

Northwest Corner Woodworkers Association

August, 2003

Next Meeting: Annual Picnic at the Matthews August 5, 2003 6:00 pm

Driving Directions: From I-5, take exit 236, proceed West (Bow – Edison) to Ershig Rd. Left on Ershig, the Matthews driveway is the first right after the railroad tracks. (360)757-7730

July 14, 2003

Prez Letter July 2003

Hello Fellow Woodworkers!

Just imagine. A floating house (read private pleasure vessel) containing over 6,000 square feet of useable living space. Owner's and guest quarters furnished in mahogany with mirrored lacquer finishes. A pilot house and lounge larger than a double garage. This was the treat our program chairman had in store for us in July and, with his leadership and the leadership of past president Gary Holloman, we visited Northern Marine Industries to view several motor yachts under construction. The scale of the work performed at Northern Marine is staggering to say the least. Thousands of details, miles of electrical wiring and plumbing, meticulous detailing and attention to producing a quality product were evident throughout the factory. Many thanks to the folks at Northern Marine, to Gary Holloman and to Bob Doop for a memorable evening.

During our meeting, your humble servant laid out a challenge to the membership. Between now and Arts Alive (November) the membership has been challenged to producing one bird feeder or bird house per member. The results of your efforts will be displayed and sold at our little get together in LaConner. But first, the work will be judged by your officers and prizes will be awarded to the winners. The criteria for awarding prizes will be announced at our August picnic meeting. But wait, there's more. The funds collected from the sale of our bird feeders and birdhouses will be used to carry out our community woodworking programs, helping individuals and/or groups needing our assistance to further their woodworking skills. I sincerely hope that each of us will participate and eagerly get to cookin' on the bird feeder or birdhouse of the century. Thank you.

Please remember, our August meeting will be our annual picnic. Laura and Val Matthews have graciously invited us to their ranch to enjoy each other's company and to reacquaint ourselves to husbands, wives, children, girl friends, boyfriends and/or significant others. Bob Doop will have a container load of mouth-watering pork ribs, and the rest of us will bring potluck. The Matthews have a great evening planned for us and, if there is a big enough turnout, I promise not to make any lengthy speeches, nor will I tell jokes about any of our members (I'm still going to bring a truckload of Poplar that can be purchased at the door). Soft drinks and beer will be provided. If your

preference is something else, please bring it. And, by the way, if pork ribs are not on your diet, please bring something you would prefer. Be there or be square. I'm looking forward to a wonderful time, with marvelous people in a delightful location. What more can we ask for?

And finally, your officers and committee chairs will meet again at the Farmhouse on Highway 20, at 7:00PM on Wednesday, August 20, 2003 to discuss the club's work. Any member is welcome to attend, as usual.

Here's to all of us. See you at the picnic.

Nick

July 1 Meeting Minutes

Up-coming Club events dominated the July business meeting as attention turned to the Woodworkers' annual August picnic and the seasonal big show, *Arts Alive*, in November.

The business meeting followed the tour of yachts under construction at the Northern Marine shipyards. The July 1 meeting was held in Northern Marine's general offices near their large Anacortes assembly building.

Laura and Val Matthews are hosting the picnic at their place in Bow and suggest members arrive anytime between 5 and 7 p.m. Food will be served around 7. Laura outlined the plans for this year's fun event where Bob Doop will cook pork ribs for the pot-luck dinner. Soft drinks will be provided by the Club. Besides the choice for the pot-luck dish, you should bring your own dinnerware and a lawn chair, she suggested.

Phil Choquette, venues chair, urged members to get an early start now on working their projects for this year's *Arts Alive*. He asked for more furniture displays and urged members who do not want to sell their items to label them as "Sold" instead of tagging them "Not for Sale" or "NFS," which only discourages the large numbers of visitors to the event. Coming as it does during the pre-Christmas season, *Art Alive* attracts buyers from a wide area looking for gift ideas and other decorative and artistic items.

This year's event at the LaConner Garden Club falls on the November 1 and 2 weekend. Set-up time for vendors and exhibitors is 4 to 8 p.m.

on Friday, October 31. Show times are 10 a.m. to 5 p.m. on Saturday and Sunday. Phil urged all members to participate by showing examples of the work they do. He will be selling and demonstrating his skill with the scroll saw and volunteer Club members will again demonstrate sharpening and joinery techniques throughout the show.

