



Wooden Canoe Heritage Association

NORTHWEST CHAPTER

Spring Newsletter: Part One of Two Parts (Be sure to read both!)

June 2020

Hello, canoe friends! Although we weren't able to gather in person this spring to enjoy beautiful weather and boats at Camp Bishop, plan to **save September 17–20, 2020 for some sort of boating adventure** yet to be determined! Meanwhile, what's been happening in the Northwest Chapter and beyond?

International WCHA Board Report

by Colleen Hovey

2019 was an interesting year for the WCHA and was my first full year as a member of the Board of Directors. Hopefully in this few short paragraphs I can bring you some insight into what we are facing as an organization and how your Board has been working to address the issues.

When I first took my place as a board member, I was blissfully unaware of the issues that need to be dealt with by an international organization. It quickly became apparent that we were under a lot of financial pressure and dealing with that would be one of our main tasks for the year. The WCHA had suffered a financial loss for the preceding 5 years. Declining membership paired with increasing costs meant the well was running dry. The Board decided to make some big changes to bring back financial stability to the organization.



Michael Davidson, Colleen Hovey and Craig Delisle at Manning Park

First, the in-person meeting that was always held in February of every year was replaced with a two day online version. The Board also decided to meet monthly rather than twice yearly in order to stay better informed and abreast of issues. Currently the board meets every month by video conference, and then in person in July at the Assembly.



Joan and Steve Ellsworth with Ryder at Manning Park

The next thing to address was the issue of membership dues. These had not increased in several years, so the decision was made to implement an increase beginning in January of 2020. There were several months worth of meetings where this was vigorously debated before the final decision was made.

Next we had to address the cost of the journal. Our editor was stepping down and a new one was searched out. We finally chose a very competent person who has a background in water sports and editing, and he made some excellent recommendations. Do you know that by increasing the number of pages in the journal we were able to decrease the printing cost? It seems crazy, but I don't pretend to understand the process. The new editor also wanted to make a clean break from the old magazine and try a new format. This was supported whole heartedly by the board and the results are spectacular.

There are other items on the agenda too. The website is soon to become obsolete, so I am in the midst of redesigning it on a new platform and it will hopefully be ready soon. Discussions about insurance and how to best support the Chapters in this regard are still ongoing. This turns out to be a very difficult issue due to the nature of water sports in general and the international aspect of our organization. There is talk about a greater presence on social media and how to achieve that. How do we draw the younger generation to our midst? How do we effectively run a fundraising drive? There is so much more.

Then something happened that none of us anticipated. Covid19 forced us to make the difficult decision to cancel Assembly 2020.

This has been a very interesting year. I've made some wonderful new friends, had some amazing adventures like going to New York to attend Assembly, and learned so much from my fellow Board members. I would really encourage all of you as Northwest Chapter members to become more involved in the WCHA at an international level. It has been an eye opening and wonderful experience.

Remembering Ivy Winterbottom

It is with great sadness that we announce the passing of Ivy Winterbottom on Sunday, April 12th, 2020, at the Mission Memorial Hospital.

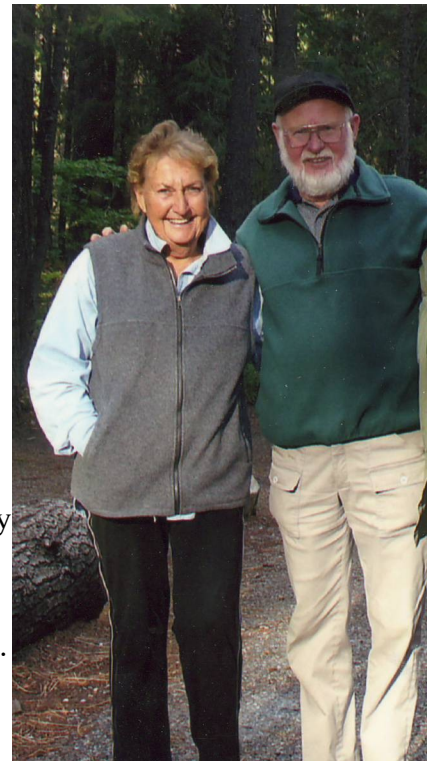
Ivy was born in Royton, Lancashire, England on October 8th, 1931. She was predeceased by her parents John and Hilda, her sister June (Fred), brother Daniel, and nephew Roy. She is survived by her loving husband Desmond of almost 68 years, her two children, Lorraine (Gordon) Lund and Danny (Margo) and four grandchildren, Shelby (Stephen), Kirby (Kara-Lynn), Parker (Brittany) and Tanner (Nicole), and her nieces and nephews in England.

