



**June 12, 2007**

**NOTICE TO J/BOATS DEALERS, J/109 FLEET CAPTAINS & OWNERS  
RE: J/109**

Pearson Composites, LLC is committed to standing behind all of the boats that it builds. Some issues have arisen related to the keel sump and grid areas of some J/109s. To date, we have addressed the few boats affected on a case by case basis, but in the utmost of caution, last month we engaged two independent, leading composites and structural engineering firms to review and analyze the J/109 laminate, structural engineering, and as-built configuration to determine whether there should be any concerns for the fleet at large.

Although the J/109s have been built in accordance with ABS standards, both firms concluded that an augmentation to the structure in the keel grid area would provide better long-term stiffness and strength, and particularly help minimize damage from collision as well as fatigue from trailering and heavy use.

Pearson Composites recently finished testing several upgrade options in conjunction with the FEA (Finite Element Analysis) modeling conducted by the consulting firms. As a result, an upgrade has been confirmed and over the coming year, all boats in the field will be fitted with the upgrade. The upgrade can be done in the water and is expected to take 1-2 days to perform. A specification change is also being incorporated into all new boats, so as to maintain the one-design nature of the boat.

At this time, we are asking all dealers and owners to inspect their J/109s. Not all boats will have symptoms, but they will all receive the upgrade. There are two main areas to inspect:

1. Exterior of the vessel at the keel sump to fair body on both port and starboard sides from leading to trailing edge. If the boat is in the water, please ask your diver to inspect during the next cleaning.
2. Interior of the vessel at the keel sump and grid system areas. You will have to remove the floor boards to get a good look at this area.

After your inspection, please email the following information to your dealer as well as to [mdauplaise@pearsoncomposites.com](mailto:mdauplaise@pearsoncomposites.com).

1. Hull number, owner name & boat location.

2. Is there any cracking on the exterior of the vessel at the trailing edge of the keel sump and hull joint and/or any crazing along the keel sump to fair body on both port and starboard sides?
3. Is there any cracking in the interior of the vessel at the keel sump and grid system areas?
4. Any other information you feel is important for us to know, such as grounding, repair or use history?

If any damage is present, even superficial, please include pictures with the report. We will be coordinating the field upgrade through the J dealer network, and are currently preparing kits and instructions for shipment. If you have any questions, please do not hesitate to contact Pearson Composites Customer Service Department at (401) 247-1050. Thank you for your assistance and patience working through this process.

Sincerely,

Mark Dauplaise  
Pearson Composites, LLC  
401-247-1050