



Knots & Splices

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The ship pictured here is the sail training vessel St Lawrence II, the first of a class of three which sail mostly on Lake Ontario but do venture onto the other lakes and to the east coast of North America. See page 2 for story.

SAIL TRAINING VESSELS ON LAKE ONTARIO

Following World War II the Royal Canadian Sea Cadet corps in Kingston, Ontario, (RCSCC *St Lawrence*) decided to look for a sailing ship to augment their seamanship training. After several months of searching they concluded that they couldn't buy a suitable vessel at a price they could afford so decided to build one designed for their needs. They were fortunate to have in Kingston a resident naval architect as well as a shipyard and enthusiastic craftsmen and supporters available and interested in helping. The project was greatly aided by the generosity of local merchants

A ship specifically for training boys 13 to 18 years of age was designed by mechanical engineer and naval architect Francis MacLachlan, a Kingston resident and officer in the local Sea Cadet corps, with the assistance of his friend and fellow naval architect Mike Eames. The design of the ship was finished in 1952. Part of the reason for choosing a brigantine rig was that it requires extra work to operate which provides more experience for the trainees. The steel hull was built by the Kingston Shipbuilding Company and most of the rest of the work was finished by local craftsmen. Construction was completed in 1953 and the vessel was commissioned as Sail Training Vessel (STV) *St Lawrence II*. The choice of name was to commemorate the Royal Navy battleship HMS *Saint Lawrence* which had been constructed in Kingston during the War of 1812.

Two more sail training vessels have been built from the same drawings as *St Lawrence II*. These are STV *Pathfinder*, built in 1963, and TS (Training Ship) *Playfair*, completed in 1974. *Pathfinder* was built in the same yard as *St Lawrence II*, but by the time the third vessel was to be constructed that yard had shut down. *Playfair* was built in a smaller Kingston yard, Canadian Dredge and Dock. In 1974 *Playfair* had the distinction of being commissioned by Queen Elizabeth II.

There are small differences externally among the three ships but they are close enough to being identical that they can be considered a class. They do occasionally race against each other. The approximate statistics for the class are as follows:

Gross Registered Tonnage	35 GRT
Displacement	50 tons
Length Overall	72 feet
Beam	15 feet
Draft	5 feet
Sail Area	2500 sq feet
Mechanical Propulsion	Diesel engine
Speed	8 knots
Crew	28

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LAST MEETING

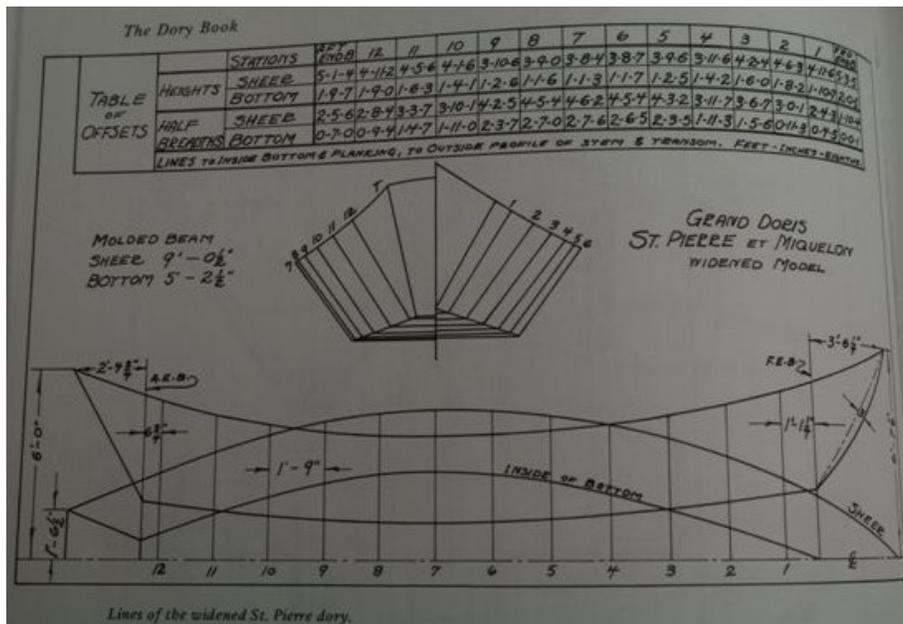
We were surprised to find that McNally High School was holding their open house on the same night as our meeting, the parking lot was over-full and our regular room was also full - with exhibits! The school responded to our problem by giving us their staff meeting room for the evening – more luxurious than we are used to and big enough for the eight members in attendance. We held off starting the meeting and posted lookouts for late arriving members. We may have missed someone, but we tried.

Captain Lorne is back in business with a new printer. He brought along a couple of news letters he receives by e-mail as proof. However, in transferring files he lost the one for our fleet certificates. Neil Lund offered to send some examples which he could copy.

ON THE WAYS

Further to our recent discussions on dust covers for our models, Neil Lund brought his HMCS *Brantford*, complete with acrylic dust cover, as an example.

