



The Binnacle

November 2023

Volume 45 Issue 11



**Annual General Meeting Pictures.
Mike Claxton with things you need to know.
Ken Lockley in his Workshop.
Rick Gonder's 3D printed RHIB hull.
Edward White on Bluenose (maybe?)
Western Flyer's Home!**



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On the Radar!

Christmas light-up parade:-
December 2nd , weather permitting.



Regular General Meetings
2nd . Thursday, 7:30 pm. St Peter’s Anglican Church Hall,
St. Peter’s road, Lakehill.
Next meeting, to be announced



Every Sunday Morning, 9am-ish to 11:30-ish at Harrison
Model Yacht Pond, Dallas road.



The Langford Lake Navy.
Wednesday Mornings 9 :30 ish, Leigh Rd. At Tillicum.

Pictures from our Annual General Meeting!



Mike Claxton You need to know this!

Christmas Light-Up at Harrison – first Saturday – December 2

Looking forward to a good display of lights this year – weather permitting

We're hoping to have a presentation on wiring your boats at the next meeting (February meeting at the hall), any specific requests – email myself or Calvin and we'll try to look after them.

Please check our Facebook page for information and photos of other clubs – great site and lots of build information, were to find parts or just looking at the builds from other modelers.

BC Coastal Mariners is a great FB page – lots of activity along the coast with tugs and other boats

Rick Gonder's page has lots of information as well – Victoria Model Boats, also shares the information to our page.

IN THE WORKSHOP November 2023

Ken Lockley



This picture tells a story that all of us can appreciate. At our Labour day running of the Denton Cup we had 3-4 kids under the age of 11 playing with the old boys up in there 80's. This Summer most Sunday's there been one or two youngsters at Harrison with their models. This is our future builders, in their lives 3 D printing will be more available and they will learn different skills to come up with the same results, a boat that floats, moves by sails or power. In many cases smaller homes will dictate a more compact type of modelling. Three D printers will take the place of Table Saws and many of the tools of my generation. Basement workshops are disappearing in most new home construction as living space becomes more costly. This structural change in our society is going to offer model kit manufactures a new look at how they market more semi produced parts to easier assembly techniques. Lego has certainly show a new approach and other manufactures will become creative with products that they market to the model boat enthusiast . The same game with new concepts .

"Sockeye" BOAT PROJECT

The picture above is 40-42 foot Westcoast Troller "Sockeye" converted to a pleasure cruiser. The following pictures are taking an existing hull built some years ago and through the month of October build a deck and cabin structure resembles the boat you see above. This a first for me and it's been most interesting project. We'll see it finished by the owner one day at "Harrison"



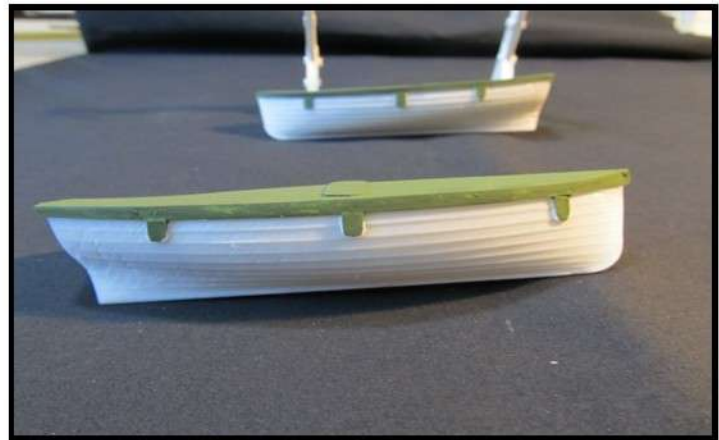
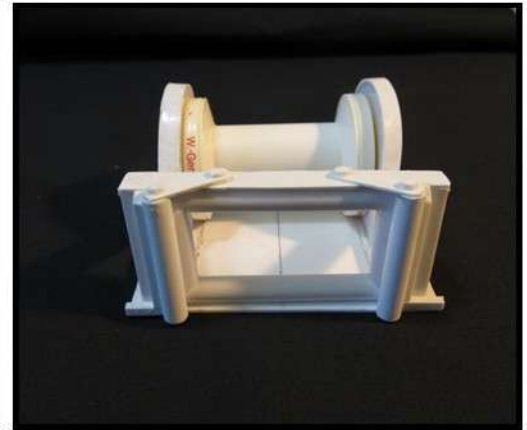


