



RAIDER "One"

Hurricanes ravage JBW Factory



After Frances and Jeanne "had their way"



New location of JBW, still showing damage

Frances caused considerable damage in the Vero Beach area, but after the water subsided, Mark Johannsen was able to make building repairs and resume production in only a few short weeks. The bad news was yet to come however and come it did just three weeks later. Jeanne came through late on a Saturday night and again Vero beach was on the firing line being on the north side of the eyewall.

Sustained winds of over 120 mph were recorded in the local area of Johannsen Boat Works, quickly undoing all of Marks building repairs and "totaling out" the structure. Even the shop's air compressors which were mounted on concrete pads at floor level were overturned and ruined. Johannsen was able to move to another location in the same complex that was less damaged and is fortunately resuming production as this is being written. All the molds and tooling for both of JBW product lines (Raiders and Trinkas) suffered little or no damage to add to the difficulties in starting up production again. The industrial complex which included about 4 acres of fenced off property. was the resting place of much sailboat hardware. **Welcome back Mark and God speed!**

Next Raider Nationals again scheduled for Lake Lanier June 17,18 & 19

Lake Lanier and the Lake Lanier Sailing Club have again been selected for the Fourth Annual Raider National Regatta. LLSC provides a well run regatta format, excellent facilities and multiple choices for close by accommodations. Last summers' event was filled with two exciting days of racing with Saturday evening capped off with A great meal, music and dancing. After a discussion with the race organizers,

we can expect no less for this event. Also, a Raider Seminar will be hosted by our sail maker and championship sailor.....Joe Waters of Waters Sail Loft

PUT IT ON YOUR CALENDARS!



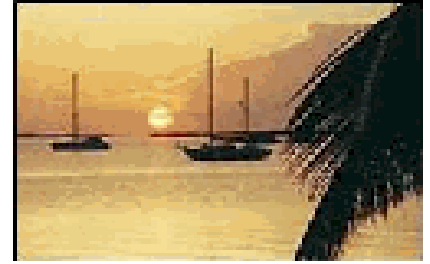
Joe Waters

**RAIDER Mid-Winter Regatta at Mt. Dora Yacht Club
April 2nd & 3rd**

moundorayachtclub.com

Winter Regatta being planned in Key Largo

Raider Owners Tony Priu and Mark Lipkus are arrainging our Winter Regatta at the Upper Keys Sailing Club in Key Largo, Fl. for mid February. If ever there was a way to enjoy your Raider in the winter time, this is it! A sailing vacation you won't want to miss! Tony is arranging for a block of rooms at a nearby resort so it would be good to watch the raiderone.org. website and sign up early as this is the height of the tourist season in the keys. Tony and Mark are in the Marina and Yacht Brokerage business in Key Largo and are both members in the Upper Keys Sailing Club The club is located at mile marker 100 on the Key West highway.



You could be here next February!

Meet the Pones: **Some info on cover care**

By John & Nancy Fox

The number one enemy of covers is probably chafe. While we add reinforcement material to points of obvious wear, we cannot foresee every location where an owner might add another cam cleat or block. The heads of screws can be damaged when they are installed and this can leave sharp burrs that will tear up a cover quickly. Take a fine metal file and go over any fasteners that feel rough to your touch. Sunbrella covers should never be used while trailering and should be removed for severe storms like hurricanes.

Sunbrella acrylic fabric holds up very well to exposure to the sun and is guaranteed by the manufacturer for five years against excessive color loss and strength. With care and cleaning, people often get 8-10 years use from a Sunbrella cover. The thread the cover is sewn with is usually what fails, so we use an extra heavy V138 UV resistant grade. Zippers usually last 4-5 years and can be replaced to extend the life of the cover. Sunbrella is very breathable and also water repellent. When Sunbrella eventually loses its waterproofing, you can restore it by treating with 303 High Tech Fabric Guard™.

Clean Sunbrella with mild natural soap (like Ivory Snow, Dreft or Woolite) and lukewarm water. Avoid using detergent except for tough stains as using detergent degrades the waterproofing. For tough stains visit the following URL for a complete chart. <http://www.sunbrella.com/usa/stainchart.shtml>

We use Top Gun acrylic coated polyester fabric for road covers. Top Gun is much more abrasion resistant than Sunbrella and holds up well at highway speeds. We have personal boat covers with thousands of miles or trailering and they are great for keeping highway dirt and grim off the boat. Top Gun is not very breathable so you need to provide some kind of venting if you will be storing the boat with the road covers in place.