Ivy always had a love for adventure. In her teens she traveled to Norway, Germany, and France. After their marriage in England, in 1952, Des was posted to Hong Kong, in the Royal Navy where Ivy followed and lived for over two years before they returned to England. After a few brief visits to Northern Ireland, Ivy and Des moved to Vancouver in 1956, where Des was born and raised. They then settled in Mission in 1958 to raise their family.

Ivy and Des joined the Dogwood Canoe Club in 1967. Their canoe club paddled throughout British Columbia, Alberta, Yukon, Washington State, Idaho, and Utah. She made connections with many other women; it was with this close group of friends that she embarked on backpacking and hiking trips including the West Coast Trail, Cathedral Park, Brigade Trail, Chilkooot Pass, and Haida Gwaii. Over the years, Ivy and Des made three trips to the Caribbean to sail with friends. They also enjoyed sailing on the West Coast. A highlight for them was sailing around Tonga in the South Pacific. Ivy loved being in nature: hiking, camping, canoeing, gardening, and feeding her birds. She was an excellent baker and cook, loved spending time with her family, being the center of attention and sharing her wonderful sense of humour with everyone she met.

Instead of flowers, a donation to the Alzheimer's Society of B.C. would be appreciated. A Celebration of Life will be held at a later date. The family would like to thank Dr. Lily Edelson for her compassion and understanding and the nurses/support staff that took the time to get to know her. (from Ivy's memorial obituary).

Ivy will be missed by all those whom she touched in her lifetime.



The Plane Truth!

By Michael Davidson



This is my Clifton 3110 combination shoulder plane. There are some pros and cons, in my opinion, with this particular plane. PROS: It is very well built and simple to convert to a chisel plane or a butt plane. It's robust and fits the hand well.



It's a very good size and easy to adjust. The blade is of good quality and stays sharp an amazing amount of time. Of course that depends on the hardness of the materials being cut. It turns out very nice long ribbons that at times I just want to save. And I do sometimes leave them laying about longer than necessary. The material here is vertical grain old growth fir.



CONS: My biggest complaint with this tool when used in this form is the size of the mouth, which I understand is necessary with this style of plane. Only a maximum of three passes of medium length cuts can be made before stopping and cleaning out the shavings. Four or five can be made if you choose, but then it's really packed. It also starts chattering while cutting.



After investigating, I found the reason for this. The cutting blade is 1 1/8 " in width, just a bit wider than the mouth.



Here you can see how tight the mouth is. I've read some reviews and some have suggested filing the mouth a bit bigger. This I would not do on a plane of this sort. If it's too annoying, just grab a different tool.



This shows the overall width of the body, and you can see that the only escape route for shaving is much narrower and smaller, lending to the overall problem. I have not used this plane on any hard wood but suspect I'd get the same results, The remedy might be to break it down and use it as a chisel plane by giving it unlimited freedom.



The question is, would I purchase this plane again knowing what I know now. Yes I would, because I enjoy having it and using it. It is unique! However, I would only purchase it at a reduced price like I did this one on Craigslist. The retail price seems a bit high for my book. Lee Neilson has a similar version but I'm not familiar with it or the prices.

The Twelve Days of Paddling contributed by Boudi Van Oldenborgh

On the first day of paddling, my partner said to me: “stroke faster, darling, for me!”

On the second day of paddling, my hands were so comfy: two purple gloves.

On the third day of paddling, we landed awkwardly: three drenched men.

