

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

14 May 2020 Day 50 of lockdown CovidLevel2 Edition#12

Hi J-Skippers

Do you recognise any of these skippers? Clue: they are the sailors who took part in the match-racing for the Shamrock Trophy weekend.



The answer:

Dave Hemsley, Peter White, Dave Panting, Keith Drewitt, Bruce Edgar, Graeme Raxworthy, Glen Church, Ron Bedyne, Cliff Bishop, Jim Patterson, Mike Innes, Rodney Ford, Roy Bickerstaff, and Graham Parratt.

(Please note that this photo was taken BEFORE social distancing!)

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Jim Paterson and a boat called “Sans Serif” THE GREAT CIRCLE CRUISE

Something to think about while we are all in Lockdown!!

Older brother Evan had recently sold his Cav 39 and brought a 25 ft Davidson which I hadn't seen. He rang and said come on up and do a cruise with me for a couple of weeks. Flew to Auckland and caught ferry to Bucklands Beach Marina. Provisioned " Sans Serif" and set sail for Kawau Island, passing Whangaparaoa Evan says, "do you feel like a pie and a pint?" Course change and sailed into Mahurangi and motored up the river with tide coming in. Arriving at Warkworth yacht basin, pie and cold beer were worth the effort. Motored back along river and on to Bon Accord Harbour, Kawau. After a couple of days exploring the area weather looked good for our passage to Port Fitzroy on Great Barrier. Rollicking ride across the Hauraki Gulf, had to "relieve" Fred (the auto pilot) and man the helm ourselves.



We spent 3 amazing days exploring the upper Barrier with a compulsory swim before breakfast each day, Smokehouse Bay was really special. Hired a rental car and headed for Tryphena, not too many roads to get lost on. This is where most of the people live on the island, a nice laid back area. It was mid February, and most of the tourists (and boaties) had gone so we had the place pretty much to ourselves. There are some delightful bays and beaches on either side of the island.

We sailed on to Whangaparapara Harbour for overnight anchorage. My job was to lay and retrieve the anchor, piece of cake standing in the cockpit with the remote - magic bit of equipment.

Great sailing across Colville Channel and along the Coromandel coast. It was extremely hot and we ran out of wind. Called into Motukahaua Island, magnificent amphitheatre which would hold about 6 boats at anchor. After refreshing swim we set sail for Coromandel Harbour. We were amazed at the amount of people who commute from here to Auckland each day. Two glorious days were spent here, replenished the grog locker and headed for the northern side of Waiheke Island and dropped anchor at Oneroa. We explored the island using the great local bus service, quite a fascinating place.

Reluctantly headed back to the marina at Bucklands Beach, couldn't have picked better weather for the cruise and saw some awesome areas and harbours. The Happy Hours were great and we enjoyed some super sun sets.

“San Serif” (which means No Frills) is one of Davidson's early designs, and this yacht was set up for single handed sailing. There really was no need to go onto the foredeck with roller headsail and self tacking main. A great 3-

cylinder diesel engine which was brand new when Evan purchased the yacht. Have to mention the remote Anchor system again!! Big volume main cabin with all the bells and whistles.



Cheers, Jim Paterson J-205

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Chris Koskela: few words on one of the Historic Canterbury J Class Boats. J-11

Much to Amy's despair, I was able to obtain J-11 late last year from the second owner Graeme Hore! He bought J-11 on 3 January 2009, named then "Blue Finn".

Prior to that, it was built and owned by Keith Stamler and it was first registered on 14-10-1998. Along with the boat, came a vast pictorial and written history of her; it's then decommissioning, modernisation and refurbishment. Graeme has put a lot of time and effort into her refurbishment, photos include as bought, with close up details of how things were done back in 1998 (the year I started work as an apprentice Automotive Machinist).

It is a detailed diary of pictures and notes as to what was there and thoughts on what he might do on the rebuild. Also, written comments from well-known sailors offering suggestions on what they think should be done. It is quite an interesting read.



My plans for her are to carefully restore her, as she was in 1998. With the boat, I also got a jar of her original fittings which I plan to refit where practical. She will undergo an electrical upgrade, and more than likely run a new SmartWinch.



I have also made a new Planked Mahogany deck. Which I plan to fit when the above is undertaken. Haven't decided as yet what colour to paint her, but do have one in mind, along with a name change. That you will have to wait and see. My hope is to start before winter, but time moves very quickly these days so it will happen in due course.

For those that don't know, this is one of the first 12 Canterbury J-Class boats that were made. They are unique because after J-12, the mould was

substantially altered. They ran a piece of hardwood between the hull shell and lead keel in order to drop the lead lower. From J-13 this hardwood is not necessary as the hull shell was made deeper in this area.

Happy Sailing
Chris Koskela J-11

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This is the 12th edition.

Keep your submissions coming.

Add your memories to these stories.

Contributions are in the editorial pipeline from:

Tom Wilda, Ralph Biggs and Bert Willemse. We will send their stories out over the next few weeks (and months). Also:

Dayele Hobson - history scrap book, Glen Church,

Tom Arthur (music theme), Vern Rolton website history.

Wooden deck builds.

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

On behalf of your Canterbury J Class Owners Association. CJCOA

Enjoy these cartoons



"What do you mean you were having such a good time on your boating trip you lost track of time? You were supposed to be home over a year ago!"



"How rude of me, I've been talking about my boat all night. I haven't given you a chance to talk about it."