

(80 P.C.)

PO Box 220
22175 S. Hwy. 99E
Canby, OR 97013

Lee Sayles
1-800-547-1714

Custom Pole Buildings
CCB# OR 79450
WA MWBUISC061K5

(503) 263-9000
FAX (503) 266-7102
www.mwbsc.com
lee@mwbsc.com

To: ALMA

WOODS

From: Lee Sayles @ M & W Building Supply

Thank you again for contacting us. Our initial quote on the building we discussed would be as follows:

- 22' x 55' x 14' M+W POST-FRAME BLDG.
- PAINTED STEEL: ROOF, WALLS & TRIM
- VAPOR BARRIER: ROOF
- OPEN:- 10' BAYS - ONE SIDE; ↓
- (2) 13' OPENINGS EACH END
- 6/12 ROOF PITCH; 'SCISSOR' TRUSSES
- POSTS FOR LOFT SUPPORT
- 24" ROOF OVERHANGS, SIDES & ENDS
- CLACKAMAS CO. ENGINEERING:
- #25 PSF SNOW, 95B WIND

Materials delivered w/tax:	<u>\$14,874⁰⁰</u>
Labor w/tax:	<u>N/A</u>
Total:	<u>\$14,874⁰⁰</u>

Please call with any questions that you may have or if you would like to proceed. I know you'll be pleased with our quality of product and service!

Regards,

P.S. ADD: \$2265⁰⁰
FOR: STAIRS & 6' x 55'
#50 PSF LOFT PACKAGE.

STORY OF MADDAX WOODS THE HOME OF VIRGIL MADDAX AND DOROTHY MADDAX

Pioneer spirits, thirst for adventures, romantic hearts, and love for animals and nature were some of the driving forces in the lives of Virgil and Dorothy Maddax which caused them to settle on what is now Maddax Woods on the west side of the Willamette River in West Linn.

Virgil Maddax lived in the 1920s in Oregon City and began his boat building career by remodel of a life boat. His first boats were built out of wood, and above the Willamette Falls. He was also a fisherman – early for salmon.

In 1941 Virgil Maddax and Dorothy Lydia Sommer of Portland were married. In their canoe they paddled along the shores of the Willamette River searching for just the right piece of land – high enough at normal river levels, secluded enough for nature lovers and the animals that became their children (they had none together), with sunny spots for a garden, a beach protected enough from excessive currents, and the right gradual sloped swale to be able to launch his boats. When they found their ideal piece, they bought it since it was available.

In the 20's, and even into the 60's, there were many log rafts of huge logs tied along the river. It wasn't unusual for a raft to break. Being a natural opportunist, Virgil would snag any and all the logs he could. He milled these logs to build his boats in a self-made mill on site at Maddax Woods. He built a very large boat pole shed in the swale. He used some of the very largest logs to put rails on to skid launch his boats. These boats, I think eleven in all, ranged in size from 40 feet to 55 feet and one as large as 61 feet. His last three boats were made of metal.

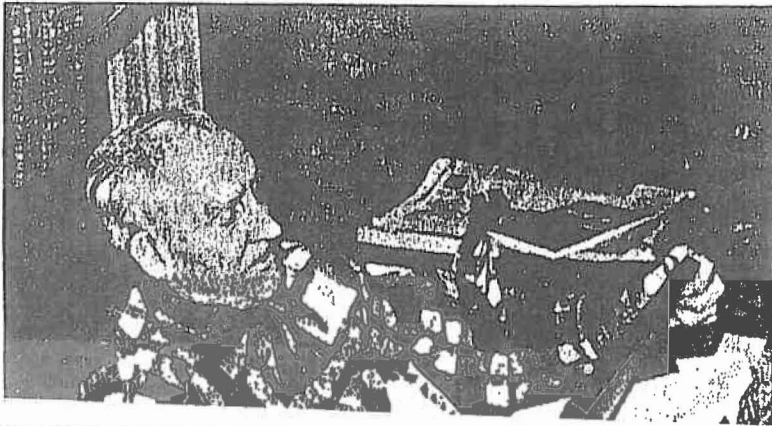
Early, he would take his boats to Alaska to fish, the catch to sell for cash, he would sell the boat too, and would return home to repeat the process again. His reputation for being a fine boat builder grew with his exposure on his trips. He went south to fish for tuna also, and Dorothy accompanied him. They also enjoyed their boats for pleasure. No sooner would one boat be sold, than he was commissioned to build another. He built boats for more than 50 years and died in 1991 at 93. After his death, in a storm during the winter of 1995-96 a very large fir tree at the edge of the swale, came down crushing the boat barn, and Dorothy had to have it removed. The 25 by 55 foot foundation remains. The Friends have exposed it for the public to see. We hope to replace the barn for interpretive activities in an old fashioned barn raising event during the West Linn Centennial Year 2013.

