

# Knot



# News

**International Guild of Knot Tyers – Pacific Americas Branch**

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**Joseph Schmidbauer – Editor**

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## **A Scouting Knotboard**

*Bob Schwartz*

I first got into knotting when an Eagle Scout cousin of mine showed me how to tie the timber hitch. When I asked him how I could learn more about knotting, he said I should join the Scouts. As the local Cub Pack was recruiting at this time – the spring of '41 – I was ready. The Cub Master was Waldo Holbrook and the Assistant was Morrie Jensen. Two people with whom I maintained contact well into my adult years, as well as through most of my military career.

My knotting education came from my *Scout Handbook*, the *Sea Scout Manual*, the *Scout Field Book*, and *Boy Scout Knots and How to Tie Them*. I also had the Boy Scout Pioneering Merit Badge pamphlets. My first non-Scouting book was *Knotting and Splicing Ropes and Cordage* by Paul N. Hasluck. All of these references I still have.

Frank Brown mentioned in *Knotting Matters* #114, page 23, that his copy is the fifth edition, published by Cassel. The book was first edited by Paul Hasluck and his copy was revised by Eric Franklin. My copy was purchased in 1946 at BSA Headquarters, 2 Park Avenue in New York City. My copy was edited by Paul Hasluck and published by David McKay of Philadelphia. I don't know how old his is.

From this literature, as well as from my Scout Leaders, I learned a lot more about basic knotting. But nothing more until I attended a Boy Scout camp for eight weeks, where I was introduced to lanyards made from gimp craft strip. I made other things from rawhide with these same weaves. When I was in Troop 104 in Lakewood, N.J., the Scoutmaster, Cy Wycke, had a Patrol Leaders meeting at his home one day. As I walked in I saw a copy of *The*

*Encyclopedia of Knots and Fancy Ropework* by Raoul Graumont and John Hensel opened to the title page with the rope anchor displayed. On the living room floor was this same anchor more than halfway completed. I eventually bought my copy of the *Encyclopedia* along with my copy of the *Ashley Book of Knots* in 1951 for \$12.50 each.

In 1949-1950 while I was a Sea Scout, I used Cy's copy of the *Encyclopedia* and Hasluck's *Knotting* book as my primary sources of information to make a 2ft by 3ft knotboard. Our first skipper was Morrie Jensen, a local Marine reservist who was activated and had to ship out. Our next skipper was Ralph Jensen, Morrie's younger brother, who had some active duty Navy time behind him and had been home for some time working with his father and Morrie as a plumber. Ralph had been at Pearl Harbor for the December 7<sup>th</sup> attack. He still had his Bosun Pipe that he gave to me when I joined the USAF. Does this sound strange? Remember, I was assigned to Crash-Rescue Boat units in Biloxi, Japan, Korea, Guam and Palm Beach.

When on Guam, we were billeted with the crew of the Admiral's Barge. At no time during my thirteen months there did I see any ropework on or being tied on that 63 footer. Probably was an AF crash boat at one time, but it was sure kept in "spit and polish" condition.

The only ropework I saw was some knotted belts I had made and some fancywork for the six stanchions on our gangplank for our 85 footer and our 63 footer (Army Style). I put a different design on each of the six. I also made some macramé American flags. Notice the one in the middle of the knot board. It has 48 stars. The star field was made from double half hitches/clove hitches and the stripes are made with alternating half hitches. Those I made years later for belt buckles were completely tied with double or single hitches.

You may disagree with my names and categories but this was done with the books I had on hand.