On the fourth day of paddling, our gear fell in the sea: four bungy cords.

On the fifth day of paddling, the hornets got to me: five h-o-r-n-e-t stings!

On the sixth day we portaged in water to the knee: six leeches preying.

On the seventh day of paddling, the waves were Beaufort three: seven boats a-sinking.

On the eighth day of paddling, we fell asleep at three: eight wimps a-wilting.

The ninth day was windy; the biffy tarp blew free: nine ladies glancing.

On the tenth day of paddling, we lost our PFDs: ten scroungers scrounging.

On the eleventh day of paddling, the waves crashed off our knee: eleven sponges wiping.

On the twelfth day of paddling, we shared this fantasy: twelve beers a-coming!

Canoes for Sale

Freighter canoe 22' wood and canvas, manufactured by Teslin Canoe Company, formerly of Teslin, YT, at their legendary First Nation canoe factory. Comes with custom cover, and a trailer. Trailer has new spare and running tires; and recently rewired with new lights. Canvas needs some patching. \$3100 Canadian, \$2150 US, obo. Tom Wendel, Haines, AK. 541-317-5891, thbwendel@gmail.com."

Wood-Canvas Classic

A classic wood canvas, red cedar planks, yellow cedar ribs and half ribs, mahogany gunwales and thwarts, oak bench seats 16 feet, 34" beam, weight 72# dry. She was built by George Fletcher for me personally in 1970 or 71, and is #3 off the mold. George worked for



Bill Greenwood of Greenwood Canoe up until the time his shop on Twigg Island burned down. George then made two molds of his own, a very slightly modified design from the Greenwood designs mainly at the bow water entry. A better design than Greenwood in my opinion and certainly much better finished in all respects. A great pleasure to paddle and is stable and easy to manage in all weather conditions. George worked from his home basement in Vancouver until he passed away. There aren't too many of his "works of art" out there but I believe the molds still exist, but now up country. I'm asking \$3,800.00 Cdn. with paddles and jackets, maybe a lot in some peoples language but worth every penny if you know and appreciate a classic when you see one. Once you've had it in the water, you'll know what I mean. I can be reached at my email address or on my cell 604-319-0617.

DWWebb@outlook.com



Old Town OTCA

I have a 16ft. OTCA model purchased new in 1970. It's in good condition, has always been under cover, and I'd like it to find a new home. I live in Seattle and the canoe is in Washington state. Any help or advice you can offer will be appreciated. Thanks for your time. Bob Telzrow

[<rtelezrow@msn.com>](mailto:rtelezrow@msn.com)

WCHA Quilter's Quilt 2020

Sad to say but this year's Assembly has been canceled. The Assembly quilt for 2020 will now be our 2021 quilt. We did not have a Quilter's Quilt planned. So many of us were not willing to take on the project because of time commitments. The Corona virus has changed that for so many of us! Time is something we have more now than ever!

I was thinking about how women have marked history though quilts. They started as necessary but evolved. They marked the Civil War, suffragettes used them to promote their cause, the Great Depression and so on. I thought it was sad not to have a quilt that marks this major pause in our lives. The Corona virus has created so many emotions in all of us. So why not make it a quilt?

I am willing to coordinate this project. My thoughts are to make a 12 1/2" block. It will finish to a 12" block. The background fabric will be cream and red being the focus. Since the Corona virus has orange and yellow a small amount of those colors can also be used. The block can be pieced, embroidered, appliquéd or a combination.

Make a block that you always wanted to do or one that expresses your feelings during quarantine. It is yours to create! You may make more than one but each block will cost \$7.50 to cover backing, batting and quilting. Each block will get you one entry in the drawing.

Please email me if you plan on participating so I can remind you if needed. The blocks will need to be returned to me by January 10, 2021.

Fran Sienkiewicz

266 Colorado Dr. Webster, NY 14580

Tel; 585-330-4178

frans21@icloud.com



NW Chapter member and master quilter Catherine Bilyard shows a canoe themed quilt at a past NW Chapter meet .

Launching!



