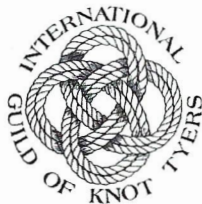


KNOT



NEWS

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The Ballard Fall Fisherman's Festival Is This Knot Enough?

by Roy Chapman

Again this year we had a strong event at the commercial fisherman's terminal. Our standing invitation comes from Steve Funk. Steve is the general manager of "Chinook's at Salmon Bay", one of the "Anthony's" restaurants and the host of the Seattle Fisherman's Memorial Committee annual Fall Fisherman's Festival. He is also the son of our Oregon member, Clint Funk.

The Fall Fisherman's Festival raises some of the money for the commercial fisherman's fund, which provides financial assistance to widows, orphans and the disabled fisherman from the Seattle based fleet.



Roy & Pat starting on The Knot



**Roy Chapman Pat Ducey
 Clint Funk**

Heading out at 05:30 put me in Seattle on an intensely blustery day with rain that never touches the ground (just blows by horizontally). The organizers provided us with a 10x10 shelter, a table and a poster "International Order of Knot Tiers". At first opportunity I found a most gracious event volunteer and begged for 10 feet more space

and two more tables, which was granted. Patrick Ducey arrived at that moment and we began setting up. The event crew had anchored the pavilions with 50 lb weights at the poles, but as all you sailors know, wind isn't impressed with that. Gusts of wind would lift the whole shebang and slide it 2 feet closer to the water. It would have been impossible to set up if the shelter hadn't had a tarp wall to the windward. Clint came to help set up and Steve stopped by to welcome us. We got our "official" banner up. Our various displays were organized when Maggie and Doug Machado arrived. Dan Callahan's "shipped ahead" items were incorporated. We left space for Carol Wang.

Through some confusion of advertised time the event opened at 9, and 10 and 11. Maybe this was just as well for when the rush started in earnest there wasn't much time to breathe. With the rush of people came the end of the wind, rain and the welcome arrival of the sun.



Breast Plate Knot

Patrick and I slaved at **The Knot**. I intend a full "how-to" article for a future issue so I'll just say that **The Knot** is Patrick's original 4 bight Cruciform Turk's Head Knot, with pedestal base. The big deal is that this time it was tied in 100 feet of 7/8" manila (from Lehigh Ropes) during the September 11th event.



Maggie Machado teaching Chinese Knotting

Maggie demonstrated Chinese Knotting all day, holding forth to some pretty large groups as well as entertaining a reporter from the *Seattle Times* (a nice mention in the Sunday paper from Christine Clarridge followed). Carol came and displayed and demonstrated her craft. New member Dick Gehring made an extra visit (on a short fuse) to drop off some excellent key fobs and to get acquainted. Doug became "official photographer" as well as pulling on the 7/8" line for us. Maggie helped with **The Knot** when extra hands were needed, as did Clint. Clint brought his wonderful lions, tigers and bears (Oh my!), monkey fists, fobs, whisks et al. He had prepared a tub (crown hitched basket) full of fobs to give away. Folks were very good at taking one and expressing thanks. Nice fobs! One of my hitched bottles was "drop tested" from 5 feet onto tarmac and survived just fine. Another got bumped off the table 4 times (still intact... should we try for 5?).

Clint's training table was a huge success. With Clint to work with the students how could it fail? We each had a chance to tend it; if you looked up and no one was tending and the public was standing there, it became your turn. Patrick is planning to make a similar table to have for the future events. We are looking forward to a time when we have events going on in Oregon as well as Washington and Carol is working on a show in British Columbia, so another table would be great.



Clint with his Training Table

Patrick and I didn't get as much time with visitors as we would have liked. With **The Knot** taking our efforts from 10:00 until 17:31, we only sat down to eat our delicious salmon BBQ. Steve estimated between 10,000 and 15,000 visitors came this year. A final count comes from the BBQ and raffle tickets sold. Six o'clock came too soon (and not soon enough). Patrick and I were the last out (and, yes, I did take the banner with me... but left a neon dog leash hanging on the canopy). We were all tired and happy. It was a great day. PAB was favorably exposed to thousands of people, we spoke to many hundreds, we got mention in the paper, we were invited back (and to several other venues) and we tied **The Knot** -THE WORLD'S LARGEST 4 BIGHT CRUCIFORM TURK'S HEAD! What could be better?

