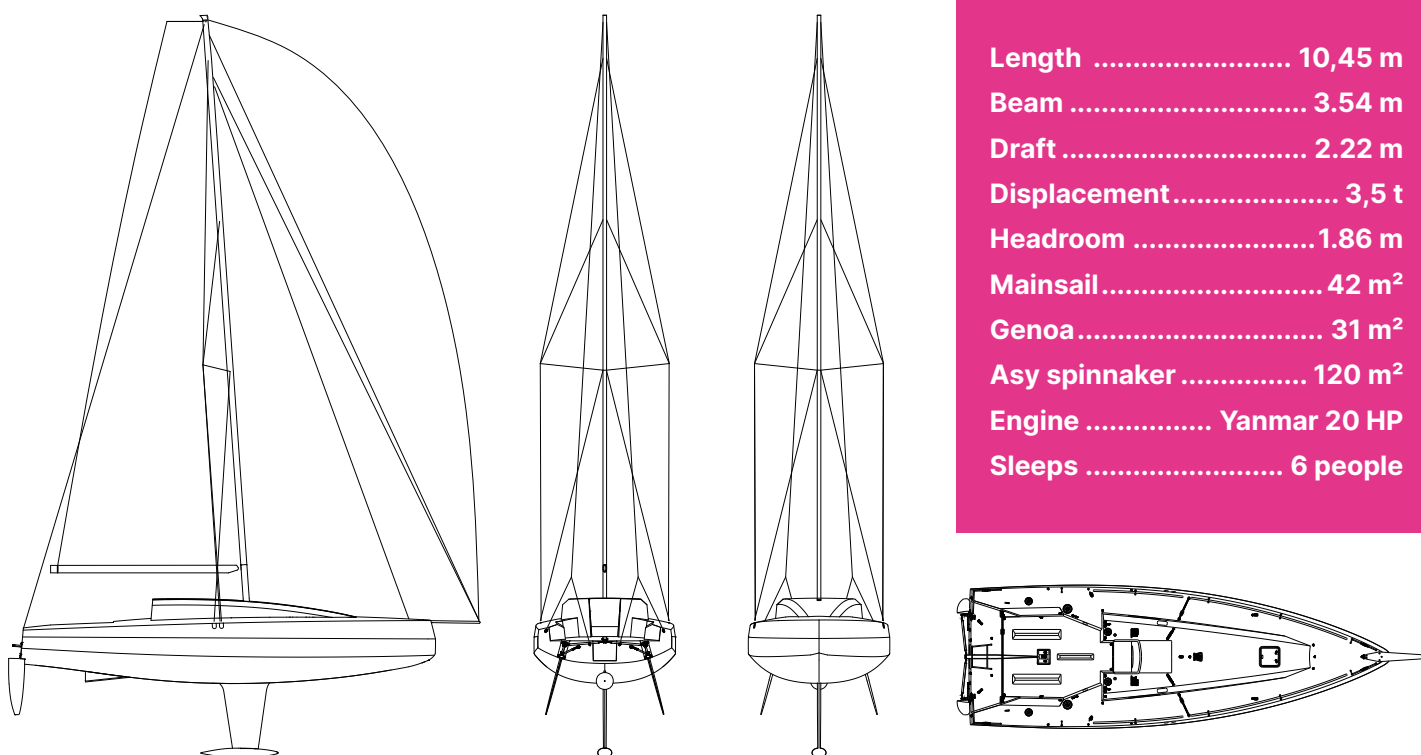
Inspired by the reflections initiated in 2018 around the JPK 1030, the 1050 this time fully embraces a radical design. Ultimately, the boat is a 'mini Class 40'. Planning, agile in all wind conditions and particularly formidable when reaching and downwind, she is cut out to race and win offshore with a reduced crew.

Jacques Valer has designed a very powerful hull, with a 'scow' shape (full forward sections) and a high

aspect ratio, giving the boat a short waterline length to optimise her IRC rating, but lengthening very quickly at the first degrees of heel.