Gordon Bilyard recently launched this 13' Wee Rob double paddle canoe designed by Iain Oughtred. (This design offers 3 lengths from the same set of plans.) “ She is fast and tracks well with a 5/8” full length keel. If you edge her over a little like a sea kayak, she will turn a fairly tight radius.” He plans to use her mostly on trips with the Coeur d'Alene Canoe and Kayak Club in northern Idaho.

In the Shop!



Martin Ferwerda is building a graceful new 18' Thompson "Hiawatha" model in his shop in Brightwood, Oregon. The form is an original Thompson Boat Company form salvaged and rebuilt by Martin.

Scott Christianson reports, "When I'm not slaving away on "Oyster" doing my best to get her ready to go sailing this summer and walking dogs, etc. I've been dreaming of a canoe build. To that end, I sent off to Alex Comb at Stewart River Canoes for plans to build the form for the 13'6" Damsfly. Originally I was (and still am) enamored with the Cheemaun build of which the club has use of the form for such an endeavor. While waiting my turn at the Cheemaun, I became aware of the idea of a smaller pack canoe, 35# and since I have a 16' Maine guide canoe, I decided to hold off for now on the Cheemaun to concentrate on the Damsfly. Now I'm thinking that if anyone would like to help build the form that would be welcome, but not necessary as I'm fine with doing it myself. The club would be welcome to have the form as a lending library thing like the Cheemaun."



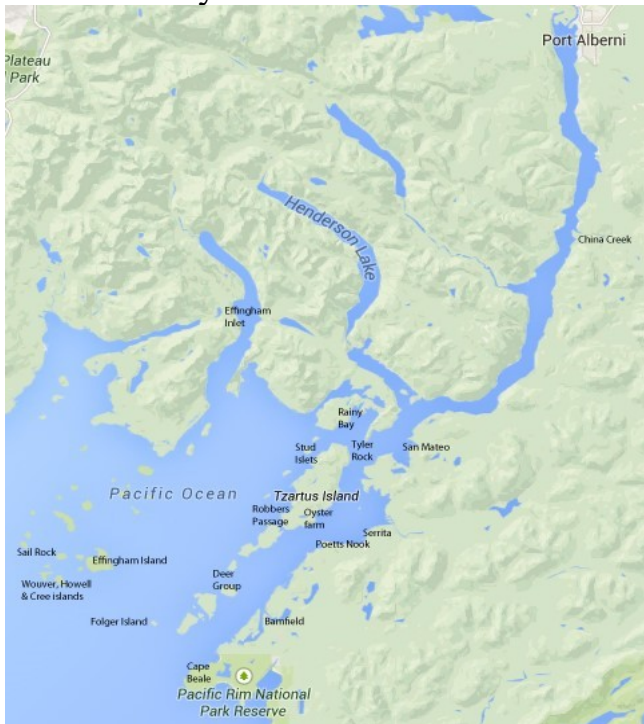
"Oyster" is a 26' wooden coastal cruiser.

Craig Dupler shows pictures of the projects he's been working on for the past few months. "I built the Roubo bench a couple years ago, but the two wall cabinet saw tills are new. The left one is for the long saws and some specialized ones for detail work. The right one is for the joinery saws. The little drawers are all dovetailed and cockbeaded. The main case pieces are walnut with bloodwood facings on the drawers and spare blade bin. The French cleat cross pieces on the backs are oak. Everything is dovetailed with dowels added where needed. I still have the main center cabinet for the planes and measuring tools to build. I just started building the combination back bench and additional tool storage cabinet, which will be on wheels like a rollaway base cabinet, but with a heavy maple bench top and stainless T-track slots."



The Deer Group Islands by Mike Monks

The west coast of Vancouver Island holds many treasures for paddlers. The Deer Group, in Barclay Sound, lies across Trevor Channel from Bamfield, a 90 km (60 mi) drive from Port Alberni. The two most common access points are at Poett's Nook, which puts you into the water at about the mid-point of the island group. My preference is to launch at Bamfield, cross, and circumnavigate the entire chain ... when conditions allow ... which they sometimes do not.



