

Wooden Canoe Heritage Association

NORTHWEST CHAPTER

NW Chapter WCHA

Spring Newsletter

May 2019



Beach at Camp Bishop at Lost Lake. Tim Coglon photo

Sun on the lake, good friends, and beautiful boats! The Northwest Chapter had all the essentials for a wonderful Spring Meet, when they met at Camp Bishop's Lost Lake, in Shelton, WA, May 9–12, 2019. Special guests Rollin and Andrea Thurlow, owners of Northwoods Canoe Company of Atkinson, Maine, and Deborah Gardner, of the international WCHA board, added to the excitement of the occasion. Planned and orchestrated by NW Chapter president Craig Dupler, the weekend was appreciated and greatly enjoyed by 60-plus people with a tantalizing variety of boats.

Early arrivals at Camp Bishop on Thursday were able to help camp site manager Jacob Benner with an interesting project: clean up trails on the island in the lake! The camp is now able to take campers to the small wooded private island we have long wished to explore, courtesy of the island's owner. Winter winds had littered the trails with branches, and plant growth intruded onto many trails, needing attention before campers arrive in the summer. Eager to investigate the island, a crew of 10 canoed out, and Jacob motored tools for the group in the camp dinghy. Evergreen huckleberry, sallal and tree branches were pruned back, trails raked, and wood piled for campfires, in a satisfying work project. We were happy to see the new energy and new projects going on all over camp!

Friday's first event on the Meet schedule was "Meet the Canoes," with a variety of new as well as familiar favorite boats to admire. Mike Elliott showed a soon-to-start restoration project canoe without its canvas, with air-filled sponsons, additional rub rails, and external stems. Possibly a Chestnut, or perhaps a Peterborough, who built the sponsoned "Floatwell" canoe in the 1920's—the boat's corroded tacks showed a salt-water history. Re-canvassing the sponsons is tricky, but the rub rails cover the canvas junction needed.

Vern and Janet Heikkila brought their ocean-going "Tahitian/Hawaiian/Northwest fusion" outrigger canoe - 45' of 3/16" red cedar, spruce, and Hawaiian koa wood, built by Vern. The 6 person canoe, named "Koloa" after a Hawaiian duck, is designed as an ocean racer of the "unlimited" category, with a decorated ama, or outrigger float, supported by iako (beams) lashed with cotton rope to raised stanchions on the hull. The ama is toed in slightly to reduce drag, and make steering easier. While modern racing versions made from carbon fiber may weigh 160 pounds, this wooden canoe weighs



Mike Elliott and project canoe with sponsons. Coglon photo



Heikkila ocean racing canoe tours the lake. Livdahl photo

225 pounds. Carbon fiber trim around the seat cockpits make it look fast! Rudders are not legal for racing, so the stern paddler may orchestrate draws or other steering strokes from paddlers to facilitate maneuvers. Vern and Jan instructed numerous sets of enthusiastic crew for fast trips around the lake.

John Lucking showed the slippery little asymmetrical Autumn Leaf canoe built by Morris Elliott, on lines taken from a 14' Peterborough canoe owned by Ray Arcand. Carl Hoth once owned the canoe, and now, thanks to John, it continues its Northwest Chapter affiliation. Frank Gunness explained the changes made to give more stability to his sleek, light and once too tender strip canoe. Steve and Joan Ellsworth showed an 18' 1931 project OTCA purchased as their donation to the chapter, from a family seeking an appreciative restoration home for their boat.



Racing canoe. Coglon photo



Martin Ferwerda demonstrates the sliding seat rowing rig he designed and built for his 18' Thompson "Hiawatha". The canoe is also fitted for a sailing rig. Do you have your ticket to win a canoe like this?

Livdahl Photo



Ginger Fortier & Mark Swenson in his Hvalsoe 15' Livdahl Photo

Mark Swenson displayed his beautifully finished Hvalsoe 15' lapstrake row boat with sailing rig, originally built as part of a Center for Wooden Boats class in 1982, by designer Eric Hvalsoe. Since the purchase, Mark and friends have completed an almost complete rebuild of the boat, as parts removed for minor repairs repeatedly revealed more serious problems. Mark demonstrated the boat's rowing and sailing capabilities over the weekend.

