



# *Knots & Splices*

A Publication of the Alberta Ship Model Society

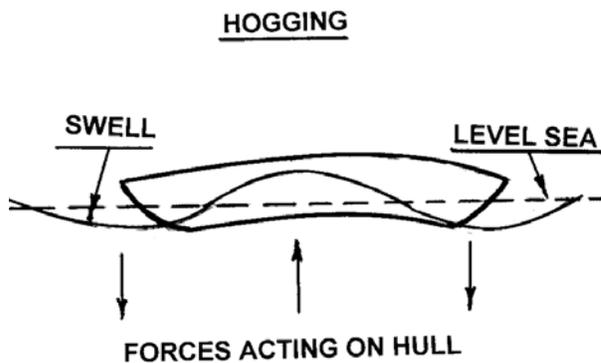
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THE IMAGE OF THE "BLUENOSE" SHOWN ABOVE ON A 1937 STAMP HAS BEEN USED BY US BEFORE. THE OCCASION FOR USING IT AGAIN IS THE LAUNCHING AT LUNenburg, NOVA SCOTIA ON 29 SEPTEMBER, 2012, OF THE REBUILT HULL OF "BLUENOSE II". ON PAGE 2 WE HAVE AN UPDATE ON THE PROGRESS OF THE REBUILDING WORK .

## IS IT TO BE “BLUENOSE II” OR “BLUENOSE II½” ?

The *Bluenose II* was built in 1963 for the Oland Brewery to commemorate the original *Bluenose* (1921 to 1946). The new vessel had the same hull shape, masts, rigging and sail plan as the original but it was a yacht rather than a fishing schooner. The cost of the *Bluenose II* was a little over \$200,000. After over thirty years of service (a longer period than life of the original) the hull was restored but not rebuilt in 1994-95. Ownership changed in 1971 when Olands sold the vessel to the province of Nova Scotia for \$1.00.



The hull had suffered from hogging. The sketch on the left shows how this occurs. If a ship is of a length that is about the distance between ocean swells it becomes subject to forces which bend and distort the hull. The opposite forces apply when the ship bridges between two swells – the bending forces then act in the opposite direction. This is called “sagging”. The combined actions of hogging and sagging, together with other

twisting motions, are hard on the hull of a wooden ship and shorten its life. In addition a wooden hull can take a permanent bend or “hog” if the centre of the hull is more buoyant than the bow or stern.

It was decided that a complete rebuild of the hull of *Bluenose II* was required and work was started 2010. Much of the hull and decking has had to be replaced including all the planking. The hull is now planked in angelique, a wood from Surinam and French Guiana noted for its strength and durability. It is superior in most respects to teak and oak and has a good resistance to marine borers. Unfortunately it is more difficult to work and dulls tools quickly. Work has progressed to the point that the 285 tonne hull was launched last month (29 September).

There is still a lot to be done before the rebuilding is complete. The masts, rigging, sails, ironwork, deck structures, safety equipment and electronics retrieved from *Bluenose II* will be reused. Installation of these items plus new mechanical and electrical systems will take until 2013. It is estimated that the final cost of the job will be approximately sixteen million dollars. Because over half of the vessel will be new (certainly by cost) the question has been asked “is the name *Bluenose II* appropriate for the rebuilt ship, or should it be *Bluenose III* or *Bluenose II½* or something else?” There has been no announcement to date but my guess is that she will still be “*Bluenose II*”.



## REMEMBERING MICHEL CYR

Members of the Society were shocked to hear of the passing of Michel Cyr on September 26. Michel had been a member of the Alberta Ship Model Society for about ten years and had only recently completed his model of HMS *Bounty*. The family plans to donate the model to a long term care home in Saint Albert. Captain Lorne has spoken to Mrs Cyr (Monique) and extended condolences to the family on behalf of the Society.

