

STEAM GAGE

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Northwest Steam Society

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STEAM GAGE

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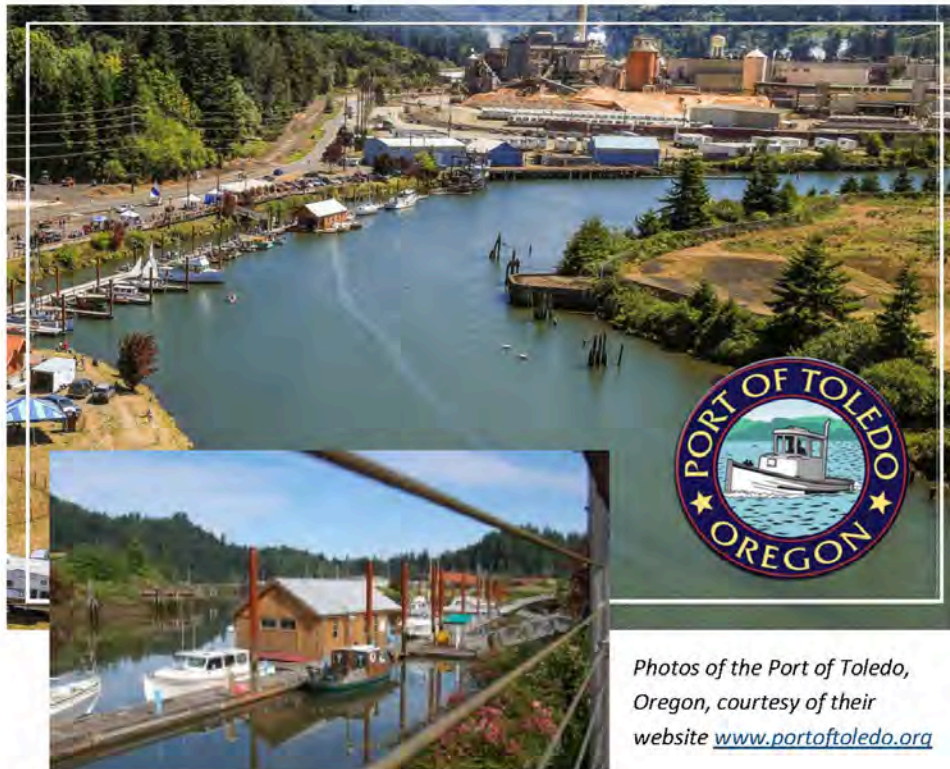
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Photos of the Port of Toledo,
Oregon, courtesy of their
website www.portoftoledo.org

An Offer We Just Couldn't Refuse

NWSS Annual Meet Heads for Toledo, Oregon August 17th thru 19th

By Karen Plut, thanks to reconnaissance work done by Norm Davis, Stephanie Hylton, Jenni Kane and Kim & Harv Lillegard

For this year's Annual Steam Meet, the NWSS board was presented with an offer we just couldn't refuse. After making an initial inquiry to the Port of Toledo, Oregon as to what kind of facilities they could offer the Society if we chose to hold our meet there on our usual second weekend of August, the Port came back with a deal. If we were willing to change the dates of our meet to the third weekend, they would not only welcome us with open arms, they would make us the highlight of their annual Wooden Boat Festival, AND they would give us **FREE launching and moorage** for not only the days of the show, but for several days before and after - August 13th through 24th!

(Annual Meet — Continued on page 6)

Northwest Steam Society Membership

Annual membership is \$25.00 in the U.S., \$30.00 in Canada and all other countries. Membership entitles each member to four quarterly issues of the *STEAM GAGE* plus a completely updated membership roster at the beginning of each year.

New members are listed in the *STEAM GAGE* quarterly. All membership mailings are by first-class mail.

STEAM GAGE Publication Schedule

The editor must receive material for inclusion in the next issue no later than

June 1, 2018

Items may be sent by email (preferred) or United States Postal Service.

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www.northweststeamsociety.org

Webmaven: Karen Plut

Contact her through the link on our website "Contact Us" page.

History & Archives

NWSS Archivist: Harry Hibler

Facebook Administrator

Ryan Handel

President's Corner

As I write, the AGM at Ivar's is two days away. That is the first sign steam season is about to begin again. I am especially excited this year because my new place of residence has a dock for parking our boat!

I hope you have made good use of this wet winter to overhaul and maintain your equipment. Please do a hydro on the boiler, before you fire up, to avoid unpleasant surprises. Our safety record is excellent, and we want to keep it this way.

Our main event in August will be in Toledo, Oregon. The program is coming together very well. It should be great fun with enthusiastic local citizens welcoming our group with open arms. But as our event is part of a larger (and very popular) event, be sure and get your overnight accommodations secured as soon as possible!

Harv

Notes From the Editor

Hi Everyone!

Well, if today is any indication (as I write it's sunny and about 63° F), Spring is finally here. There's a lot of info about upcoming events stuffed into this edition, but David Vik was kind enough to share a link where you can find out about many more happenings this year, from B.C. to Northern California. Check it out:

<http://www.coots.org/mb/index.html#Solstice>. There's no excuse not to get out there and have some fun this steaming season!

Speaking of fun, we hope to see all of you in Toledo, Oregon for the Annual Meet. I know it's a drive for some, but the folks at the Port of Toledo are giving us a very warm welcome, and it promises to be a terrific time!

Meanwhile, don't let Opening Day sneak up on you! Register before April 25th.

Now get out there, stay safe and have fun!

Steaming on,
Karen



2018 NWSS Board Meetings

Members are always welcome at NWSS Board Meetings.

Remaining 2018 meetings are on:
April 7, June 2 and October 13.

If you wish to attend, please contact a member of the board as soon as possible, as space is limited.



The "V" is for
VOLUNTEER

Help keep the SS VIRGINIA V steaming into the future
by joining our Steam Team!
206-624-9119 * www.virginiav.org * heron@virginiav.org

From the Safety Chair

Here's to a Safe and Happy Spring

By Michael Cross, Safety Committee Chairman

Last year it was warm enough by mid-April that I felt it was safe to put water back in AMITY's boiler and piping, but for some reason I didn't get around to doing my witnessed safety test until July 25, just before the Tacoma Meet. This year, I plan to do the test first thing in the spring. You should think about doing the same thing.

