

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

23 April 2020 Day 29 of lockdown Edition#6

Hi Members,  
Who has built a boat? If you have, then first you needed to buy a hull.



*Back to the future. Our boating past will become our future again.*

Count how many Canterbury-J hulls (below) that have been manufactured by Phil Winter during “Lockdown”. Did you now that Phil has made EVERY hull for EVERY Canterbury-J Class yacht? This is an amazing achievement. About 365 in total.



**Phil Winter** writes:

“Hi Members, a big hello to all Canterbury-J sailors. I trust you and your families are keeping well and managing to keep yourselves occupied. This lockdown time can have its up-side.

It has given me time to finish another run of hulls. There might be a monetary saving when buying larger quantities of materials, but they can have a limited shelf life.



So, as can be seen by the photo, hull numbers available to make your boat are looking good. For those of you who have never attempted to build their own boats, you are missing out on a great sense of achievement, along with gaining a greater understanding as to why and how things work.

If you have doubts on how to go about it there are no shortage of experts!

My latest build, the 5th #334, has come to a stand-still. I never got back from a trip to Wellington in time to order the paint. So I started building another boat, this will be the 6th that I have built. As my boats look much the same, and I keep a number of de-rigged boats up in the rafters of the garage, my wife thinks she's looking at the same boats all the time.

One day I will be asked why the numbers on the sails keeps on changing. If any of you can come up with a good answer I love to hear from you.

This may or may not be the time to repeat this, but it is a comment I read about a bloke and his shed. I guess it would apply to boats as well. He said " If I die I hope my wife doesn't sell my tools for the price I said I paid for them". Keep safe guys."

Phil Winter

ooooooooOOOOOooooo



**Graeme Raxworthy (Rax)** is going to share some of his trade secrets with you over the next few editions. He writes:

My work station! Designed and built by Bert Willemse. As you can see, it can be rotated 360deg. Bert would be happy for you to commission him to build you a similar work station. It is important to have a comfortable and stable working area.



Rax says: “there are three things that you have to do very accurately when building your Canterbury-J”:

1) “Get the rudder tube exactly centred” – there is a problem because of the slight twist in the hull shell (because of an inaccuracy of the mould). Leon Blewett is putting a warning label with the new hulls to guide you on this.

2) “Get the mast-post plumb centre.”

3) Line up the keel accurately. He does this by making a sight-post. The post for sighting down the keel line keeps it perfectly straight along the hull.



Rax writes: “My way of attaching a keel is to tape the keel down. Do not tighten the attaching nuts at this stage, otherwise the keel will twist. Taping the keel stops the keel from twisting. The sighting-post at taped to the back, so you can ensure that the keel is on square. Check a few times as the glue hardens and adjust if needed.”

More boat-build tips next time. Please send in your best tips to share.

ooooooooOOOOOooooo



### Paul Campbell: **THE EVOLUTION OF J 170**



I purchased J-170 as my “get started boat” in April 2018 complete with red jib. I had no experience with RC sailing, so it was a steep learning curve to understand the boat set up, and adjusting to sailing with not being on the boat.

After a few months it was time to upgrade the sails to a new set of Vincent sails. This helped the performance of the boat, however, a month or so later the slow winch decided to give up the ghost.

With the help and expertise of Bert Willemse we installed a smart winch, mini servo and new black aluminium mast. Once this was done, I had the boat measured to find that the

boat was 300g overweight. So how to reduce weight. To start with I changed the nicad batteries to lipo batteries and this saved around 80g.



With the lockdown coming I decided it was time to see if I could reduce the weight further and set up an adjustable mast position as the old aluminium mast box had no adjustment. I have been able to remove 264g out of the inside of the hull with the bulk of this weight being lead shot around the base of the mast box and 30mm up into the mast box.

I purchased a new mast box, mast sliding ram and new servo mount from Leon. This adds 45g back into the boat with a lead weight in the bow to get the boat balance right and have now ended up with a new boat weight around 6.6kg.

Now the next job is to re install the rig and a sailing test whenever that will be.

Happy sailing

Cheers Paul Campbell



*New Peter Vincent sails rigged*



This is the 6<sup>th</sup> edition. Again, thanks for photos, words, and jokes. Keep them coming.

Contributions are in the editorial pipeline from: Leon Blewett, Graeme Raxworthy, Tom Arthur, Tom Wilda, Ralph Biggs and Bert Willamse. 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 seaworthy cartoons*

