



Woodworkers Guild



of

Southwestern Michigan – <http://www.woodguild.org> May 2016

Next Meeting

May 10, 2016 7:00pm

**Al Collison's Shop at
10292 Douglas Ave.**

Take Douglas North to Cooper, it is 2 ½ miles North of Cooper, on the right (East) side. Or you can take 131 to D ave East to Douglas and turn left, (North). Al will have an orange cone and flashing light out to get your attention.

Agenda: Guild member George Armstrong will have a presentation on segmented woodturning.

The April meeting was held at Al Collison's shop with forty-one members and guests in attendance. Bill Crown was not able to attend so Al Collison opened the meeting with a quick show and tale session.

Bob Hosack has a free source of used 3'~4' outdoor posts with light embedded into the posts at the top as to illuminate a walkway path.



Ron Princing donated an intarsia book he picked up at KPL book sale.

Ralph Babcock reported that Sears still had parts available for his very ancient band saw. The quill return spring he needed cost \$8 to buy, \$9 to ship.

John Biermacher had recently visited guild sponsor The Heritage Company down town Kalamazoo. They have a box of primitive hand plans. They would appreciate any help identifying value or potential purchasers.

John also explained how he salvages old raised panel doors by removing the panel and replacing with mirror or other decorative panel. He uses rabbeting router bits to remove and clear out rail and stile material for the new panels.



Don Squires brought in a turned lidded box.



Don Batts reported on a weeklong turning and hollowing course he attended at the John C. Campbell Folk School (www.folkschool.org). His class had 12 turning stations, video displays and each student came home with five or more completed turnings. The school is located in Brasstown North Carolina, near the Georgia border and due east of Chattanooga, TN. Room and board was \$70/day and cost of instruction was around \$100/day. The web page looks awesome and Don described it as Disney World for woodworkers and craftsmen.

The evening was turned over to our featured speakers Tim Lane and Dick Dodson. Tim gave a brief introduction and owns Lane Automotive repair in Otsego. Tim's boat building began with a class learning "rack of eye" construction of a dory at the Mystic Seaport in Connecticut. Rack of eye is a term used to describe boat building without any drawings or plans. Construction methods were passed down from many generations long before reading and writing were common place. Builders would layout the boat bottom and press it onto a form, begin building from the bottom up, based what looked proper for a boat form. White cedar was the material of choice because it is bug and rot resistant. The wood is air dried to preserve moisture content for the natural environment with minimal expansion. There is a technique for building boat ribs from two hockey stick looking pieces of wood joined together with copper cleats, copper rivets and nails. The long part of the ribs is left long and will be trimmed after the boat side planks are attached. Silicon bronze screws are used to fasten the planks along with 3M5200 between the boards. The simple wooden plug in the bottom of the boat was highly engineered and thought out for its day. The plug was about 3" in diameter by 6" long. It stood proud of the bottom of the boat and served as a hand hold to climb up on the boat if it capsized.

While Tim was at the school, the 125', two story tall whaling ship Charles W. Morgan was undergoing restoration. It was launched in 1841 and was in service for over 80 years. It is the last American whaling ship. Tim explained how the ship planks were 40'~60' long 3" thick and 8" wide. On a good day, two planks could be hand fitted using period tools and techniques, four hours of steaming and eighteen people. Some restoration material was found in the most unlikely place, buried under ground. He had a story of where wood beam material, suitable for the whaler's planks were salvaged from a forgotten stash of PT boat beams from WWII. The PT boat beams were buried. The land they were buried on was sold by the government. The developer found the beams and started to burn the nuisance timbers. Someone quickly realized their value and stopped the burning. The beam found their way to the Charles W. Morgan restoration. Both Tim and Dick crafted 22' long oars for the ship restoration. The oars were made from ash trees found near Sherman Lake. In the photo of the oar making, members noticed Tim has a 22" wide jointer in his shop.

