

MADE FOR THE WATER

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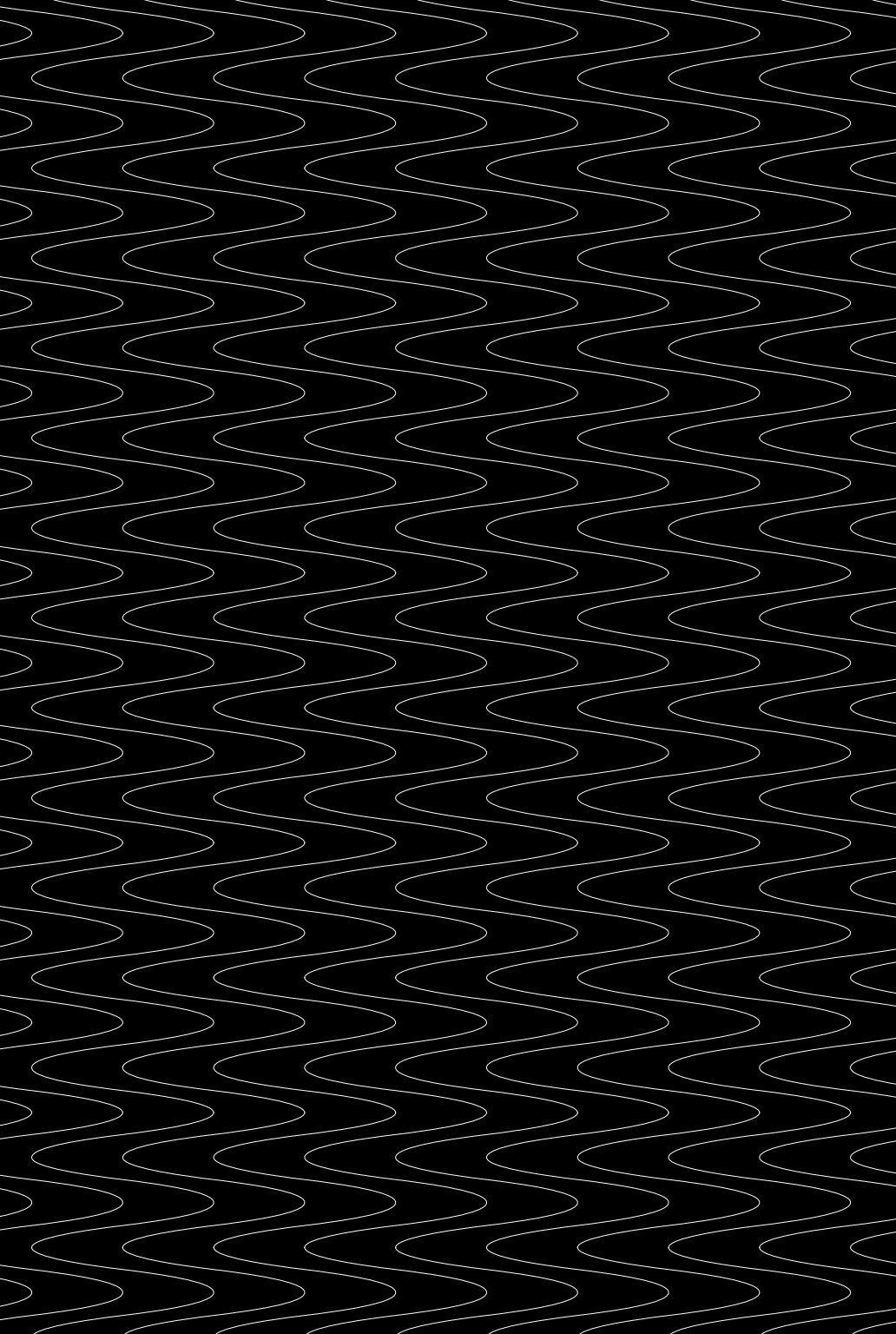
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EDITORIAL JUSTIN QUIRK
PHOTOGRAPHY JAY CLARK AND MAGI TORCH.COM
PRINT WITH-PRINT.CO.UK
PAPER G.F SMITH - COVER/COLORPLAN - TEXT/MUNKEN DESIGN



WITH A REPUTATION
FOR A PERSONALISED,
UNIQUE SERVICE
TAILORED TO MEET
YOUR EXACT NEEDS,
STAYINPHASE OFFERS
A DESIGN, MANUFACTURE
AND INSTALLATION
PACKAGE OF WINCH
SYSTEMS AND RELATED
SAIL HANDLING
SYSTEMS FOR RACING
AND SUPER YACHTS.



Founder and head of Stayinphase, Jon Williams, at work on Blitzen in the Somerset workshop.

