



Knots & Splices

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PICTURED ABOVE ARE TWO VERSIONS OF THE NORTH AMERICAN BATEAUX OF THE 18TH AND 19TH CENTURIES. THESE ARE MODERN REPRODUCTIONS, MANNED BY CREWS OF RE-ENACTORS. THE UPPER PHOTO IS OF A 32' X 7' BOAT WITH EIGHT OARS PLUS A STEERING OAR. THE LOWER PHOTO IS OF A 31'X6' "CATARAQUI RIVER" BOAT, ALSO WITH EIGHT OARS. MORE ABOUT BATEAUX ON PAGE 2.

THE NORTH AMERICAN BATEAU

In the last issue's article about the Battle of Crysler's Farm several references were made to bateaux as one form of water transport employed in moving the troops and their supplies to the scene of the fighting. A bateau (also rendered as "batteau", "battow" and "battoe") was a flat bottomed, double ended, shallow draft all purpose boat.

The development of the bateau came about because of the need for transport through the wilds of the eastern part of North America – roughly from Quebec south through the English settlements in New England and Virginia. Travel through this territory was made difficult by the dense forests and by the Appalachian and Laurentian Mountains. It soon became apparent that the best "highways" were the rivers and occasional lakes.

The first references to this type of boat date from the 1690's. The boat that evolved over the years had a box-like shape which satisfied the need for good cargo capacity, the shallow draft permitted use in the frequently shallow rivers and the flat bottom made it easy to drag up on shore. The bateau proved to be very useful, not just for the military, but also for commercial use throughout the French and British colonies and later the United States and Canada from the late 17th century to the mid 19th.

The bateaux varied in size from 24 feet long by a 3 foot beam up to about 45 feet long with an 8 to 9 foot beam. A bateau could carry from two to ten tons including the crew, cargo and weapons. This was about twice the carrying capacity of a similar size canoe but a bateau being much heavier was more difficult to portage. Propulsion was normally by oars, though sails could be rigged to run with the wind – the flat bottom meant that tacking was not practical. A bateau could be poled (using the oars) in shallow water, as suggested in the silhouette below. Steering was accomplished by means of an oar over the stern, though later bateaux had a rudder and tiller.



The general design was used in boat construction, with regional variations, in many other parts of North America. Builders usually worked using rules of thumb rather than from plans, but this didn't suit the British Admiralty. They standardized the design of bateaux for their use, and on page 5 of this issue is a drawing from contemporary Admiralty plans for a typical bateau in what seems to have been the commonest size.

A boat design very similar to the bateau was the York boat though its derivation was quite different from the bateau. Next month we will discuss the York boat which filled an important role in Canada's history.

LAST MEETING

Seven members braved the cold (-30°C) to attend the January meeting. As a consequence of the weather there was only one model brought in. Captain Lorne was laid up with the flu, so the meeting was chaired by Tim Ruptash.

ON THE WAYS

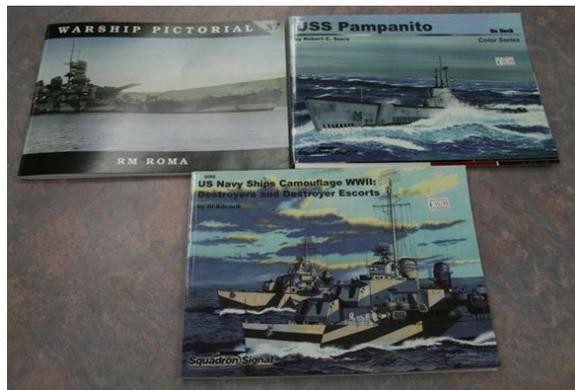
Tim Ruptash brought a clamping table which he had bought on sale from Princess Auto for \$10. It is essentially the same as Campbell Ross' table seen in the photo of HMS *Unicorn* below. They seem to have gone like hot cakes at Princess Auto's sale.

Campbell Ross brought his HMS *Unicorn* which has the first course of planking partly completed. Campbell was seeking some advice on continuing the planking, especially on the second (finish) course. He received many suggestions, some of which may even be useful. His model is pictured on the right.

Campbell was shocked and appalled to find to that none of the members present had read any of the naval themed books by Patrick O'Brian!

