"Canterbury-J Chin-Wag"

Canterbury J-Class Owners Association (CJCOA)

28 May 2020 Day 64 of level2 lockdown Edition#15

Hi J-Skippers

This picture was taken in October 1925, that is 95 years ago. Published in the Auckland Weekly News. Perhaps some of your relatives are in the bunch of keen sailors. This was when a sound understanding the wind was of critical importance, to set the sails and wind vane.

A POPULAR SUMMER PASTIME IN CHRISTCHURCH, CANTERBURY: SAILING MODELS

It was not until 1903 that Christchurch City Council established a small scale public supply of electricity. We had to wait until the 1970s before transistors made radio-controlled sailing possible.

1903 installation of one of the first domestic electricity networks in Christchurch.

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The Canterbury J-Class Owners Association (CJCOA) has a history of only 22 years long. Do you remember this line up of the first twelve Canterbury J-Class boats assembled at Lake Victoria in September 2018. It was our 21-year anniversary. Sadly, J-5, J-8 and J-10 are missing. Does anyone know where they went?

Proud owners of early Canterbury J-Class boats: J-1 CMYC, J-2 Hugh Hobden, J-3 Doug Parker, J-4 Peter Vincent, J-6 Rick Jury, J-7 Leon Blewett, J-9 Grant Cowell, J-11 Graeme Hore, J-12, Rodney Ford.

Web history uncovered by Vern Rolton

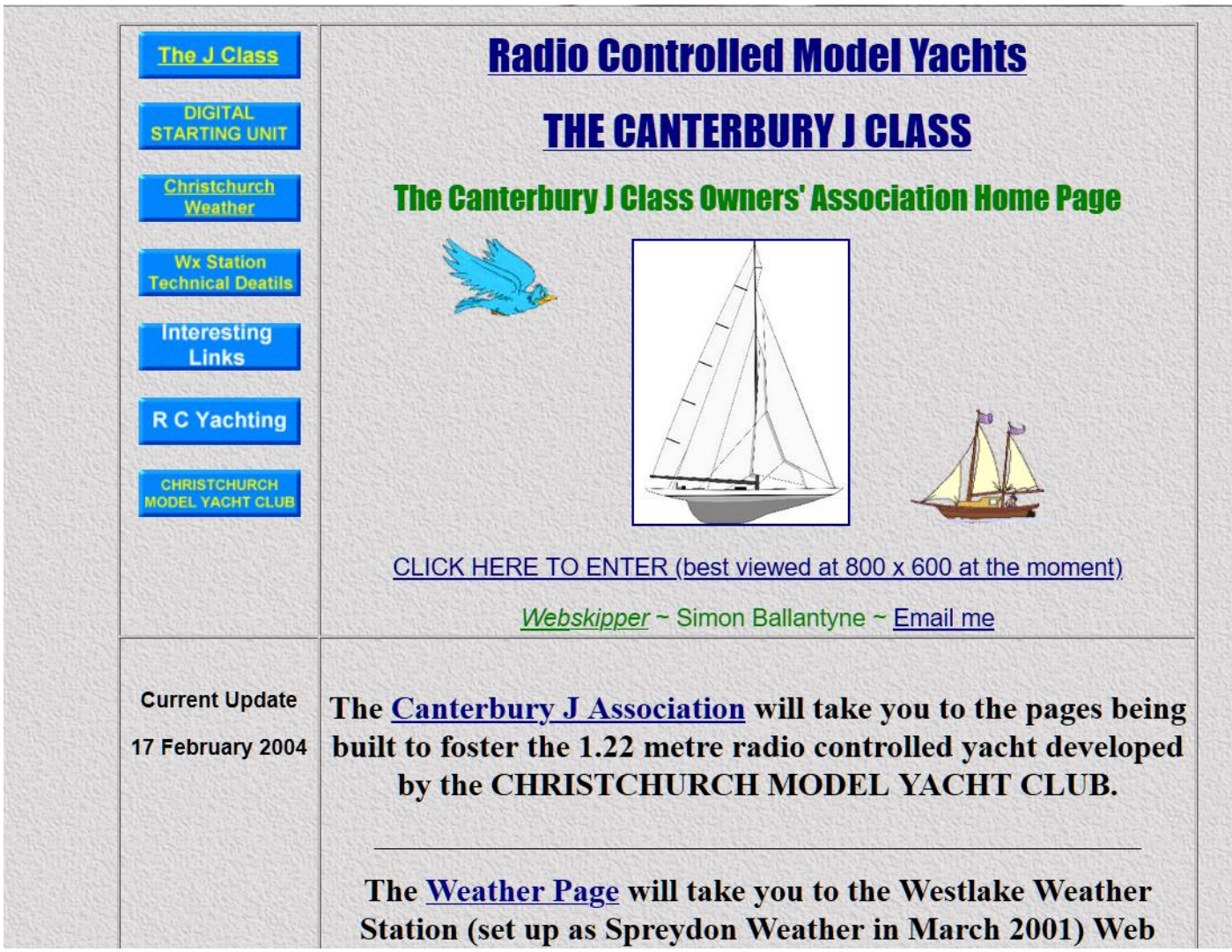
Our Webmaster Vern has been doing a fantastic job of smartening up our website, keeping it up to date and looking attractive and is constantly doing something with It, for all of us.