## Knotboard Knot Catalog

### Knots

Slip  
Fisherman's Eye  
Miller's  
Crown  
Wall  
Lanyard  
Single Manrope  
Double Manrope  
Single Stopper  
Double Stopper  
Matthew Walker  
Single Diamond  
Double Diamond  
Sennit  
Star  
Gunner's Delay  
Crabber's Eye  
Lark Boat  
Capstan  
Shamrock  
Davenport Brother's  
Stevedore  
Surgeon  
Two-Fold Blood  
Overhand  
Bell Ringer's  
Flemish Eye  
Single Pitcher  
Double Pitcher  
Open Hand Eye  
Fisherman  
Masthead  
Square  
Granny  
Boat  
Figure of Eight  
Two Strand Carrick

### Lark's Head

Larks  
Stoppered  
Crossed  
Double  
Treble

### Slings

Bale  
Butt

### Tackels

Gun Purchase  
Single Luff

### Hitches

Clove  
Timber  
Killick  
Inside Rolling  
Outside Rolling  
Magnus  
Midshipman  
Taut Line  
Two Half  
Pipe with End  
Pipe with Bight  
Ring  
Backhand Sailor's  
Bill  
Marlinespike  
Single Blackwall  
Double Blackwall  
Marline  
Rolling  
Vertical Barrel  
Slip

### Bends

Fisherman  
Studding Sail Halyard  
Topsail Halyard  
Binder Twine  
Sheet to Clew of Sail  
Double Sheet  
Anchor  
Single Carrick  
Double Carrick  
Open Carrick  
Studding Sail Tack

### Turk's Head

Two Strand  
Three Strand  
Four Strand  
Monkey Fist

### Sheepshanks

Ordinary  
With Middle Crossed  
Man O' War  
Marline Hitch  
Dog  
Cat  
Toggled

### Whippings

Plain (in middle)  
Plain (on End)  
Temporary  
American  
Ordinary  
Palm & Needle  
Seaman  
Grapevine  
Sailmaker  
Snaking  
Herringbone

### Splices

Short  
Long  
Eye  
Back  
Cut

### Bowlines

Bowline  
Water  
Running  
Spanish  
French  
Portuguese  
On a Bight  
Single On a Bight

### Braids

Three Strand  
Four Strand Square  
Four Strand Spiral  
Four Strand Round  
Four Strand Running  
Four Strand Plat

### Seizings

Throat  
Round  
Racking

### Others

Cat's Paw  
Worming  
Parceling  
Serving  
Belaying to Cleat  
Hitching Tie  
Halter  
Flag