My first adventure into this area was with Boudi and Joyce in 2003. I paddled my 17' Chestnut Prospector (Garry model) and they paddled the 17-footer that Boudi built.



A quick paddle around Grappler Inlet, the put-in point, netted a fun find ...



... and a beautiful vista (this one from the latest trip) of the exit to Barclay Sound.



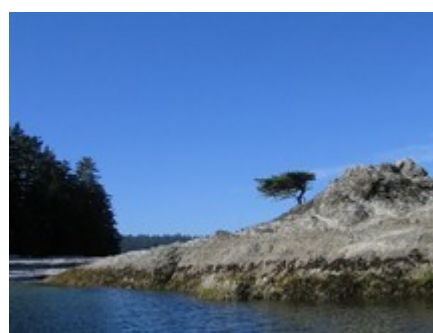
Barclay Sound has 4 knot tidal currents, so even the short (1 mile or so) crossing can be an adventure, especially if the wind accompanies it. After 6 dry crossings, I recommend it ... though a member of the latest trip disagrees.



The size of the islands makes it a great trip to camp for a couple of days at one site and do a tour of the nearby islands, returning to camp for a second night before moving on to camp elsewhere the next day. Several good sites are available, with Diana Island, Ross Islets, and Stud Islets having prime camping.



A trip around the west-most end of Edward King Island, the west-most of the chain, shows what exposure to wind and sea can do to a landscape and is not to be missed ... unless, of course, those pesky conditions do not allow. Once you are out there, the next stop is Asia.



Fortunately, on one trip of three, conditions did.

Paddling up Trevor Channel generally keeps you in the protection of the islands as you head north-east up the chain. At the western end of Tzartus Island, the largest in the group, is Robbers Passage, offering a relaxation point as, in all but a strong westerly, it is protected from the wind. It was sad to see that a resort and a long house, both relatively new in 2003, had fallen into disrepair in 2016.

Here they are in 2003. It would be nice to see them this way again.



Shortly after leaving Robber Passage, which leads to the best camping of the trip, there is a sea cave that can be paddled if the tide is in your favour.

In ...



... and out! What a rush!



The next stop, after lots of beautiful scenery, is the Stud Islets.



Aside from being an outstandingly beautiful camping beach, ...



... it brought a fabulous surprise!



The cougar sat a while, then swan across toward the far side of our islet. We did not see it again, but were all thrilled with the sighting, a first for all five of us on the 2016 trip.

Of course, it isn't all sun and fun as these two can attest.



A good day trip is from the Stud Islets down to Junction Passage, at the end of Tzartus Island, then into Rainy Bay (on a sunny day, of course). As you head in, it is shaped somewhat like an “M.” At the top of the right-hand peak is a narrow channel that takes you into Fatty Basin (no, I don’t know why). At slack tide it is just a flat paddle that takes you under an old logging road bridge ...



... while on a falling tide ...

... yes, I went there in a kayak ...



Fatty Basin leads you into Useless Inlet, a name with which I fully agree, as it is the locale of my only dump into the ocean. We tried to paddle through a very slim narrows during the incoming tide (against us, of course) and I tried to shoot up a chute, but didn't get straightened in time and wound up broadside and upside down. The water behind the riffle was calm and the day was warm ... though the memory still embarrasses me.

You would be forgiven for omitting Useless Inlet from your itinerary and simply paddling back the way you came, but it is not without its beauty. It also has had, on all three trips, really bouncy water between its mouth and the islets across Junction Passage. A member of our Dogwood Canoe and Kayak Club no longer trusts me when I say that a body of water is paddlable ... but it was.

Some random shots to finish with ...





And, of course, the best reasons to go ...





Paddling Upper Priest Lake by Geoff Harvey



Looking south on Upper Priest Lake

One of my local favored canoe trips is to Upper Priest Lake. At least annually, some years more often, we make our way north to the Priest Lake Area and from Beaver Creek Boat Access up the Thoroughfare to the solitude of Upper Priest Lake. The trip can be made in a day, but an overnight or few day's trip are more relaxed and allow day trips from camp.