Stayinphase's founder, Jon Williams, is outlining the fundamental difference between his company and their competitors in the world of high end yachts. For over a decade, Williams and his small team have been immersed in the world of elite level racing programmes, not just designing and building, but fitting, maintaining and improving the winch systems which take boats through some of the most demanding conditions in the water.

Williams' credentials were forged first in the engineering and aviation sectors and then by 11 years working professionally in the America's Cup. 'I was working shoulder to shoulder with the sailors and finding solutions to their problems or making their work more effective and faster, and the equipment more reliable and robust,' he recalls. Eventually this led to the formation of his own company, as he saw a clear gap in the market for 'precision, quality and reliability. I was seeing a stagnation in the marketplace, no real development and hardly any new products.'

“
WE ARE PRESENTING A HIGHER LEVEL OF PRODUCT AND SERVICE TO THE CUSTOMER. IT'S THE FORD VS AUDI ARGUMENT – BOTH ARE CARS, AND BOTH GET YOU FROM A TO B. BUT THEY DO IT IN A DIFFERENT STYLE.
”

This state of affairs changed radically with the arrival of Stayinphase: highly engineered, aesthetically elevated products developed through close consultation with sailing and technical team members and a level of customer service and aftercare far beyond anything else on offer. 'The foundation for people's belief in my skills and the trust that they place in me was based on my time in professional yacht racing working in the highest levels,' says Williams. And this trust has proven to be the foundation of a close-knit network of boat teams worldwide who now rely on Stayinphase to push their craft and crews to new levels. 'There are always people looking for speed, efficiency and style advantages... They are astute individuals who are knowledgeable on the subject matter and careful with finance.'

Still based in a single workshop in Somerset, Williams is preparing for a new period of growth and innovation, still guided by the key principles of experience, knowledge and resilience, but allowing himself a look back over the first decade of Stayinphase's work. 'In terms of what I'm most proud of, there's not one single thing that stands out,' he says. Instead, he points to Stayinphase's role in achievements on the water for the crews who have trusted in and depended on them. 'When I see the success that they had, then we can sit back and say "Yeah, we were a part of that,"' he says. 'That's been the high point for me.'

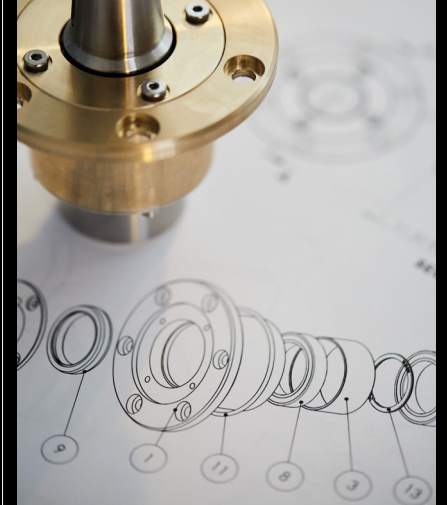


AUTUMN 2022

BLITZEN

THE LATTER QUARTER OF 2022, OFFERED AN OPPORTUNITY FOR STAYINPHASE TO WORK IN AN ALTERNATE SECTOR OF YACHTING. WILLIAMS DETAILS HIS PART IN THE RESTORATION OF A HISTORICAL SLOOP.

A complex mix of historical research, detective work, problem solving, restoration and precision engineering, this is his work on Blitzen, an original 1930s Bermudan Sloop, now based in Palma whose owner contacted Stayinphase to replace and upgrade the boat's winch system.



2022 provided a unique project for Stayinphase.



THE BOAT HAD EVIDENTLY ALREADY BEEN THROUGH NUMEROUS REFITS



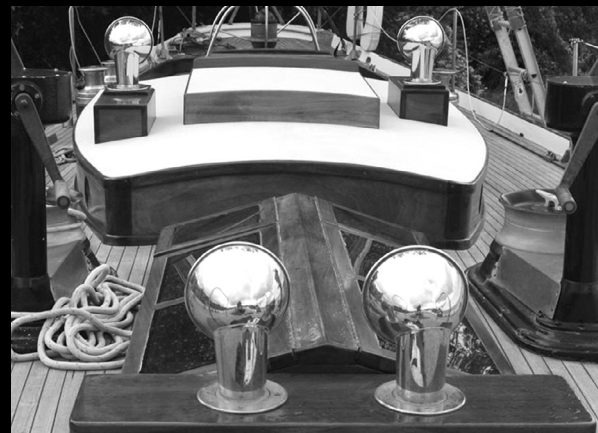
PHOTOGRAPHIC RESEARCH AND LOOKING INTO THE ARCHIVES WAS INCONCLUSIVE



ABOVE AND RIGHT:
Grainy Images Circa
1939, A prominent
sailplan with
large overlapping
headsail. Blitzen
in her original
configuration
upwind.