Vern is also our secretary and the kingpin for all our communications out to all members. He sorted out the current method of distribution just in time for Rodney's "Chinwag", a system that is working better than we have ever had, thank you Vern.

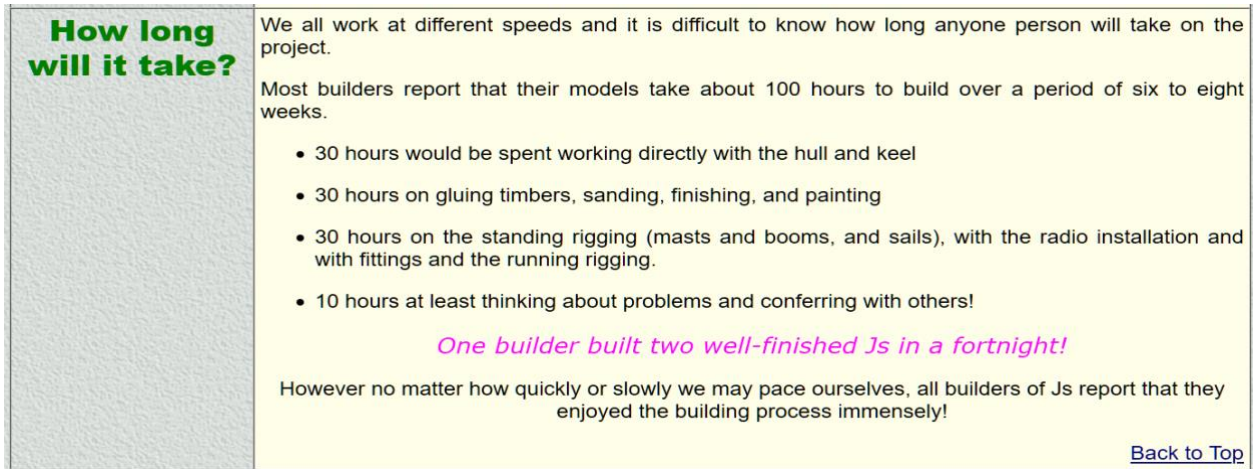
Being who he is and doing what he does, he has access to a lot of stuff done by those before us that we can't see. Don't ask me where it is, it's just there somewhere in amongst the clouds and cyber. Vern has been able to unearth little bits and it's interesting to look back on just what went on and how things were done in early 2000.

There are not many of us left who were involved with the Canterbury J in those days, probably only a handful now. I won't name them. The term "J" was used commonly and that habit has sort of stuck, despite the originators of our class rules and constitution calling it a "**Canterbury J Class**". These were also the days where the boat took months to finish and was built more like a brick outhouse than a sailing craft. Here are some extracts from 2001 and 2004 from the old website.

The main page at one point, yes the bird has wings and they flap, poor bird, never gets anywhere.
The weather station was one of Simon Ballantynes little projects too and worked well.