President Nick Van issued a "President's Challenge," asking all members to join in a *Birdhouse and Bird Feeder Contest* at the *Arts Alive* event. Entries will be judged before the show and exhibited and sold during the two-day weekend, with proceeds destined for a worthwhile children's charity.

Nick also posed the question to the membership of what to do with our excess treasury funds. He invited ideas from the floor and they were pretty much the same as the suggestions he received at the prior board meeting. Some ideas: buy new, up-to-date educational woodworking books and videos for the Club Library, offer subsidy help to high school vocational students who cannot afford wood or supplies for a school project assignment, offer scholarships to deserving vocational students, make toys for needy children at Christmas, attract good professional speakers and demonstrators to our meetings and pay them a fee or cover their expenses. Discussions will be continued.

Education Chairman Val Matthews proposed holding a series of Saturday morning workshops with members teaching techniques in which they are particularly skilled. A volunteer sign-up sheet for instructors was passed around. Another suggestion was to line up a half-dozen members willing to demonstrate a particular router technique in which they were skilled. Each demo would last ten minutes and take place at a regular meeting. Val would also like to start a one-on-one mentoring program of woodworking basics for the less experienced woodworking members. Volunteers were called for and a sign-up sheet was circulated.

Gary Holloman who is in charge of woodworking production at Northern Marine gave a short talk on his responsibilities and the challenges he faces in translating the designer's ideas into reality. His budget for the 150-footer, he said, runs between 1.5 and 2 million dollars. He and his shop crew work mainly with two expensive hardwoods, Makore and Mahogany.

Jay Geisel,
Secretary

Ships in the Night . . . ***Our June Anacortes Adventure***

The unmistakable odor of off-gassing fiberglass hung heavy in the air as three dozen NCWA members and guests formed into three groups in readiness to enter the large boat assembly building of Northern Marine in Anacortes. It was seven o'clock, our meeting had started, and second-shift employees were at work on four very large, partially completed pleasure yachts. We were soon to join them.

The hulls, ranging in length from 75 to 150 feet, were completely formed of glass and sat with their keels flat on the factory floor. Most of their super-structures were in place and work was focused primarily on internal electrical, plumbing, and HVAC systems during our visit.

No dust! For club members, it was a special treat to be invited aboard and see it all from truck to keelson. Program chair Bob Doop scored a tremendous coup with this one. He made it known from the start that this visit must be accident-free, no falling down an open hatch or tripping on ladders without handrails. He warned that a tour victim would be carried off the premises and dumped in a nearby field.

My tour group was led by ex-prez Gary Holloman who is responsible for all the wood manufacturing operations for Northern Marine. This is Gary's third year with a seven-year old company that normally employs 250 people. Gary and his team create most of the wood furniture and other furnishings in his Sedro Woolley shop. He carried a roll of shop blueprints and marine architectural drawings to show us some of the challenging detail work that his team faces in trimming out a boat, reminding us that a ship's structure has few squared angles; it's all about arcs and curves.

We climbed to all the deck levels and poked around in spaces still under construction; one stateroom was near completion with beautiful woods attractively finished. Our tour included a 75-footer, the major product in the line; a 127-footer that is a stretch version of the 75; and the giant 150-footer scheduled for completion next Spring, which is a first for the manufacturer. It was claimed that no other company offers a fiberglass yacht this size.

One of the interesting questions that popped up was how the heavy boats were moved on the factory floor. Our attention was directed toward one of several bright yellow, low-profile, four-wheeled dollies that snug under the hulls and lift the boats hydraulically. A recently launched 75 was tied to the company dock.

The night proved to be a safe, satisfying excursion into the marine construction world and our sincere thanks go to the nice folks at Northern Marine who made it so enjoyable. A business meeting followed in the company's general offices building. (I was saddened to learn that not one of our members signed a purchase agreement that night.)