The first complication was that the boat
had evidently already been through numerous
refits and replacements. Designed by
Olin J Stephens and constructed at the
Henry B Nevins Yard in New York in 1938,
the 16.97m craft had at different times run
on one winch, then two, then one again.
Photographic research was partially
inconclusive, but suggested various
pedestal-driven winches had been installed
at different positions (and with different
levels of workmanship) since original owner
RJ Reynolds had won Blitzen's class in
the Newport-Bermuda Race in her first
season. The boat also won the 2,000-mile
San Francisco-Honolulu Race in 1939,
plus the offshore between Florida and
Havana, before heading to Europe to finish
third in the Fastnet.



LEFT:
Although quite
possibly sourced
from an old
America's Cup
Classic Yacht,
these twin 'coffee
grinders' just
didn't belong
to Blitzen...



ABOVE:
Returned to former
glory: relaunched
in 2016, the yacht
awaits her rig.

RIGHT:
Years of wear and
tear revealed inside
the original Blitzen
winch.





MADE FOR
THE WATER

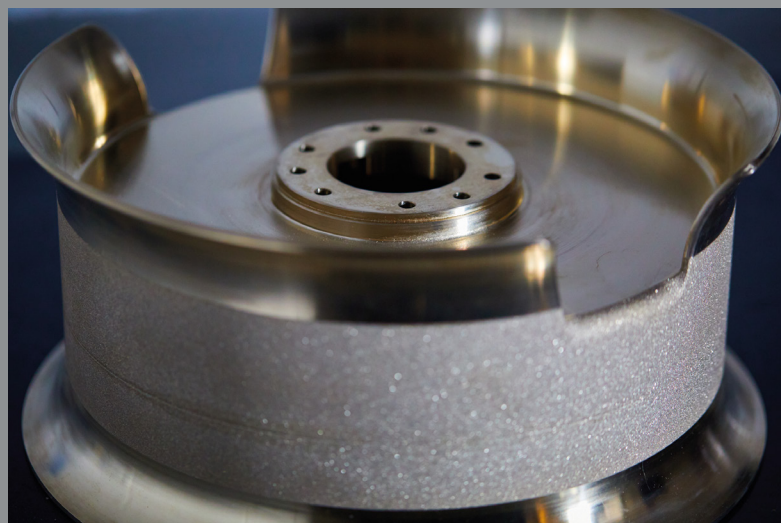


YOU COULD SEE
DECADES OF WEAR,
LIKE THE RINGS
OF A TREE

While this and numerous other trophies gave Blitzen historical value and solid racing credentials in its day, the current owners wanted the boat bringing back to life as a top class classic yacht. The replacement of its winch with a newly designed bespoke model turned into a project that Williams describes as 'A collision of old and new... the mechanics are everything that we've learned in the last ten years of working on racing boats,' he explains.

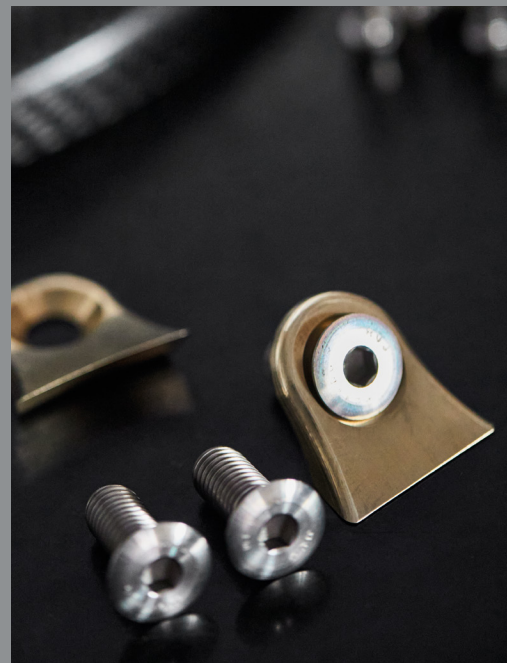


ABOVE:
Examples of wear
and deterioration
on Blitzen's
original winch.

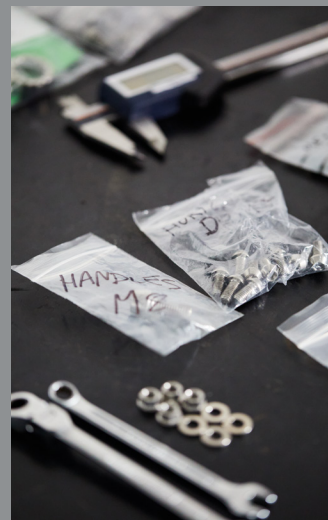


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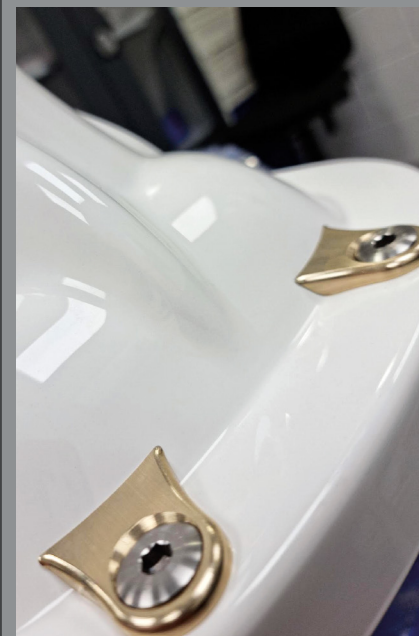
ISSUE
02