Rollin Thurlow's Shop: Northwoods Canoe

Our first featured program was special guest Rollin Thurlow, giving an overview of the Northwoods Canoe Company boat shop. Author, with Jerry Stelmok, of the classic book *The Wood and Canvas Canoe*, Rollin is one of the US's most recognized canoe builders, known for canoes of the highest quality. His shop offers a variety of canoe models, some, such as the Atkinson Traveler and the Cheemaun, of his own design, with others, such as the 16' Rushton "Indian Girl" and the 17' B.N. Morris, proven historic classics. With 40 years of canoe building experience, his shop now has a staff of four full and part time assistants, and offers new canoes, restorations, building materials, and group and private building classes.

Rollin walked us via slides through his shop, from wood storage, to separate areas for each phase of canoe construction. With so many canoe models offered, storage of canoe forms is an issue, with some awaiting use in custom overhead racks at any given time. Despite the building of multiple canoes at one time, the shop is highly organized, with each type of tool, each process, and each specific fastener having its own designated place for best efficiency. New canoes and restorations have a 2 year waiting list, so potential customers need to contact Rollin as soon as possible!



Rollin Thurlow Livdahl Photo

Camp Sweyolaken Update



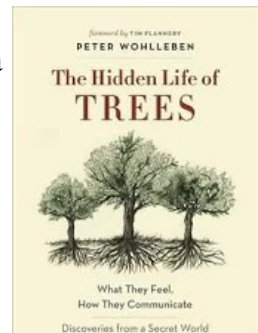
Eileen Mathews directs NW chapter members working on "Wenagi" war canoe 2015 Livdahl Photo

Carol Measel and Eileen Mathews, of Camp Fire Camp Sweyolaken's canoe restoration program, on Lake Coeur d'Alene, presented an update on their canoe work. Their goal is to have all the canoes refurbished by the camp's centennial in 2022, and 4 people have been meeting weekly to work from May to October to accomplish this. At present they are restoring the war canoes, and each presents its own issues of fiberglass removal, wood repair needed, canvassing, and finally, return to the original color. Wenagi "Shadow Spirit" (1946) which the NW Chapter members worked on at our meet there in 2015 is now complete, and shining in lime green. Phantom (1959), which we saw in disrepair, is awaiting two coats of black paint which will sparkle with metal

flake! Wacatawani (1946) was sunk in the lake to loosen fiberglass, and needed 32 new ribs, decks and new planking. The ongoing effort and commitment to these beautiful boats is impressive.

Book Club!

Saturday morning, the NW Chapter's Book Club met for the first time, led by Ursula Paine and Sue Parker, to discuss *The Overstory*, by Richard Powers. The threads of the story, all involving trees and seemingly unrelated characters, slowly come together in a Pulitzer Prize winning narrative of determination and mutual appreciation of the natural world. Eleven people and two dogs enjoyed the discussion, and plan to meet at Manning in September to discuss the next book choice, *The Hidden Life of Trees*, by Peter Wohlleben. Read it and join us!



Bill Paine: Metal Casting

Next on the program was Bill Paine, giving an overview of metal-casting. Using information from a CWB class by Paul Ford, and from Pete and Cathy Langley at the Port Townsend Foundry, Bill undertook to design and cast sets of hinges for the complex rounded deck boxes on the schooner *Zodiac*. Bill discussed two types of casting. In the lost wax process, a wax model is made, then the model is repeatedly dipped in refractory cement to create a coating for the wax. Next, the wax is melted out in an oven, and the metal is cast into the remaining shell.



Mold & finished hinge
Livdahl Photo

With sand casting, the method Bill used for the hinges, two sand-filled boxes surrounding a mold are clamped tightly together.

Wooden molds or patterns for the hinge components were made, coated with a non-sticking primer, and placed in the “drag” box. Casting sand is tamped firmly around the mold, with a funnel-like sprue leading to the mold so that the molten metal can be poured in. The mold is carefully removed from the sand, leaving a space in the fine sand for the molten metal. Straw-like risers lead from the mold space through the “cope” box so that air can exit, and the poured metal can contract into the mold space as it cools. Bill showed photos of the specially built crucible with very long handles used to melt the metal, and carefully pour it into the mold.