"Sockeye" was picked up yesterday and there is enough finishing for the owner to do over the Winter to make it his project. My part was just a little construction to get there. This vessel will have three builders before it's finished next Spring. The pictures tell the story and another vessel for "Harrison Yacht Pond". KL.

Moorcock:

I got a little work done on my current build. Making davits was an interesting styrene project.

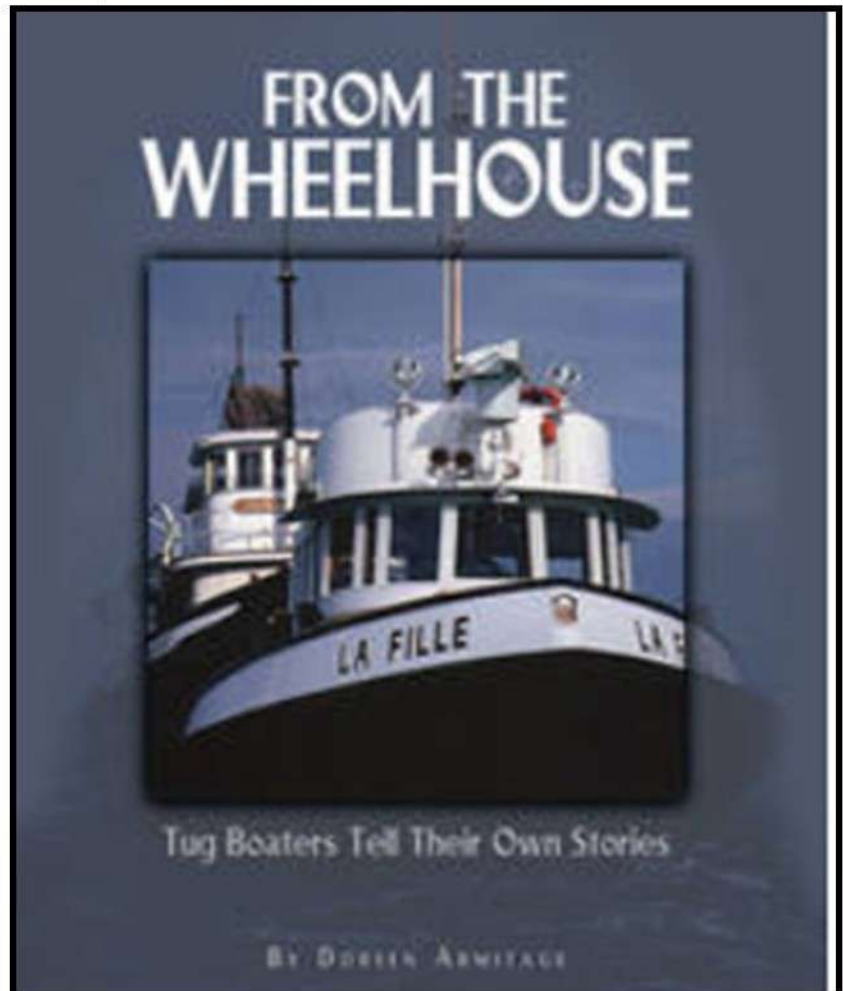
The drum winch to the right utilizing empty sewing spoon. The life boats are Calvins 3D printer creation with a little lead shot inside to give them a little weight to hang correctly on the davits.



This is a book that I picked up in a swap meet in October. Another lady author who has taken stories from crew members of many of our BC tug fleets and created an interesting book published by the Vancouver based Harbour Publishing Ltd.

I would suggest that many of you would enjoy some of the books that this Publisher has in print.

Take a look at the list available on their web site. With Christmas coming you might find a book you would like under the tree. A friend of ours leaves notes around to get the point across to someone.



