



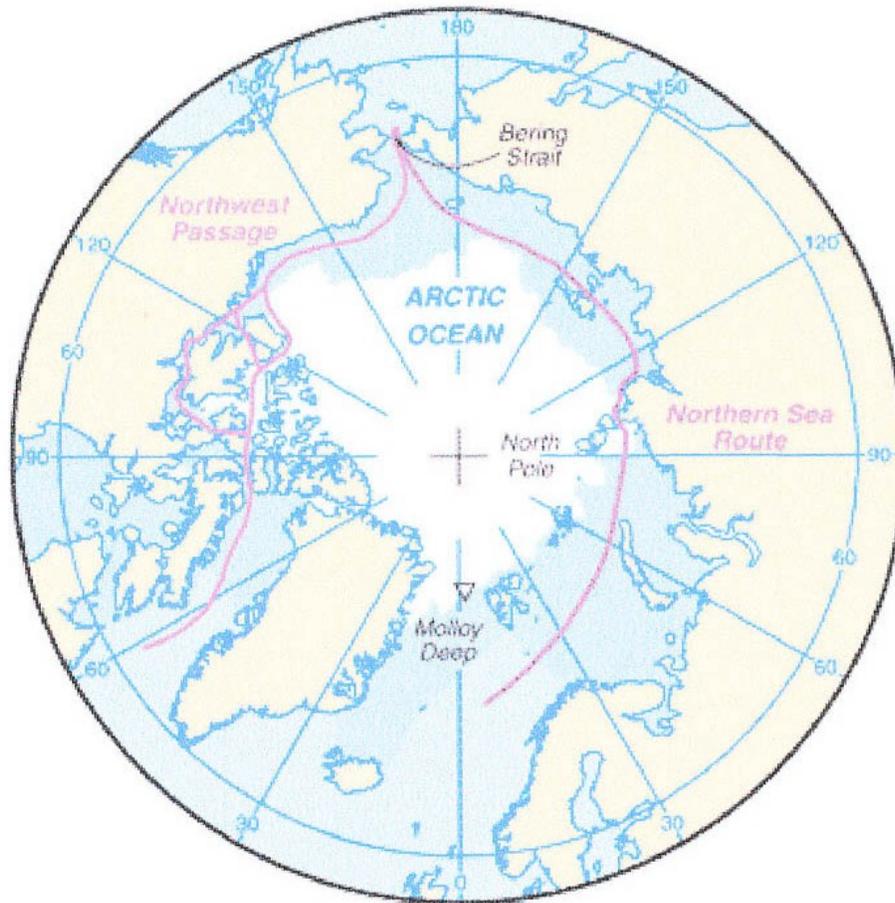
# *Knots & Splices*

A Publication of the Alberta Ship Model Society

**VOL XXX**

**SEPTEMBER 2012**

**ISSUE 1**



**THE ARCTIC OCEAN IS PICTURED ABOVE SHOWING IN RED BOTH MAJOR NAVIGATION ROUTES BETWEEN THE ATLANTIC AND PACIFIC OCEANS- THE NORTHWEST PASSAGE AND THE NORTHERN SEA ROUTE OR NORTHEAST PASSAGE. SEE STORY STARTING ON PAGE 2.**

## NAVIGATION IN THE ARCTIC REGIONS

We see more and more in the media about activities in the Arctic polar region now that the ice cap is retreating. This region is the portion of the globe around the north pole as shown in the cover picture for this issue of “Knots & Splices”. Even though most of the region is water there are conflicting claims on ownership of the Arctic Ocean by the coastal countries - United States, Russia, Canada, Norway and Denmark - presumably because of the potential for fishing rights and/or mineral or oil and gas discoveries. There is a deadline in 2013 to submit territorial claims under the United Nations Convention on the Law of the Sea. Canada is making some efforts to map their northern claims but is somewhat hampered by the lack of ships capable of going anywhere in the Arctic Ocean.

Ships intended to sail in polar waters are characterized as ice-strengthened or as icebreakers and these are further described as falling into various classes depending on their capabilities. There are over a dozen different national agencies each of which has their own version of how to classify polar ships. These groups have joined an organization called the International Association of Classification Societies in an effort to reach a common description of polar class ships. This starts with a description of the types of ice which might be encountered. The table below shows their Polar Classes of ice. (WMO is the United Nations based World Meteorological Organization.)

