

This junior Bluenose was modelled after the Bluenose II, built in 1963 to replace the original ship built in 1921.

# Junior Bluenose to sail again

Allan Aylard wanted a sailboat with some pedigree. He found it in his junior Bluenose.

His latest yacht is a scaled down version of the famous Canadian fishing schooner the Bluenose, which was designed by William Roue of Halifax and constructed in Lunenburg in 1921.

The original Bluenose, which measured 143 ft. long by 27 ft. wide, fished the Grand Banks after being built and went on to garner several wins for Canada in International Fishermen's Races. The races pitted fishing crews from the U.S. and Canadian east coasts against each other.

The Bluenose schooner became a celebrated racing yacht and its image is found on Canadian stamps and on the Canadian dime. The yacht was wrecked in 1946 and now a slightly larger version named Bluenose II, which was built in the same shipyard in 1963, continues to sail.

Aylard, who is a member of the Sarnia Yacht Club, started looking for a special boat

some years ago and stumbled across the junior version of the original Bluenose two years ago. It is called Laura Ellen and was

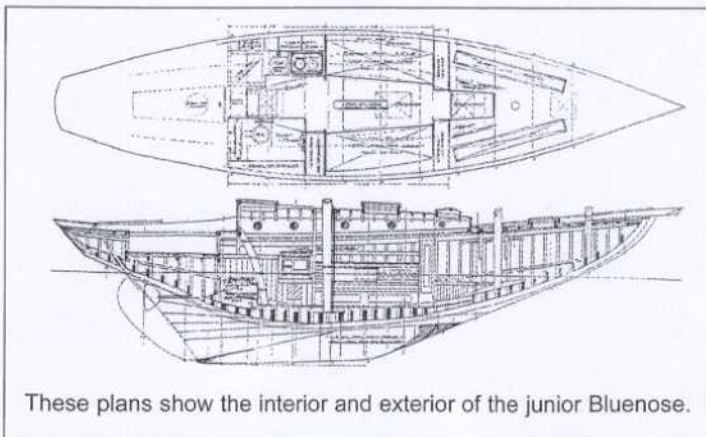
lived aboard a yacht in the Chesapeake – he was about a three-hour sail from Annapolis – for the past 10 years and was now selling his boat.

The yacht broker described the yacht as a smaller version of the original Bluenose schooner. Apparently, the man was getting married and moving on land and didn't need the boat anymore.

The junior Bluenose, as it has been dubbed, was also designed by William Roue but built in the U.S., measures 36 ft. overall and 27 ft. at the waterline. It has a beam of almost 12 ft. and draft of 5'8". The boat carries about 750 square ft. of sail with two masts with a gaff fore-sail.

It was built in 1936 and about four of the yachts were built, said Aylard.

Aylard, who is 50 and works in the computer field, said he got so excited about the sounds of the junior Bluenose that he immediately hired a U.S. surveyor to inspect the boat, and then he bought it without actually seeing it.



These plans show the interior and exterior of the junior Bluenose.

built at the Peirce & Kilburn Inc. yard in Fairhaven, Massachusetts.

He said while he was shopping for a new yacht, he contacted several yacht brokers in the U.S., and one called up to say he may have found the perfect boat for a Canadian sailor.

As it turned out, an elderly man who had

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Laura Ellen, a junior Bluenose, in the slings at Ecarte Marina. The keel was submerged to swell up the timbers in the keel's deadwood.

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"I was talking to some marine brokers in the States and I told them I wanted a boat with some heritage to it, with a pedigree, that sort of thing," he said.

The yacht broker called to say there was a boat that was coming on the market, and it wouldn't be advertised but would be "ideal for a Canadian."

"I did some research and I bought it without actually seeing it," said Aylard who is married with one grown child. "It's a very pretty boat...it tends to draw a crowd."

He booked a flight to the U.S. to make arrangement for transporting the boat but then got word that a hurricane was sweeping up along the U.S. east coast. He started wor-

rying about his new yacht.

"I refused to pay for the boat until after the hurricane," he said. The storm didn't affect the boat and the deal was finalized and the yacht trucked to Canada.

Once in Canada, the junior Bluenose was stored on land at Sarnia Yacht Club while Aylard worked on it. The yacht has not been in the water for the past few years and is now undergoing some extensive work by Done-Rite Restorations under the care of boat-builder Ron Wade.

The owner said he's never sailed on the yacht yet, even though he's owned it for two years, but research has indicated that it is a fast boat for its size. He motored on it in the Chesapeake to Annapolis, where it was being

loaded onto a truck for transporting.

"Under sail it looks like the (original) Bluenose...the whole profiles are similar."

A review of the junior Bluenose in a yachting magazine, published shortly after the yacht was built in the 1930s, said "the scaling down (from the bigger Bluenose) seems to have produced a very sound little craft and one which seems to be more of a boat than some yachts of her length and type."

Although he has never owned a wooden boat before, Aylard said he has been on other people's wooden yachts and enjoys the difference in the sailing experience, compared to modern-day yachts which are made of fiberglass.

"Wooden boats have a definite feel to them. When at sea, they feel different."

The junior Bluenose is in good shape considering the wooden vessel is about 70 years old. It still has its original masts and the ribs, keelson and the overall substructure is in good shape but the planks along the hull will need to be replaced.

Steel screws were used in the original construction and have caused the wood planking on the hull near the fastener to become punky. Aylard said it would be easier to replace the planking than to repair the holes and maintain the original wood.

"We want to bring it back to as original a condition as possible," said Aylard, who is now selling his current yacht, a Northern 25, which he has owned for more than 10 years. He has been a member of the Sarnia Yacht Club for about 22 years.

"I also thought that the Sarnia area needed a tall-ship type of vessel...we want to take it to shows and get involved with tall ship events."

Aylard is assisting boatbuilder Ron Wade with the restoration, which is expected to be done by next year. He said he is taking a cab-

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After extensive restoration, this junior Bluenose is expected to be in the water next season.



The Laura Ellen was moved to Done-Rite Restorations for repair.