The rigging has been optimised for the rules, with a square top mainsail and sail areas that have been increased overall, particularly on the asymmetric spinnakers.

As a result, the JPK 1050 is fast in light airs and has a great ability to reach planning mode from 15-17 knots of true wind. Its power means it can wear a very large sail area, even in breezy conditions, and remains highly competitive upwind.



Architecture : Jacques Valer / Jean-Baptiste Dejeanty





Hull and deck

- > Vinylester sandwich construction - PVC foam - infusion glass
- > Laminated sandwich bulkheads on hull and deck
- > Hull-deck assembly by vinylester bonding
- > Antislip throughout

Keel

- > Mixed cast iron and lead, T-shape
- > GS grade cast iron sail and laminated shell, lead bulb

Rudders

- > Twin rudders with JP3 lifting system
- > Sandwich construction + UD glass + stainless steel core
- > Carbon center bar with telescopic stick



Carbon bowsprit

- > Made of infused carbon with fastening in a deck cavity + bobstay

Portholes and deck hatches

- > 2 side portholes in Altuglass 10 mm smoked glass
- > 1 front opening panel
- > 2 rear cab windows

Deck fittings

- > 4 mooring cleats
- > 4 shroud chainplates
- > Black electroplated front and rear pulpits and mastheads

- > Lifeline sets
- > 6 stanchions with black electroplated legs
- > 2 transverse genoa tracks with inhaulers
- > 2 ST 40 piano winches, 2 ST 46 primary winches and 2 ST 40 backstay winches
- > 8 clutches for halyards, tacklines and reefing lines
- > 8 Harken cams for inhaulers, barber-haulers, mainsail downhaul, cunningham & trim tabs
- > 8 mast foot blocks
- > 2 winch handles
- > 4 genoa and backstay deck blocks and 4 return blocks
- > Spinnaker sheets + Harken cam

9/10 rigging

- > HR 40 high-modulus carbon mast
- > Single-stage spreaders
- > Black anodized aluminum boom (carbon option)
- > Vang
- > Windex windvane
- > Electrical wiring

Standing rigging

- > Dyform standing rigging (rod option)

Running rigging

- > Supplied by Maffioli and rigged by Tonnerre Grément
- > Double textile backstay with winch at the helmsman's hand + constrictor
- > Dyneema mainsail and genoa halyards



Saloon

- > Bench seat on counter-moulded base with lee cloths
- > Table
- > Storage compartments under benches

Chart table

- > Starboard chart table with seat
- > Under-table storage
- > Instruments on folding panel