Rick Gonder's RHIB.

Rick Gonder sent me these pictures with the following note.

"I've been driving a rhib patrol boat for Transport Canada for the past 17 years. I've always thought it would be a fun build so when Calvin printed a test hull I grabbed it.

This one is 18" in length and will be a bit over 20" when finished. Calvin printed it in two pieces and when joined together the hull is very close to my patrol boat. Calvin is experimenting with printing twin outboards for this build but in the mean time I am building the hull and house.



The rigid hull inflatable boat was first developed at an international private school, Atlantic College on the coast of South Wales. The school was founded in 1962, its first headmaster being a retired Royal Navy Admiral, Desmond Hoare. It also was a volunteer inshore rescue station for the RNLI (Britain's lifeboat association).

The project started as a simple re-inforcement of the inflatable boats used as rescue craft in the school's sailing programme. A flat plywood floor was glued in to protect the original canvas floor. The idea was extended to produce V bottom hulls with a flat section aft to make the inflatables faster and more seaworthy. It took till 1969 before the first commercial version was produced, the Avon Searider.

In the early 1970s, a sister college to Atlantic College was opened in Pedder Bay, just south of Metchosin. They ordered tubes from Avon in Britain, and introduced the RHIB to North America. So Rick's experience with the craft in Victoria has a bit of a story. I'll save the rest to research and write about another month. Though Rick, you might want to think about converting the tiny inflatable belonging to the club that I have been storing the last few years.

Bathtub racing, anyone?

Bluenose, (or maybe not!)



A little over a week ago, I found this on the corner bench that I commonly use in the Monterey Centre Woodshop. It's a nice piece of clear red cedar, 28 inches long, 5 1/4 inches wide, and 5 inches deep. It has been cut on a bandsaw to a rough profile of a ship's hull, and a start has been made on rounding the bottom sides to a hull. It's been marked with vertical lines about 1 1/16 inches apart and sheer lines, but the two sides differ slightly. It had a card attached saying it was from Bill Pierce.

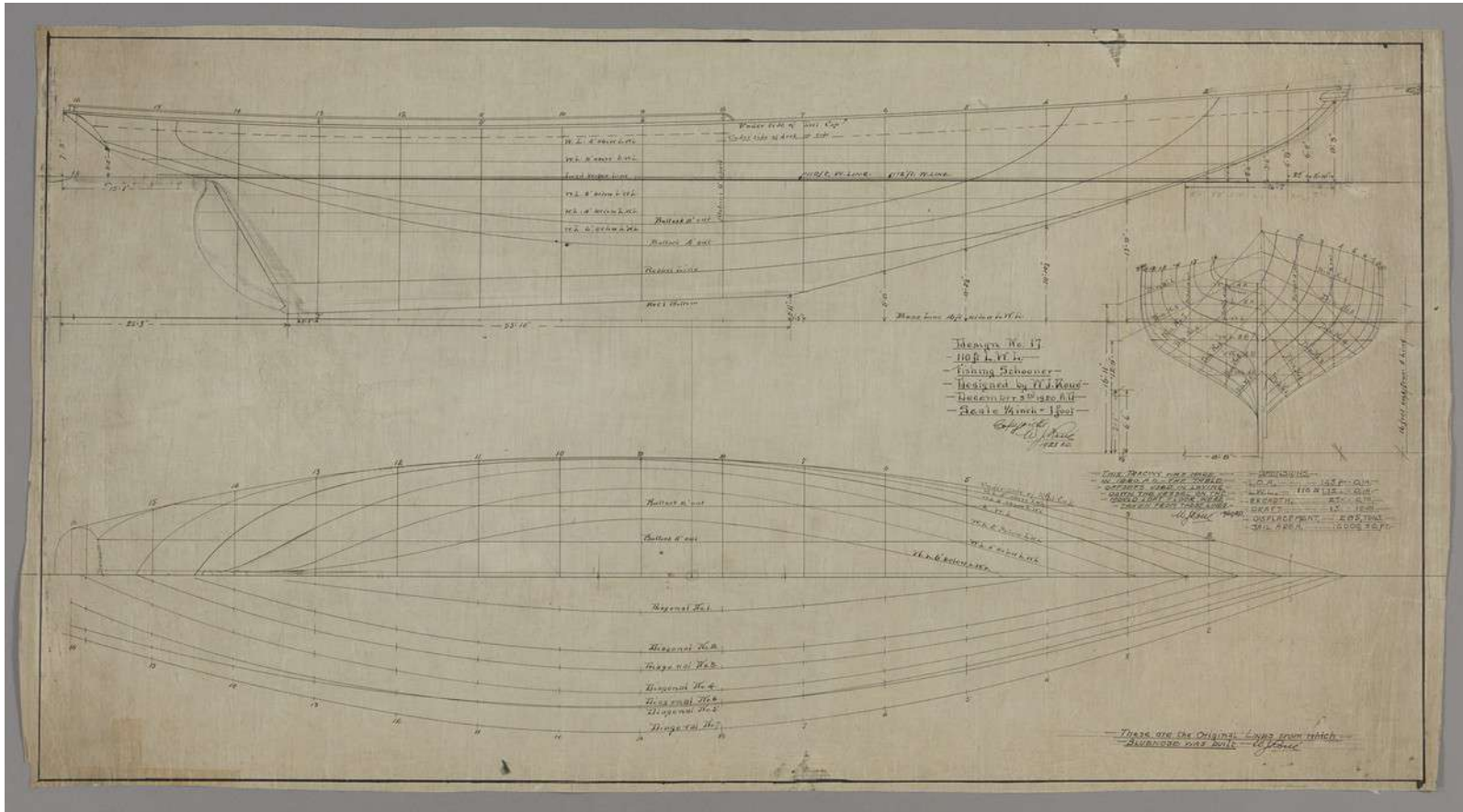
Being as this is Canada, a quick look at the possible hull shape, suggests that this is the start of a Bluenose.