Have a look at this link, https://web.archive.org/web/20040217185913/http://canterbury-j-class.org.nz/
Time to build



How they were built.

We still have this building jig available, today its rarely used though.

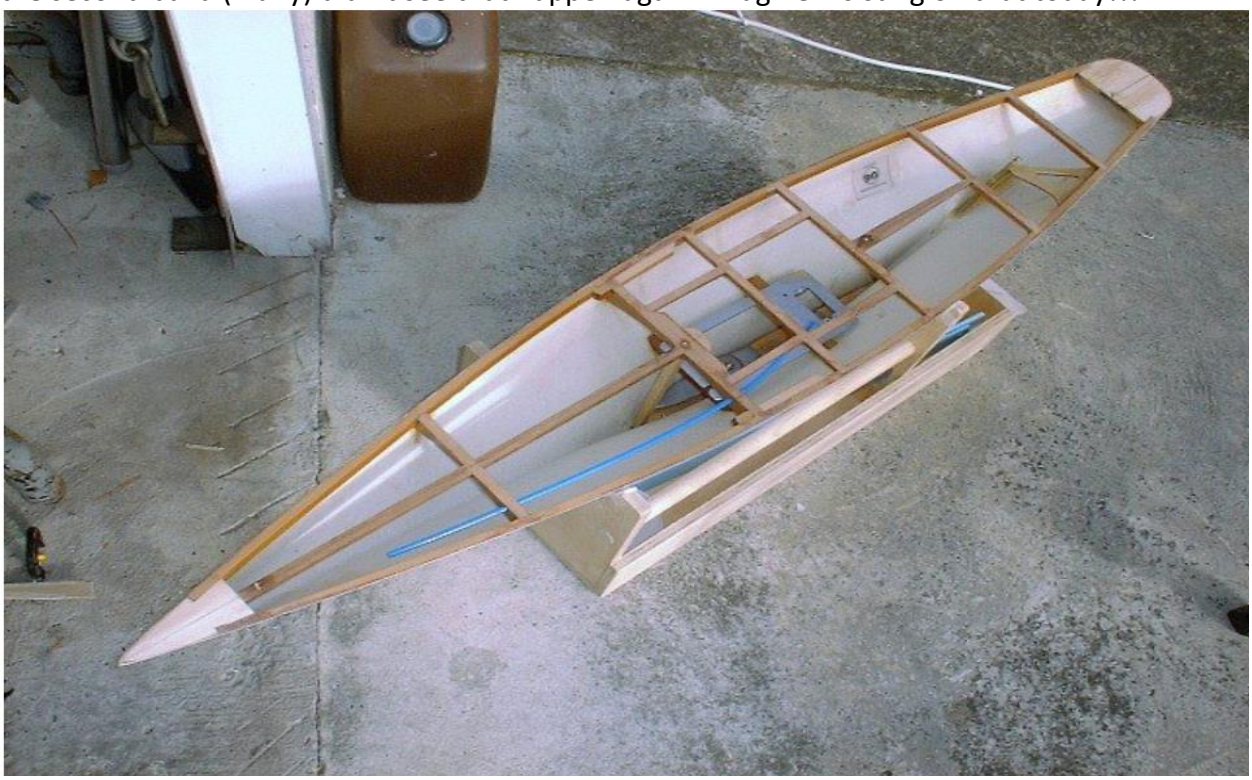
November 2nd and 3rd

Glued the Inwales to glass hull ~ a very messy job with glue all over hands - try springing a one metre pre-glued strip into place between two recessed points and holding down the middle as well! Upper edges of glass hull do not register exactly with jig surface - proud inwales will need a lot of sanding down afterwards. It is not neccessary to pre-shape the inwales but a little bit of chamfering fore and aft makes for an easier finishing job later on. It pays to run masking tape below the hull inner gluing area and around the edge of the jig ~ you don't have to be so careful then about glue over-runs - peel off before glue sets. A little candle grease on the clamping screws will prevent any glue seizures! Some time spent considering beam configuration and winch and hatch placement.