Patrick Henry is back working on his IJN *Yamato*. He has solved the problem of the wayward mounting nut mentioned in the September "Knots & Splices" and can now proceed to completion. Patrick has chosen his next project – RMS *Titanic* (1:350 Academy kit). To that end he is acquiring photo etch, and showed some he has already obtained.

Patrick also brought three books which recently acquired (shown at right) – "USS *Pampanito*" by Robert C Stern, "RM *Roma*" by Steve Wiper and "US Navy Camouflage WWII: Destroyers and Destroyer Escorts" by Al Adcock.

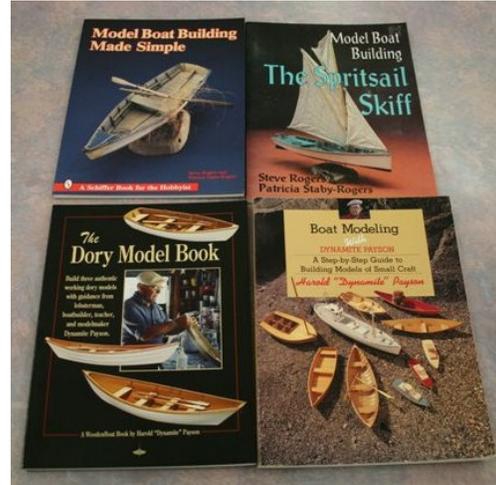


(Continued on Page 4)

ON THE WAYS

(Continued from Page 3)

Peter Chapman showed four books on the subject of building his favourite models – small boats such as skiffs, dorys, launches and the like. The covers are shown on the right.



Michel Cyr reported that he had completed his model of HMS *Bounty*, now mounted in a plexiglass case. He is currently scouting for a new model to build.

Kelvin Mok displayed two ship model kits which he hopes to build. One is Model Shipways 1868 New York pilot boat *Phantom* (1:96) and the other is Corel's 1:98 model of a cross section of HMS *Victory*. Kelvin also showed a NWSL plank cutter and some samples of copper tape which could be used to represent a copper bottom on a hull.

Former member Jim Patrick attended the meeting intending to re-join. For some years he has been building model aeroplanes but he now plans to turn his attention to refurbishing an old power boat model which he got a few years ago. This model has a bit of history. It was apparently built in the 1950's and was given to our club in November, 2008, to be given to somebody “who would give it a good home”. (A picture of the model from the November, 2008, issue of “Knots & Splices” is reproduced above.) The model passed through a number of hands before Jim received it. He has done some research on the original vessel and determined that it was a 41.5 foot seaplane tender built for the RAF by the British Power Boat Company at Hythe, near Southampton in England. They were intended to serve flying boats such as the Sunderlands and Catalinas employed on anti submarine patrols, but were also used for air/sea rescue. The kit for the 1:16 scale model was by Adamcraft, a company which now seems to be out of business. Jim will complete the model with radio control and hopes to have it in the water by next summer.