A couple of days later, Bill Pierce himself comes into the shop bearing a roll of drawings, indeed of the Bluenose, copies from the book, *Bluenose II, Saga of the Great Fishing Schooners*, by L.B.Jenson. This book, from the 1960s, is still available for \$24.95 from the Bluenose II website.



There's a page of pencil notes with the drawings, working out the scale of a Bluenose model that would just fit the cedar block. Bill told me that the piece of cedar was probably started on close to a hundred years ago, and passed on down the family to him.

Bluenose II, built as a close replica of the original Bluenose, has an overall length (excluding bowsprit) of 143 feet, and beam of 27 feet, and a draught of 15 ft 10 inches. Here displacement is 285 tons, her sail area, 10,000 square feet, and a bowsprit length, from stem to tip, of 17 feet 6 inches. That's from the website "wjroue.ca". W.J. Roue was the original Bluenose's designer.



Original Lines Drawing of Bluenose.

I am in several minds about this project. I have in the past carved a hull out of a piece of red cedar, my Clyde Puffer, and greatly enjoyed it. My first thought about the block is that I would like to use it for a model of a West Coast timber schooner, one of the hundreds that were built at timber stands on this coast, whose first voyage would be a load of lumber for San Francisco, but who would trade wherever they could earn a living, including crossing the Pacific to New Zealand and Australia. But then looking at the drawings that Bill brought me, and the original above, the actual Bluenose hull shape is so perfect that the two screws Bluenose II has, look like a blasphemous addition to that hull.

Perhaps the right thing to do would be to carve a half-hull, no rigging or fittings, but with the planking lines showing. Just to have as art on the wall. A rational scale to get a full hull out of this piece would 1:64, giving the sailing model a displacement of only around 2.5 lbs. That's going to mean very thin, maybe impossible, carving.

So for the time being, I am going to offer this wood and drawings to anyone in the club who fancies taking it on, while using it as an excuse to write an article about the Bluenoses for the Binnacle.



Bluenose in 1936

By the end of World War 1, the Grand Banks fishery was growing rapidly. Europe was a massive market for salt cod, and it was increasingly in demand across the United States and Canada. The European fishing fleets had declined in the war, and there was all kinds of room for the two North American centres for this fishery to expand.