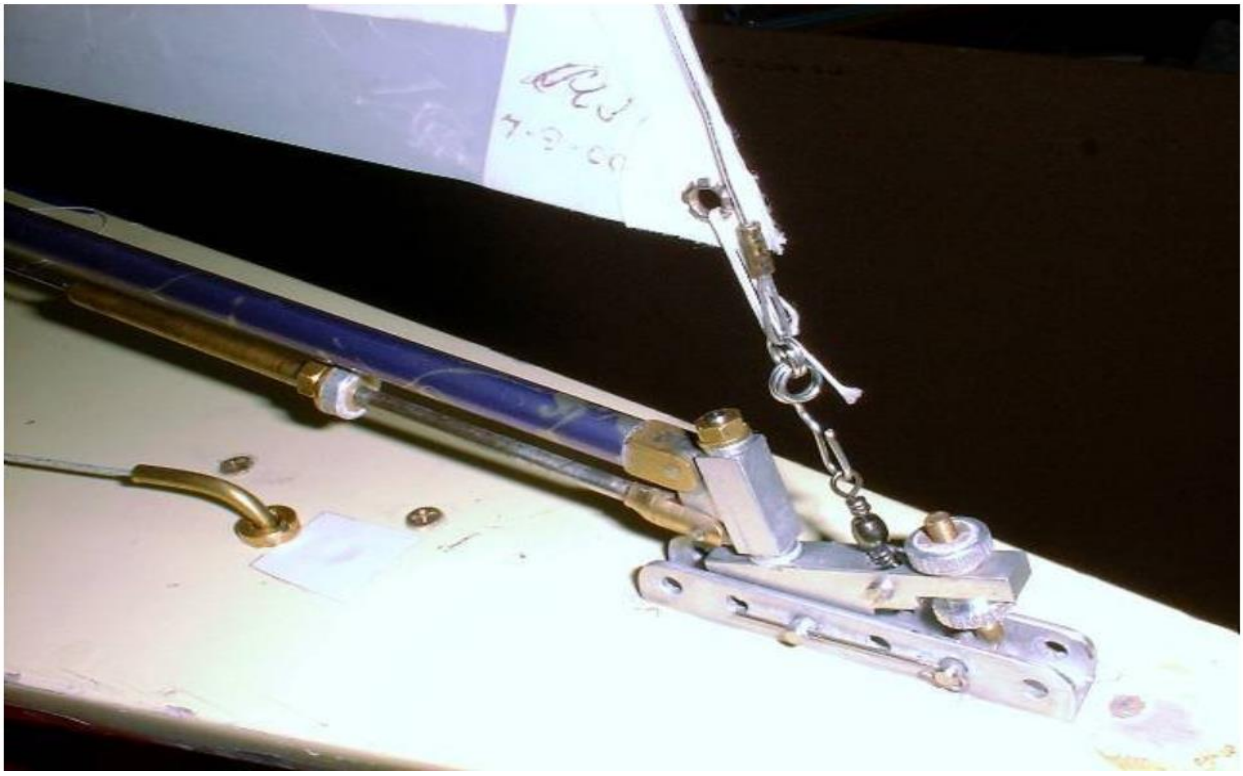
3/11 ~ A bit concerned about the starboard inwale - the glue hasn't hardened completely, must have got the mix wrong! Port inwale is fine. Anyway I rebated cutouts for the crossbeams and glued them in place Hope things are rock hard tomorrow - King Plank to fit and then hull can be removed from the gluing jig.

Back to Building J100

The recommended timber (as I was told was 10mm square cedar) for everything. A king plank was definitely needed and the bow plate of 12mm ply and the stern plate of 6mm ply. A mast plate was recommended and of 12mm ply.
These were also the days when at the time your boat was measured for its certificate, if it was underweight, the additional ballast required to get it up to weight was to be fastened directly underneath to the deck and yes many were caught out and had the weight put there. Usually the second build (if any) didn't see that happen again. Imagine insisting on that today!!!



Here is one thing that attracted a lot of attention and experimenting with but never took off, the radial jib fitting.
Was it any good? Don't know, it seemed to work but I can't say if it worked well or what, a downwind run certainly got all the jib out into the airstream.