I think that everyone has gotten pretty familiar with the NWSS Safety Check Procedure: before you can operate your boiler at a "public" event, like the August Steam Meet in Toledo, Oregon, you need to perform a hydrostatic test on the boiler and check the safety valve setting, using the procedures in the NWSS "Guidelines for Operating Safety Handbook" (GOSH) booklet. Then, once you are happy with the tests, get one of our Safety Committee Members to witness a repeat of the test. The witness will issue your Safety Certificate on the spot, and you are good-to-go for another year.

Get this done **before** the Toledo Meet if you possibly can, so you can begin your steaming at the meet right away! If there are any problems, the opportunity to get them fixed before the meet is much better. We realize of course, that sometimes this simply isn't possible, which is why we

gladly offer the service at the meets as well. I plan to arrive at Toledo on Thursday, August 16. Let me know if you want me to witness your test before the meet. My cellphone number is [REDACTED]

I spent a little time checking websites to see if there were any peculiar safety issues related to steaming in Oregon. Basically, there aren't any, outside of the Aquatic Invasive Species Permit that all of us from out of Oregon will have to have. (See the Annual Meet article on page 6.) The Oregon Boiler Code folks totally ignore us as long as we are less than 40 feet long. Trailer requirements are simple: **Brakes** are **required** on all wheels for **all trailers** with a gross weight over 3,000 pounds; provided the gross weight of any such **trailer** without **brakes** does not exceed 40% of the gross weight of the towing vehicle. Coast Guard requirements for life preservers and signaling devices are the same throughout the U.S.

The GOSH booklet and everything else related to safety is available at our website, northweststeamsociety.org. Just click on the "Safety" link.

We all know our Safety Program will not guarantee absolute safety. There is much more to it than that. We must all pay attention, be wary of distractions, and watch our gages, fire, and fuel. The hope is that our program will help our government regulators concentrate on other matters, and demonstrate from our documentation and records that specific legislation is unwarranted.

Here's to happy and safe steaming!

ATTENTION! PLANS FOR COEUR D'ALENE HAVE CHANGED!

By Al Dunlap

There has been a change in plans!!!! We will **NOT** be going up the Coeur D' Alene River as planned. Unfortunately, we were not able to get the campground at Rose Lake. But we will still leave Harrison on the morning of Saturday the July 14 and go up the St. José River to the town of St. Maries. We will stay there at the Pines Motel that evening. The rooms will cost \$60.00 plus tax. Their phone number is [REDACTED] you will need to call before May 31 to get the \$60.00 room rate. The next morning we head back to Harrison.

For a motel at Harrison I have made arrangements at the Lakeview Lodge, the only motel in town. If you call before May 31 the room rate is \$115.00 a night. Their phone is (208) 699-0638, ask for Suzanne. In both Harrison and St. Maries, tell them that you are with the STEAMBOAT people to get these rates!

We will need to be at Harrison by Friday afternoon July 13. If you will need extra fuel for the return trip from St. Maries to Harrison,

we can load it in my truck and take it to St. Maries late that afternoon. That evening we will have dinner in one of the local restaurants and also breakfast there the next morning.

After breakfast we will steam off to St. Maries, where the motel folks will pick us up at the dock and take us to our rooms. You will need to take lunches on the boat with you for the trip both ways. There is a restaurant one block from the motel and a breakfast place next door to the motel.

We should be back at Harrison on Sunday afternoon. However, you may want to stay longer as Lake Coeur d' Alene is a BIG LAKE and there is a lot to see and do!

If you plan to come, email me at [REDACTED] or call me at [REDACTED]. I would like to know who all is coming, and I also enjoy hearing from you!

One more thing. If a coffee can does not work on your boat just pull up next to my boat and hop aboard, as I have a head on board that you can use!

Hope to hear from you and see you there! It should be a really great time on the water.



Join the Steamers' Breakfast Club!

Photo by Ryan Handel.

Locations for steam breakfasts alternate between the **Dutch Mothers Restaurant in Lynden** and the **Farmhouse Restaurant near Anacortes**. Breakfasts start at 9:00 a.m.

March 24 @ The Farmhouse • Anacortes

April 21 @ Dutch Mothers • Lynden

Summer Steaming Break

September 15 @ The Farmhouse • Anacortes

October 27 @ Dutch Mothers • Lynden

November 10 @ The Farmhouse • Anacortes

December 15 @ Dutch Mothers • Lynden

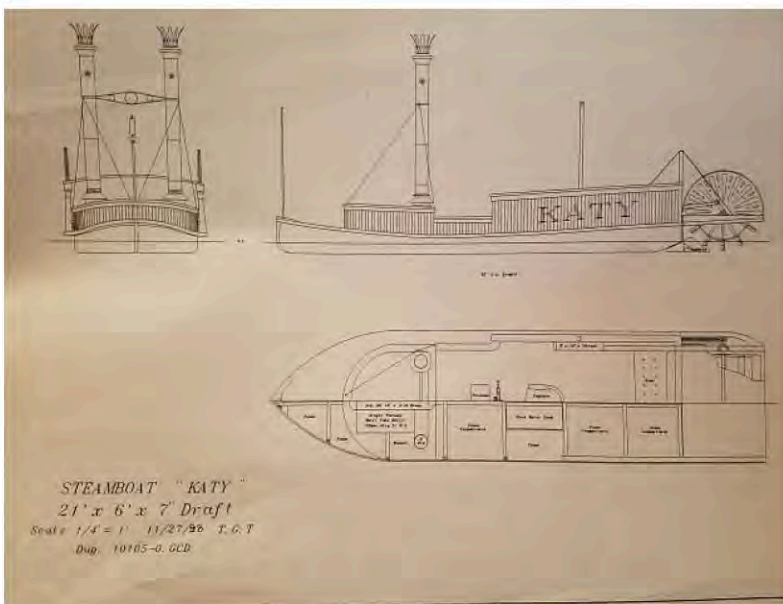
Please contact Wolfgang Schlager at [redacted] if you plan on attending so he can get an accurate headcount.



