

J/95 Marks New Builder for J/Boats

The J/95 is the first J/Boat model built by CCF Composites (a division of C&C Fiberglass Components) in Bristol, R.I. The firm is one of seven licensed J/Boats builders worldwide. CCFC is a family owned and operated composites company that builds for the marine and transportation industries. In addition to J/Boats, their client list includes companies like Hunt Yachts, Factory Five, and Proterra.

CCFC is just 5 miles down Route 136 from the TPI/Pearson facility where numerous J/Boat models were produced from 1977 to 2008, most of that time under the supervision of fiberglass pioneer Everett Pearson. Following two ownership/management changes (the Pearson family was no longer involved) and Pearson's shift toward in-house owned brands, J/Boats and Pearson Composites parted company in 2008.

Hull and deck: Both the hull and deck use resin-infused molding process with Baltek end-grain balsa core and multiple layers of biaxial or unidirectional glass fabrics. Reinforcement along the keel is provided by GRP-molded structural grid. Deck hardware is through-bolted, and solid laminate replaces balsa core

deck at any deck penetrations. The hull-to-deck joint is the methacrylate adhesive Plexus. Bulkheads are tabbed and laminated in place.

Keel and rudders: The ballast keel is 2,250 pound of lead through-bolted and bonded to the reinforced keel sump. The 200-pound bronze centerboard, which pivots into the ballast keel, is secured with a fully removable shim system including stainless steel plates, a stainless-steel pivot pin, and UMHW shim plates. The plates prevent any looseness in the keel and allow for easy lifting and lowering.

Bronze resists marine growth, but the centerboard is epoxy-sheathed and painted to help protect it and other submerged metals—such as the aluminum Saildrive—against galvanic corrosion. The composite rudders have stainless steel shafts with self-aligning bearings.

Rig and sails: A Hall Spars tapered aluminum mast with double spreaders is standard (carbon fiber is optional). The mast is keel stepped on a G-10 fiberglass mast step. The boat has continuous rod rigging led to inboard chainplates that are bolted to the bulkheads.



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1. Core is cutaway and reinforced with extra GRP laminate where the cockpit winches are bolted to solid GRP laminate that serves as a backing plate.
2. The starboard rudder is driven by a rod-linkage to the port quadrant.
3. The narrow bilge sump presents a challenge for pumps.