## LAST MEETING

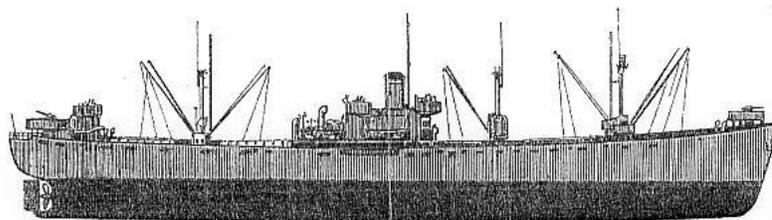
There were nine members present for the October meeting.

Captain Lorne recounted his conversation with Monique Cyr following the notice of Michel's death (see above). Michel had been looking after two tubs of the ASMS library. Lorne and Patrick Henry volunteered to take one tub each.

Alan Thain recently acquired a two volume set of books "Titanic – the Magnificent Ship" by Bruce Beveridge, Scott Andrews, Steve Hall and Daniel Klistorner. These present an enormous amount of detail about RMS *Titanic* and her two sister ships. In response to a request from the Wild Rose Antique and Collectibles club Alan is preparing a talk on model ship building, which he will give and illustrate with models from his collection.

Tim Ruptash reported on his contact with Brian Small. Brian is still willing to look after our web site but "commuting" from Camrose is not practical. He will probably be able to attend some meetings, but we will have to develop a suitable means of keeping up our communications.

## ON THE WAYS



Line Drawing of a US Liberty Ship

Jim Patrick is considering building a radio controlled model of a World War II Liberty ship. It would probably be 1:96 scale. As a start Jim has purchased a Trumpeter

kit for a Liberty ship which will at least give him a basic set of plans.

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## ON THE WAYS

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Bob Reeves is continuing work on his *Norske Love*

Peter Jaras brought in a bundle of fine wire which he had obtained from a florist. The wire is suitable for simulating handrails or similar piping. Peter offered some to any members who could make use of it. Thanks, Peter, for doing this.

Patrick Henry is still researching his model of HMS *Queen Elizabeth*. He did bring in the only model on display. This was of HMS *Prince of Wales* and was his first ship model in 1:350. It started with the Tamiya kit but proceeded with much more detail based on his research and the Gold Medal etched brass developed for this kit. A couple of pictures of Patrick's model are shown below.



Because there is a bit of space to fill, here is another picture of one of Patrick's models, this time the Italian cruiser *Pola*, taken in September, 2009,



## NEXT MEETING

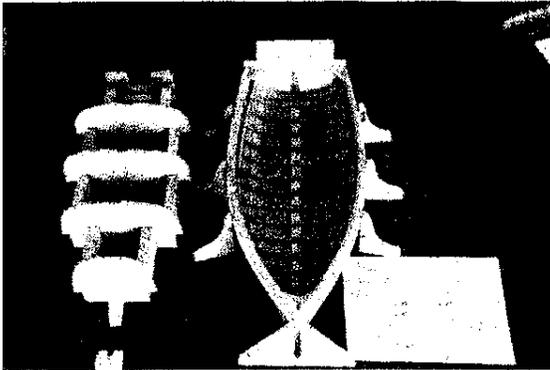
The next meeting of the ASMS will be held on Wednesday, 21 November, 2012 at 7:00pm at McNally Senior High School. This will be our last meeting for 2012.

## CLINKER BOAT BUILDING

by Doug Hamby

The following article appeared with the newsletter we recently received from the North West Model Shipwrights. It was written by the late Doug Hamby who used to be a member of their club. The article appeared originally in the journal "Model Shipwright" (Vol 98) and is reproduced here with thanks to the author, the journal and the club. It was a single article, but because of our space limitations will have to be split into 3 parts.

In 1972 the National Maritime Museum, Greenwich, London published a monograph *Clenched Lap or Clinker* by Eric McKee, an authority on boat structures. This included a cut-out section intended for building a model 10ft dinghy in card.