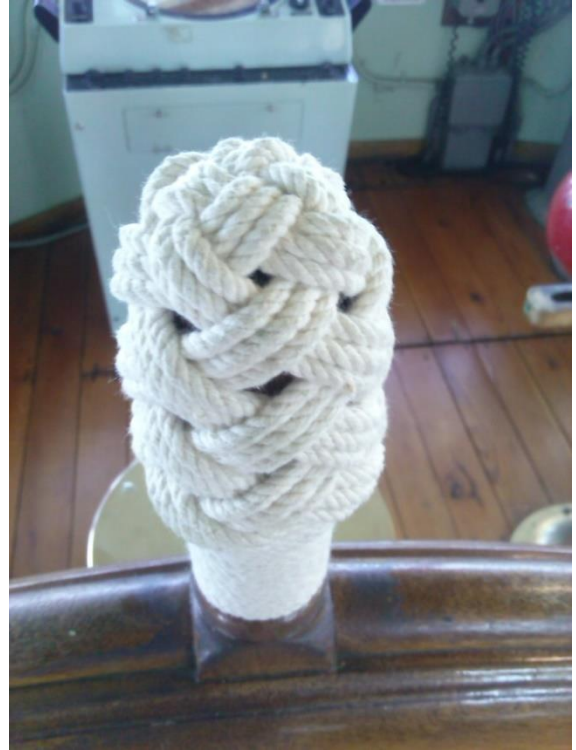


## SS Col. James M. Schoonmaker

Bob Solon

The SS *Col James M Schoonmaker* is a museum ship Great Lakes freighter that was in service before the *Titanic*. She began life on 1 July 1911 at the Great Lakes Engineering Works in Ecorse, Michigan. At the time of her launch she took the name *Queen of the Lakes*, which is given to the biggest ship on the Great Lakes. She broke many records for iron, ore, grain, and coal in her first year. She sailed as part of the Shenanago fleet until 1969 when she was sold to the Interlake Steamship Co who chartered *Col. James M. Schoonmaker* to the Republic Steel Corporation. After a three year charter Interlake decided to sell her to the Cleveland Cliffs Iron Co., who named her the *Willis B. Boyer* after the company's president. They operated the Laker for 7 years in the iron trade until she was laid up in 1980 due to a downturn in the steel industry. After sitting unwanted for 7 years, the city of Toledo decided to purchase her for a museum. She sat as the centerpiece of the International Park in that city for seven years before being rechristened back to her original name *Col. James M. Schoonmaker* and being moved one last time to the site of the National Museum of the Great Lakes on the banks of the Maumee River in Toledo.

Mr. Bob Solon, Esq.



King Spoke Turk's Head

A unique feature of the ship is inside her pilothouse. She was one of the few ships to have twin steering wheels. The starboard is the main wheel while the other one was an auxiliary.



## Knotting in Physical Therapy

*Hooey Michaels*

Over the years I have thought about a branch of knotting that would be useful in physical therapy. It would be useful to certain patients working to regain or improve dexterity in their upper extremities after trauma or stroke. Living as I have out-of-doors so often, or at least away from populated areas with hospitals, I never had the opportunity to pursue this interest – rather than dismiss the idea, I thought I might pass it along in hopes someone with interest in physical therapy, or perhaps has a family member in need of this sort of therapy, would follow through with it. It might lead to some interesting things.

As a young child I was given a braiding spool to play with. Nothing more than a round wooden spool with about a 1/2" diameter hole bored through the axis of it, and a series of pins in one end of it around the bored hole. I believe it had 4 pins equally spaced, it might have been 6 pins, I am not sure now... but the number is not important. Most any number will work, 4 probably being the easiest to start with. Ashley [ABOK] gives some instruction on how to make and use these braiding spools, so I won't go into it here, just to say they are extremely easy to make and use.

The therapy idea is that if a patient is trying to regain the use of one side of the body, i.e. one hand is not working well, or hardly at all, then the spool would be held in that hand, relearning grip, while the other hand does the manipulating. Eventually switch the hands. Slowly, the weak hand should be made to do some of the manipulating, even if unsure and slowly. A small hooked needle, perhaps a crochet needle, is used to actually manipulate the yarn or whatever type cordage you choose to use. I find non-fuzzy knitting yarn to be fine for this. The individual fingers need not be stressed, although later on at the user's discretion, the fingers can be used slightly more. The whole process produces a braided "rope" that comes out of the bottom end of the spool. Progress can be measured in rope length. If at the start the patient produces 6 inches of rope in a half hour with the strong hand, and 1/2" of rope with the weak hand, that is your "base line". Eventually you will see a gain in rope length, which is how you actually measure your progress... in inches. As the rope is produced in the spool, it grows out of the bottom end and needs to be gently tugged down so it does not bunch up inside the spool. Here is where the fingers can be put to better use when the time

comes. At first the whole hand might be used to grip the rope to pull down, and then the fingers to pull instead, as dexterity increases. I might be "over explaining" this a bit because the entire system is much easier to do than tell about it, so perhaps I have said all that I need to say to get the idea out there. Should someone follow through with the idea, the obvious step after the patient has improved enough is to go on to a more aggressive therapy. There is the entire world of knotting and braiding to work with. I prefer braiding... but it's all good.

## From the Mail Bag

From **Darrell Ausherman** in , California:

### The Bridge at Q'eswachaka

Every year, local communities on either side of the Apurimac River Canyon in Peru use traditional Inka engineering techniques to rebuild the Q'eswachaka Bridge. The entire bridge is built in only three days. The bridge has been rebuilt in this same location since the time of the Inka.