Also never fold up a cover and put it away wet. While the fabric itself is not damaged by mildew, road dirt and grime combined with moisture will support rapid growth of mildew, which is hard to clean off. Clean Top Gun with a solution of 4 oz Clorox and 2 oz of mild soap to a gallon of water. If very dirty, you can soak the cover for an hour or so to loosen the dirt. Rinse thoroughly with fresh water and allow to dry. Avoid detergent as using detergents degrades the waterproofing. You can restore the waterproofing on Top Gun with AQUA_TITE.

<http://www.teamfoxy.com/>



Mug Race on the Radar Screen

On Sat. May 7th, Ashley and Killian are again planning to descend on the village of Palatka, Fl. for the start of the 52nd annual Mug Race. As many of you know the demon duo severely beat up on all the men in the Raider class as well as most of the 200+ entrees in the 40 some mile river race that ends in Jacksonville. The girls won awards for first all female crew, first youth crew (under 19 years) and first overall in the Raider class. The bad news for the rest of us is they are already out and practicing! <http://>



Product Updates

Spinnaker Halyard Block. This little piece of hardware is like adding a third hand for spinnaker sets and douses. It eliminates setting and releasing the foot (tack) line. Relocating the swivel block at the mast base and a longer spinnaker halyard is required. The footline camcleat and eyestraps can be removed and put in the spare parts box.



Composite Rudder Head. This nifty item was introduced on or about hull number 50. It is simple in design and maintenance and has a smooth appearance. It also has a built in rudder stop. (prevents rudder from popping out of the gudgeons) It is several ounces lighter in weight due to the carbon fiber/epoxy construction and should be interchangeable with the existing fabricated aluminum rudder head. Rubber friction discs are included to bond to the rudder top surfaces to help keep the rudder in the desired position. The tiller attachment is non-lifting (a feature several owners disliked) but is easy to remove and store.



Composite Rudder and Dagger Boards

Rudders and dagger boards are now being produced in fiber-glass composite. The weight and hydrodynamic shapes are identical to the aluminum blades and the gel coated surface finish is excellent. The new blades are more corrosion and dent resistant and in the event of accidental damage may be easier to repair at the owners level of expertise. These new blades should be interchangeable with the present design. The finish and accuracy of the new composites will set a standard for the industry. Both designs, as long as they conform to the factory design are acceptable for class regattas



New Rudder

RAIDER Ramblings:

Your Raider "One" organization was formed bring owners together in a forum to promote one design regattas and bring camaraderie to sailors with similar interests. This can be done through this newsletter and our website. I hope most of you have internet access as that is most the efficient way to communicate with each other and the group as a whole. We have had many interesting and delightful letters from many of you outlining your experiences (mostly good and a few bad) and to share all these with the group would be a good thing. I cannot imagine how sharing your experiences, discoveries and questions with one another would not benefit the whole, improve your on the water enjoyment and in some cases lead to product improvements or changes at the factory level. Letters, comments or questions can be directed to the web site, www.raiderone.org. Or call the toll free line 800 869 0773. You will get a call back from the right person. Thanks and happy, safe sailing!

The Designers CornerHmmmmmmmmm

The pleasant humming you hear when your Raider is up on plane and going good is a reassuring sound that all is well and you are do'in it right. However, there is a downside as the humming is a vibration of the daggerboard, rudder or both. It occurs as the water flow rejoins itself at the trailing edge of the blade at higher speeds. It has come to our attention that because of the vibration, screws and nuts may have a tendency to loosen up. It is suggested that all fasteners on your Raider be checked and where necessary retightened on occasion to prevent the kind of mishap that can occur through loose or missing fasteners especially in the rudder area. The vibration itself will cause no harm or affect performance. Some owners have admitted as to using it as "audio speedometer." I personally like the sound, but please check your fasteners.....JOHN

**Raider sailboat one design
class newsletter**

RAIDER "One" is the official Newsletter of the Raider sailboat one design class association. All members are encouraged to submit articles or notices of interest to the association

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