Upper Priest Lake is a crystal clear lake, with granite headlands surrounded by mature coniferous forest and in places, large sandy beaches. It is three and a third miles long and generally three-quarter miles wide. The lake is tucked in a valley below the highest peaks of North Idaho's Selkirk Range.

Looking up the lake, the view frames the Shedroof Divide in the Salmo-Priest Wilderness. Upper Priest is the region's only lower elevation lake not altered by a dam. Situated just north of the much larger Priest Lake, Upper Priest is located entirely within the Idaho Panhandle National Forest less than fifteen miles south of the Canadian Border.

Managed as a roadless area, Upper Priest is accessible by boat via the two and a half mile long Thoroughfare, the wide slow flowing Priest River connecting Upper Priest and Priest Lakes, or trails reaching its east and west shorelines.





Primitive camping facilities with a few sites are available at Geisingers and Trapper Creek on the northeast shore, while Plowboy and Navigation are located along the southwest shore. These sites have fire grates, picnic tables, pit toilets, and bear boxes. Yes, one is in grizzly country at Upper Priest. Unless fire restrictions are imposed, campfires are allowed and fuel is readily available in the forest. The east shore has several undeveloped camp sites with large sandy beaches. All campsites are first come first serve. Between Fourth of July and Labor Day, weekdays are far less crowded than weekends. A large tarp and rope to hang it shielding your camping area, and a tent is always advisable when one is this close to the Canadian Border. Always expect rain and feel blessed if you evade it.



The Selkirks from Upper Priest Lake



Upper Priest has a rich history including fur trapping, flash in the pan mining, silent movie films starring Nell Shipman, and plenty of outdoor recreation over the years. Water is warm enough to swim in late July or August. Canoes and kayaks can be taken up the Priest River's winding course above the lake on a short excursion. Trails just back from camps can be followed along the lake. The northeast side trail, a section of the Idaho Centennial Trail, heads north from Trapper Creek into mature red cedar forest. The nearest hamlet is fifteen miles distant, so night skies are unpolluted by urban

lighting making for great stargazing. The mosquitos can be fierce early in the season. The huckleberries can be terrific by the third or fourth week of July and into August. To reach the Priest Lake area drive U.S. Highway 2 northeast from Spokane Washington across the state line at Newport and on to the town of Priest River, turn north on State Route 57 north to Nordman. Bear right at Nordman onto the Reeder Bay Road which becomes Forest Service Road 2512 after it passes Grandview. Drive north another eight miles to the Beaver Creek Campground. Near the campground entrance, you have a choice. Make a hard right down to the Beaver Creek boat ramp allowing you to paddle across the upper end of Priest Lake and the entire Thoroughfare to Upper Priest.



The upper end of Priest Lake can be wickedly windy with whitecaps on any given warm summer afternoon. The other option is to go into the campground and follow the signs to the left to the Beaver Creek Parking Lot and Portage. The quarter mile portage ends on the Thoroughfare. Mechanical canoe walkers are allowed and run well on most of the portage's gravel surfaced walkway. Power boats are permitted on the Thoroughfare and Upper Priest, but are restricted to no wake speeds on the Thoroughfare.



Save the Dates for Canoeing: September 17–20, 2020!

Perhaps we will meet at Manning, depending on the Park and border situations, or perhaps local canoe outings will happen instead. Watch for more information!

northwest.wcha.org

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 Mary Norton *Sect'y/Newsletter*
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 Patra Moore

Bellingham, WA (360) 756-7577
 Elnora, Alberta (403) 357 4645
 Elnora, Alberta (587) 679 2456
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 Brightwood, OR (503) 622-6031
 Snoqualmie, WA (425) 443 1417
 Port Townsend, WA (253) 820 5973
 Port Townsend, WA
 Langley, WA
 Langley, WA
 Snohomish, WA
 Carnation, WA (425) 333 4246

lakesamishfarm@gmail.com
colleen.hovey@gmail.com
cdn.claude@gmail.com
maryjoe4813@gmail.com
whitefish48@yahoo.com
mferwerda111@frontier.com
maryjoe4813@gmail.com
mdexvotos@gmail.com
gingerfortier@hotmail.com
lkschmidt@sbcglobal.net
lkschmidt@sbcglobal.net
craig.dupler@gmail.com
bpmb@live.com