From **Louie Bartos** in , Alaska:

Some years ago I made an Ocean Mat "porch door mat" from 1/2 inch manila. When it gets full of dirt (it is a great dirt catcher) I just give it a power wash cleaning and it's good to go. When we didn't have the indoor/outdoor carpet on the porch, even the Manila rope would be slick. So I spread some left over boat caulking on the back side, let it dry



and, voila, it was great. Now I don't need it with the carpet, but it does hold the mat tight. For some reason over the years the mat has loosened up, I can't figure out why because the ends are sewn down.



Ocean Plat Mat

The next photo is a solid Round (not a Ring) Mat. It is under a lard rendering kettle from my in-laws ranch in Montana. We now use it, next to our living room wood stove, for holding kindling. It is also made from ½ inch manila, left over from a project where I needed “natural” manila – there is also “oiled and treated” manila that you don't want to use... especially the “treated” that has an irritating smell and I feel is unhealthy over time.



Round Mat



From **Jimmy Williams** in Cerritos, California:

On the 13<sup>th</sup> of April, Lindsey Philpott and I attended a Girl Scout meeting to teach them a few knots in preparation for an upcoming camping trip. There are nine Scouts (Forth & Fifth graders) in the Troop and eight of them showed up, along with two Leaders. The knots requested were: Square Knot, Taut-Line Hitch, Two Half Hitches, Bowline, Clove Hitch, Sheet Bend, Lark's Head, Sheep Shank, Half Hitch and Overhand Knot.



I believe Lindsey Philpott (above right) covered them all and several more.



From **Joe Schmidbauer** in

WA:

I also recently visited a museum ship, this was the *USS Turner Joy* (DD-951) now moored and open to the public in Bremerton, Washington. Her career spanned from the 1950s to the 1980s but she is mostly a Vietnam era ship and that is the condition to which she is being restored. The *Turner Joy* is most famous for her participation in the Gulf of Tonkin incident that led to the United States involvement in the Vietnam War and she is also credited with firing the last naval shot of that war.

What I found the most interesting (as a knot tyer) was the fact that in numerous places about the ship were displayed some fine pieces of sailor fancywork – knot boards and knotted frames. I came to learn that all these pieces were created by a retired USN Boatswain's Mate Chief by the name of Jack Irvine, now living in nearby . He is some 80 years old and still knotting.

You notice it straight away when you enter the gift shop to buy your ticket. Behind the counter is a wonderful knotted frame and to the right is a knot board that was for sale. I commented on them and first heard mention of the Chief's name. The sales lady also mentioned that he drops off Monkey Fist key fobs and Miniature Bell Pull fobs to sell there on a regular basis. I asked if he was aboard but he was not. On the tour, I saw another frame and knot board in the Captain's cabin and a fine knot board in the crew's galley (below). In one of the passageways they had a display of an article about the Chief where I learned more about him.

I was and am very impressed with his work.

And this leads me off to another discussion I think it is time I had with you all. I have mentioned this before some issues back, that it is becoming harder and harder to fill the pages of this newsletter.

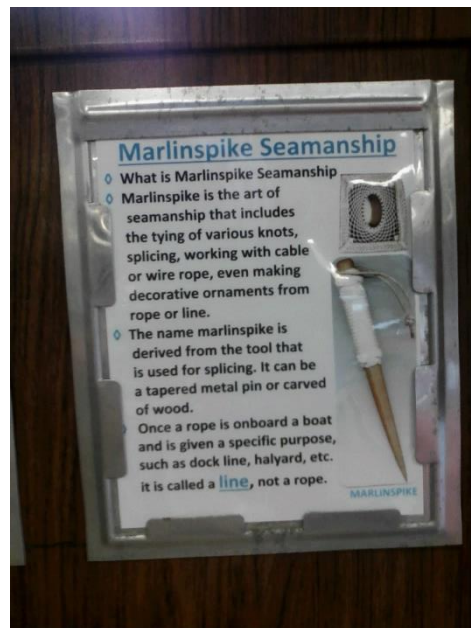
There seem to be two main factors why this is happening. One is that some of the contributors that were so generous with their time (and for which I will be forever grateful) have gone "over the bar" and so are no longer able help. Others now have very busy lives with careers and families, or have moved on to other interests and so no longer have the time or desire to write. The second and, I think, more important factor is that people seem to have moved on to social media to communicate their common interests and have moved away away from the printed page – books and newsletters. I, myself, am a member of a number of knotting related Groups on Facebook and this is only a fraction of what is available.