Port galley

- > Kitchen with stove, sink and icebox
- > Watch seat with storage space

Front cabin

- > Double bed 2.40 × 1.60 + storage under bed
- > Crash box
- > WC

Aft port cabin

- > Optional double bed 1.95 × 1.50

Rear zone

- > Folding bunks

Companionway and engine

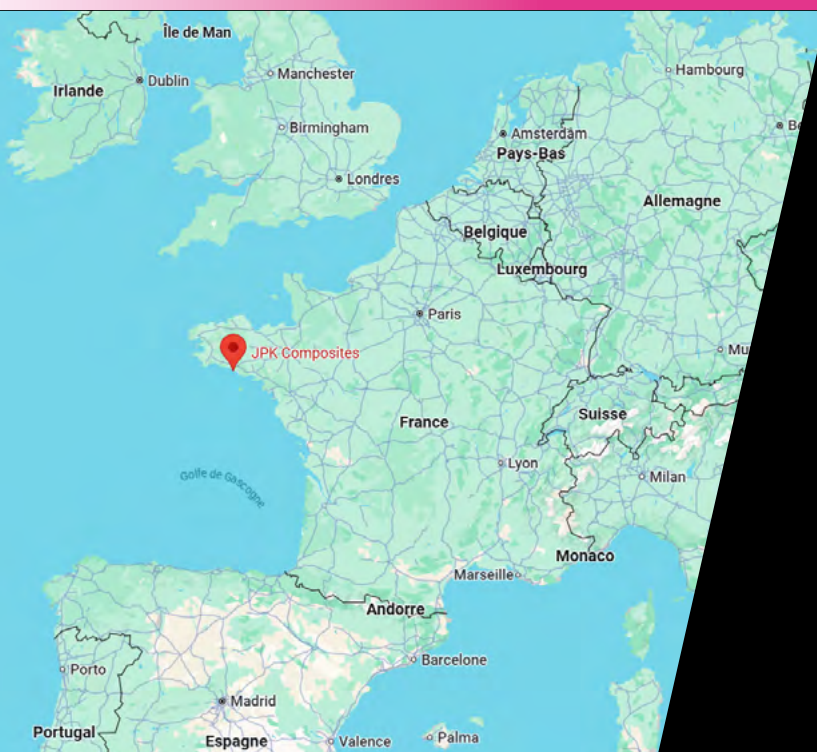
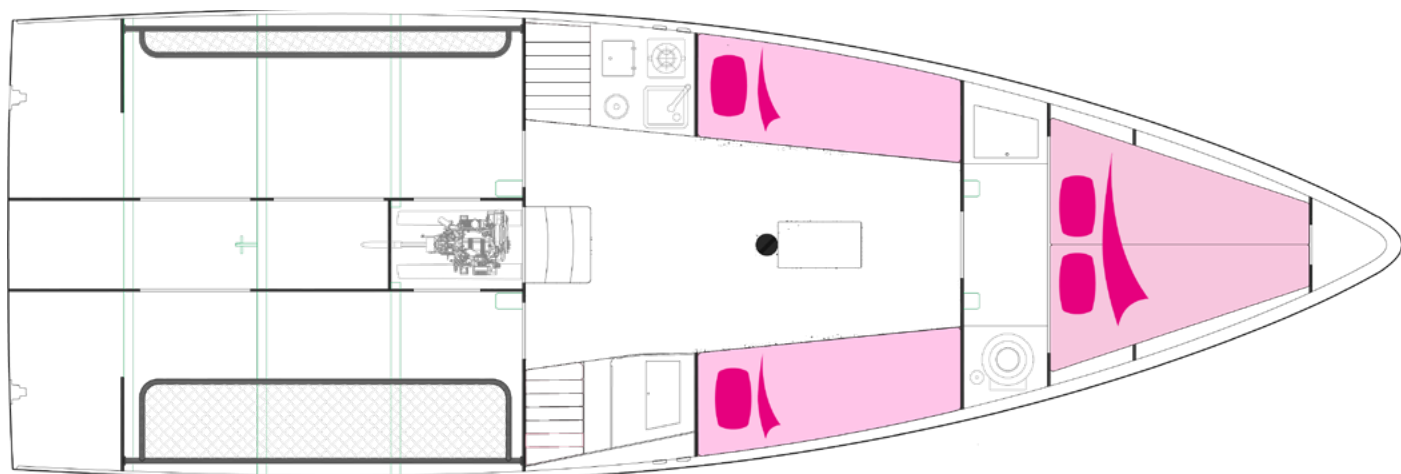
- > 3 counter-moulded steps housing engine and batteries
- > 20 hp Yanmar or Lombardini inboard inline-mounted motor

Plumbing

- > 1×20 L water jerry can under port saloon seat
- > 1×40 L diesel tank
- > 1x electric pump and 1x hand pump
- > Forespar flush hatch

Electricity

- > 1 20 A/H motor battery
- > 1 × 105 A/H service battery (lithium option)
- > Masthead main lights and jib light
- > Emergency lights in aft pushpits
- > 12-function electrical panel on opening hatch



JPK Composites has been designing and building racing and cruising champions since 2003, with a young and passionate team.

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