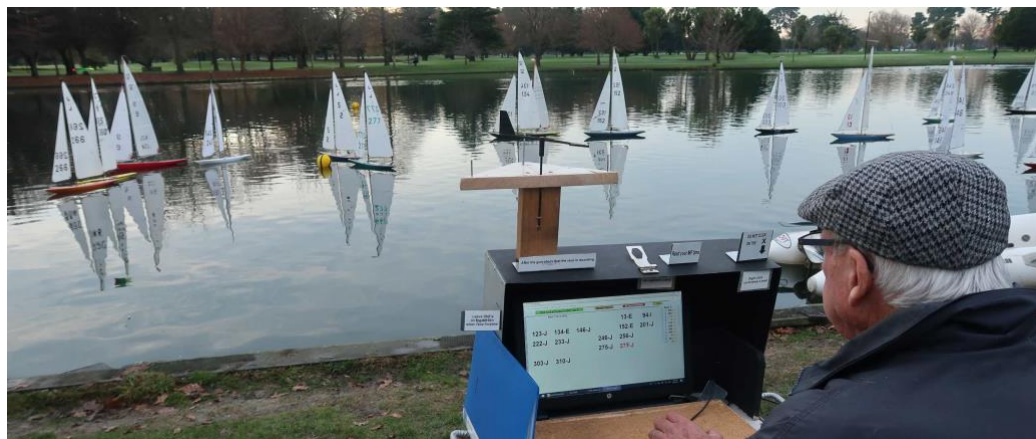


## “Canterbury-J Chin-Wag” Canterbury J-Class Owners Association (CJCOA)

7 May 2020 Day 43 of lockdown Edition#10

Hi J-Skippers

The competition heats up. Paddy has his eagle eye on the finishing boats.



*ooooooooOOOOOooooo*

### Casting Leads for Canterbury J Class Keels



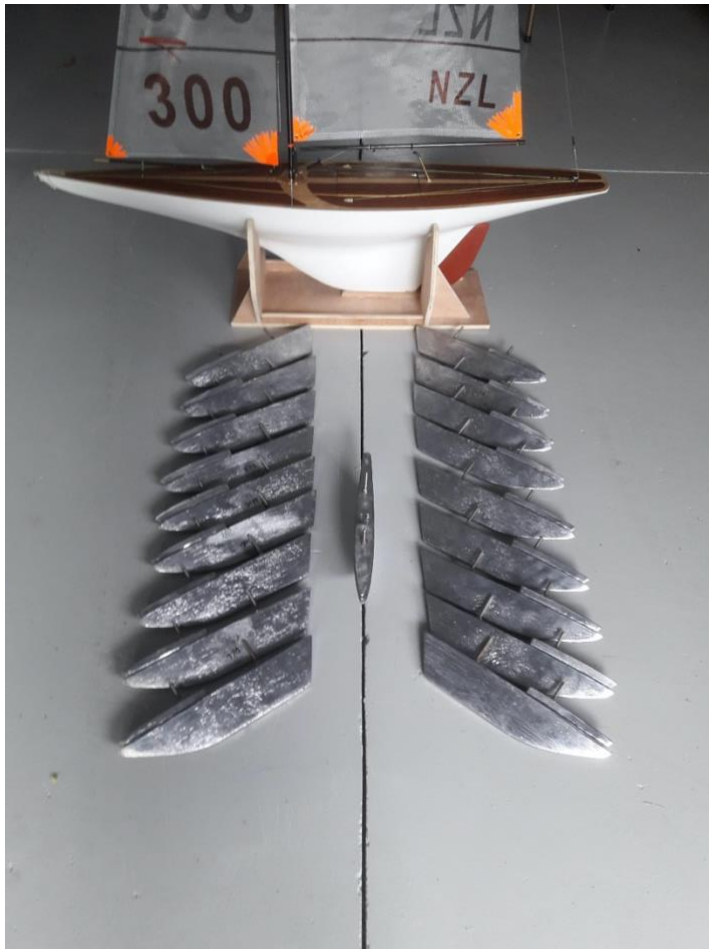
Ever wondered what happens to the scrap lead you donate to the association?