The four moulds set up, with notched block to take the head of the stempost and athwartships slot to hold the transom. On the right is the planked-up boat turned right way up and set in a close-fitting cradle, with stem and transom rigidly fixed so that no twisting could occur

Sometime before this I had started to explore the possibilities of producing clinker-built models, building them up on moulds in a similar manner to the full-size boatyard practice. The early examples that I made were crude and I tried to improve the technique with each succeeding model. There were problems getting the planks to stay close to the moulds, especially as the planking approached the turn of the bilge and the boat always finished up with greater beam than was intended. When the planking was completed and the boat lifted off the moulds, either it did not stay in shape or the stem and transom twisted out of vertical, usually in opposite directions ( more on this later).

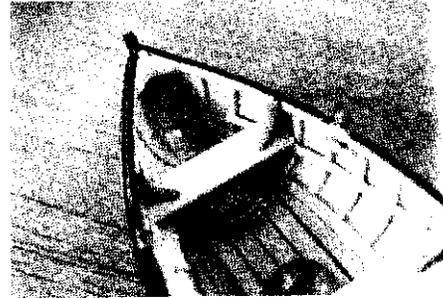
Despite these problems the finished boat made a pleasing model and I felt I should persevere and try to refine it with each succeeding model. When I obtained a copy of McKee's monograph I used it as a work of reference to help improve my technique and have often had recourse to it over the years. Now, some 20 or so clinker-built boats later I was looking at the cardboard cut-out boat in the monograph when the thought came to me, 'why not trace off the moulds and build this boat in wood instead of card?

By this time I had received a request from my model boat club to demonstrate the art of clinker-building and this looked a suitable example. My normal scale of work is 1:48, which was really too small to demonstrate, but in this case the scale would be 1:16, which would make it possible to demonstrate how the shape of a plank can be arrived at using a spiling batten. Once planked up the boat was turned right way up and set into a close fitting cradle with stem and transom rigidly fixed so that no twisting could occur. All the internal fittings were put into the boat while it was held in the cradle. The timbers were bent to shape by heating on the shank of an electric soldering iron. They pass from gunwhale to gunwhale, except for the cant timbers at the bow and those near the transom. One of the photos shows

## CLINKER BOAT BUILDING

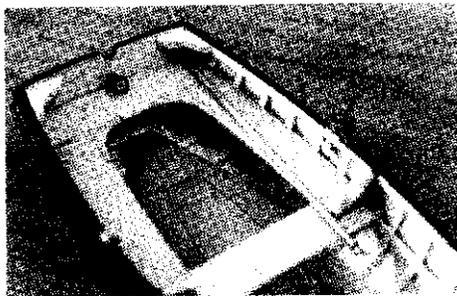
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the model removed from the mould and set up in the cradle. The transom is made of the same material as the moulds, 2mm ply, and still has the remnants of the paper pattern attached to its inner face. The rectangular 'tag' on the edge of the transom will be cut away when the transom is finally shaped with a round up. While in the cradle, it is pinned through the block at the back of the mould (the two pins can just be seen) to hold the transom and prevent it from twisting. The timbers have already been fitted, as have the risings and gunwhales, gunwhale capping, quarter knees and breasthook. The rubbers were fitted to the hull before it was lifted off the moulds. These help to give a little extra rigidity to the boat while it is at its frailest. The whole boat was assembled using PVA



glue, no attempt being made to use clenched copper pins. The bottom boards were cut from a small piece of scrap pearwood. The thwarts are of English lime and quarter knees and breasthook of boxwood. Four rowing crutches were made from half-round brass wire and

Stern of the completed model.



brass pins and are secured to the boat by lanyards. The stem iron and the skeg iron were pinned into place with countersunk pins. Three oars shaped up from lime and a lancewood boathook complete the essential equipment, except for a baler, which was beaten out of a 1/32in thick copper sheet on the ball of a ball/pein hammer and fitted with a turned hardwood handle. The painter is spliced into the stem ring with an eyesplice and brass thimble. I found this was just possible, using needles to help tuck the strands through the contlines of the cord, aided by a watchmaker's eyeglass (loupe).

The boat was painted white inside and Humbrol matt green, no.88, outside, with a finishing coat of Ronseal varnish to give a bit of 'life' to the matt paint. The model was fun to make and did not take too long; it is very strong and can be handled without risk of damage.

(To be continued next month)

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### Alberta Ship Model Society

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