Three times a true-loves knot
I tie secure.
Firm be the knot,
Firm may his love endure

The Forgotten Zeppelin Knot

By Lee and Bob Payne

This appeared in the January/February 1980 issue of *Mother Earth News*, it was an updated reprint of the original 1976 *Boating* article.

The U.S. navy's last rigid airship was dismantled in 1941, and its last blimp was deflated in 1962, more than a decade and a half ago. The close of the Navy's lighter-than-air program also ended the use of an extraordinary knot that could be of special value to every boater.

Joe Collins is an able seaman currently aboard the modern container ship, *President Madison*. Fifty years ago he was an instructor in marlinspike seamanship at the Naval Training Center in Norfolk, Virginia. His students were air-shipman assigned to the *Los Angeles*, the Navy's new German-built zeppelin, as well as the *Akron* and *Macon*, the two immense flying aircraft carriers then under construction at Goodyear-Zeppelin Co.

Collins recollects, "Charles Rosendahl was commander of the *Los Angeles*. Rigid airships were new to the Navy, and lots of old-line battleship admirals still hadn't fully accepted either airships or airplanes. The *Los Angeles* had to prove herself... and Lieutenant Commander Rosendahl couldn't afford to take any chances. There was only one knot he allowed me to teach the airman, either for bending lines together on the airship or for use on the mooring lines. I called it the Rosendahl bend.

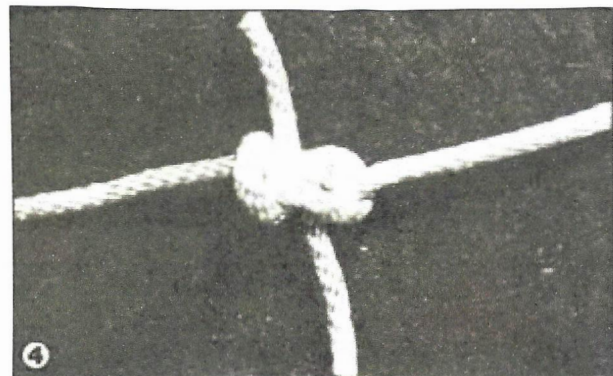
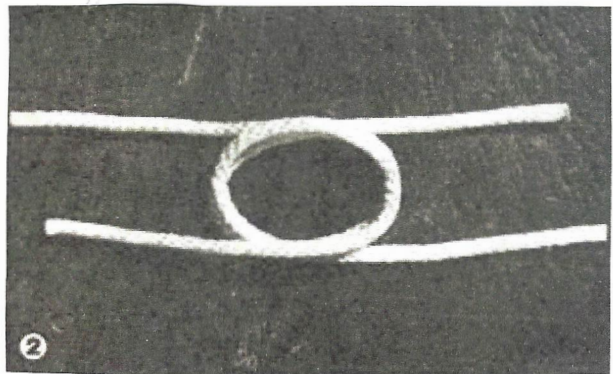
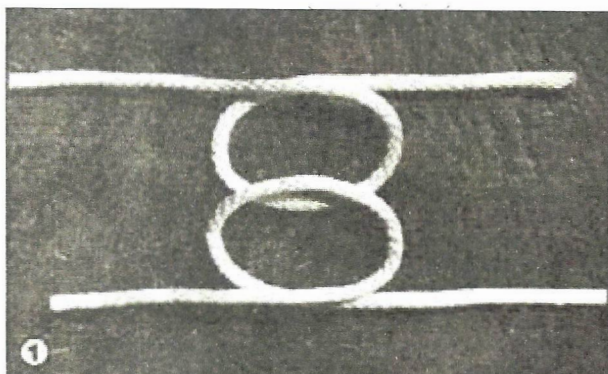
"The *Los Angeles* was 658 feet long and weighed 46 tons... but with 2.5 million cubic feet of helium inside her hull she floated in the air as light as a feather and, when she was properly weighed off, one man could hold her in his hands. But she was subject to heavy and unexpected surges in the wind, just the way a ship is in the sea. And as with a ship, the docking operations were the most critical and dangerous part of working with a dirigible. Most of the accident occurred when the huge machines were being brought in or out of the hanger, or were being tied to the mooring mast. Everyone had to be on his toes. We used the Rosendahl bend because of

its superiority to the carrick bend, bowline, or sheet bend, all of which are more likely to jam under a heavy load. The Rosendahl distributed the load evenly throughout the knot and could always be untied in a hurry, even after a sudden surge of the *Los Angeles* had put tons of extra weight and stress on it.

