



Canterbury J Class Model Yacht

Canterbury J Class (One design) Owners Association Inc.

NEWSLETTER

AUTUMN 2026

Welcome to this edition of the cJ Newsletter

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UPCOMING EVENTS

Sun 19th April -The Auld
Mug at Ferrymead

Sun 3rd May—Race 1
Winter Series at Ferrymead

NEW MEMBERS

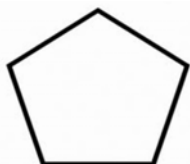
Paul O'Gorman

Richard McFarlane

Mark Cornell

Roger Banfield

Tony Parmenter



Hexagon



Pentagon



Octagon



Moneygone

When I told her I'm buying a new
boat

She asked me if I'm selling one!! 😂😂



CHAIRMAN'S REPORT

I hope you all had an enjoyable Christmas and New Year break and have come back refreshed for another year cJ sailing.

Since January we have had the Endeavour and Defender trophy event sailed at Lake Victoria and are looking forward to the Auld Mug Trophy event at Ferrymead.

This year the Winter Series is going to be sailed at Ferrymead due to the rubber dinghy having multiple problems and will not be repaired in time. We will not be using the existing permanent marks at Ferrymead but will instead lay courses that will be easier to see for those of you who do not sail regularly at Ferrymead. The dates for these events are on page 1 of this newsletter.

I am pleased to report that the second mould for the internal keeled hull has now been completed and two hulls have been manufactured from this mould. We will now put one mould and the plug into storage at different sites like we have with the external hull mould and plug.

Interest is again picking up in building cJ yachts with enquiries from Auckland and Australia. We have had three internal keel boats completed in the last couple of months with two now sailing at Lake Victoria and the other yet to see the water. We have sold thirteen of these hulls which are in various stages of construction around the country. We look forward to seeing them on the water.

It is pleasing to see the Club's membership is currently sitting at 100 members which indicates strong ongoing interest and commitment from our sailors.

Happy sailing and enjoy fair winds and great camaraderie.

Cheers Paul

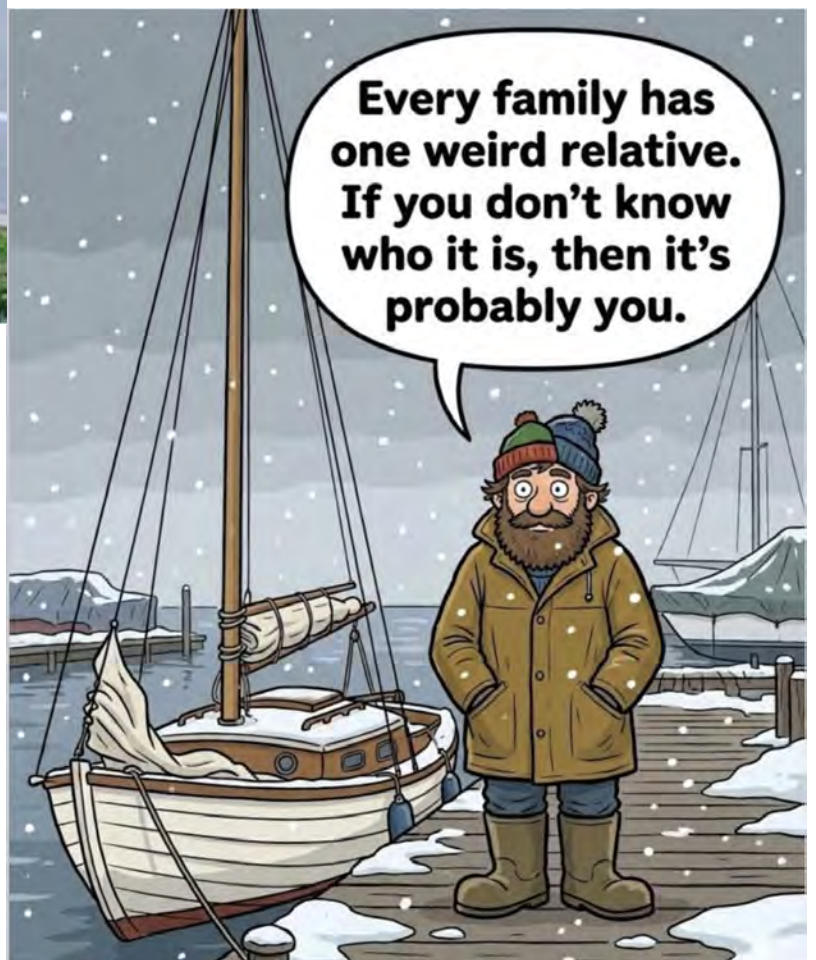


FERRYMEAD REPORT

We have ten to twelve boats regularly sailing on Mondays, Wednesdays and Fridays.