These centres were Gloucester, Massachusetts, and Lunenburg, Nova Scotia. The fishing method was fast sailing schooners carrying two man dories that were launched on the Grand Banks to set and retrieve long lines to catch the cod. The dories fished through the daylight hours, bringing the cod back to the schooner to filet and salt it down in the twilight. Profitability depended largely on speed, the first catches back to port got the premium prices, and crew costs were lower.

So obviously there was considerable rivalry between the two ports and between ships, not to mention commercial skulduggery.

Now in 1920, the America's Cup races were revived after cancellation during the war years. The ships in the race were Resolute as American defender, and Shamrock IV for Great Britain. Resolute won, but one of the scheduled races had to be cancelled when the wind in New York got up to 23 knots, too much for the light builds and massive sail areas of the racing yachts.

On the Grand Banks fishery there was much laughter about such "toys" being



America's Cup 1920

unable to stand up to a fresh breeze, and more and more the idea grew that there should be races between "real ships" specifically the fishing schooners.

So in 1920, the Halifax Herald newspaper group established the "International Fisherman's Race", and donated the "Halifax Herald International Fishermen's Trophy," to be awarded annually to the fastest vessel in the North Atlantic fishing fleet.

The race was to be open only to vessels that had spent at least one full season fishing the Grand Banks, the course was to be 35 to 40 nautical miles and had to be completed in less than 9 hours. The winner would be the ship to take two out of three races and there would be a money prize of up to \$5,000.

The first trophy races were held off Halifax in late October and the American Esperanto won over the Canadian Delawana in two straight races.

Traditionally, the Gloucester schooners were more lightly built than their Canadian rivals and didn't fish as long a season as the Canadians. So a group of Halifax businessmen teamed up with Canada's most renowned skipper, Angus Walters, and commissioned William J. Roue to design a vessel that could win! It was the Bluenose!

The keel was laid in December 1920, even the Governor General of Canada, the Duke of Devonshire, was invited to drive in a golden spike. (Unfortunately he had already attended a well lubricated ceremony in Lunenburg earlier and proved not up to the task.)

Bluenose was launched on 26th. March 1921, and completed ready to sail for the Grand Banks on the 15th. April. She had a great fishing season under Captain Angus Walters, and in October she saw off all other challengers to become Canada's entry for the 1921 race. She beat the American Elsie easily in two straight races on 22nd. and 24th. of October.

In 1922, in the elimination races to select the Canadian entry, Bluenose again won against all comers in spite of passing the wrong side of a buoy and having to backtrack to take the correct side. It was Gloucester's turn to host the race, so Bluenose headed down to Gloucester to take on the Henry Ford. Bluenose won all three races for the trophy, Henry Ford being subject to a broken foretopmast in the second race. But some cracks began to appear between the skippers and the race committee, and the races ended in an atmosphere of ill-will between all parties.

Public interest in the races was growing, with the excitement raised by the combination of the elimination races to select the countries' representative for the main race, and then the main match with its edge of international rivalry. This time it was to be Bluenose against the newly built Columbia, captain Ben Pine, off Halifax.

In spite of good intentions, tensions were already evident between the race committee and the schooner crews. The first race, on October 29th. was very hard fought, at one point the two ships, side by side and approaching shoals, actually tangled their rigging for a few moments. Bluenose won, but by only a minute and twenty seconds. In the second, on the 1st. of November, Bluenose won again by two minutes and forty-five seconds, but she had passed the wrong side of a buoy again, and Columbia registered a protest. Angus Walters argued that the buoy passing had rendered him no advantage of any kind, but the committee stuck to the letter of the rules and awarded the race to Columbia. Walters refused to race a third time and sailed home to Lunenburg. The Committee was forced to declare a draw and split the prize money between the two.

Such were the bad feelings after this that it was to be seven years before they raced again. And that wasn't for the Fishermens' Trophy, but for a special cup donated by Sir Thomas Lipton. This was in Gloucester with Bluenose and Walters racing against Gertrude L. Thebaud and Ben Pine. Thebaud won two out of three, and Bluenose was defeated. But by the original rules she still held the Fishermens' Trophy.