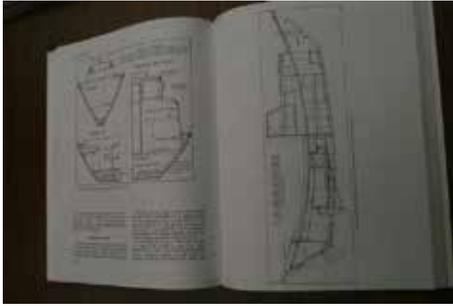
When making his models Peter Chapman usually works in the field of “boats” rather than “ships”. He brought in a copy of “The Dory Book” by John Gardner which he has found to be very helpful when building some of his models. A typical illustration from the book is shown in the picture below. Besides a plan and elevation of the boat a set of lines is included for each station shown on the plan, plus a table of offsets which takes the place of scaling from the plans. On page 4 are pictures showing the pages from the book which Peter used to build his model of a St Pierre dory and next it is the finished model.



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ON THE WAYS

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ST PIERRE DORY

Bob Reeves reported that he is working on additions to the stern of his *Norske Love*.

Steve Swystun showed the progress he has made on his model of *USS Constitution*. His most recent work was application of the copper bottom, which can be seen in the picture below. The copper was applied in the form of tape which after burnishing takes the imprint of the timbers which were moulded on the surface of the black plastic hull. The result is very impressive.



Patrick Henry brought his 1:350 scale IJN *I-400* submarine model which is almost at the point where the upper and lower hull halves can be joined together. He showed some tiny detail parts including a couple of aircraft, antiaircraft guns and aerials which will be installed later. Patrick is looking for a magnifier which can be worn like glasses to help when making these very small parts – Tim Ruptash commented that Princess Auto had a plastic version on sale now for five dollars.

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ON THE WAYS

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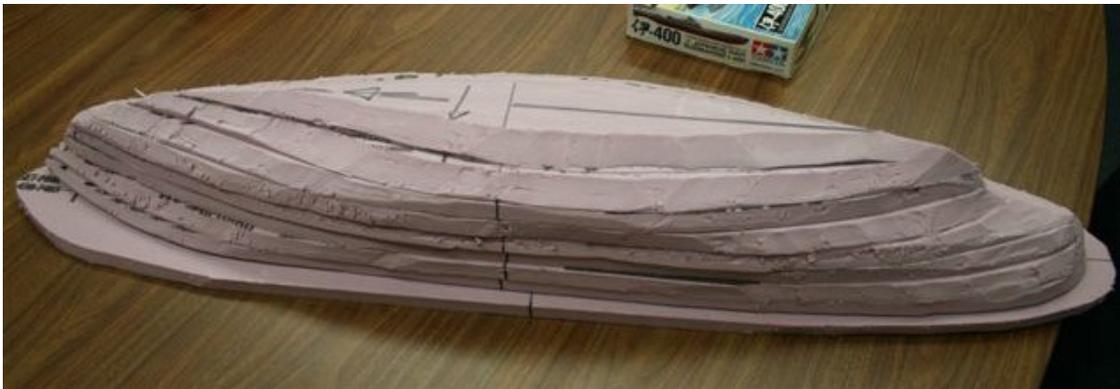
Lorne Yacuk has purchased the kit for the *Mayflower* from Peng Mok. He is having some difficulties interpreting the instructions that came with the kit, but there is no shortage of advice from the other members! The photo (left) is a picture of the Billings model of the *Mayflower*.

Tim Ruptash also has a new kit – the model of a cross section of Nelson’s HMS *Victory*. The editor forgot to find which



version Tim has – the picture (right) is of the Corel model. (Mantua also has one.)

Dave Andersen showed the progress he has made on his scratch built model of the Norwegian ship *Narvik*. He has completed the first step in making the fibreglass reinforced plastic hull. A “plug” is made by stacking layers of ½” thick styrofoam sheet, each sheet cut to match the lines of the hull at that point (see the picture below). Next he



will carve the plug to the lines of the hull of *Narvik*, smoothing the surface with plaster. Then Dave will apply fibreglass to the plug to produce a mould which will be used to form the final FRP hull.

NEXT MEETING

The next meeting of the Alberta Ship Model Society will be held on Wednesday, 16 April at 7:00 pm, hopefully at McNally Senior High School!

SAIL TRAINING VESSELS ON LAKE ONTARIO

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All three ships are equipped with modern navigation and communication equipment. The internal layouts of the three brigantines are different, but they all meet the requirements for training young sailors for days at a time. A typical crew would include three watches consisting of 5 or 6 sailors, a petty officer and a watch officer. The captain would be in overall charge, assisted by the executive officer to whom the watch officers report. A bosun and possibly a bosun's mate, and a cook could complete the crew, though other specialists, such as a training officer, might be added.

The ships were built and are operated by registered charities, Brigantine Incorporated in Kingston and Toronto Brigantine Incorporated in Toronto. Trainees are charged a fee to take part, but both organizations are very dependant on donations to carry on. Though initiated by the Sea Cadets they now accept interested young people, both boys and girls, of about high school age (13 to 18).

Anyone interested in learning more about these vessels, the organizations or their programs can find additional information on their websites:

www.brigantine.ca and www.torontobrigantine.org

Alberta Ship Model Society

Society Website = www.albertashipmodelsociety.ca