We have a new member Tony Parmenter joining us with cJ 360.

We have had two of our long serving members in hospital recently and are happy to hear they are on the road to recovery and looking forward to seeing Bert and John back at the lake soon.



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(AI has been used to assemble most of this document)

Battery Safety and Handling Guide

This document provides practical guidance on the safe use, care, and disposal of three common rechargeable battery types: LiPo (Lithium Polymer), NiMH (Nickel-Metal Hydride), and NiCd (Nickel-Cadmium).

1. Using Batteries

LiPo (Lithium Polymer)

- Always use a charger specifically designed for LiPo batteries with auto shutoff to prevent overcharging.
- Never overcharge (above 4.2V per cell) or discharge below 3.0V per cell.
- Avoid puncturing or damaging the battery casing.
- Store and use in a fireproof container when possible.

NiMH (Nickel-Metal Hydride)

- Use chargers designed for NiMH chemistry with automatic shutoff to prevent overcharging.
- Can tolerate partial discharges; no need to fully discharge before recharging.
- Suitable for high-drain devices like RC models and power tools.

NiCd (Nickel-Cadmium)

- Use chargers designed for NiCd chemistry with automatic shutoff to prevent overcharging.
 - Best performance when fully discharged before recharging (to reduce memory effect).
 - Often used in older RC equipment and emergency lighting.
-

2. Caring for Batteries

General Care

- Store batteries in a cool, dry place away from direct sunlight.
- Avoid exposing batteries to extreme temperatures.
- Inspect regularly for swelling, leaks, or corrosion.
- Keep terminals clean and free of debris.

LiPo Specific Care

- Balance charge regularly to maintain equal cell voltage.
- Store at 3.7–3.8V per cell for long-term storage.
- Use protective cases or sleeves to prevent physical damage.

NEW BUILDS



Roger Chisnall is part way through a new build and when this boat, cJ 396 is completed he is starting another build of an internal keel hull, cJ 425.

We look forward to seeing photos of his progress and seeing the boats completed and sailing.

Doug Parker has recently launched a new addition to his stable, an internal keel boat, cJ 427.

Happy sailing Doug



Winch Info

RMG Winch replacements

Due to supply issues, availability of these winches is problematic, if you are stuck, we suggest the following options to try:-

1. Kingmax hobby SW01BS

This is a servo winch and is adjusted by setting transmitter perimeters.

Purchase price currently \$130 - \$160 on Aliexpress

Straight swap for an RMG winch with mounting brackets. Mounting brackets can be purchased from Leon.

Set up at purchase:

Request one that is programmed to 3 or 3.5 turns – ask Colin for advice about that.

Preliminary trials of this winch seem to suggest it fits somewhere between a Hitec servo winch and an RMG smart winch, both in speed and torque.

Too early to say about long term reliability as we have only been testing them for the last couple of months, but so far so good.

2. Hitec HS-785HB

Purchase price currently \$85 - \$100

Notably slower and less torque than an RMG, but sailors have been using them for years and they are proving to be quite reliable and easily adjusted with common Flysky transmitters.

For some top sailors it's still their go to winch servo.



More Winch info

Colin has been looking hard for a new supply of sail winches and may well have found just what the Canterbury J Class needs.

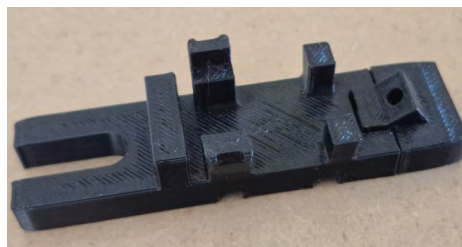
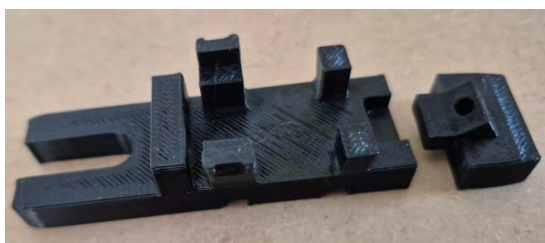
What Colin found needs a mount, one that is easy to fit in a new Canterbury J, and an older boat that has had a fast winch in it, and importantly, fit without any significant changes to the winch sheeting.

