

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

11 May 2020      Day 47 of lockdown      Edition#11

Hi J-Skippers

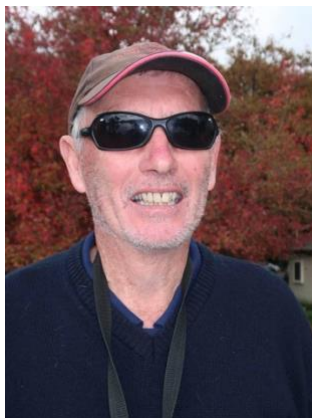
A blast from the past – Norm Hill leading the regatta with J-101 at Westlake  
**CANTERBURY “J” CLASS CHAMPIONSHIPS April 2004**

“17 boats were registered and it was especially pleasing to have two Js from Nelson with us, sailed by Denise Norris and Peter McNeil. Our annual resident USA club member, John Emery, was also present and sailed J98 All Black superbly to gain equal First Place with Nigel Bates sailing Jim Dandy J17. However on count-back All Black lost out to Jim Dandy. Nigel was the overall winner with first places in both the Match Racing and in the Fleet Racing. Norm Hill sailed J101 consistently well and well earned the Handicap Trophy.”



Editor note: I am planning an historical ChinWag edition – early sailing experiences – you might have something to tell us – please send in your stuff.

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### **Supplying a hull for a Canterbury-J Class build is complex.**

We’ve had an article from our chief boat builder, one from our hull manufacturer, and another from our lead supplier too, now the ChinWag editor as requested the hull supplier to contribute.

Many may think that supplying the hulls is pretty simple: glue in a label and a piece of ply, easy stuff. Maybe it is, but I wonder why in the past only a very few have indicated they might do it and even less actually take it up.

**Here is what happens!**

Firstly, a phone call to Phil Winter to arrange collecting a hull, a trip to the bank for funds, a trip to either Cass Bay or Ferrymead to collect a hull, and return home. (50% of time involves one hull, other 50%, multiple hulls usually 2).

The inside of the hull gets a sand and clean, the hot glue gun plugged in, test fit the ply insert, trim it to suit, sand it, another test fit, then hot glued it in place, cut the hull number label from an A4 page of 15 labels.

A batch of epoxy resin is mixed up, the inside bottom of the hull is drowned with resin so the ply insert covered, the hull is lightly warmed, with a hot air gun, to get rid of air trapped under the ply. Then the hull label is epoxied in place on the starboard side. Next the hull is then placed somewhere warm, levelled longitudinally and laterally and left while the resin dries. Then a cleanup of mixing container, measuring syringes and brush. The hull is checked periodically to smooth out any air bubbles that may have formed.

We are now adding a small sticky label with each hull to advise builders to align the rudder tube with the aft keel face and that gets attached on or in the hull, then print off the welcome to the CJCOA, the events list and the rudder pattern, place them in hull and store the hull away. Also arrange to collect or have delivered the lead keels.

Sounds pretty simple. But a lot happens behind all that, all boring and tedious, so here's a simple list.

### Table of activity from the Hull Supplier (Leon Blewett)

<u>HARDWARE</u>	<u>PERSONAL TIME</u>	<u>MILEAGE</u>	<u>EQUIPMENT</u>
hulls	phone Phil	to bank	jigsaw
epoxy resin	to bank	collect hulls	belt sander
plywood	get hulls	get sticky labels	spoke shave
sanding belt	get sticky labels	get A4 paper	hot glue gun
glue sticks	get A4 paper	get resin	PC & printer
jigsaw blades	get resin	get glue, sandpaper	use of power
A4 hull labels (15 p sheet)	get plywood	get ply	use of phone
A4 events (1 per sheet)	get glue sticks, blades, sanding belt	get syringes	resin cleaning stuff
A4 intro (1 per sheet)	print hull labels	get surgical gloves	folding work bench
A4 rudder pattern (1 per sheet)	print intro, events, rudder pattern		surgical gloves
A4 sticky labels (8 p sheet)	print sticky labels		mixing container & stick
Resin syringes (pair)	cut & prep ply		
resin brush	glue ply in (hot glue)		
	resin in label & ply		
	answer emails & phone calls for queries & supply		
	updating records		
	electronic banking		

I can't really compete with Phil and his picture of all the hulls or Chris with the number of leads all on show but here is an attempt. I have a lot of ply inserts cut and ready!!! (Once you're set up to cut them you might just as well make it worthwhile. 30 of these took about 3 hours or so including a quick mow of the lawn to suck up what sawdust etc that couldn't be picked up).



