OSELVAR FAERING.

By Nige Dale.

INTRODUCTION.

It was mentioned to me that I hadn't made any small boats (as Pat my wife calls them) in quite a while. I have to admit the size and difficulty of the build of small boats, does tend to put me off doing them as they can be quite time consuming as well as awkward due to the finished size, compounded by aging hands.

The Faering has been of an interest to me since the research into the Viking Knarr, the Faering is a delightful little boat, very pleasing on the eye, and they just look right for the part.

Photograph of a Faering.

The Oselvar Faering style boat considered for this model, is of Viking heritage, and recorded from about 700 AD to the present day. The origins and how they evolved we shall never know, but we do know that by about 800 AD they were common in all Norse territories.

The term Faering, refers to the number of oars the boat can carry by its construction, where Faering is a contraction of the Norwegian Firaering which is a boat for four (two pairs of) oars. A Faering has a length between 14 to 17 feet (4250- 520mm), and built in the Viking tradition.

The Faering could have possibly been the first type of vessel to be made and exported "Flat Packed", and was recorded as being shipped in this way from Oselvar, Norway, 1500 – 1800s, and exported to the Shetlands Isles, and Orkney Isles.

The reference "Oselvar" is geographical, not constructional. The Faering is very popular for its grace, speed, and serviceability for inshore waters. There is a lot of information available on this style of vessel, well worth the research and the read.

On larger size models there can be some licence as to what you can do to effect the final article, but with small boats propelled by hand of oar, pole or paddle, there isn't a lot you can modify from the prototype to offer a result that can be identified as a scale example of that prototype. So the main task in making a model of a small boat is to consider the build stages, and their applications. The first consideration for

the build was the potential for problems of handling so a build jig was developed.

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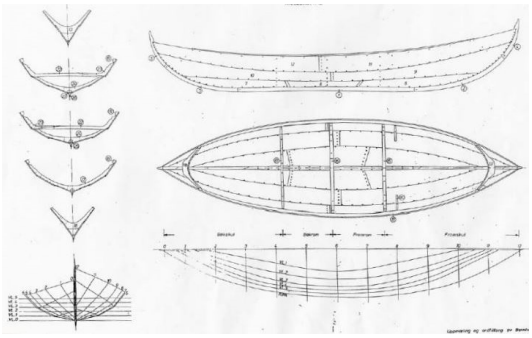
The building of the model Oselvar Faering.

A build jig was constructed using the dimensions taken from the drawing, Fig 1, and adapted to the intended size of the model, which was identified as being 8 inches/ 204mm long over all, or 1:24 scale of a 16 foot/ 4865mm boat. Traditionally, Norse/ Viking vessels are built (in the prototype), the right way up, or keel downwards. This model will be built keel downwards and on a build jig that will aid its construction, as the potential for building as of the prototypes (keel downwards) would be near impossible on a model of this size.

Fig 1. LINE DRAWINGS.



In constructing the build jig, a facility for holding the keel was added. In adding extra length to the stem and stern post of the all in one keel section, then introducing a hole at each end for a location pin, will offer stability and a fixed datum for construction. The keel stability is fundamental to the integrity of the build, as it has to offer support to the strakes when fitted and also continuity of position during the construction. As this type of vessel is effectively a double ended boat, and in its preliminary build stages could be inserted either way round in the jig, an index mark was introduced to the jig at one end, and also to one end of the keel shape. Using a cross "X" as an index, will ensure the model (if removed from the jig at any point within its construction) can be returned to the jig in its original orientation.

Fig 2.

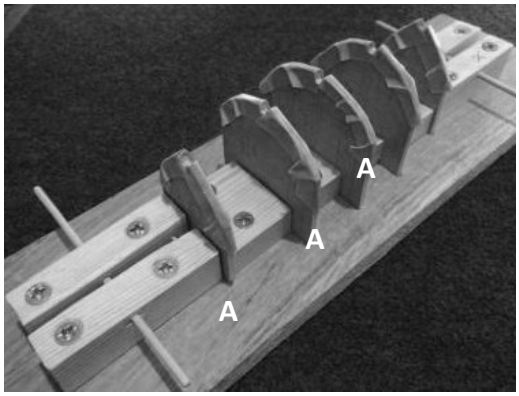
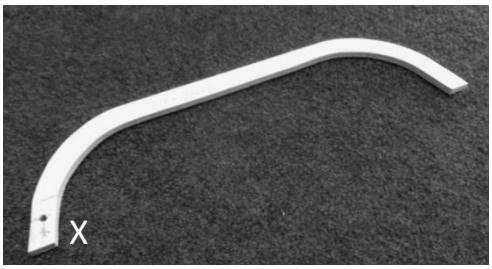


Fig 2, illustrates the build jig that was constructed for the purpose of building the model. To help in the construction of the model, internal hull cross section patterns, "shadows", were made. The cross section patterns (shadows) were made using the dimensions of the boat cross section, at set points along its length as indicated by the drawings. Three of the five shadows used in the construction are indicated by the ref', "A" within Fig 2.