Jay Geisel

Ship Language

When touring a ship at Northern Marine it helps to come to grips with nautical terminology. For example, the ceiling is the *overhead* and rooms are usually *cabins* or *staterooms* (there is, however, a *chart room*); the floor is the *deck* and walls are *bulkheads*. Halls become *companionways*, *passageways*, *gangways*, and stairs *ladders*. Up is *above* or *topside* and down is *below*. Move toward the bow and you are going *forward*; reverse yourself and you are going *aft*. The ship has directions too; it moves *ahead* or *forward*, *backs* or goes *astern*; it turns to *port* (left) or *starboard*. Bathrooms are *heads* and kitchens become *galleys*. A ship can be controlled from the *wheelhouse*, a *steering station*, *bridge* or *flying bridge*. The *bridge* spans the breadth of a ship and is only found on larger vessels; the raised exterior deck is usually an extension of the wheelhouse. Storage spaces are termed *hatches* and *lockers*.

There are a few other shipboard terms you might find useful:

Ahoy – Meaningless jabber above deck.
Aye-aye – Self-centered shipmate.
Ballast – Added weight. In case the ship sinks it will go straight to the bottom and not be a hazard to navigation.
Bow Thrusters – Emergency propulsion in case the main engine fails. The logic here is that if you can propel the bow the rest will follow.
Capstan – Top dog gets to steer when he wants to; also called **The Scupper**.
Deck – Where parties and such are held.
Fore Peak – Room in bow for the crew to see where they're going.
Lazarette – Where the lasers are stored.
Mate – Actually a sea chess term.
Poop Deck – A place for the head.
Radar – Usual name for a ship's dog.
Screw -- Fastener
Stabilizer Fins – Gives the vessel a nice rolling motion in calm seas.
Wharf – Radar sound.

JG

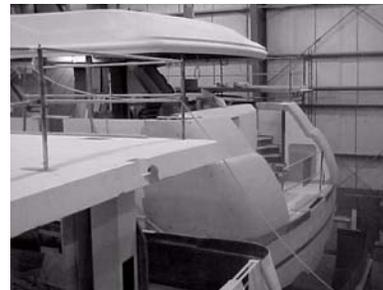
By the Numbers

- 60 *NCWA Members as of 1 July 2003*
- 20 *New Members of less than one year*
- 10 *Members lost from 2002*
- 13 *Members (long term) in woodworking trades*
- 16 *Members (long term) in other employment*
- 11 *Members (long term) retired*

JG



Above left:
The hull of the 150 footer.
Above right:
The 150 footer and a 75
Below:
View of a couple of 75's from the 150.



Above left:
Winding stairway of Macore.
Above right:
Stateroom cabinet (closet?)

For Sale:

Dust Collector Cast aluminum, 2-stage, barrel top blower. 6" inlet on lid, baffled to collect chips in barrel, 4" outlet from blower. Needs new filter bag and 55-gal drum. Industrial quality Cincinnati Fan PB10-A blower with 10-5/8" impeller does 640 CFM @ 4" static pressure. 1 HP / 1 PH / 120 or 240 V Dayton motor. \$200 OBO John Rutter 360-647-1343

Bandsaw - Grizzly 16" G1073, cast iron frame, 400 lbs. HTC mobile base, upgraded with bearing guides and Iturra tension spring, 1.5 HP can be wired for 115 or 230V, 7.75" resaw, blades, \$350 OBO John Rutter 647-1343

Jake Strauss

Kiln dried NW Washington hardwood lumber. (Sales by appointment only)
 6389 North Star Rd.
 Ferndale, WA 98248
 (360)384-3948

The NCWA was formed to promote high standards in woodworking, woodworking education, and show casing local woodworking. The NCWA is open to all interested woodworkers.. Dues are \$30 per year, payable to NCWA, 5268 Island View Way Bow, WA. 98232. Newsletter submissions are welcomed and are due by the 18th of the month to NCWA Newsletter, 925 South Hills Dr. Bellingham, WA., 98229.or call (360) 734-9473, or Email, tc1376gp@aol.com. Meetings are held on the first Tuesday of each month at 7:00 P.M. Location is announced in the newsletter .

2003 Officers and Committee Chairs:

President	Nick Van	(360) 387-4174	Education:	Val Matthews
VP	Rick Anderson	(360) 647-7039	Public shows/exhibits:	Phil Choquette
Sec.	Jay Geisel	(360) 466-3908	Club Projects	Gary Holloman
Treas.	Ed Pysher	(360) 766-0136	Historian	Ray McInnes
Library	Tom Chartier	(360) 734-9473	Roster	Larry Tomovick
Programs	Bob Doop	(360) 293-4522	Membership cards	Vern Tator
Editor	Tom Chartier	(360) 734-9473		

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