

“Canterbury-J Chin-Wag” Canterbury J-Class Owners Association (CJCOA)

30 April 2020 Day 36 of lockdown Edition#8

Hi J-Skippers

This is on Lake Victoria, Christchurch. We are all chasing Graham Mander who is sailing his custom made J-75.



John Hyde tells us about his experience sailing Canterbury-J Class boats and sea kayaks.

Since completing a thoroughly enjoyable build of J-271 in October 2017, I've had some really delightful, non-competitive sailing with her on Hamilton's Lake Rotoroa.



I've been a sailor most of my life and since selling my keeler 4 years ago became a bit twitchy missing the breeze and the water, so scratched the itch and bought a 4.9m sea kayak. Oh, Yeah, that hit the spot! On the water again in the peace and beauty of nature on Raglan Harbour inlets, Waikato River lakes Arapuni and Karapiro.



Then I became intrigued with kayak sailing buying a 0.8m² 3D shaped sail with 2 battens arranged much like a sprit rig. This makes reefing to 0.6m² practical and effective as the 2 crinkles are on the top batten.



The sails wind range is 5 to 25knots with reefing . . . 15 knots of wind is starting to become a worry for a paddler of modest skills.



The installation went well with help from the Australian supplier and I made up a swiveling mast support, so gear can be stowed forward of it. It's rigged with side and back stays and is easily raised and lowered using an uphaul led thru a bow block and back to the cockpit. There is a 'bracing' technique to be learned using the extended paddle skimming the water surface, as a foil, to maintain stability and help control direction at speed as the yak's rudder is underpowered for sailing requirements.

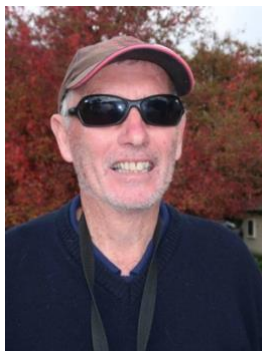


Kayaks sail surprisingly well without a centre board and can be sailed from a square run around to a broad and close reach although leeway creeps in when closer to wind. Last time out pre lockdown twice had the boat on verge of planing when gusting about 12 knots; white caps just starting to form. I'm hooked on it!

My Canterbury-J-309 stares accusingly at me in the workshop as is only about 1/3 the way there but I'm so absolutely hooked on kayaks at the moment that I don't know when I'll pick up the build again . . . although I have interesting ideas for cabin/hatch, cockpit and deck layout in the tradition style.

Cheers to all in lockdown, John Hyde.

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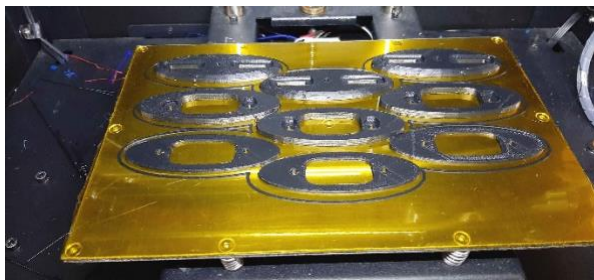
Leon Blewett has developed a 3-D printing system and is designing and printing parts and fittings for model yachts. They are amazing. He has made Sail number stencils that lock together to insure accurate spacing. Rudder servo holders. Back hatch covers (varying sizes). Also Mast Rams: See the intricate process of this technique:

The mast ram is printed in three parts, top, middle and cover plate, 3 units are printed at once & takes about 3 ½ hours.

1.75mm diameter High Impact Polystyrene filament is used, extruded at 235 degrees C and printed at between 0.10mm layer heights to 0.15mm layer heights. The print is built up on an aluminium plate that is heated to 100 degrees C, this plate is covered in a “Kapton tape” which the extruded filament sticks to but when its cooled down allows the parts to separate off pretty easily.

The filament is not ultra violet treated, and parts outside of the hull should have protection from sunlight but at present they seem to be lasting unpainted OK.

01. The print has finished, waiting for the parts and build plate to cool down for easy removal



02. The top and middle parts are temporarily assembled with nuts and bolts tightened firmly. I use a weld pen (foreground) to “weld and fill” the nut in the cavity.