Some models require the planking or hull materials to be attached to the cross section patterns or shadows and become "bulkheads" and are then an integral part of the boat. In some cases these cross section patterns or shadows are fully or partly removed, for example, an open

boat, or compartments for servos, batteries, etc. Where permanent bulkheads and or frames are required, the pattern stays with the boat throughout its construction, but for an open boat as in this model, the shadows need to be removable. To stop the boat in its construction being accidentally glued to the shadows, cover the shadow contact edges with a PVC tape. This will stop the model being accidentally glued to the build jig.

Fig 3.



LOCATION HOLE & "**X**" INDEX MARK

Fig 3, illustrates the keel pattern with a location hole and an "**X**" drawn on to indicated an alignment reference. Select one end of the keel pattern and mark it with an "**X**" or an indices of your choice, and position the pattern centrally into the build jig, index mark to index mark. Ensure the pattern is central within the jig and drill through at the position of the indices, and pin in place. Once the pattern has been located at the index position, drill through the pattern at the other end and locate with a pin.

Fig 4.

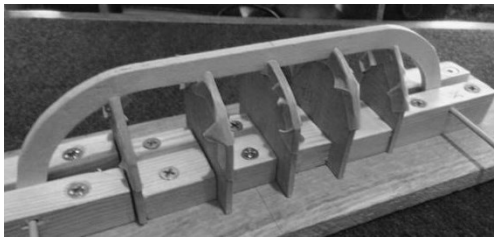
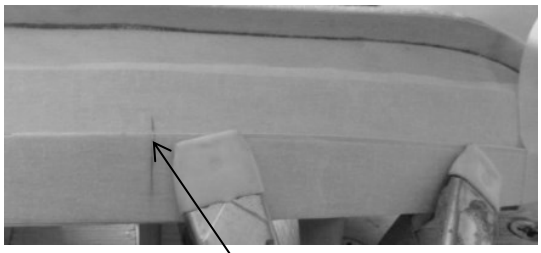


Fig 4, illustrates the installation of the keel pattern into the build jig and pinned in place. The model under construction here, will have the planking fitted into a rabbet on the keel. The rabbet line was drawn onto the keel pattern with reference to the line drawing. The keel pattern was then removed, and the rabbet inserted along this drawn line. Upon refitting the Keel pattern into the jig, mark a small centre point reference to the Keel, this centre point reference will be required to aid the fitment of the strakes to the sides of the model.

The Faering in traditional build has three strakes/ planks each side, this makes constructing each plank/ strake a quite simple operation. Using 0.7 mm plywood for the strakes makes construction quick as this size of plywood yields to sandpaper quite well, but care is needed, as over exuberance in the sanding of the wood can lead to a lot of scrap, starting again, fire wood and saw dust. But each pair of strakes should be similar, and the first strake of the pair can be used as a template for the second strake of the pair, which helps with the construction of the model.

Fig. 5



Centre point reference.

Fitting the strakes to the model.

To help with the description, the reference “PART, A” will be for the fitted part or the part to which the next part reference, part “PART, B” is to be fitted. The centre point reference needed for the assembly is referred to as “C”.

Patterns were made from card to obtain the basic shape of the Garboard/ first strake of the model, using a 13mm strip of card. Once satisfied with the basic shape of the strake, a plank form was cut using the card template as a reference.

To fit the strake.

1. Place a small piece of masking tape at “C” on Part A and mark with a pencil for clarity.

2. Place a small piece of masking tape at about the centre or position “C” on Part “B”.

3. Using the alignments of “C” on Parts “A & B” shape the strake to fit the model, ensuring the distance of the ends of the strake to the base of the build jig are similar, and also the alignment of each strake pair, either side, is similar.

The fashioning of a hood end can be done by sanding a chamfer instead of cutting a step at the ends of the strakes.

4. Prior to gluing the strakes into position, mask off Part “A” along the contact line of Part “B”, overlaying the small piece of masking tape at “C”. Place a mark “C” on this new piece of tape, where the original “C” should be visible through the new.

5. Mask off all of Part, “B”, overlaying the small piece of masking tape at “C”. Place a mark “C” on this new piece of tape, where the original “C” should be visible through the new.

6. Assemble without glue and hold into position with clamps and check the fitment. When satisfied the fitment is acceptable, glue into place and allow the glue to cure.

The steps 1-6 were used to fit the strakes to the model, each done one at a time.

The marking position “C”, allows the modeller to return the plank to the exact position each time it is removed for dressing or for fitting. Once the modeller is satisfied that the plank will fit the boat as desired it can be glued into place. Any excess adhesive that may leach onto the masking tape can be cleaned off, resulting in a tidy seam. Once the adhesive is cured the masking tape can be removed.

Fig 6.

Fig 6, indicates the installation of the first strake, or Garboard Strake, these as with all planks in the construction of this model were fitted one at a time, and not in pairs.

Fig 7.