The hinges he constructed were works of art. Bill noted that after casting, substantial finishing and polishing of the components are needed, and that he had these professionally finished for the lucky *Zodiac*. Books he recommended included *The Complete Handbook of Sandcasting*, and *The Metal Caster's Bible*, by C.W. Amman, and *How to Cast Small Metal and Rubber Parts*, by William Cannon.



Bill Paine Livdahl Photo

Poling Class

For an afternoon canoe activity, Rollin Thurlow gave a brief introduction on poling a canoe, using a pole made for the chapter auction by Martin Ferwerda. Poling is often used while running shallow rivers—the standing position allows a good view of conditions ahead, and the person with the pole can easily sit as needed to use as a paddle, or give directions to a companion paddler.

The pole Martin made was a smooth 12' shaft of white ash, with a pointed bronze tip. This (or alternatively, a copper ring) would avoid the “mushrooming” that would deform the wooden end from constant contact with rocks. The other end of the pole was smoothly octagonal for about 8”, so that the user could recognize approaching the end of the pole by feel, without looking.



Sue Cross poling in Dupler Atkinson Traveler Livdahl Photo

Rollin ably demonstrated maneuvering the canoe, standing amidships, with one leg lightly braced against a thwart. The pole is generally almost vertical and close to the side of the canoe, although it can be reached forward or aft as needed, or even be used as a paddle. While the pole can be used alternating on both sides of the canoe, Rollin noted that in Maine, this would identify the canoeist as an amateur, and should generally not be done.

Chapter members enjoyed trying the pole techniques, and took turns in Craig Dupler's

Atkinson Traveler canoe under Rollin's patient supervision. No capsizes happened, despite a few close calls, and the pole itself was a coveted auction item!

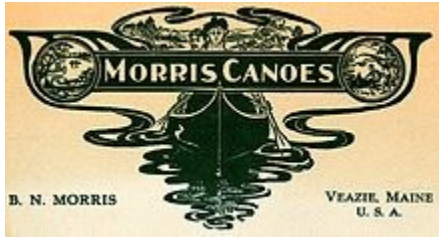


Rollin Thurlow gives poling demonstration to chapter Coglon Photo



Vern Heikkila tries poling Coglon Photo

Rollin Thurlow: Morris Canoes



Saturday afternoon, Rollin Thurlow presented a discussion on Morris Canoes. B. N. Morris and his brother Charles produced high quality, beautiful canoes between about 1882 and 1920, in Vezie, ME. Initially the canoes were built in a small shop behind the family home, but eventually a nine-building, four story factory was utilized, with different factory floors for each finishing step for the canoes.

The factory was destroyed by fire in late 1919, with some remaining canoes finished at the Old Town factory, and remaining orders filled at the Kennebec factory. Rhinelander canoes from Wisconsin were based on Morris designs, as were the late Joe Seliga's, and today, Rollin himself offers two Morris models, 15' and 17' canoes.

Rollin noted identifying characteristics of Morris canoes, including their beautiful decals. Brass serial number tags (or the remaining nail holes) may be seen on the inner left inwale, or later, the stem, and still later, on the left side of the forward seat. Some canoes had additional brass or chrome plates added by dealers. Wide 3" tapering cedar stems notched for ribs were used, with Rhinelander (and perhaps some Kennebec?) canoes having similar wide stems in hardwood. Stem bands were held on by rivets; if no holes are seen in the stem, the canoe likely had a keel and outside stems. Canoes had three pairs of cant ribs, with 5 holes in the second cant rib showing where it was nailed to the stem by 5 long skinny steel nails!

Multiple canoe models were offered, with three "types" of deck and finish choices. Three main gunwale types were used, including a closed gunwale rail with cap, an open gunwale, and a closed gunwale with mortised pockets for ribs. Rollin noted that with the canoe often stored upside down, water trapped in the closed gunwales could result in the whole rail showing rot.

Multiple deck shapes were used, including heart-shaped, mildly curved, strongly curved, or longer, with a center cap strip. Decks were often smoothly undercut for a comfortable hand grip. Ribs were 2-5/16" at the base, tapering over 16" to one inch wide at the top, radius-ed, and shaved to very thin. Three steel nails were used in the thin top of each rib. Ribs were 4" apart at the center of the boat, and spread to 5" apart near the stems.