Photo by Merideth Goodman

Deep in Conversation

Merideth Goodman took this picture February 17 at the Society's monthly breakfast, held at the Dutch Mother's Restaurant in Lynden, Washington. Pictured centered is Richard Sturgill talking to Bonnie and David Hogan (out of frame on the left). On the right is former NWSS President John Hope chiming in on the conversation. Meanwhile, Jerry Ross is showing Ryan Handel a picture on his cellphone. The breakfast was well attended, but the restaurant is currently for sale, so this may be one of the last "steam" breakfasts at this popular venue. Stay tuned to the Gage and NWSS website for updates.



Tommy Thompson's 'Katy'

Contributed by Ryan Handel

Tommy's idea behind this was a very shallow sternwheeler that could go up rivers with shallow water. The dimensions noted are 21' x 6' x 7" draft. Dated November 27, 1958.

NWSS Is On Facebook!

<https://www.facebook.com/northweststeamsociety>



Click the "Like" button to start getting our feeds — photo notifications, comments, videos, interesting links and more.

Opening Day 2018

By John Hope

The Basics

- Opening Day is Saturday May 5
- Email me **NO LATER than 5pm, April 25** to get registered.
- General information:
www.seattleyachtclub.org
- Steam to our usual North Dock (by CWB & MOHAI) to receive and attach your Run Numbers.
- Our fleet will leave the North Dock around 11:15 am.
- If you are late, steam directly to our holding area in Portage Bay for your Numbers (you MUST have a Run Number to satisfy the Homeland Security folks!).
- Following the Parade, raft up to **Fresh Aire** anchored near the east end, south side.
- Canal will open about 2:30 pm for your return westbound.

For those preferring a little more detail, here you go...

Calling All Steamboat Captains Planning to Participate in the 2018 Opening Day Parade

It's time to get our steamers ready for the great day! You also need to email me so I can register you. **The Parade is on Saturday, May 5. The last day to let me know is April 25 by 5 pm!** Actually, the official closing is Thursday, April 26, but that's my Wedding Anniversary and we wouldn't like anything nasty to happen, now would we?

It's a great idea to check Seattle Yacht Club's Opening Day information on the web at: www.seattleyachtclub.org. We will also be visited, in our AGM, by the Opening Day Admiral, Vice Admiral and Admiralette, who will brief us on the event and hand out participation pins.

Most of you will likely choose to launch at the ramp on the north side of the ship canal, located at 4400 14th Ave NW. The parking is often difficult but you've all been very ingenious and have somehow prevailed. We have no special plan, since your on-the-spot track record seems to work by far the best.

Joellen and I will have your run numbers for you on the North Dock at the Center for Wooden Boats, and MOHAI, where it's easier to attach them than out on the water. It's also where your last restrooms will be found for a while.



If, by any chance, you are running late, please come straight out to Portage Bay, in our holding area where we will have your numbers for you. Your numbers **MUST** be attached to be allowed in the Parade. **We will leave the North Dock around 11:15 am.**

We will all be running in the "Classic Power Under 40-Foot" class. When our

class is called by the Parade Director, off we go. Try to stay fairly close together, and remember captains, you, **just you**, or your designee are required to salute the Opening Day Trio on the VIP vessel, right after the Montlake Cut.

Following the parade, our anchored rest stop vessel will be awaiting your arrival. Due to old age on my part, Joellen and I have downsized to a 32-foot Nordic Tug, called **Fresh Aire**. She'll be flying a NWSS Pennant and Windsock, and you'll see our Official NWSS Host Banner displayed. The modest freeboard and her hefty cleats on both sides should make rafting easy. Bumpers will be down, and you are welcome to come aboard. We plan to have snacks available. In case you're worried, she only has a small head but a whopping holding tank! Our anchorage position will be towards the east end and on the south side of the Ship Canal.

Have fun during the parade and remember your enthusiastic admirers love your hot, steamy whistles! Perfect weather has already been ordered, but prudence suggests at least minor allowances should be made for unauthorized deviations!

Vital Spark, Fresh Aire, Joellen and I, look forward to having a great time with you!



The Hope's new Nordic Tug, Fresh Aire will be our host vessel for Opening Day festivities this year. Photo by Joellen Hope.

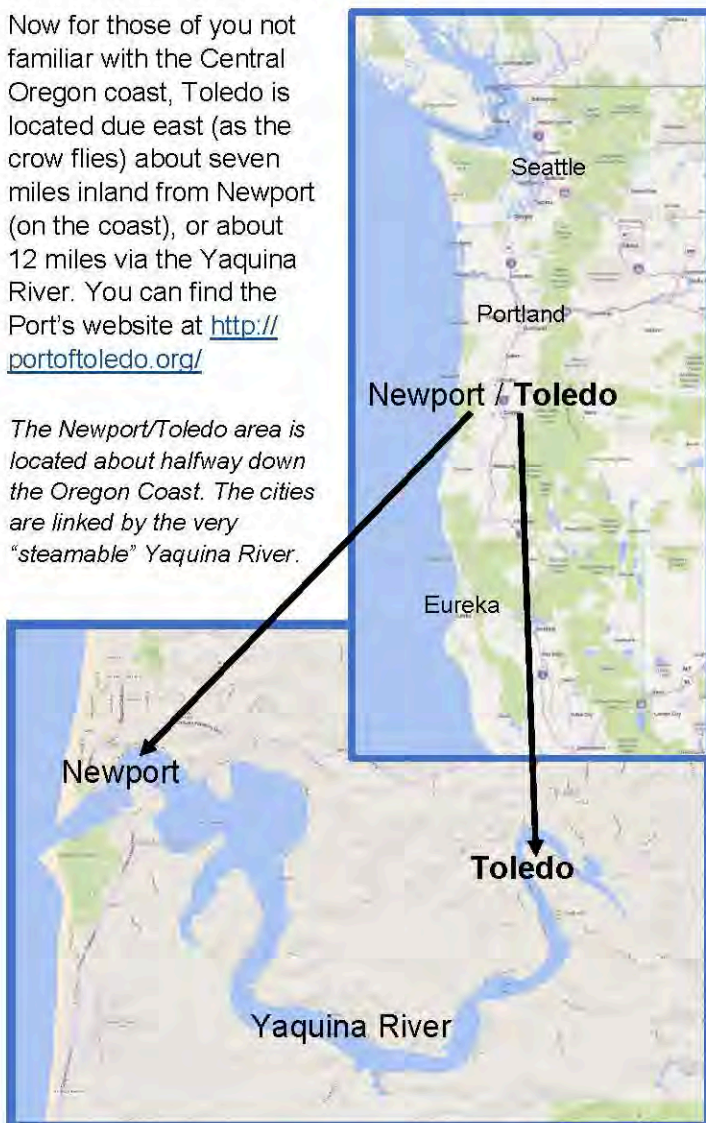
(Annual Meet — Continued from front cover)

Now we realize that not everyone in the society owns a wooden vessel, but the Port said that made little difference to them. It was our *steam* that interested them, and they're very certain that their festival-goers will feel the same way.