The mount I designed for the Hitec winch provided a good starting point, and with some changes, I have ended up with a good solid mount for what might become our "regular winch".

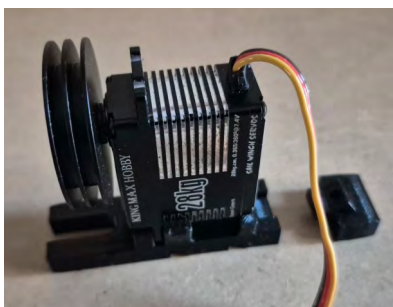
The changes I made to the new mount left its installation and use so much better and easier than the Hitec mount, so I set about changing that mount to work in the same way.

Although they are different sizes, they both now look and work the sameway.

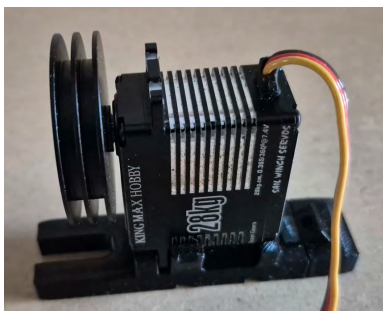
The smaller part shown in the below left photo is the only part that needs screwing down and once in place, has the main body slide under a lug and that locks down the forward part, the other end is locked in place with the front keel stud, washer and nut.



Only the smaller part gets screwed in place, the body slides into & under the lug of the smaller part and is locked in place. Both this and the Hitec mount are now the same, just a different size.



The winch slips into the body, with no screws needed and can then be locked there with 2 cable ties



With the winch locked in place the whole thing can slip into the boat and get the rearward piece locked down on the front keel stud- job done.

Leon,
☺J386.

Racing Tips from our Rules Guru

Racing Rules CMYC 1

24-3-2026

The Racing Rules of Sailing partly because of their complexities, are the lifeline for enjoyable highly competitive yacht racing at all levels.

Tom Arthur's insistence on rule obedience for many years raised the bar and is one of the keys for the success of CMYC. Our Monday Academy founded by Tom is a fun day starting at 1,00pm sharp, with 10 minutes diving into preferably only one rule, or maybe an incident on the water, sailing techniques using the rules, or analyzing the set-up of one yacht. Initially the Academy was for the new members, but not now. The best of our sailors are amongst us, growing their skills from what is discussed on Monday, and the evidence of their gained knowledge is clearly visible when they are racing on Saturdays. Don't miss out.

10 minutes is enough for rules – then on the water racing, with coaching those in need.

The Monday Academy fleet is growing with 14 or 15 regulars all keen to develop their skills. Are you missing out? Come and join us.

I can open the rule book on any page and there is plenty to talk about.

The World Sailing Rules 2025 -2028 are available free for digital download on Yachting NZ website.

Search - Racing Rules of Sailing

I prefer Paul Elvstrom's book – "Elvstrom Explains the Racing Rules 2025 -2028" because each rule is referred to in a section of the book with an explanation and visual illustrations of the rule.

Let's start with a look at the most fundamental rules of sailing.

Rule 10 On Opposite Tacks

When boats are on opposite tacks, a **port tack-boat** shall keep clear of a **starboard -tack** boat

Rule 11 On the same Tack Overlapped

When boats are on the **same tack** and **overlapped**, a **windward boat** shall keep clear of a **leeward boat**

Rule 12 On the same Tack not Overlapped

When boats are on the **same tack** and not **overlapped**, a boat **clear astern** shall keep clear of a boat **clear ahead**

Rule 13 While Tacking

After a boat passes head to wind, she shall **keep clear** of other boats until she is on a close-hauled course. During that time

NOTE THE KEYS WORDS OF RULE 13 "until she is on a close-hauled course."

this is very critical and so often the rule is broken at CMYC because of not having a very clear understanding of the rule and when the tack is completed

To deepen your understanding of the rules I find it helpful to play with models (No Polly not the models that come to your mind) models of yachts on a board with a course with marks drawn with a felt pen. Group discussion also helps.

I won't enlarge on these 4 rules as they are more easily understood than many of the other rules, we sail by.

Next time we can have a closer look at the more complex rules such as

Rule 18 - Mark Room

18.2 Giving Mark Room

18.3 Tacking in the Zone

happy sailing

Bryan Treleaven