Here is an idea of winch costs in those days

> On the Canterbury Js, the Hitec HS-725BB and the SmartWich 280 sail winches are to be found in use most commonly. The Hitec costs around $130.00 and the SmartWinch around $280.00. This cost can be off-putting, but as is pointed out above, the sail winch is the most important part of the total rig! Looked after properly a good sail winch will last many years.

Here an interesting and common issue solved (back then)

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Adapting an AM transmitter for a Hitec 725 winch

The Hitec HS725BB is a good reliable sail winch of surprising power. A number of builders though, find that it gives too many turns (usually 4.5) on the drum for the amount of sheetin movement required on the model. However it is possible to make a simple modification in the transmitter to control the number of turns the winch makes with end to end throw of the Sheetin Stick. ***Note that with a new unit this modification would probably cancel the warranty of the transmitter and even maybe the winch.***

By adding a resistor to one end of the Sheeting Stick potentiometer the number of turns made by the winch can be reduced. However if the servo-reversing switch on the transmitter were to b thrown, great confusion would result. So we add a resistor at both ends of the sheeting pot and by using a variable, ganged, dual-potentiometer to do so, an effective means of trimming the winc can be achieved. Click here to view a schematic circuit.

On most units the value of the unit's potentiometer is 5 Kohms and the required trimming dual-pot should be of the same value. Make sure it is a **linear** and not logarithmic version. Space to fit will be at a premium so get a miniature size. Carefully saw off the pot's shaft but leave enough to saw a screwdriver slot across its end.

Remove the rear case from the Tx and find some space within the unit to position the new trimming potentiometer. Fix it in place, either with an aluminium flange or with hot glue in such a way so that later its shaft can be reached by a small screwdriver through a hole in the case for adjustment. On my ACOMS transmitter there was room across the back of the antennae to mount the trimming potentiometer on an aluminium flange. *The brown triangular "thingy" is hardened brass sheet shaped to provide a friction engagement with the serrated arc of the sheeting stick to hold it in position.*

Locate the three wires going to the Sheeting Stick potentiometer. De-solder the two outer wires and re-affix them again, one to each of the center contacts of the new trimming potentiometer. Then solder a pair of new wires from the end terminals of the trimming potentiometer back to where the wires were remove from the unit's sheeting potentiometer. If coloured wire is used it is easier to keep the logic of the arrangement under control.

When everything is back together the system should be capable of reducing over the full range of the trimming potentiometer rotation, from 4.5 to about 0.5 turns of th winch drum. When setting up on the model, bear in mind that the reduction occurs at both ends of the winch's travel. So if it is required to reduce the length of the sail shee travel by say 10 cm then adjust things so that the sheet moves back 5 cm (the other 5 cm will be taken up at the other end!).

It is possible to make a similar modification on the winch itself but I have never been brave enough to take the Hitec apart and try it!

Again thanks to Vern Rolton – Cheers, Leon Blewett.

Identification of this boat - help please!

Who knows the story of this wonderful model yacht?

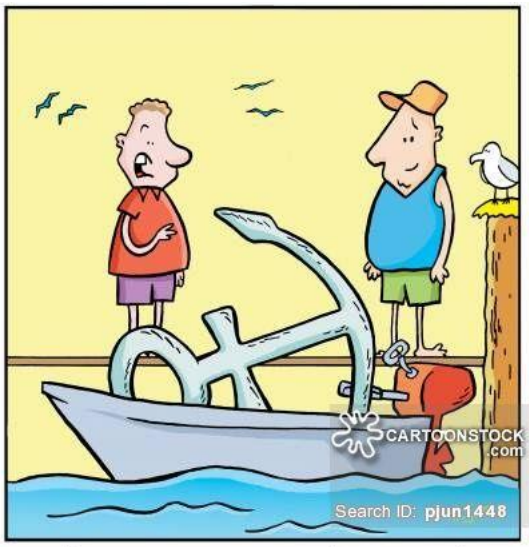
Lots of wonderful boats have been crafted by our members, please tell us about yours.

This is the 15th edition.

Keep your submissions coming.
Add your memories to these stories.
Please respond to some of these these yarns.
From now on the ChinWag will be sent out weekly.

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

Enjoy these quips



"I see you aspire to bigger and better things!"