So, after a positive response from a quick email and phone survey of the usual suspects who regularly bring their boats to our annual meets, we said, "Yes!" And since we don't have to pay the usual expenses, the NWSS Board has decided to pass that saving on to you, so there will be **NO REGISTRATION FEE!**

Now for those of you not familiar with the Central Oregon coast, Toledo is located due east (as the crow flies) about seven miles inland from Newport (on the coast), or about 12 miles via the Yaquina River. You can find the Port's website at <http://portoftoledo.org/>

The Newport/Toledo area is located about halfway down the Oregon Coast. The cities are linked by the very "steamable" Yaquina River.



There'll be more information in the June edition of the *Gage* but here's what we can tell you so far:

You can display your boat on its trailer or in the water. The boat show organizers in Toledo are using the vessel info you have on your NWSS website page (if you have one) for the placards they give to each boat.

To Register. You will need to do **three things**, and keep **two dates** in mind:

BY JULY 1st – To reserve your mooring space, please **confirm your boat's participation** with the meet organizer, Stephanie Hylton. Email her at [redacted] or call [redacted]

BY AUGUST 1st - Fill out the **NWSS Annual Meet Registration Form** available on the NWSS website www.northweststeamsociety.org/upcoming-events and get it turned in to meet organizer Stephanie Hylton with the correct payment (as figured on the form). If you're not online, call Stephanie at [redacted] she'll take your info and arrange payment. Be sure to also read the Exhibitor Information Form that is part of the PDF.

BEFORE THE MEET: Obtain a **State of Oregon Aquatic Invasive Species Permit**. You **MUST** have this permit if you want to put your boat in the water! Permits can be obtained a couple of different ways:

- a) By going online to their website:
<https://apps3.oregon.gov/application/osmb/elicense/>
You can either print out and mail the form and payment, or pay online with a credit card – **Cost \$20.00**.
Permits are mailed the next business day after receipt of your check or payment info.
- a) By going in-person to almost any Oregon sporting goods store or marina (like Newport). - **Cost \$22.00**.

Note: You do NOT need a permit if your boat is already registered in the State of Oregon. You have already paid for your permit as part of your registration fee.

Please note the hours of the show, 10-6 Saturday and 10-4 Sunday. You are encouraged to take passengers out for short slough tours. However, you are NOT *required* to be at your boat during this period. Toledo always has a great festival full of fun and many activities for the whole family! Visit their website nearer to the date for the full schedule of events.

Travel to Toledo. There are three routes available to get to Toledo:

- From I-5 you can take Highway 20 west to Toledo.
- From the Coast Highway 101 at Newport, take Highway 20 east to Toledo.
- From 101/Newport, follow the river-shore route, heading east at the north end of the Yaquina River bridge go down to the Bayfront (street signs) and go along the north side of the river on Bay Blvd. This turns into Yaquina Bay Road. This route will give you a view of the river you will be steaming in. On the south bank there is also a river road going to Toledo. But since we will be on the north shore, we recommend the north side river road.

Power and Fuel. The docks have 30-amp twist lock outlets. Diesel and propane are available at the town gas station. Some firewood will be available if you run low.

Launch Ramp. The ramp is a single lane, concrete with a good pitch (14 degrees). Launch maneuvering area is smaller than most, but only the largest of our fleet might have a problem. Good news is, they also have a 38-ton lift available. Trailer parking will have to be done away from the ramp area, but they will provide space.

Lodging. Since there are no hotels/motels in Toledo, lodging will have to be found in Newport. Since this is a summer tourist turf, and the boat festival is always very popular, we very strongly suggest making reservation ASAP at one of several hotels/motels available in the area if you hope to get a room.

We have made arrangements with the Travelodge at 1311 N. Coast Hwy., Newport, OR 97365, phone: (541) 265-8516. They are saving for us eight king-size bed rooms at \$119.99 + tax per night, and four doubles at \$129.99 + tax per nights. **When you call be sure and refer to the NWSS.** This is the only way you will get this (very reasonable for the area) price. We can have more for this price as long as they are available, so call today!

Camping/RVs. Adjacent to the slips is a large grassy park area. The south side faces the river and we will use this for RV and tent dry camping. A gazebo is located in this area. On Friday and Saturday, it will be used by the locals for their pancake breakfast and noon BBQ lunch fundraising. However, the gazebo area will not be in use in the evenings. The Port says it will provide tent and additional tables/chairs in this area for our use.

Meals. Because it was so successful last year, Friday night we again are having a welcome BBQ – free of charge, of course, for registered NWSS members and your parties. We'll set up in the gazebo area and grill masters will be members of your NWSS Board of Directors.

Our Saturday evening gathering will be a buffet dinner consisting of ribs, chicken, potato salad, and salad bar, at the Rogue Brewery on the Bay, 2320 OSU Drive, Newport. Cost is \$25 per person.

Well, that's what we know so far! Questions?
Call Stephanie Hylton at [redacted] or email
[redacted] See you in Toledo!