Rollin Thurlow discusses Morris canoes Livdahl Photo

Morris seat frames and thwarts had a lot of shaping, although the thwart ends remained squared off. The center thwart was placed 4" off center, making the boat's balance while portaging somewhat awkward. Planking was of quarter-sawn 5/32" red or white cedar, with 4 rows of 4" planks, and two rows of goring planks tapered into the 4" planks. Tapering floor racks of squared slats were used. Canoes with sponsons had wide sponsons, with the top even with the tops of the gunwales, and a coaming around the inside of the canoe.



Wide Morris cedar stem internet photo

Following the fire at the Morris factory and the filling of remaining orders elsewhere, the factory was not rebuilt. Original Morris canoes are coveted today for their beautiful design and workmanship, and have served as inspiration to other builders, including Rollin Thurlow today. Thank you, Rollin and Andrea, for visiting our Meet, and contributing to our program!

Saturday evening:

Vern and Janet Heikkila again purchased wonderful fresh salmon for the potluck/barbecue dinner Saturday evening. With grilled salmon, fresh salads, baked beans, breads and desserts, the chapter was well-fed. Thank you, Vern and Jan!

A record-breaking chapter auction was conducted by smooth-talking auctioneer Claude Delisle, wearing traditional chapter auction apparel (Carl Hoth's voyageur costume). With the assistance of Kurt Schmidt and Matthew Asbury, Claude entertained the crowd and auctioned two tables of interesting and varied donations to earn \$2284 for the chapter treasury! The auction-topping item—a plane ride in a brand new CubCrafters Top Cub airplane with



Colleen Hovey & Claude Delisle enjoy Lost lake Livdahl Photo

instructor-pilot Mikel Moore—was purchased by Mike Livdahl. Thank you, Moore family, and Mike! Other coveted items were one-of-a-kind: an embossed, silver-topped, leather covered drink flask, hand made by Michael Davidson; earrings knotted by Bill Dengler; Beth Arcand's smoked cheese; hand-knitted socks by Sue Cross . . . many special items went to new appreciative homes, all benefiting the chapter. The new "Square" device, enabling payments to be made by credit card, accounted for over half of the auction proceeds, justifying its purchase! Thank you to all donors and purchasers!



Chip & Matthew Asbury in Montgomery dinghy Livdahl Photo

Chapter News



New canoe house at Camp Bishop awaits roof Coglon Photo

President Craig cleverly utilized time when people gathered for the group photo, and later, for the auction, to transact chapter business. Next spring's Meet will again be at Camp Bishop. Michael Davidson and Ginger Fortier will coordinate effort for the Port Townsend Wooden Boat show Sept. 6, 7, 8. Kurt Schmidt will investigate the possibilities of entering a team in the Edensaw Challenge boat-building contest at that show. Scott Christianson will coordinate for the Seattle Wooden Boat Show Sept. 28, 29. Contact these people if you can help with these events.

We have \$4,470 in the treasury, after including Camp Bishop and dinner costs, speaker fees, and auction income. Costs for Manning are also paid. Joan reminds everyone that camping fees, auction payments, etc. for our chapter are all at par, no matter which country or currency is involved!

Colleen Hovey reported on efforts by the WCHA to increase membership and financial stability. Costs to run the organization and magazine are increasing and membership is slowly declining. She will send out a survey about WCHA membership soon: for those who are not members, why not? For those who are, what do you value? what would you like improved? How can we attract younger people? How can the WCHA best support chapters?

Craig presented very special "thank you" gifts from the chapter to Colleen, Mary Norton and Joan Ellsworth, for work on the chapter history book—individual, personalized red cedar paddles made by Ray Arcand, with custom paddle bags by Beth Arcand! Wow! Ray explained that the cedar was flat-grained cedar split, not sawed, from drift logs found on South Pender Island; the paddles seem light enough to fly! Thank you, Ray and Beth!

As another "thank you," for his wonderful photos of our events, the NW chapter had planned to send photographer extraordinaire Mike Livdahl to the international Assembly in July. Mike explained that he would pay his own expenses, and would prefer that the funds be a donation to the WCHA. The chapter will donate \$1,000 to the WCHA. Thank you, Mike!