<b>Polar class</b>	<b>Ice description (based on WMO Sea Ice Nomenclature)</b>
PC 1	Year-round operation in all Polar waters
PC 2	Year-round operation in moderate multi-year ice conditions
PC 3	Year-round operation in second-year ice which may include multiyear ice inclusions.
PC 4	Year-round operation in thick first-year ice which may include old ice inclusions
PC 5	Year-round operation in medium first-year ice which may include old ice inclusions
PC 6	Summer/autumn operation in medium first-year ice which may include old ice inclusions
PC 7	Summer/autumn operation in thin first-year ice which may include old ice inclusions

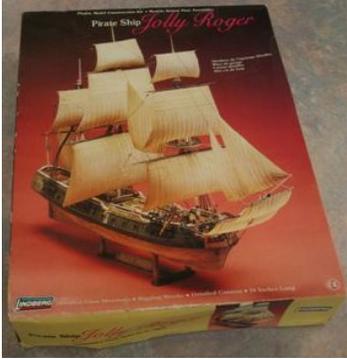
The agency has also produced a 40± page document outlining requirements for Polar Class ships. It is very heavy reading, but if you are interested it can be found on the internet. If there is an agreed classification for the ships I haven’t found it yet.

The cover picture shows the two main routes through the Arctic. The Northeast Passage or Northern Sea Route running north of Europe and Asia is used routinely by Russian vessels while the Northwest Passage through Canada’s Arctic islands is only traversed occasionally. A complete trip usually requires substantial icebreaker involvement and is considered to be risky. Hydrographic mapping of the waters north of North America is incomplete and timely ice charts are not available. Such things as small islands, reefs, and water depths are not identified. Aids to navigation are also almost non-existent.

(Continued on Page 5)

## LAST MEETING

There were thirteen members in attendance for the first meeting of the Alberta Ship Model Society in the 2012/2013 season.



Captain Lorne brought a barely-started kit for a plastic model of a generic pirate ship *Jolly Roger* by Lindberg, to no particular scale (left). He offered the kit to anyone who would give it a good home and Steve Zabary took up the offer. He has already decided to give the model a new name.

Lorne also announced that there would be no new Fleet Certificates awarded until he gets his printer back into working order.

Peter Chapman reported on a couple of visits he had made during a recent trip to Vancouver Island. The first was to the Victoria Model Shipbuilding Society, a very active club which models both radio controlled and static. The other visit was to a museum in Campbell River which features ship models. One of these models is shown below (left) while the 1:1 vessel on the right is the actual purse seiner that was depicted on the Canadian five dollar bill a few years ago.



Alan Thain was in California this summer where he visited the Maritime Museum of San Diego. This is a very impressive institution with many exhibits, including a retired submarine. He toured the sailing ship *Star of India* there which is well maintained, unlike the *Falls of Clyde* in Honolulu, which he felt was in poor shape when he saw her.

Mel Klimchuk advised that there is to be a model show and sale at the Air Museum at the Municipal Airport on Saturday, 13 October from 9 am to 4 pm.

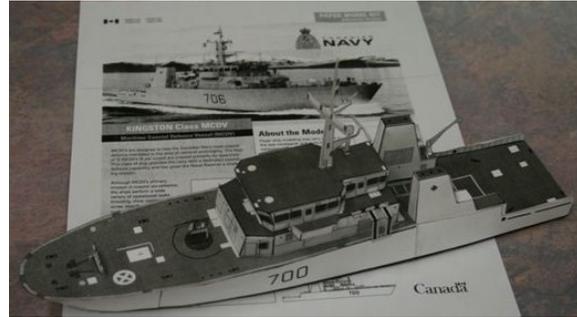
## ON THE WAYS

Robert Reeves has made some slow progress over the summer on his *Norske Love* model. Tim Ruptash has also made some slow progress on his model of a ship in a bottle. During the summer he emptied the bottle. (Continued on Page 4)

## ON THE WAYS

(Continued from Page 3)

Dave Anderson brought a paper model of a *Kingston* class MCDV (Maritime Coastal Defence Vessel) at a scale of about 1:200 which he had built from patterns downloaded from the internet. (See photo right.) Dave feels a superior model could be made using cardstock instead of paper. HMCS *Edmonton* is another of the ships in the *Kingston* class.