Toledo Area Tide Tables

Friday 2018-08-17

Sunrise 6:20 AM PDT, Sunset 8:17 PM PDT
Moonrise 1:37 PM PDT, Moonset 12:07 AM PDT
Low Tide: 12:39 AM PDT 1.1
High Tide: 6:32 AM PDT 6.3
Low Tide: 12:29 PM PDT 1.7
High Tide: 6:47 PM PDT 7.8

Saturday 2018-08-18 Full Moon

Sunrise 6:22 AM PDT, Sunset 8:16 PM PDT
Moonset 12:07 AM PDT, Moonrise 2:39 PM PDT
Low Tide: 1:47 AM PDT 1.0
High Tide: 7:50 AM PDT 5.7
Low Tide: 1:24 PM PDT 2.3
High Tide: 7:40 PM PDT 7.6

Sunday 2018-08-19

Sunrise 6:23 AM PDT, Sunset 8:14 PM PDT
Moonset 12:41 AM PDT, Moonrise 3:39 PM PDT
Low Tide: 2:58 AM PDT 1.0
High Tide: 9:16 AM PDT 5.5
Low Tide: 2:29 PM PDT 2.8
High Tide: 8:38 PM PDT 7.4

Monday 2018-08-20

Sunrise 6:24 AM PDT, Sunset 8:12 PM PDT
Moonset 1:19 AM PDT, Moonrise 4:35 PM PDT
Low Tide: 4:04 AM PDT 0.8
High Tide: 10:36 AM PDT 5.6
Low Tide: 3:40 PM PDT 3.0
High Tide: 9:37 PM PDT 7.4

The tides will be favorable for an excursion downriver.
Low tide at Newport is about an hour earlier than at Toledo.

The Yaquina River from the mouth to Toledo is covered by NOAA chart #18581:

<http://www.coots.org/mb/Toledo/18581.png>
<http://www.charts.noaa.gov/RNCs/RNCs.shtml>

Topo maps of the Yaquina in KAP format for import into most navigation programs:

<http://www.coots.org/KAPs/Coast/Yaquina/>

And in PNG format with indexing info:

<http://www.coots.org/MapImages/Coast/Yaquina/>



Drayton Harbor Days August 4 & 5

By Wolfgang Schlager

Ahoy Steamboaters!

The City of Blaine, Washington, the Chamber of Commerce and Drayton Harbour Maritime (DHM) is welcoming steamboats to participate in Blaine's annual maritime history celebration. It is a street fair with numerous merchants and lots of folks attending. The tall ship **Lady Washington** will be moored at Gate #3 and will give rides under sail in Semiahmoo Bay.

Launching, trailer and reserved moorage at the visitors' dock (Gate #2) is free of charge for NWSS members. R.V.s can be parked at the Blaine Marine Park, opposite the marina building. There is a limited number of electric hook-ups provided, on the basis of first come – first serve. There are showers and W.C.s inside the marina building.

Events:

There are no extreme tides and boats can be launched and retrieved at any time.

There are two chances to steam up the infamous Dakota Creek. H.W. on Saturday is at 11:48 am and on Sunday 01:44 pm. Unfortunately, the high tides are only 5.9' and 6.2' respectively, that is not enough to steam up all the way the creek, especially for steamers with a somewhat deeper draft.

A steamboat parade is planned for Saturday at 02:00 pm when the George Raft Race is finished. We will steam twice up and down the visitor dock and blow our whistles.

No time yet has been set for the traditional wine and cheese raft-together.

Take a ride on the historic **Plover** ferry to the Semiahmoo Spit and to the resident harbor seal colony, sunbathing on their own floats.



The historic Plover ferry takes happy Drayton Harbor Days festival goers on a cruise to visit the Semiahmoo Seal Colony. Photo by Karen Plut.



The Lady Washington dozes in the twilight of the Blaine Marina during the 2016 Annual Meet. Photo by Karen Plut.

There will be a BBQ for steamboaters on Saturday evening at the backside of the marina building. Please put a generous donation in the basket.

We hope that Captain Richard Sturgill will find the time to show us the Bristol Bay **Diamond NN 59** fishing sailboat, which is presently under restoration by the Drayton Harbor Maritime organization. Go to the website of the Drayton Harbor Maritime for details, pictures and a video www.draytonharbormaritime.org

There are lots of good and serious steaming possibilities in and around Semiahmoo Bay.

This meet at Drayton Harbor, is just two weeks ahead of our NWSS Annual Steam Meet in Toledo, Oregon (Friday-Sunday, August 17-19), and so is a good opportunity to test your steamer and to make final adjustments or small repairs if necessary!

For more information, contact the Blaine Chamber of Commerce at: (360) 332-4544 or toll free (800) 624-3555 or visit their website at www.blainechamber.com/drayton-harbor-days/.

Sammamish Slough Mini Meet Saturday, May 19

Rain Date: Saturday, May 26

Kenmore Boat Ramp
17150 68th Ave NE, Kenmore, WA 98028
Leave boat ramp at 9:30 AM
Contact: Michael Cross

Doug Brookens, who normally runs this meet has asked me to stand in for him this year. If you have never done this trip before, here are some details:

The launching ramp is operated by the Washington Department of Fish and Wildlife. You will need a Discover Pass to park there. The ramp itself is pretty good, but there is no dock, so you either have to be steamed up when you launch, or have long ropes to pull your boat to a beach just upstream of the ramp. Passengers that will have difficulty getting aboard from a beach should get aboard before you launch. There is a restroom at the launch.

The general plan is to steam up the Slough, toward Lake Sammamish, until the lead boat runs aground. This usually happens about five miles upriver, a little past I-405, at the gravel bar where Little Bear Creek runs into the slough. After that, we will drift back down a little and anchor or tie up to a tree for lunch. Bring something to share.

There are a large number of bridges and foot bridges crossing the Slough, but all are at least 11 feet high, so there is plenty of clearance for our boats. There is a park at Bothell Landing with bathrooms and some vendors, about three miles upriver from the launching ramp.

Questions? Email or give me a call!



A William Fredrick view of some of the many bridges crossing the Snohomish Slough. Photo by Harv Lillegard.

Lake Whatcom Two-Landings Steamboat Meet Saturday & Sunday, July 20 & 21

By Wolfgang Schlager

Welcome to Lake Whatcom in Bellingham for our annual "Landings" steamboat meet. Please note there are changes for our 2018 schedule of events.

We recommend to launch your boat at the (completely newly rebuilt) boat launch at the Bloedel/Donovan Park, not much later than 09:00 am on Saturday, July 20 to stay ahead of the crowd. Especially on a sunny day! Keep your trailers parked at the official parking lot overnight. This park is officially closed at night, but several other boaters don't pay attention. This will save us some money.

This year there will be **no stop** at Bowman's Landing. Therefore, bring your own sack lunch and drink with you for your Saturday noon-time meal.