With something now to prove, the International Fishermens' Race was revived off Halifax in 1931. There was lots of excitement, but the winds stayed light all through the series. *Bluenose* won all three races, but the first was disallowed since both ships exceeded the time limit. Only the third race proved to be a real competition. Still, *Bluenose* could still call herself the "Queen of the North Atlantic Fishery".

But the good times were over. Steam trawlers had largely replaced the sailing schooners on the Grand Banks, and the Great Depression clamped down over all of North America as the 30's came in. The *Bluenose* Company decided that the best bet for the schooner was to trade on her fame and history by touring and chartering. And that's what she did from the 1932 season and for the next six years.

The most famous events in these years were the Chicago World's Fair, and a visit to England for the Silver Jubilee of King George V and Queen Mary. The Chicago World's Fair (1933) turned into an extended tour up the St. Lawrence River and through the Great Lakes, with significant stops at Montreal and Toronto. It definitely took the *Bluenose* story into the Canadian Heartland and Canadian hearts.

The Silver Jubilee was in 1935, and although the King (a great yachtsman in his day,) was by then too frail to come aboard *Bluenose*, he welcomed a visit from Angus Walters on the Royal Yacht, *Victoria and Albert*, and proved to know quite a bit about the Canadian schooner.

On the return voyage from England, *Bluenose* was almost lost in a violent September gale in the English Channel. Two hundred miles out from Falmouth, a huge sea hit the vessel and hundreds of tons of water crashed down, flooding the compartments. Ten passengers were on board, including five women who were not allowed above deck during the storm. *Bluenose* spent an eternity of several minutes rolled over completely to leeward, then slowly righted itself and sailed on through the storm.



In 1929, Canada Post joined the Bluenose fan club by issuing the blue fifty cent stamp to honour the craft's racing record, and in 1937 the Bluenose first appeared on the Canadian dime, where it still remains.

The Gertrude L. Thebaud also survived these lean years, and in the fall of 1938, it was decided that there was one last chance to revive the International Fishermens' Trophy race. Bluenose and Thebaud were brought to the waters off Gloucester and Boston to compete for three out of five races and permanent ownership of the trophy. Both craft were old and tired, but they and their captains rallied for one last hoorah, (and a last bitter fight with the race committee!) They took the series to two wins apiece with the final race scheduled for October 26th. Bluenose won it by the narrow margin of two minutes and fifty seconds, making her officially the undefeated Champion in the entire Fishermens' race series over 16 years.

Like so many other sailing ships, Bluenose died slowly and painfully. With the second world war arriving in 1939, there wasn't the money to cover the major rebuild and the ongoing maintenance that she needed. She was reluctantly sold in 1942 to the West Indies Trading Company and eventually wrecked off Haiti in 1946.

Yet she lives on! In 1963 the Oland Brewery of Halifax decided to build a replica of Bluenose with the help and advice of both her captain, Angus Walters, and her designer, W.J.Roue. Bluenose II was launched on 26th. July 1963 at a cost in the region of \$300,000 and then sold to the Government of Nova Scotia for \$1 in 1971. Three major rebuilds later, she is owned and operated by the Fisheries Museum of the Atlantic in Lunenburg. The cost of the last rebuild ballooned to \$24 million. The original Bluenose cost \$35,000 in 1921!



Bluenose II

I cannot believe that Bluenose II can long survive such costs. Soon, I think, she will have to be downgraded to a static exhibit, in shelter on land, and from then inevitably into oblivion. But we do have Bluenose's original lines, and her history, and we can make models for as long as we love beautiful ships.



Bluenose II in Lunenburg Harbour



Bluenose Half-hull.

I should mention two websites that I have drawn on heavily in this article, Nova Scotia Archives and bluenose100.ca. And of course, as always, Wikipedia.

The Western Flyer is Home.



**Fully restored and beautiful, Western Flyer is now back at Monterey
It's now a teaching boat at U of Cal. Marine Biology Dept.**

We thank our corporate supporters



**Our Website is,
vmss.ca**