Tim explained the lofting process to make a blue print of an existing boat by taking precise measurements at fixed points along the length of the boat. A rail is placed alongside the boat and a giant square is constructed to slide along the rail for measurement points. The term lofting comes from boats being built in a small shed; the plans were drawn out in the loft space above the boat.

Tim salvaged an old boat that he had been around since his childhood. This boat is similar to the Lindy Lou in South Haven. This boat started Tim's career in boat building and led him to the Mystic school. Its restoration has become an advanced project for students. It is almost complete after five years of work, two weeks per year by 10 or more students. The next major task for the boat is engine selection. Electric motors are popular today because of light weight and noise. The traditional engine is a make & brake motor or steam engine. Per Tim, the school is a boat builder's paradise; they provide room and board for students, plus an evening selection of kayaks, canoes and various sail boats to try out.

Dick Dodson had a presentation of his own that involved building a boat with school kids K-7th grade alongside the Yukon River in Anvik Alaska. At first the folks were standoffish, but accepted him into their village in short order. One should look Anvik up on Google maps; one would be hard pressed to find a more remote location on planet Earth. All the material had to be flown in. With the help of all the kids, they built a stripper canoe. Someone asked if bead and cove method was used to build the canoe and the answer was no. To do so, very good wood is needed and that drives up the costs. So butt joints with hand tapering by small planes and a good eye.

A lesson learned is never to use mineral spirits to wipe down the canoe before applying epoxy and fiberglass. Some of the mineral spirits will be soaked into the wood and slowly off gas over time. This will cause a cloudy finish under the epoxy. Dick discussed techniques for covering a boat with canvas. There was discussion around sealers used on the canvas and Dick's boat soup formula. Different epoxy types, West epoxy being mentioned. FYI, West epoxy is a Michigan product from Bay City. A brief discussion was held on canvas folding boats and Kalamazoo's own King Folding Boat Company.

Both Tim and Dick are members of the Traditional Small Craft Association (TSCA) based out of South Haven and are instructors at the boat building school. The TSCA will host the 35th annual Classic Boat and Small Craft Festival June 18, 2016 from 10:00 a.m. – 4:00 p.m. Featured will be sailboats, motor craft, canoes, kayaks, antique outboard motors, dinghies, and ship models. The festival will be located at the Michigan Maritime Museum. Tim holds monthly TSCA meetings at his shop up in Otsego off of M-89 1st Saturday of each month.

For those not present, this was a very interesting meeting. In about an hour and a half an enormous amount of information was passed along on the boat building process of the small dories, large wooden ships, and the wooden boat building school in general. Many thanks to Tim and Dick for a great evening with our guild.

Member feedback and general interest:

From John Biermacher: My sister-in-law and her family are having an auction in Freeport Michigan on Saturday, May 7. It is a collection of items three generations have accumulated over many years and have been packed into a building for literally decades. There are a lot of mechanical/shop type items, but as the attached auction announcement indicates many of the items will not be uncovered until they start to remove items in preparation for the sale.

Jim English dovetailrose@sbcglobal.net: I have a friend who has a 10 ft. section of bowling alley for sale. Let me know of anyone who might be interested in this or do you have any idea of the value of this item?

Michelle Beranek beranek.michelle@gmail.com: This might be a stretch but I am looking for somebody that I could hire to make a wedding band out of a piece of walnut tree that I will be getting soon. Do you have any resources or names to recommend? I would certainly pay someone. I'm in the Portage area.

Glenn D Hall glenn.hall@wmich.edu: I have most of the parts to make a 36 in. J.A. Fay and Eagan band saw. It is time to find it a new home. For more detail please email or call 269-694-2848.

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At the start of the meeting we enjoyed a brief 3 minute video in the spirit of April 1st woodworking https://woodgears.ca/misc/april_fools.html . All foolishness aside, there is some amazing content on wood machines at www.woodgears.ca