Overnight camping will be at **Sullivan's Landing** on Saturday evening. **Sorry, no R.V. access.** Bring your tent or stay in one of the numerous motels and hotels in Bellingham. Our catering staff (i.e. Bonnie Hogan, Ryan Handel and helpers) will prepare for you a great dinner Saturday night, and a hearty breakfast with pitch black coffee, on Sunday morning. Please put a generous donation in the provided basket. Bring your own wine and beer or soft drinks and snacks.

At noon on Sunday you are invited to steam to the former **Schlager's Landing** for a hot dog lunch, with corn-on-the-cob and a pudding desert. The new owners gave us permission to stay alongside with our steamers for three hours, namely from 12:00 pm until 03:00 pm on Sunday. Afterwards, 03:30 pm will be a good time to retrieve your boats at the B/D Park.

Important:

Please let Bonnie Hogan know **in time** if you plan to come! Tel.: _____ or send her an e-mail:

YOU MUST RSVP! Our catering staff needs to know the correct number of participants in advance!

Please also note:

The steamboat meets at the Sammamish Slough in May, at Lake Whatcom in July and at the Drayton Harbor Days in August are three great meets for members north of Seattle, who don't plan to travel to Toledo, Oregon in August for our annual meet.

Good Food and Lots of Information Passed Around at the 2018 Annual General Meeting

By Karen Plut

Around fifty members of the Northwest Steam Society made it to Ivar's Salmon House on Saturday, March 10, for the Society's Annual General Meeting.

Highlights were a presentation by the Seattle Yacht Club's Opening Day Admiralty Trio, who emphasized how much our participation is enjoyed by the Club and parade spectators.

Stephanie Hylton gave an overview of the Port of Toledo, Oregon, the site for our Annual Steam Meet in August and answered members' questions.

The winning steam photo was of the "incident" involving President Harv Lillegard's **William Fredrick**, highlighted on the cover of last quarter's *Gage*.

The highlight of the day was the recognition of all Membership Secretary Doug Brookens' hard work, when he was awarded the 2018 George Ives Trophy for his many contributions to the NWSS.



Top Left: NWSS President Harv Lillegard starts off the day's program.

Top Right: Last year's winner Ryan Handel passes the George Ives trophy to this year's recipient, Membership Secretary Doug Brookens. **Bottom Right:** Doug exclaims to Mike Cross, "It's like a who's who of the Society!" **Bottom Left:** Our youngest (and, by far, cutest) member, Carter Spadoni, proudly shows off his truck. When asked if it was steam-powered, his mom Angie said, "Not ...yet."

Learning from the Master – Cliff Blackstaffe

An appreciation by Russ Karns of previously published comments by Cliff Blackstaffe

My experience with the compound engine is that it uses a lot less steam than the simple single cylinder engine does. This makes for a higher steam pressure.

*On **Arthur M.** the pressure is limited to 150 psi, because of the copper tubes in the boiler. The higher pressure is what makes for the same power with less fuel.*

I know all the books say this, but I didn't really believe that – until I tried it myself.

For those people who read my article in Volume 47, No. 1 of the Steam Gage, you might be wondering what a Blackstaffe Steeple Compound is. Here are the details from the master himself.

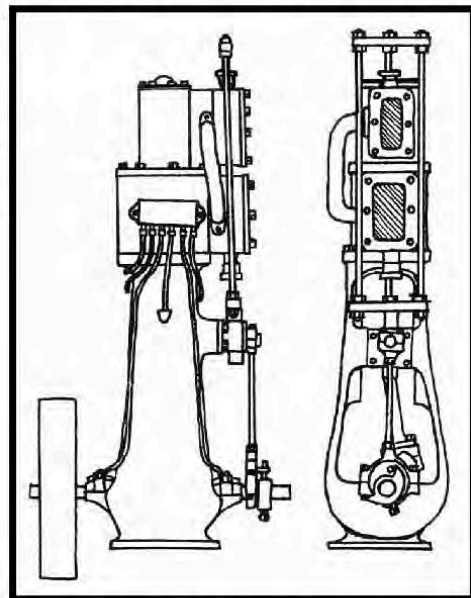
A Steeple-Compound Design and Random Comments

by Cliff Blackstaffe

We must encourage the compound engine all we can, in order to reduce the size of the boiler and increase the economy. The tandem or steeple compound is not to be looked down on, especially in small sizes. I happen to have been an engineer on the largest steeple compound (to my knowledge) on the Pacific Coast, 14" + 28" x 28". With very large balance weights, she ran smooth.

The question is, how can S.L.O.W. members get a small compound? Well, there is one way, and that is to compound an existing simple engine. I'm thinking of the man needing around a 5 h.p. engine.

There are lots of simple stationary engines in the junk. We will consider the "bottle" type, certainly the most numerous. These engines



Drawing by Cliff Blackstaffe.

Steamer's Wake

An Appreciation by John Leyde

Last summer, I picked up a book in a used bookstore in Friday Harbor, entitled, *Steamer's Wake* (published in 1985 by Enetai Press, written by Jim Faber).

It is a fascinating book featuring steamboats that plied the waters of Puget Sound, the Columbia River and waters off British Columbia.

Upon further inspection I discovered, to my delight, a photo of the sternwheeler **Black Prince**. My grandfather worked on this steamer hauling material up the Snohomish and Snoqualmie Rivers for the Union Pacific Railroad. The **Black Prince** was built in 1901 at Everett, "...for a rail line that was more impressive in its title than it was in actual performance... the Skagit and Snohomish, Puget Sound and Baker River Railroad." In the 20s, it became a tow boat. The upper works served as a club room for the Everett Yacht Club in the 30s and was the inspiration for The Black Prince Room at the present location.

Also featured is our very own Dave Hogan (center below) working in the engine room of the Virginia V, the last survivor of the Mosquito Fleet... (the boat, not Dave).



Photos from Steamer's Wake, by Jim Faber, 1985 Enetai Press.

were built both with double-web cranks and with overhung cranks. They were generally on the light side as regards bearings. Choose one with an adjustable wrist-pin bearing, if possible. All single expansion engines are suited for pressures of only 60 or 80 pounds. Any higher pressure just wastes steam out the exhaust.

For steepling, we should choose a fairly large and solid engine, for the sake of getting good bearing area. A 5" x 6" or a 5" x 5" would do fine. If you're going to run condensing with a vacuum (which gives you extra power for nothing) then a 2 1/2" H.P. bore will be right, but if you run non-condensing use a 3" H.P. You can always bush it later.