Paracording has taken on a life of its own. To me it is just a revival of fancy ropework, but it is good to see, nonetheless, that so many have taken to it in a big way.

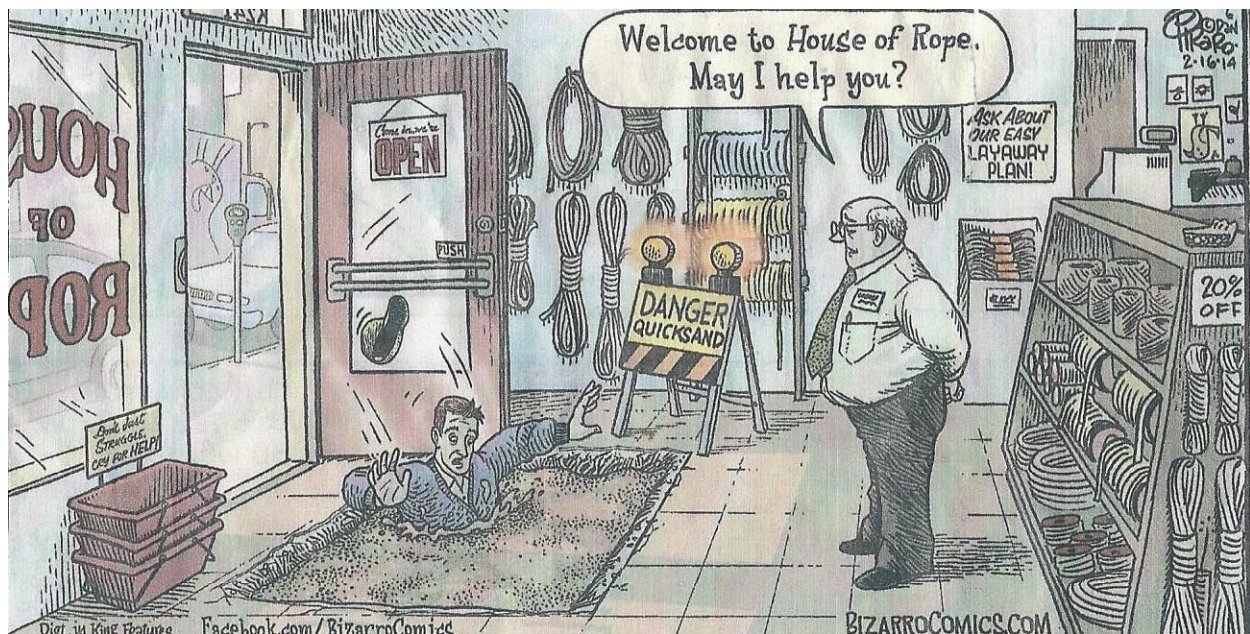
I even see that our Guild journal *Knotting Matters* is having the same issues and problems, with many of its illustrations coming from the Internet.

So I am not sure if there will be future issues of the *Knot News*. The few pages I have presented here have been from contributions sent in over the many months since the last issue.

Let me end by saying, again, how grateful I am to *everyone* who contributed to the making of *Knot News* over the years. Your all are what made it come alive, fun to print, and interesting to read.







This is where it all began back in 1997.  
 The original founders and first public display of the IGKT Pacific Americas Branch.  
 Now it is time to bid you all adieu, I do hope you have enjoyed our time together.  
 A bit of string affords a dimensional latitude that is unique among the entities.  
 Wishing you all Fair Winds and Following Seas.