

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

2 July 2020

Final Edition #20

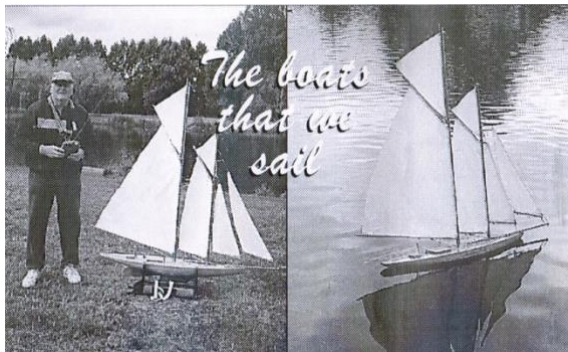
Hi J-Skippers

This is the opening of the Christchurch Model Yacht Club’s season, Victoria Lake, in 1925: 95 years ago.



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### Southern Lights Schooner



**Paul Cousins** made this beautiful boat, “**Southern lights**”. It is a 48 inch LOA, it's hull and deck is made from 4mm<sup>2</sup> Kauri planking. The fittings are made from copper and brass, the mast and spars are made of Oregon. The sails were made by Paul's wife Janice, out of polycotton material.



For the final finish on the deck and hull he applied five coats of two pot epoxy varnish. The Schooner carries 10lbs of lead in the keel. It has a two-channel radio and all sails are able to be trimmed together. Paul was delighted with the way she sailed.

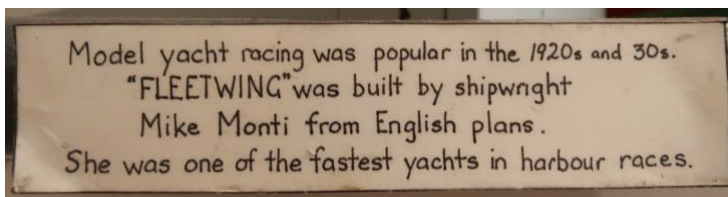
## Fleetwing mystery



The model of the Fleetwing was made by Mike Monti who was a shipwright at Miller & Tunnage in Port Chalmers. This might be the beginning of the J-Class model. Maybe. It has been the forerunner of the Timaru Fleetwing. I am confused about any association between the Timaru Fleetwing and the Timaru J. The low-down about these yachts is known by the Timaru skippers.

There was a plaster mould made from this boat, and was used to develop it. I do not know the full story – is there anyone out there who can shed light on the Fleetwing story?

The names that are associated with the Fleetwing story include Stephen Childs (plaster mould), Les Gibb (restored the model), Doug Warren (can tell the story) and Brian Stephenson. It would be great to hear from you.



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**Warwick Stephens**  
A prolific model maker.  
Sailing his square rig yacht.

## Classic A Class yacht



### HIGHLANDER A CLASS “WILLIAM FRASER”

This classic A Class, a Highlander, was one of several produced by Cooke Brothers (Boat builders then) who produced a mould for the hulls. Clarrie Gorrie, who was the Club Commodore for many years, moulded the lead ballast (boat weighs 60 lbs!). The first boats were all vane controlled and raced in pairs on a round-robin basis. Euan Sarginson took over Clarrie’s boat and set about converting it to radio control.

He had a plan behind all this, Project X, to sail it across Cook Strait! Peter Vincent and I were coerced into helping. Peter made fittings and a special cradle to lower the boat into the water from the chase boat, Tauwera, owned by William Lee. Needless to say, this project was very successful, a shark followed the model, we survived tidal falls and the Cook Strait ferries, gave an interview to National Radio and made it into Wellington.

Euan appointed me custodian of the model before he died. I know of two other Highlanders, owned by Peter Vincent and Chris Koskela. There are others out there too.

Currently, the boat has two rigs, a standard working rig and a 4’6” rig with its “pink knickers jib”! This is a huge rig that helps the heavy model in light conditions.

Sadly on its last outing the boat was suffering from neglect, covered in cobwebs and dust, the radio gear dodgy, some urgent work needed! It takes two able bodies to launch and retrieve “William Fraser”, a boat not to be messed with!

### Hugh Hobden



Read the full story in the magnificent book “**Victoria Water**”. Everybody who sails a model boat should own a copy. It is beautifully presented and gives the background and history of sailing on Lake Victoria, and the history, and the classic boats, with photos of the Christchurch Model Yacht Club.

The current bargain price is only \$35! It has a hard cover, and in full colour (other than the black and white photos). Let us know how you are going to pay for your copy.

### Some other boats on the lake



### Peter Vincent has retired from sail-making



Peter Vincent has been making sails for a good 20 years. Leon says, “I started out with hull 29 and Peter made my first set of sails and pretty sure that would have been 1998.”

Peter has asked us to notify the Canterbury J Class Owners Association members that he has retired from sail making. He says, “I wish to thank all who have supported Vincent sails over the last 25 years.” Many thanks, Peter Vincent, (Vincent Sails )

## Remember to get your personalised Cap



Embroidered with The Canterbury J Class Owners Assn”

Only a \$15 investment.



This is the 20<sup>th</sup> and final edition.

### **Thank you**

A big thankyou to everyone who has contributed to Chinwag, and also to all of you who have given me the encouragement to persist.

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

*Enjoy these quips*