Now, there are two ways of putting the H.P. cylinder on. The new older and usual way being to have a spacer between the lower H.P. head and the upper L.P. head, within which were the two glands (and all ladies go ashore while the Old Man tries to pack either one of them). In all, there were six glands on these engines. When you are out for pleasure and not paid by the hour, the less glands the better. The Simpson & Strickland engines had a water-grooved bush between the capital H. P. and L. P., **Cygnat**, which has a cast iron bush and water-grooved piston rod, I can highly recommend it.

Now, we have to drive the H. P. valve off the L.P. stem. In the conventional way, this called for two more glands, and the valve stems dead in line. Practically all the little stationary engines have a square valve-stem guide into which the stem is screwed, so we can put a crossbar on here, held to the square by the valve stem lock nut, and wide enough to clear each side of the

valve chest.

Now mount the capital H. P. valve chest with its gland on top and stem pointing skyward. Fit this stem with a similar crossbar and join the two bars with tie rods port and starboard of the valve chest.

The lower H. P. head is also the upper L. P. head, and in machining, having bored the piston rod hole to take the cast iron bushing, mount the head on a mandrel for the finishing cuts on this spigots and faces. This will ensure concentricity of both cylinders and piston rod bush. Have the bush not less than 2" long, and the grooves on the piston rod square-bottomed 1/16" to 3/32" wide and about 3/64" deep, spaced 1/2" apart. When the pressure is under the H. P. piston, the rising rod sweeps leakage steam back into the H.P. cylinder. On the down stroke, there is only about 20 lbs. in the H. P. lower end, so not much cause to leak. The piston rod may have to be enlarged at the lower end, for it has to be shouldered and threaded for the capital L. P. piston, and reduced a shade below the thread root diameter for the H. P. rod diameter.

These engines usually took rather large section packing, so the larger rod using smaller packing will bring it more in line with modern practice. Make the H. P. valve chest separate from the cylinder. It's easier pattern making and machining, and just as good. The L.P. top head will need bolting to the H. P. cylinder with Allen cap screws sunk in flush, and one L. P. stud may have to be forgotten, as it may come under the H. P. valve chest.



Steam Gage Classifieds

NOTE: Classified Ads will only appear in two issues of the *Steam Gage* unless they are resubmitted to the editor.

For Sale: Main Propulsion Machinery, Condensers, Pumps & Boilers from the Steamship "Canadian Princess"

We are currently selling all of the main propulsion machinery, condensers, pumps, and boilers from the *Canadian Princess* (ex-*W.J. Stewart*). We are open to offers to save the machinery before we are forced to scrap them.

Open to All Offers!

Contact: Allan Crook



See more photos at:

http://www.northweststeamsociety.org/classifieds?lightbox=image_1tel

FOR SALE Simpson-Strickland Kingdon Steeple Compound Condensing Engine



This is a beautiful piece of history, very unique and well taken care of, is perfect for museum or for show.

Absolutely a one-of-a-kind piece, this Simpson-Strickland Kingdon Steeple compound condensing engine was purchased by the late Thomas (Tommy) G. Thompson Jr. in 1951, shipped straight from England to its destination in Seattle, Washington.

All the documentation comes with the unit. This is a complete portable unit. Boiler and engine are on its factory base to go in and out of the boat. Engine is fitted with Stephenson reverse link. It is complete with hand pump, condenser and flanged propeller shaft. Includes: brass funnel, brass water makeup tank, copper outboard condenser, injector and misc flanged fittings with pipe work.



This unit has never been out of a heated building since 1951! Boiler appears to be fully serviceable and all historical paperwork is included with the sale.

This unit was featured in *Steamboats and Modern Steam Launches* magazine May 1962, page 22.

Offered for Only **\$15,000 USD**
or reasonable offer

Contact: Andrew VanLuenen

email:

A.V.L. Machine Works LLC

Phone:

Fax:

Or Contact: Headen Thompson

email:



Steam Gage Classifieds

FOR SALE: SKEG AND RUDDER

13" wide blade

Asking \$200.00 USD

Contact: Clem Legates

Call or Text: (905) 882-4888



FOR SALE: THREE-WHEELER PROJECT CAR 80% COMPLETE

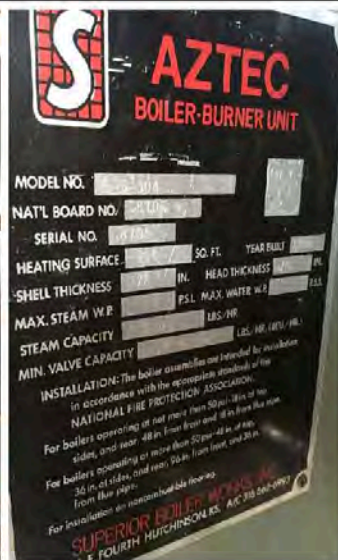
Designed as a "Land Launch," utterly unique but very workable light runabout. Serpollet-style monotube generator, Beckman 12-volt burner, engine-driven feed pumps plus 12-volt auxiliary feed. Runs well on air. See a short video at:

<https://www.youtube.com/watch?v=zMwrXhe-SHl>.

Car is in Victoria BC, on Vancouver Island.
Buyer responsible for all shipping.

\$7000.00 Cdn. OBO

Contact: Tony Hubner For more details, email tony@landlaunch.com



FOR SALE: SUPERIOR AZTEC PROPANE-FIRED STEAM BOILER

Installed in the eighties and never fired!
304 square feet of heating surface,
2070 pounds per hour at 150 psi.
Please contact me with further questions.

\$12,000 OBO Located in Lebanon, OR

Contact: J.D. Ray



Steam Gauge Classifieds

FOR SALE: 12-Foot Dutch Steamboat

- Maker: Scheepswerf de Breedendam
- Built in Culemborg, Netherlands, Built 1982
- One of only 6 built. Only one imported to the U.S.
- Railings, floors, seats and helm are all made of oak
- Brightwork redone in 2016
- Includes trailer
- Engine: Stuart 5A, Bore/stroke: 2-1/4 x 2 inches
Output: 1-1/2 bhp @ 800 rpm
Working pressure: 100 psi
- Always stored indoors, with fewer than 100 hours on the water

This beautiful vessel is ready to steam and enjoy! Located in Virginia.

Best Offer!

