

# BLUENOSE II Rebuild Project – FAQ

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Q. How will Bluenose II be relaunched and how long will it take?

A. Putting Bluenose II back in the water will take some time. It will start with the dismantling of the structure the vessel is sitting in. This will take about 4 weeks.

Next the vessel will be moved sideways on a side rail transfer system over to the marine railway. This will take 1-2 days.

Once the vessel is settled onto the railway, a day with a good high tide will be picked to put her back in the water. When the day and time are selected it will take about 4 hours to float the vessel. This period is critical as testing of all the through-hull fittings will be done for tightness and if anything unusual is discovered it may mean coming back out of the water right away.

Once the vessel is afloat and the all clear is given from a testing point of view she will be towed over to the Lunenburg Foundry dock where the masts will be put back in. The move up the harbour will take about 30 minutes.

After the masts are stepped, the vessel will be moved to the outfitting dock (yet to be determined) where the regular crew will spend 3-4 weeks putting all of the rigging and sails on.

At some point during this process a celebration or two will take place. This will signify Bluenose II going back in the water and the handing back of Bluenose II from the builders to the owners. The dates and times will be published as soon as they become available.

Relaunch (World English Dictionary)

1. to launch again
2. to start, set in motion, or make available again
3. another launching, or something that is relaunched

Q. Why rebuild Bluenose II?

A. The hull has become hogged from age and needs to be rebuilt.

Q. What is hogging?

A. A ship floating quietly in still water is subjected to external forces. These are the weight of the vessel (downwards) and the buoyancy force (upwards). For a floating rectangular piece of wood, they are also equal in distribution. For most normally shaped ships, the distribution is not equal. For example, when an empty ship has more weight (relatively heavy structure, engines and equipment) in the ends, and more buoyancy in the middle. This "excess" of buoyancy in the middle causes the middle to rise up and the ends to bend down -- a hog in profile. See images illustrating hogging of Bluenose II from 1963 to 2009 at the end of this FAQ.

Q. How much has Bluenose II hogged?

A. The last measurement taken in 2009 had shown the aft end of the vessel had dropped by 3+ feet.

Q. How can we eliminate this hogging?

A. The best way is to replace the entire hull.

Q. Who will pay for this work?

A. The cost is shared between the Federal and Nova Scotia Governments.

Q. Who will do the work?

A. The work will be done by the Lunenburg Shipyard Alliance. The Alliance came together just for this project and is made up of Covey Island Boat Works, Snyder's Shipyard and Lunenburg Industrial Foundry & Engineering.

Q. Where is the work being done?

A. The work is being done at the Lunenburg Shipyard, site of the building of the original BLUENOSE.

Q. Can we see the work going on?

A. Yes. In two different ways. From any PC by webcam through [www.novascotiawebcams.com](http://www.novascotiawebcams.com) and go to South Shore. There you will have a choice of 2 cameras. You can also visit the site and be escorted into the building by one of our staff from the BLUENOSE II Visitors Information Office.

Q. Can we purchase a souvenir to take home?

A. We have T-Shirts, caps, coats, models, etc.

Q. Can we visit anytime?

A. The current winter hours are Monday – Friday 10:00 AM – 5PM.

Q. When will the work be finished?

A. The vessel is due to be back in service sometime after March 2012.

Q. How much of BLUENOSE II will be replaced?

A. The hull, machinery and electrical.

Q. How much will be re-used?

A. The rigging, sails, blocks, iron work, 2 deck structures, lifesaving, fighting equipment & electronics.

Q. How will the hull be rebuilt?

A. Using the best material available to ensure the vessel is given the longest possible life without having any major structural problems.

Q. What types of wood will be used?

A. The keel, frames and planking will be Angelique which comes from a sustainable commercial stand of trees in Suriname. Angelique is considered superior to oak and of the highest resistance to rot. Some oak will be used and the decking will be Douglas Fir.