Fig 7, indicates the process of fitting the second plank to the model. In completing the installation of the second pair of planks, the installation of the third and final plank can be undertaken. As with all modelling, patience is needed, but the effort is worthwhile.

Fig 8.

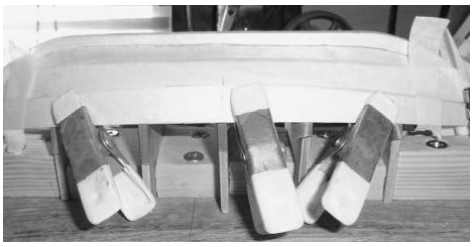


Fig 8, shows the last strake being fitted to the model

Fig 9.

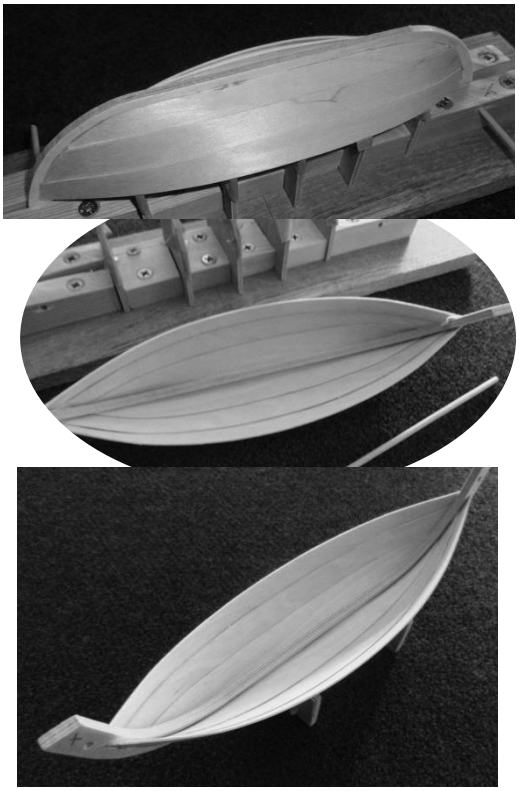


Fig 9, set of views, shows the boat fully planked, then removed from the jig. Once the model is removed from the jig, the internal frames can be made and installed.

Fig 10.

Fig 10, shows the model upon a stand, and with the central rib frame installed. The stand was made by using the waste off cut of the shadow 2 or 4 as patterns. Taking that the shape of the internal is similar to the external, saves a lot of time.

Making the components for the inside of the boat was as expected; fiddly. Fitting one part to the boat at a time due to the size of the boat and limited access makes the progress slow, but worthwhile.

Fig 11.

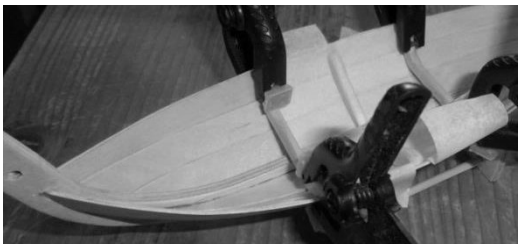


Fig 11, shows further frames fitted to the boat, using masking tape both as insulation against adhesive leaching, and also as a gauge of distance.

As the build progresses one piece at a time, the work and effort starts to show results. Fitting the frames then trimming off the build lugs from the stem and stern post of the keel pattern, improves the look of the model. The installation of the central thwart and the process of the

fitting of the oarlocks or Kabes are a good indication of further progress. The thwarts in the prototypes could be fixed or loose, but for expediency in the model, they will glued into place.

Fig 12.

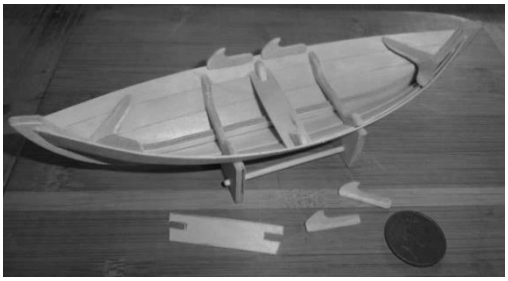


Fig 12, indicates progress, with some more to do. A second thwart and some oars, and finally the sealing of the wood will see completion.

Fig 12a.

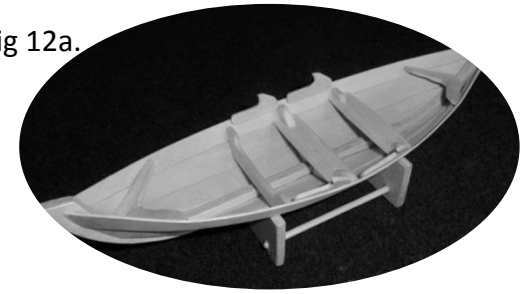


Fig 12a, shows the completed boat without oars or the sealing of the wood. The making of the oars and the sealing of the wood were the final stages of the model boat build.

Fig 14.

Fig 14 displays the model boats that have been made. All three are the same as near as practical, as the practicalities of building by hand offers some individual variance, which sets them aside from mass produced items.

Models of the **OSELVAR FAERING.**