



## THE BLUENOSE II

MARINE PRODUCTS

The schooner *Bluenose II* is a replica of a famed fishing vessel known in the 1930s as the “Queen of the North Atlantic.” Now owned by the Government of Nova Scotia, the schooner serves as the Canadian province’s official sailing ambassador.



<b>Owner:</b>	Government of Nova Scotia
<b>Builder:</b>	Lunenburg Shipyard Alliance
<b>Commission:</b>	Nova Scotia’s official sailing ambassador
<b>Main Engines:</b>	John Deere
<b>Marine Gears:</b>	Two Twin Disc MGX-5075SC
<b>Electronic Controls:</b>	Two-station Twin Disc EC300 electronic controls



## Nova Scotia’s sailing ambassador powered with Twin Disc gears.

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### Situation

The creation of the replica was inspired by movie magic. In the beginning, Hollywood producers wanting to make the movie *Mutiny on The Bounty* searched the world looking for a shipyard still capable of producing wooden sailing vessels. They found the Smith & Rhuland yard in Lunenburg, Nova Scotia.

The much-publicized construction of *The Bounty*, however, inspired local support for the idea of building a replica of the original *Bluenose*, which had wrecked in 1946. The reproduction was contracted by the Oland Brewery in Nova Scotia as a marketing tool for their Schooner Lager beer, and the dream became a reality.

Built in 1963, the *Bluenose II* incorporated two Caterpillar diesel engines, driving through two Twin Disc MG-508 Marine Gears. The 46-meter vessel was launched July 24, 1963.

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*“We at Marindustrial were pleased to provide the marine transmissions in the Bluenose II.”*

**Bob Fullbrook**  
Marindustrial sales representative

### Implication/Problem

Because of the wear and tear from years of sailing, *Bluenose II* required a total rebuild. New construction by the Lunenburg Shipyard Alliance began in 2012. Very few elements of the original vessel were reused.

### Solution

During the rebuild, Montreal-based Marindustrial supplied two Twin Disc MGX-5075SC units, along with a two-station EC300 control system, to provide the necessary performance and handling for the schooner. Transmission sizing, quoting, supply, and startup was accomplished by the staff at Marindustrial’s Moncton, New Brunswick location.

#### ***In its standard configuration, the MGX-5075SC includes:***

- Near coaxial, aluminum housing
- Electric GP-valve with manual override

#### ***Options include:***

- Harness with single-point interface to Twin Disc EC300 control system
- Oil cooler with thermostatic bypass valve
- Monitoring devices to customer’s specification

#### ***EC300 electronic controls:***

- EC300 control system manages the schooner’s John Deere engines and MGX-5075SC transmissions. The transmissions control folding propellers through long propeller shafts.
- Two stainless control head stations and two independent CAN bus networks offer greater redundancy
- Twin Disc graphic monitor located in the engine room

### Results

Once again sailing the seas, the *Bluenose II* continues to serve as Nova Scotia’s sailing ambassador. It remains a reminder of its historic namesake, a schooner that dominated racing in the North Atlantic for 17 years after its commission in 1921. Since 1937, an image of the original *Bluenose* has adorned the Canadian dime.