Q. What methods will be used in reconstruction of the hull?

A. The frames will be laminated to give added strength and help reduce future hogging. The ceiling will be double diagonal planked to also give added strength and help reduce hogging. The planking will be put on the frames with galvanized fastenings and caulked in the traditional manner.

Q. What changes will be made to the hull?

A. The interior will be made more traditional with an open Foc'sle. The deck layout will more resemble the original BLUENOSE with a smaller deck cabin aft. In 1963 BLUENOSE II was built for the Oland Family and hence the layout was determined by their planned use of the vessel.

Q. What improvements will be made?

A. Propulsion will be new and more efficient. The mechanical and electrical systems will be the latest technology. New fresh water makers and more grey water storage capacity.

Q. Will BLUENOSE II look the same as before the rebuild?

A. It will be BLUENOSE II with the same name and same official number. To stand on a dock and look at BLUENOSE II you will not see any noticeable difference. The old shipwrights say that if you were to build 5 vessels from the same plans they would all look a little different. The hog in the hull will be gone. She will have been given a new lease on life. We will have used the best in materials and skills available, yet maintained what BLUENOSE II represents which is the best in designing, building, fishing and racing large wooden schooners in our rich history.

Q. What happened to the wood taken from the old hull?

A. Disposal of old planks, frames etc. from the deconstruction phase.

Since 1971 Bluenose II has had a lot of work done. In 1972 approx. \$125,000 worth of work which represented more than it cost to build her in 1963. Through the late '70's and early 80's every winter contractors would carry out major repair work. There have been at least 3 whole stern replacements. In 1994-95 approx. \$300,000 replacing frames and planking. There have been 4 bow sprits, 3 mainmasts, 2 foremasts, 3 decks, all new deck structures, bulwarks, cap rails, all of the stanchions, machinery, plumbing, electrics, 3 full sets of sails, countless miles of running rigging and a 50% redesign & replacement of the interior. All of this wood in one place would fill a hockey arena. Where has it all gone? For the most part when wood came off it usually went to the contractors workplace to be burned for heat. Now we come to today. A lengthy discussion was had on what to do with the planks and frames and other bits coming off that were in very rough condition. The final decision was to burn what was not good for anything and keep some of the good pieces like the hatches to be put in long term storage, reused or some planking for souvenirs. These old planks and frames have never won an international schooner race nor caught a hold full of fish.

When you remove a plank from after it has been bolted using 8-10 inch galvanized spikes it isn't much good for anything. They are put on so as not to come off. Consider the frames are 27 inches centre to centre there is not much left after it has been pried or cut off. What may be salvageable is about 15" x 8". The frames were in bad shape and there was nothing worth saving there. Same goes for the decking. Most of the wood scraps were sent to a company that burns wood and uses the heat to make electricity. Before they could put the wood into this specialized furnace it had to be put through a "chipper" first. Also all of the spikes and metal had to be removed as well. Not that it compares but the recommended procedure for disposal of our national flag is to burn it alone and with reverence.

What still remains is the entire keel, garboards and most of the bow section plus some planks and bulwarks set aside. We have also saved the nice hatches that will be re-used if approved.

Q. What's in a name?

A. The owners of a vessel have the right to keep or change the name of their vessel.

- Lloyds of London considers that if the shape of the vessel is not lost during the rebuild, it's a rebuild no matter how many parts you replace.
- America Heritage Dictionary - rebuild: to build again.
- There are no rules, regulations or anything in the Canada Shipping Act or any other project that has gone through something similar that says anything about having to change the name of your vessel just because you rebuild it.
- If you rebuild a 1922 Ford with all new parts it doesn't become a 1923 Ford.

## Hogging of Bluenose II 1963 to 2009

The banana shaped hull in 1963. Notice the space under the stern.



The following image clearly shows the results of 46 years of hogging.

By 2009 the hull has “hogged”. The stern is down by 3-1/2 feet and in the water.

The bow not as much but quite noticeable.