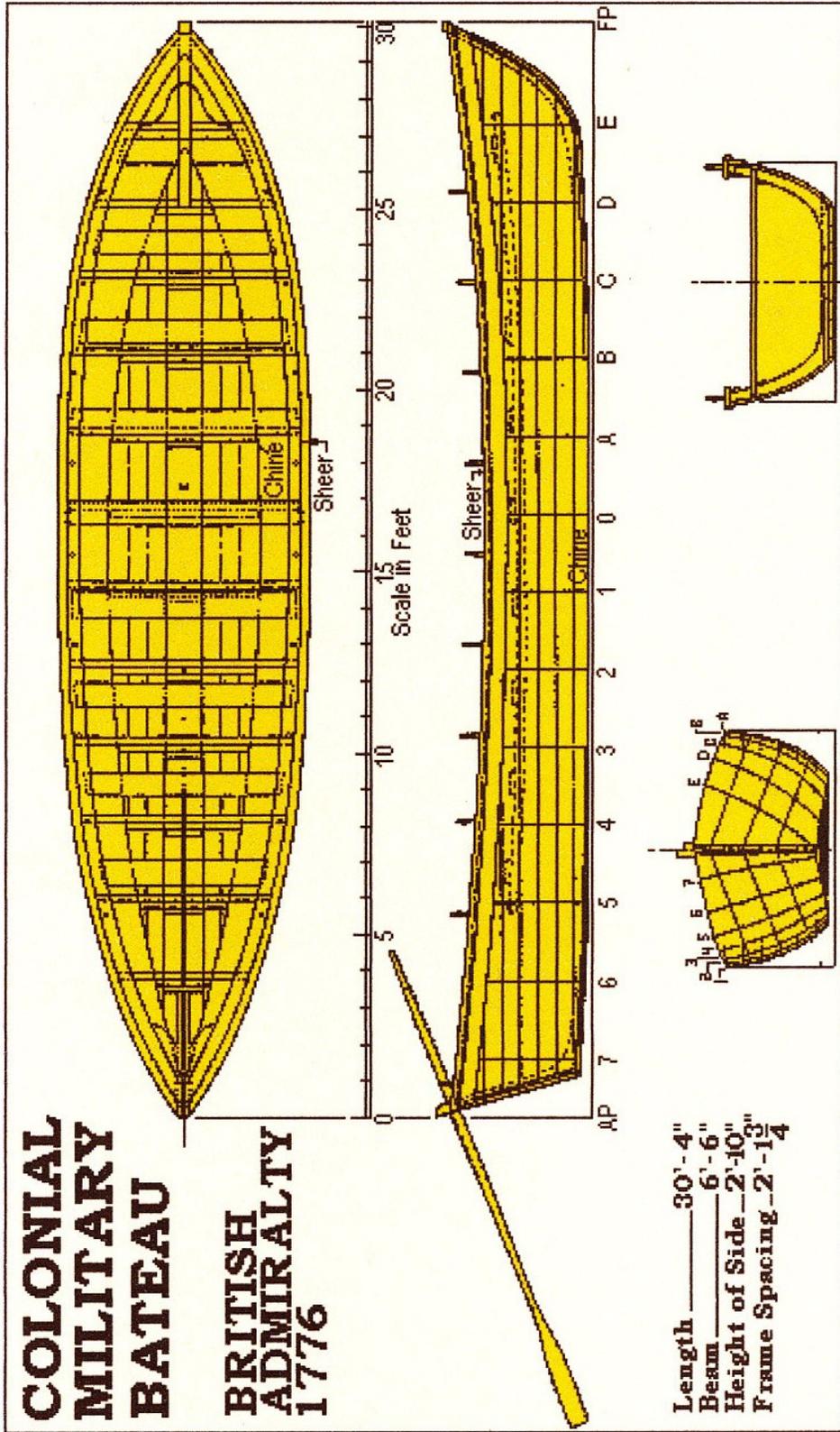


NEXT MEETING

The next meeting of the ASMS will be held at 7:00 pm on Wednesday, 15 February at McNally Senior High School. By then (we hope!) winter will be past its peak and it will be safe to bring out our models.

**COLONIAL
MILITARY
BATEAU**

**BRITISH
ADMIRALTY
1776**



Length — 30'-4"
 Beam — 6'-6"
 Height of Side — 2'-10"
 Frame Spacing — 2'-1³/₄"

ASMS MEMBERSHIP – December, 2011

The information given below is intended to enable members to contact other members who may be working on a model in which they are interested. (N/A = Not Active)

<u>Name</u>	<u>Current Model</u>	<u>Telephone</u>
Peter Chapman	Outboard Hydroplane	(780) 465-3249
Michel Cyr	HMS <i>Bounty</i>	(780) 458-6860
Patrick Henry	IJN <i>Yamato</i>	(780) 481-5779
Don Hulme	HMS <i>Unicorn</i>	(780) 962-4562 (?)
Peter Jaras	N/A	(780) 487-8941
Neil Lund	N/A	(780) 437-3904
Alan Meech	?	(780) 466-9967
Kelvin Mok	N/A	(780) 463-4099
Campbell Ross	HMS <i>Unicorn</i>	(780) 988-7730
Tim Ruptash	<i>Calypso and Harvey</i>	(780) 432-1141
Alan Thain	N/A	(780) 464-6622
Alan Vanterpool	N/A	
Lorne Yacuk	HMS <i>Unicorn</i>	(780) 707-2225
Steve Zabary	Dry Dock	(780) 450-1285

Alberta Ship Model Society

Officers 2010/2011

Captain	Lorne Yacuk	(780) 707-2225
Purser	Alan Thain	(780) 464-6622
Newsletter	Neil Lund	(780) 437-3904

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