It gets heated up to around 300 degrees, melted down, and poured into the Association mould. Once cooled enough to become solid, it is then removed until ambient temperature is attained.

I then trim any flashings, go through and weigh them. The next process is to pour some trim weights and then pair them up so that all leads are as close to the same weight as best that can be achieved.



I usually set aside a few hours to do a pour, as once the pots are on and the mould is up to a good temperature I like to do as many as I can. Melting lead is not the most pleasant of jobs, and I usually try to coincide it with the rest of the family are not home.



Here's a bit of extra useless information.....the leads are cast about 250 metres away from where the hulls are layed!

Then they are stamped and made ready for your next build. As you can see in the picture, we have a few ready to go, these are nicknamed "The Lockdown Leads". They are a special edition, which one will hope will not be repeated.

Previous lead pourers include Ian Scott and Graeme Raxworthy.

Chris Koskela  
Lead pourer



Wow! What a fantastic service for the boat builders.

*oooooooooooooooooooo*



**Ralph Biggs: Building a steam engine from what's on hand.**

When we went into lock down I decided that I needed a project to keep me occupied for the next few weeks so I thought that a slide valve steam engine for my steam boat "Henry's Lady" would fit the bill.

So after looking in the scrap box I settled on a double acting single cylinder 10 mm dia. with 12mm stroke. I had a length of 5/8th hexagon brass for the cylinder and 10mm. bright steel for the piston. I also had various lengths and thicknesses of sheet brass for the chassis and other bits and pieces.



The first thing and perhaps the hardest piece to make was the crank shaft. This was made from mild steel turned in the lathe with the crank offset by 6mm, giving a 12mm stroke. The chassis was built to take roller bearings ex a dismantled photo copier.



The flywheel was turned from 2 inch brass shaft and the eccentric for the valve timing 1 inch steel. After making all the other pieces and starting to assemble it I found that the size 10 ba machine screws I had didn't hold to well and so I ended up having to lengthening the thread on 9 ba screws I had. With the lock down there was no engineering shops open to get supplies.



The moment of truth arrived when it was all assembled the valve timing set and the pipe work done, connected to the air compressor for a trial run. WOPEE it runs ii It ticks over on 10 LBSQ and flies on 20 LBSQ.

I haven't tried it on steam yet but have set it up in the boat ready for a trial run when I can get back to the Lake.

Thanks Ralph – we will all be watching. A great project.

*ooooooooOOOOOoooooo*

### **Money things – hulls, leads and bow bumpers**

This is a message from the committee of the Canterbury J Class (One Design) Owners Association Inc. about money.

Since the organisation first started it has collected a contribution of \$10 for every hull and \$10 for every lead.

There have been only one or two increases for the lead and hull supplier(s), and only one from the hull manufacturer. BUT the CJCOA itself has not had an increase in its contribution.

At our last committee meeting this pricing was discussed. As the CJCOA has only one opportunity to gather funds, it was decided that a small increase, particularly after 20 odd years, would be quite justified!

The price of hulls and lead combined has been increased by \$10 giving a new price including the 12-month membership of \$250 (\$240 to existing members).

We also looked at bow bumper prices (a person in Australia bought some and we thought it unreasonable that a non-member can buy at the same price as our members). The advertised price now shown on our website is \$15 each.

**BUT** a special offer to members!

**Members price for bow bumpers remain unchanged: \$10 each or \$15 for two.**

This is the 10<sup>th</sup> edition.



Keep your submissions coming.

Add your memories to these stories. Contributions are in the editorial pipeline with more from: Tom Wilda, Ralph Biggs, Chris Koskela, and Bert Willemse. We will send their stories out over the next few weeks (and months). More from Leon and Vern as well. And from Rodney Ford and Tom Arthur. And ... ??

Happy sailing, Rodney Ford, (Canterbury-J ChinWag editor)

On behalf of your Canterbury J Class Owners Association. CJCOA

*Enjoy these quips*



*"Our boat is fine, and we're not stranded.  
We just don't want to go back to that  
crazy world."*



*"I made my boat look like my office.  
That way I don't feel so guilty when  
I call off to go fishing."*