Leon, this is such a fantastic service you are doing to keep the Canterbury J-Fleet growing. Thanks from us all. You are yet to tell the rudder tube story.

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## The Making of a Wooden Deck for J-300 Chris Koskela



I was lucky enough to obtain the hull with number J-300 some time back. I wanted to do something a bit special for it, as it is hull number 300. I thought about some options over a few weeks, and a plan was formulated.

I bought some .7mm Finnish plywood from Acorn Models and set about marking it out to meet hull beam deck widths. Now you must have some fore thought here as the measurements are beam widths on a flat plane. If you wish to construct a deck with a convex curve, it needs to be a bit wider when sitting flat, so that when curved it becomes close enough to the right width, also add a bit for trimming once it is formed. I allowed 3mm per side when the deck is on a flat surface.



*A close up of the finished deck, showing the planks and my custom chequer board mast ram.*

While the ply on its own looked ok, it just wasn't enough. Then I had a thought. Cut out some shapes within the deck dimensions and inlay, another wood.....but what wood?

I searched and found some Mahogany planking 0.8mm thick 6mm wide, now there was a challenge, could I inlay Mahogany planks within the Ply? Well only one way to find out.... give it a go. I bought the planks and they duly arrived, I set about pairing the planks up so that once inlaid they would look symmetrical each side of the centre line. I matched grain, colour, and any patterning within the planks, and removed any natural defects.

I cut out the shapes within the Ply and taped the deck down onto a former, (which is a piece of shower liner mounted on a solid base with a convex curve, and added a wax release agent so the glue wouldn't also stick to the shower liner) and started to place the Mahogany planks within the ply. It worked out well, a lot of shaping, and fettling to get the wood to sit nicely. Gluing them side by side as I went, until finished.







*J-300, at time of writing.*

Once all the strip planks were layed, I carefully sanded the visible surface until smooth. Then while still taped to the former, I layed some 50gm fibreglass cloth over the Mahogany and Ply with the addition of Epoxy Resin.

Once cured, I carefully removed it from the former hoping the wax release agent had done its job, it had...phew! I then lay more glass cloth on the underside of the deck, with additional pieces at the more stressed points, ie mast box to side stay area, the deck centre line, back stay mount, and main sheet post areas.

While the deck was taking shape, I also fitted the keel, made a rudder, mounts for winch and rudder servo etc.

Then I got a bit busy, so the boat went on the shelf for a while. This is when our esteemed J constructor Mr G Rax stepped in. He faired the hull and keel join along with the rudder then set about affixing the deck to the hull for me. Thanks Graeme. It then looked as I hoped, well worth the time and effort put in to get it to this stage.

All that is left to do is hopefully add some corrector weight to bring it up to 6500 grams, varnish the cradle, and get it wet!

After a shakedown sail to find any issues, it should be ready to take on the current Winter series Champ! (That's my cheeky comment!) Hopefully we get to have such this year.

I do hope there will be a Heritage and Wooden Deck Regatta somewhere in the busy sailing Calendar's future, as there are a few boats out there now sporting wooden decks, a craft which seems to be making a comeback within the R C Sailing community. Hope you enjoyed my rambling.

Happy Sailing  
Chris Koskela J-300

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This is the 11<sup>th</sup> edition.



Keep your submissions coming.  
Add your memories to these stories.  
Contributions are in the editorial pipeline from:  
Tom Wilda, more from Chris Koskela, and Bert Willemse. 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*