Now that Neil Lund has retired from active ship modeling he doesn't have new work to display so he brought back his model of the Flower Class corvette HMCS *Brantford* (right). The model is scratch built to a scale of 1:96 and shows the ship as she looked in 1945. Neil also brought in a binder containing the research he had done before building the model – the research took more time than the building.



Patrick Henry has completed his model of the IJN *Yamato* after 4+ years of work. He brought it in its case, which shows off the detail work beautifully. He is now launched into his next project – a 1:350 model of the Royal Navy battleship HMS *Queen Elizabeth* from a kit by Trumpeter. (See right.) As with most of Patrick's models, not much of the kit is likely to survive except the hull! He has already purchased the first set of replacement parts including etched brass frets. Patrick also showed two books he has acquired with details about *Queen Elizabeth*, "Queen Elizabeth Class Battleships" by Les Brown and "British Battleships 1919 – 1945" by R.A. Burt. He also showed two books about RMS *Titanic*.



Campbell Ross has finished the second planking of his model of HMS *Unicorn*. (Picture at right.) The next step he is making is to mount the guns. If he adds the rigging for handling the cannons he will have a difficult time fitting them into



(Continued on Page 6)

## NAVIGATION IN THE ARCTIC REGIONS

(Continued from Page 2)

Most of the Northwest Passage is considered by Canada to be territorial waters, but this claim is disputed by other nations, principally the United States. Even our claim to the Arctic islands, which Canada inherited mostly by virtue of British explorations in the 19<sup>th</sup> century, could be subject to dispute because we hardly occupy them.

A number of powerful icebreakers have been built in the years post World War II. The Russians have been very active in this field because of their interest in their Northern Sea



Route as well as in submitting a claim to a large part of the Arctic by the 2013 deadline. The largest part of the Russian icebreaker fleet is the nuclear powered *Arktika* class, built over a period of twenty years. They are the largest icebreakers in service anywhere, though Russia has announced plans to build even bigger vessels. The picture at the left is of *Yamal*, an *Arktika* class ship.



The United States operates three powerful polar class icebreakers with conventional propulsion. The picture (left) is of the USCGS *Polar Sea*, based in Seattle, which has seen a lot of Arctic and Antarctic service, including voyages into territory claimed by Canada, which claim the U.S. disputes.



Canada has only one “heavy” polar type icebreaker, the CCGS *Louis St Laurent* shown at the left. She was built in 1969. From time to time Canada makes noises about building a larger ship, such as in the middle 1980’s when a Polar 8 icebreaker was proposed. As usual finances were tight, so instead of a new ship the *Louis St Laurent* was “modernized” over the period 1988 to 1993. This included lengthening the hull.

Recently the Canadian Government announced plans for more activity in the Arctic, possibly including more icebreaking capability. We’ll see what happens.

## ON THE WAYS

(Continued from Page 3)

the gun ports which of course are already in place. Lorne related his experience with the same model and recommended that Campbell omit the gun rigging from his model. Campbell also showed some pictures of *Leda* class Royal Navy frigates of which *Unicorn* was one.

Mel Kilmchuk decided that 1:48 scale for his model of the US Navy destroyer of the *Fletcher* class was going to produce an unwieldy model (length about eight feet!) so he backed off to 1:96. The model has a Sterling fiberglass hull.

Peter Chapman has provided a couple of pictures of some serious discussion by club members after the formal part of the meeting (below)



## NEXT MEETING

The next meeting of the Society will be held on Wednesday, 17 October at 7:00 pm at McNally Senior High School. If you haven't already paid your membership for this year don't forget your \$10! Also, don't forget to bring your model.

---

### Alberta Ship Model Society

Society Website = [www.albertashipmodelsociety.ca](http://www.albertashipmodelsociety.ca)

#### Officers 2012/2013

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

Correspondence should be sent to:

Lorne Yacuk, #2 – 11240 86 Street NW, Edmonton, Alberta, T5B 3H8