"After the war, I left the Navy and began sailing on merchant ships. In the past 30 years I've visited just about every deepwater port in the world. Knots are my hobby. I've read every book on knots that I could find and I've never seen the Rosendahl bend in any of them. It's as if it has been forgotten along with the airships... and that's a shame, because it's the most useful knot I know for tying two lines together. It's especially good for towing, mooring, or anchor lines, where a heavy strain can jam an ordinary knot and make to almost impossible to untie."

To make the Rosendahl bend, place bights of the two lines together, one on top of the other, so that the bitter ends lead away in opposite directions on outboard sides of the bights (Photo 1 and 2). Then pass each bitter end around its own bight and the other bight, lead them out opposite sides of the knot (Photo 3), and tighten it up (Photo 4). To untie, simply pull away on the bights and pass over each standing part.

Once you get the hang of it it's an easy knot to tie (Joe Collins' airshipman had to learn to do it in the dark) and best of all, you can always untie it. That's as important to the boatman or -woman today as it was 40 years ago when there was a zeppelin on the other end.



A Pear Shaped Turk's Head Knot by Pat Ducey

In the newsletter this month, there is a little addition enclosed. It is a guide to tie a pear shaped Turk's Head knot. This time the template is being delivered full size and in color. I use this knot as a fob and as a handle on my small fids. I used to tie this knot in hand. First I would tie a 7Lx8B Turk's Head, close the ends, and then add a 3Lx4B Turk's Head onto one end. It was consuming but it got the job done.

Then I discovered *The Ashley Book of Knots*. I was especially interested in Ashley #1324 and how it applied to this kind of complex Turk's Head. I found that I could use a toilet paper

tube stuffed with newspaper as a tool. I would number the pins and write the over/under instructions on a separate piece of paper. The next step in the evolution of this tool was I learned how to draft using AutoCAD, a computer program. I measured a toilet paper tube, and using the dimensions of a flattened tube, I drew the knot. I added the instructions right on the template and it became a single piece of paper for the whole shebang. This version was published in KN#42.

One person commented that the instructions of the knot were too small and got covered up as the knot was tied. This needed a solution, so it was back to the keyboard. I had seen the over/under designation before, so I incorporated it into this template. I like it more than Ashley's version of over/under because you can start anywhere on the knot. I also colored the four bights of the knot with four different colors. This made it easier to follow which bight you were on. Each color has a different line type, you can see that red has a single dash; green has two dashes and so forth. Now, even if the template is xeroxed into black and white, each bight will have a distinct pattern to follow.

So if you want to try this knot, tape it to a toilet paper tube. I also tape over the nail holes with clear tape to prevent the template from ripping as nails go in and out. Fill the tube with newspaper and insert pins or small nails at the doughnuts. When the knot is tied, pull the pins and slide the tool out. Doubled or tripled, this makes a nice fob.

In the photo, two of the knots were layered up with successive smaller Turk's Head knots inside. The other two were tied around 1" wooden balls. The loop of line is part of the knot where on the last bight of the last ply, take the working end of line out and back into the knot. Start the last bight of the last ply at the end of the knot, working in the reverse direction, as in the instructions from Roy Chapman in KN #41.



Pear Shaped Turk's Head knot

From the Mail Bag

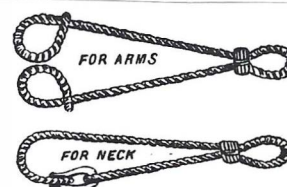
Willard Salmons of California wrote this nice letter:

I'm sending you a picture of some wall hangings that are made of insulated wire that I call "alternate knotting materials". The hangings are various combinations of the Carrick Bend (a.k.a. Chinese Knot, Japanese Knot, Josephine Knot and French Knot).

The cords come in all colors and lengths although most sections are 30 to 40 feet long. Actually, it is color-coded #18 wire. Note the black cross in the lower right of the picture, which is made up of square knots. It is 6" long that will give you an idea of how large the hangings are.

The four hangings from left to right have names: #1 Halloween (orange and black); #2 Slim Jim (yellow and purple); #3 Alternate Route (purple and gray); #4 The Carpet Beater (red and blue).