03. Welding and filling around the nuts is finished, they can now cool off ready for the next stage. I use white HIPS filament as it contrasts with the black and I can see easily where I’m going and what is done.



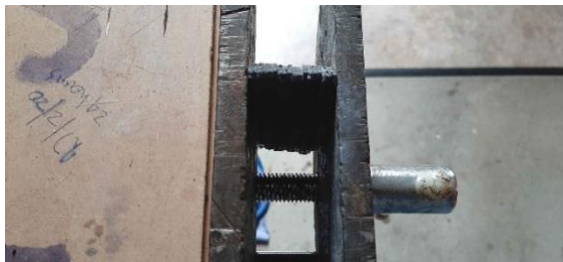
04. The bolts are removed and the excess weld / fill area is cleaned off, and filed smooth ready for the 1mm thick cover plate (upper background) to be superglued in place.



05. The bolts are reinserted so the holes on the cover plate and middle piece are all aligned, the glue applied, pieces brought together and temporarily clamped until I finish gluing them all.



06. After the temporary clamping, the bolts are removed all of them are put together and clamped up really tight, which squeezes out the excess glue and left a couple of hours to fully cure.



07. Once the glue is cured the inside and outside edges of the part is cleaned of excess plastic and glue and are ready to put together.

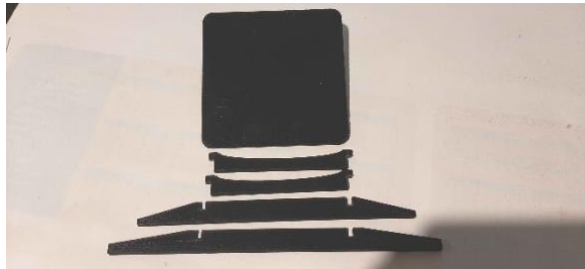


08. All assembled.



I have stopped printing the upper part with a hole for the mast but only with a mark for the center as different diameter masts are used. The owner can drill the hole that best suits the mast.

09 and 10. While there is a lot of free time, I'm also playing around with getting a kit together for the rear hatch, including the deck beams so it can be trimmed to fit between the gunwales and glued in place. Have printed a couple of prototypes but not quite there with it yet.

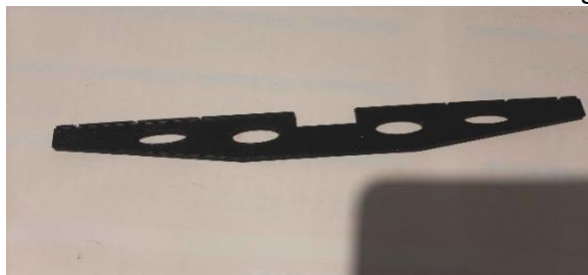


Unassembled rear deck hatch



Assembled rear deck hatch

11. Im also playing with deck beams that can enclose the mast box and work with the mast ram that can be trimmed to fit between the gunwales, still experimenting with it.



12. The sail identification stencils have probably been the best thing I've done and a number of people have bought them, I initially did a run of the numbers and the insignia out of clear PLA (Poly Lactic Acid) filament but they've nearly all gone and that filament drum is empty. I'm now printing them in red PLA.



There is a list items I'm making on the web site and I'm updating that when something new is done and ready

Leon

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Graeme Raxworthy (Rax)

Rax is an experience model boat builder.
He has made this model jet 30.

Photo shows the build process of model jet 30.

1/4 scale model of one of my 1960's jet 30 Mk1 . I produced a plug, and then made a two-piece fibreglass mould. It is powered with electric 50ml jet unit.





This is the 8th edition. Again, thanks for photos, words, and jokes. Keep them coming. Add your memories to these stories.

Contributions are in the editorial pipeline from:

Leon Blewett, Graeme Raxworthy, Tom Wilda, Ralph Biggs, John Kupiers, Wes Purvis, Cedric Andrews and Bert Willamse. We will send their stories out over the next few weeks (and months).

Happy sailing, Rodney Ford, (Canterbury-J ChinWag editor)
On behalf of your Canterbury J Class Owners Association. CJCOA

Enjoy these quips