THE MECHANICS ARE
EVERYTHING WE'VE
LEARNED IN THE
LAST TEN YEARS



Some typical
attention to detail.
'Form & function'
is truly the design
brief on the
Blitzen Project.

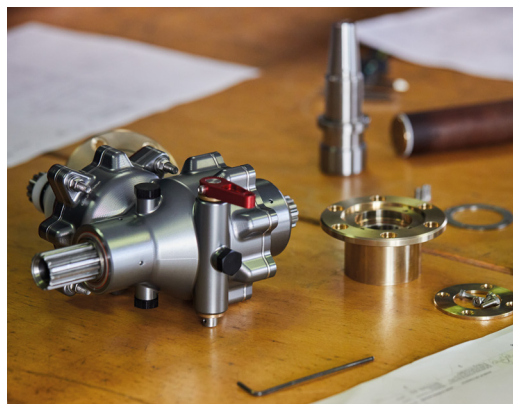


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16

A SINGLE TASK
INVOLVES THE
MOST PRECISE
CALIBRATION
OF PARTS.



With the removal of the existing winch, the challenge for Stayinphase began: 'You could see decades of influence and wear, it was like the rings of a tree.' This obviously presented a different challenge to the world Williams comes from, of state-of-the-art America's Cup-level racing yachts, but the solutions – the meticulous engineering processes and exhaustive attention to detail found at Stayinphase's headquarters – were the same. A single task can involve the most precise calibration of parts, and the heaviest stress-testing. At the Stayinphase workshops are everything from a sealed room run for 24 hours at a continuously stable temperature to ensure consistency in the micrometre measurement of parts, to vast lengths of steel chains and weight plates for testing the stress and tension of load bearing parts. For the restoration of Blitzen, all of this ingenuity would be called on.



FOR THE RESTORATION OF BLITZEN, ALL
OF THIS INGENUITY WOULD BE CALLED ON



Care, attention...
And measurement!
CMM inspection.



The flawless moulded base contrasts with the original forged handles, which have been retained and incorporated into the new design. While not a straight retro design, Stayinphase have instead created a piece that performs to the most demanding modern limits but with subtle nods to the yacht's original era. 'The owner didn't want something that was radically different, or attracted attention to itself. So we considered styling influences from locomotives of the Streamliner period, all the way through to design details on the Chrysler building. This is evident in the "claws", which support the bottom of the structure here, almost like bird talons. They're reminiscent of that period, as is the styling on the head and baseplate of the pedestal.'



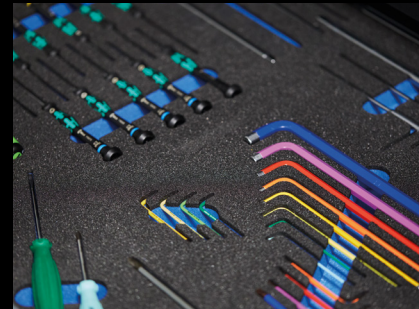
After rigorous final testing and assembly, the winch was transported to Blitzen at the end of the year. Installed by Stayinphase to the original 1930s winch location, all that remains is for the final parts of the restoration to be completed. 'From their sailing perspective, the analogy is that it's going to be like taking an old three speed bicycle from 50 years ago, and then jumping on a modern bike with 21 speeds,' he says. 'Absolutely, the change is going to be as pronounced as that.'

M2-LC-101

HIGH ROLLING-EFFICIENCY
'BEVEL' GEARBOX



BUILT TO LAST



An incredibly high rolling efficiency 'bevel' gearbox with standout aesthetics and reliability.

Built to perform under the most severe environmental conditions, every time. High-grade alloys ensure the delivery of a superior and sustained performance, wherever and however you sail.

Every gearbox is built by hand and set up individually at the Stayinphase workshop, before undergoing extensive testing.

Ultra-smooth performance when running, with a 350NM working load capacity.

Each gearbox is built for an extremely long component life. The team works to the highest industry standards in materials, parts selection, lifespan, MTBF (Mean Time Between Failures), knowledge and testing.

While this process is driven by performance, it also produces a more sustainable suite of products. Stayinphase's design and manufacturing process minimises the need for replacement, waste and surplus. Every Stayinphase product is built to perform, built to last and made for the water.