Contact: Carbon Dubbs
Phone: [REDACTED]
email: [REDACTED]



FOR SALE: Set of Steam Engines for a Stern- or Side-Wheeler

For sale a set of steam engines for a stern-wheeler or side-wheeler. The engines are 20" stroke and 4" bore. Comes with the arms and boiler. More photos available.

Asking \$2500 (USD) for everything!

Contact: Clem Legates
Phone: [REDACTED]
email: [REDACTED]



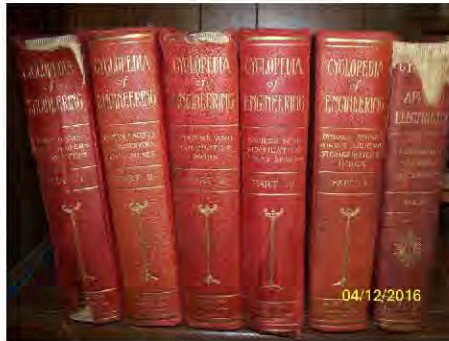


Steam Gage Classifieds

FREE TO A GOOD HOME

I have a five-volume set of Engineering Cyclopedias to offer free to a good home. Red leather bound, originally from the library of a private school in Tacoma. They are still in good condition. Excellent print quality. Lots of excellent photos and drawings, detailed descriptions of all kinds of fascinating engineering works from the heyday of steam power. Subjects include heat theory, boilers, pumps, steam engine theory and practice, stationary, railway marine engines, automobiles, railway signaling and brakes, electricity generation and distribution, etc. Published by American Technical Society, 1906.

Contact: Allan Rustad



Remember When...

Photos from the Northwest Steam Society Archives.

Courtesy of Ryan Handel.



Beer party at Gordon Sullivan's place in Lake City, Washington, year unknown.

Left to right — Back Row. Gordon Sullivan, Elmer Brooks, Russ Hibler, Bob Bebee, George Durham. **Front Row** — Russ Gibbons, Dick Fortier, and Tommy Thompson Jr.



Upcoming Events



For more, and the most up-to-date information, please be sure to check with the contact person listed for that specific event.

Saturday, March 24

Steamers' Breakfast

See page 4 for location and time.

Saturday, April 21

Steamers' Breakfast

See page 4 for location and time.

**Saturday & Sunday
May 5 & 6**

Clear Lake Mini Meet

Clear Lake Vista Resort
Kelseyville, CA

Contact: Joe Buttermann

Saturday, May 5

Seattle Opening Day Parade

Seattle, WA

Lake Union through Portage Bay and the
Montlake Cut to Lake Washington

Contact: John Hope

**NOTE: Pre-registration by April 25th is
MANDATORY!**

Saturday, May 19

**Port of Kingston & Kingston
Yacht Club Opening Day**

Kingston, WA

Contact: Sterling MacKinnon

Saturday, May 19

**Sammamish Slough
Mini Meet**

Kenmore Boat Ramp
Kenmore, WA

Contact: Michael Cross

RAIN DATE: Saturday, May 26

See Steam Gage for more information.

(Upcoming Events — Continued on Page 16)

Upcoming Events (continued)

**Friday-Monday
June 8-11**

Lake Klamath Steam Meet

Rocky Point Resort
28121 Rocky Point Road
Klamath Falls, OR 97601

Contact: Charlie Coghill

NOTE: Early reservations suggested!

**Saturday & Sunday
June 16 & 17**

Chehalis Slough Loop

Montesano, WA

Contact: Harv Lillegard

Please RSVP ASAP!

See *Steam Gage* for more information.

NEW!

**Friday-Sunday
July 13-15**

Idaho Mini Meet

Harrison to St. Maries via St. José River

Contact: Al Dunlap

Please RSVP ASAP!

See *Steam Gage* for more information.

**Saturday & Sunday
July 21 & 22**

Lake Whatcom 2-Landings

Lake Whatcom
Bellingham, WA

Contact: Bonnie Hogan

You Must RSVP! ASAP Please!

See *Steam Gage* for more information.

**Saturdays & Sundays
July 28 & 29, August 4 & 5**

47th Annual Great Oregon Steam-Up

Antique Powerland
3995 Brooklake Road NE
Brooks, OR

7:00 a.m. to 6:00 p.m. daily
(503) 393-2424

More info at www.antiquepowerland.com.

**Wednesday-Saturday
August 1-4**

Puget Sound Antique Tractor and Machinery Show

Berthusen Park
8837 Berthusen Road
Lynden, WA

See *Steam Gage* for more
information.

**Saturday & Sunday
August 4 & 5**

Drayton Harbor Days Festival, Street Fair and Maritime Celebration

Blaine Boating Center
235 Marine Drive
Blaine, WA

(360) 332-4544 or
toll free (800) 624-3555

www.blainechamber.com

**Friday-Sunday
August 17-19**

NWSS Annual Steam Meet

Port of Toledo
Toledo, OR

Contact: Stephanie Hylton

Please RSVP ASAP!

See *Steam Gage* for more
information.

Saturday, August 25

Snohomish River Delta Mini Meet

Langus Riverfront Park
Snohomish, WA

Contact: Dan and Marian Martin

Please RSVP ASAP!

See *Steam Gage* for more information.

**Thursday-Monday
August 30-September 3**

Victoria Classic Boat Festival

Inner Harbour
Victoria, British Columbia, Canada

www.classicboatfestival.ca

**Saturday-Monday
September 1-3**

Olympic Maritime Festival

Olympia Waterfront
Port Plaza to Percival's Landing

Olympia, WA

www.harbordays.com

**Friday-Sunday
September 7-9**

Port Townsend Wooden Boat Festival

Point Hudson Marina
Port Townsend, WA

info@nwmaritime.org

<http://nwmaritime.org/wooden-boat-festival/>

**Saturday, September 15
Steamers' Breakfast**

**Friday-Sunday
September 28-30**

Sacramento Delta Steamboat Regatta

B&W Resort

984 Brannan Island Road
(Delta Loop) Isleton, CA

Contact: Jerry and Phyllis Blain

**NOTE: Early reservations for this event
are strongly suggested!**

**Saturday, October 27
Steamers' Breakfast**

**Saturday, November 10
Steamers' Breakfast**

**Saturday, December 15
Steamers' Breakfast**