I get this wire from our elevator operator/repairman. The complex in which we live is over 40 years old now and almost everything is being repaired or replaced."



USA



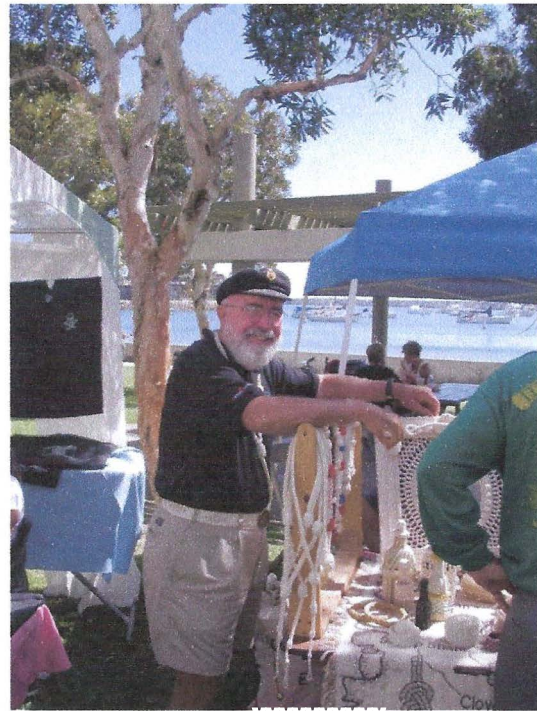
Branch Bits

While many PAB members were enjoying themselves in Seattle at the Fall Fisherman's Festival there was also an event in Port Townsend, Washington. Dennis Armstrong and Brion Toss were plying their rigger's trade over the three-day Wooden Boat Festival.

To complicate things ever more, on that same weekend there was also the Tall Ships Festival at Dana Point Harbor in Southern California. This is a very busy venue and one of the high points of the local knotting season. Here are just a few of the highlights of the delightful, crowded weekend.



Charlie Bell Lindsey Philpott Tom Mortell
Joe Soanes Joe Schmidbauer



Mr. Charlie Bell of Washington, California



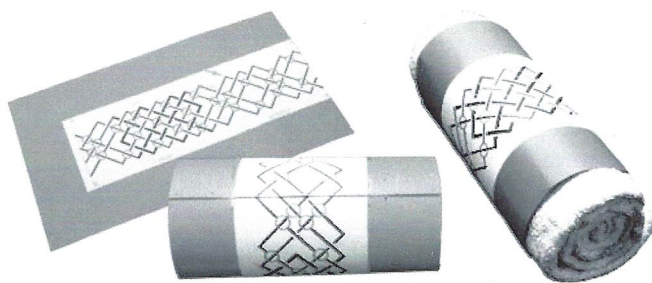
Sunday morning and more admiring onlookers



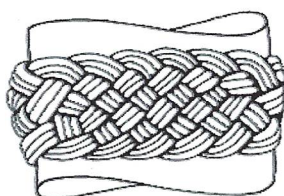
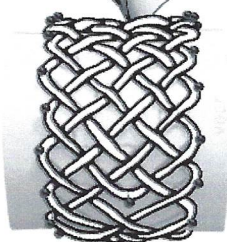
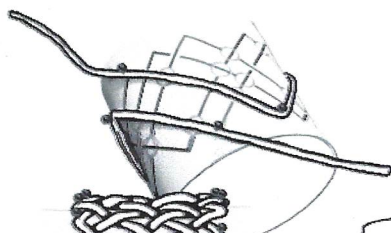
Saturday evening cannon battle



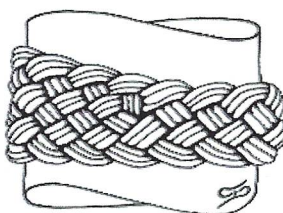
Wonderful knot work of Charlie Bell



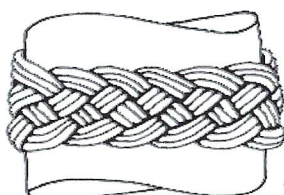
touw 3 mm
lengte 5 m



voorkant - 7 slagen



zijkant



achterkant - 5 slagen



onder door

armband
van een
Turkse knoop
met 13 bochten
en 5 en 7 slagen

(c) Theo Slijkerman - 2004



<http://home.hetnet.nl/~splits>

