

## Canterbury J Class Owners Association - Newsletter February 2012

Sounds like all had a good and safe Christmas break and are looking forward to what, hopefully, will be a better year for Canterbury and all its residents.

We have had some feedback on our first newsletter and thanks to all who took the time to do this, they have been noted and are appreciated. But a little clarification might be in order, for reasons appropriate at the time of constructing the constitution a newsletter was thought about but an "editor" may not have been considered necessary, so we have no "editor". Instead the constitution allocates a newsletter's responsibility to the Vice President, hence the Vice President signed off the newsletter.

The J class Owners Association committee send their greetings. Our second committee meeting is over and done with. Started at 2.00pm, concluded about 5.30pm. Items discussed were ..... numerous, but included:

- \* Up-coming J Association Champs and its organising. The notice of race won't be far away.
- \* Potential handicaps included within the J Association Champs.
- \* A possible review of the constitution. Potential errors in our construction rules.
- \* Our fellow sailors from Timaru and Ashburton and weekend, or even twilight sailing, with them.
- \* Overseas hull sales. One hull went pre-Xmas to Australia and another enquiry is underway.
- \* USA and UK J boat owners and Associations; we have re established dialogue with them and more will be published about them later.

Some sad news:

Looks like we are going to lose Russell Pizzey. Everything seems to be falling into place for a move to the North Island. Russell has been our Treasurer / Secretary for only a short time but has made a big contribution in getting a nearly unusable register of J boats and members formatted electronically and bought up to date. From all of us Russell, all the best for your move, thanks for your help and good luck in the future. We need to find a nice person to continue with this task, any volunteers? Talk to Tom.

Peter Vincent is also on the move at some stage. But Peter will continue with the J Association for a while yet and hopefully will be schooling up our friends south of Christchurch, possibly drawing Timaru & Ashburton J owners a little closer to Christchurch. We will lose Peter as a measurer, any one interested in taking this on, also talk to Tom.

Another little reminder about your annual \$10 subscription, Russell or Tom Arthur would love to receive any overdue or outstanding monies. Payment will also ensure your eligibility for the two J Association trophies.

Up and Coming events are:

- \* The last of the Enterprise Trophy races are soon, the three part handicapped event, dates as follows:

Next event 17 March

The first event was 8 October 2011

The second event was 21 January 2012

You must be a financial member for eligibility

- \* The annual **J Association Championship** including fleet and match racing, dates are as follows:
  - 17 March 2012 - Fleet Racing
  - 24 March 2012 - Match Racing
  - 31 March 2012 - if required

To all who intend to enter the J Association Champs:

- \* Please locate your measurement certificate, it is required at time of entry.
- \* Please check your boat can measure up OK and won't be protested.

Our website has the full construction rules and measurement sheets there for you to download Don't forget that boats: **Will be weighed before the event and might just get spot checked** at anytime during the event. The three top boats will be weighed at the conclusion of the event.

**Please get the measurement of your boat arranged early if a full measurement is needed**  
Measurers are Peter Vincent, Hugh Hobden and myself (Leon).

Any comments, suggestions or contributions, for our website or the newsletter would be welcomed; please direct them to Tom Arthur or myself.

Here's some interesting stuff from our counterparts in the UK. If you go to our website we are arranging for some photos, etc, of the UK construction to be posted there. The following is from Alan Horne in the UK

*Hello Tom*

*Great to hear from you. I have made a number of attempts to contact your club but I'm not convinced that my emails are getting through! I originally had contact with Ian who was very helpful but since the quake all has been quiet. I have a relative in Christchurch who may try to look you up at my request, a David Reynolds.*

*There is a danger that this email may rattle on a bit because there is a lot to say but here goes... Although I'm a novice to model boating for reasons that I won't go into here I ended up purchasing the moulds for the hull and ballast weights from a chap in wales and tried to produce a hull from it. I like things to be right and unfortunately I couldn't pull hulls out of the mould that I was satisfied with. The mould had a number of significant faults and further enquiries from existing J boat owners confirmed that their hulls were not produced to a standard that I would be happy with. I made enquiries of a number professionals and the unanimous response was that I would be better off making a new, two piece mould.*

*At this time, I spoke with one of our prominent members with a J and he suggested that if I were to make a new mould that it would simplify the build-up process if the hull and keel could be one piece into which the ballast is fitted. This suggestion has met with approval across the UK on a number of fronts, but mainly it simplifies the build of the boat, it's less messy, and as the hull no longer needs to be painted and a better finish can be achieved at lower cost for both experienced and inexperienced builders. There are also some benefits in monitoring the class as there is less opportunity to be "flexible" with the interpretation of the rules! (Note that the ballast and trim weights are exactly the same for both versions)*

*So, My first step has been to produce a new mould and I can now produce from it hulls of a high quality but still at the same sort of price as before. I have emailed your club previously for your thoughts and if appropriate, your approval but in the absence of a response, I have carried on and continue to call the Mk 2 version a Canterbury. There has been some debate in the UK and the general consensus is that as there is no sailing advantage to the MK 2, the dimensions and sails etc are all the same, that members of clubs are happy for the original and the Mk2 versions to race together. Those who have seen the Mk 2 version are very enthusiastic about it.*

*From a design perspective, as there is no need to paint the hull to cover up the line where the hull meets ballast, I can play with colours and can produce either a hull of a single colour; or a two tone arrangement. This latter colour scheme is very popular. At the same time, and to help the less experienced builder to produce a well finished hull, I offer a "below decks" wood package which includes all the beams and other woodwork to complete the boat up to deck level. These are laser cut for accuracy from 6mm laser ply. The servo tray*

*incorporates a design where the sail winch and the fixed loop (that runs up to the bow) can be removed as a single item for repair and servicing.*

*As the material at the lower end of the rudder is fibre glass I have designed a new lower pivot in alloy and there is a new arrangement at the top end which is watertight.*

*This is all complimented with a deck which is made from 1.5mm ply and has laser etched detail for planking and hatches although the design of the hatches is up to the builder. The packages are supported with a full build manual with Canterbury rules. My objective with these additional "packages" is to make the boat more appealing to the less experienced or novice enthusiast. I had anticipated that the more experienced builder would "do it their way" but in reality I've sold a wood package with each hull!!*

*I met with a number of j owners at our national model boat show and there is great enthusiasm for creating a national racing program. Currently there are small concentrations of J Class ownership around the UK and I would estimate there to be about 70 owners in total. On Tuesday I'm meeting with the representatives of two clubs (they are collecting their new hulls) and one of the initiatives we will discuss is to contact all the clubs to compile a register of J owners. We will also discuss how to promote J Class ownership to a wider audience.*

*So, in the UK there is a growing appetite amongst model yacht clubs for the J Class but I am conscious that there is one matter outstanding, that is whether your club approve of the Mk2 version of the hull as being a Canterbury? For my part, I have endeavoured to remain as faithful to the original concept as possible, to produce a hull to a high standard, that has advantages in the build-up but has no sailing advantage over the original design, and which can be built on a reasonable budget. I would like to think that this evolution of your original version will bring model boat ownership to a wider audience and also meet with your approval.*

*I have a website [www.jclasshulls.co.uk](http://www.jclasshulls.co.uk) but this does need some updating as the project is still relatively new and moves at a pace! I've attached some additional photos of the boats I produce and your thoughts would be useful.*

*We are also keen to extend our hands over the water and foster closer links with you chaps! Best wishes to all. As I'm still a bit unsure whether my emails are reaching NZ can you confirm receipt of this one. Ta*

That's all

Leon Blewett  
Vice President (and editor)