The Chasse Galerie, or Flying Canoe, contributed by Boudi Van Oldenborgh



The French who came to the valley of the St. Lawrence following Jacques Cartier and Samuel Champlain welcomed this birch-bark vessel which seemed to ride the waterways like a magic bird, and in their fairy tales, paddled it through the air. So they told their children of the “Chasse Galerie”, or flying canoe, offered by the devil to the homesick lumbermen who wished to see their old folk at the New Year—which they could do, paddling through the sky over hill and housetops, if they promised not to wear any sacred emblem, or say the name of Christ or the Virgin Mary, and if they steered so carefully that they hit no steeple, and returned before the stroke of midnight. The legend of the “Chasse Galerie” is told in Dr. William Henry Drummond’s patois poem of “Phil-orum Juneau”.

“An’ up, up above t’roo the storm and snow, she’s comin’, wan beeg canoe,
But I know on de way canoe she go, dat de crowd he mus be dead man,
Was come from de Grande Riviere du Nord, come from Saskatchewan,
Come too from all de place is lie on de Hudson Bay Contree,
And de t’ing I was see dat New Year night is le phantome Chasse Gal’rie.”

William Henry Drummond: *Complete Poems* McClelland and Stewart

President's Letter

Once bitten by the twin bugs of wooden canoes and wooden boat woodworking, winters become fairly predictable. One way or another, the project or projects in the shop are going to get some attention. As we do these labor of loves, visions of springtime and getting out on the water are never too far from one's mind. Alas, that part of Spring is arriving a few months late this year, and may get interrupted once or twice as the coronavirus all-clear gets prematurely sounded.



Sue Parker and Craig Dupler enjoy their Atkinson

I was reading a bit about the 1918-19 pandemic, *Traveler* and it happened to coincide with the end of the first world war. The war actually came to an end in early October, but it took a few weeks to work out a proper ceremony, which was finally held on November 8. But, everyone on the winning side wanted to have a big party with lots of parades, so they decided on a bit of whimsy, and declared that the official end of the war would be at the eleventh hour of the eleventh day of the eleventh month – in other words, three days later. That way, all the troops could be moved into position for participating in the many parades to be held. And so it was that on November 11, 1918 the parties began. The people who had been managing the fight against the epidemic were essentially told to that they had to cooperate, so in most cities in Europe and the United States they did as told, but nobody bothered to tell the darned virus behind the Spanish Flu that its party was over. So it partied too, and broke out stronger than ever, killing lots more people. And as George Santayana is thought to have said about ten years before that pandemic: “Those who cannot remember the past are condemned to repeat it.”

Some of us may not be as tough as we once were. I've started running a little each day, and I swear that there are a lot more than the 5280 feet in that mile when I used to run in high school. And for some reason, the column of air on my back is a little harder to push out of the way when I get up from being down on my knees. I think we all need to be a little extra cautious until this thing is over. But, prudence does not mean stopping!

On a hunch I went down to the barn and measured the distance between the seats of a really nice AA grade 1936 Old Town 50 pounder that probably weighs 60 pounds. I say it's really nice, but it actually needs quite a bit of work to bring it back from the previous owner's "restoration" (see my head shaking). My hunch proved correct – 6.5'. Even the smaller canoes have something really close to the right social distancing spacing. So, all we need is suitable access to some nice water, and appropriately considerate other folks whom we encounter, and we are in business. Tandem canoeists have this thing down pat, unless as Mary pointed out to me one is talking about a courting canoe. I wonder if one can get a mask to match the ribbon on a bowler hat?

But seriously folks, have some fun trying to get caught up on your reading, fixing up the shop, and making progress on that that endless list of deferred maintenance. And most of all, do be careful out there.

Craig Dupler