Ray Arcand presents custom cedar paddles Livdahl Photo

The chapter treasury has received several contributions. Raffle tickets totaling \$120 were sold at the meet for the beautiful Thompson "Hiawatha" canoe donated by Martin Ferwerda; the drawing will be held at the Port Townsend Wooden Boat Show in September. Courtney Codrington brought a sleek, light fast free-style canoe to the meet which was purchased by Ray Arcand; Courtney donated the \$150 purchase price to the chapter. Finally, the 18' green OTCA project canoe purchased by the Ellsworths to re-home for a family was sold by Michael Davidson

for \$200 for the chapter. The new owners will hopefully become chapter members with their new canoe. Thank you to all the generous donors! Thank you to our wonderful guests, Andrea, Rollin and Deborah, and to everyone who helped make this meet a success!



Interior of new Martin Ferwerda Thompson "Hiawatha" Livdahl Photo

See you in Manning Park, BC, September 12, 13, 14, 15, 2019!



NW Chapter WCHA and guests 2019 Livdah Photo

Colorado Beans, a Potluck Highlight! Courtesy of Libbie Bristow, by popular demand!

I package turkey bacon, cut up in inch square pieces (cook in a bit of olive oil, large pan) 4 yellow onions, cut up in large-ish chunks, (add to bacon and cook until translucent)

Add one can each:

Bushes Brown Beans - tall 32(?) oz, NOT drained

Lima Beans - 15 oz drained

Butter Beans - 15 oz drained

Canneloni or Navy Beans - 15 oz drained

Black Beans - 15 oz drained

1/2 Cup white vinegar

1/2 Cup lite brown sugar (I might reduce this to 1/4 due to sugar also in Brown Beans, but will have to taste test) Mix all above the night before for optimum taste. Refrigerate and reheat as required.



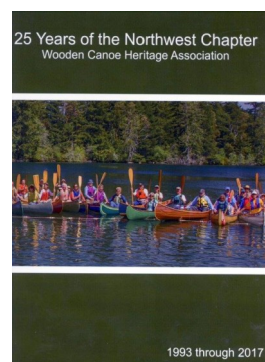
For Sale: Carleton Canoe 17'



Bill Dengler's 1909 Carleton 17' canoe, restored at the Old Town factory in the late 1960's, and purchased from them in 1971. Always stored indoors; in beautiful condition. \$3500
360 379 0836

History Book

You, your boat and your friends (and maybe even your dog!) are probably in this book! Books can be ordered in hard cover or paper-back at **northwestchapter.picaboo.com**



Rack Cards! We now have information cards introducing our NW Chapter to people who may be interested. If you know a good location to display them (woodworking store, marine or sporting location, etc) contact Craig Dupler or Mary Norton to get a supply of cards.



Top: Left to Right: Geoff Harvey, Deborah Gardner, Sue Cross. Middle: Claude Delisle, Dave Nelson, Chip and Matthew Asbury. Bottom: Lin McElroy with Charlie and Teddy Farmer, Dave Nelson (above), Michael Davidson with his 1928 Old Town and 1946 Chevrolet truck. Livdahl photos.

Presidents's Message

The Northwest Chapter hosted the Northwest Regional Assembly of the WCHA again this year at Camp Bishop. And, once again thanks to a tremendous volunteer effort we had a great program and a wonderful time. Joining us was our special guest speaker Rollin Thurlow, his wife Andrea, and international board member Deborah Gardner. The feedback I have received from everyone including the guests has been uniformly exuberant. And, thanks to Ursula Paine and Sue Parker, the chapter book club is off and running. We had a wonderful discussion about Richard Powers' "*The Overstory*" and I am looking forward to reading our current selection: *The Hidden Life of Trees*, by Wohlleben.



Craig Dupler gets poling tips from Rollin Thurlow
Coglon Photo



Colleen, Claude, Mike Elliott, and Mike Livdahl are off to the Annual Gathering of the WCHA, which is celebrating its 40th anniversary this year, and from chatter I heard around our meet, there are a few local canoeing outings happening within our group this summer. Remember your PFD's and sun screen, and always dress for the water temperature, not that of the air. And, I'm looking forward to seeing everyone at Manning Park in September!

cd

Fall Meet: September 12, 13, 14, 15, 2019
Manning Provincial Park, BC

northwest.wcha.org

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