At home, during his boat building years, Virgil built their home one cast concrete block at a time while they 'camped' in a small shed next to his projects. Dorothy grew a fantastic cutting garden next to the pole boat barn/shed. She was involved in organizing one of the oldest garden clubs in the state – West Linn Garden Club, and her reputation as a flower arranger extraordinaire, added to the Club's notoriety. They fed the geese, ducks, deer, raccoons, and squirrels who called the surrounding woods their home. We, who were blessed to be neighbors, always knew when feeding time came by the chorus of gratitude from the native recipients.

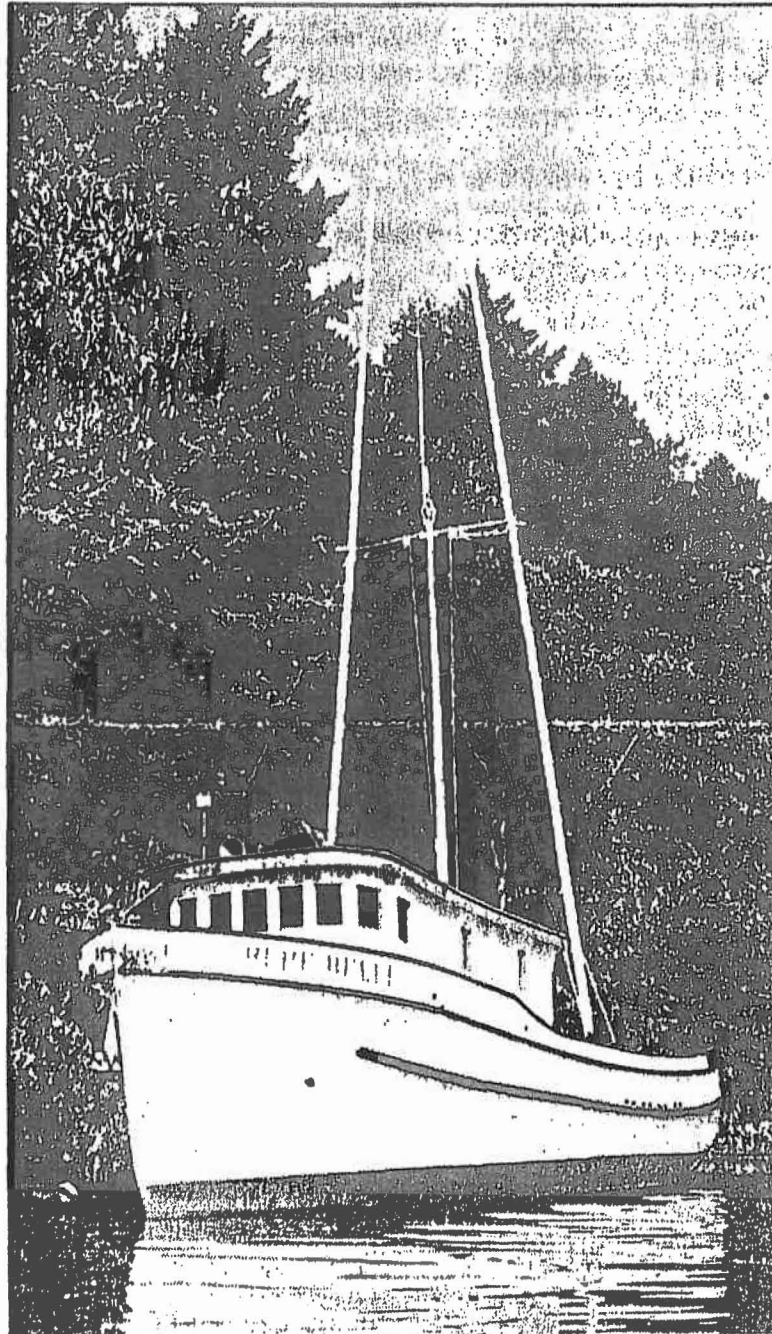
Dorothy died in 1999 and bequeathed the property to the City of West Linn for a nature park. After the City accepted the gift and it was finalized in 2002, former neighbors and her friends began an effort to form The Friends of Maddax Woods group to preserve, protect, educate, restore and maintain this natural habitat, the home, and the historic story of Virgil's boat building for the years to come. We are Friends to adjoining Burnside Park which was given to the City in 1935 for a natural park as well (together there are about 27 acres) along the banks of the Willamette River, across from Goat Island which is across from the mouth of the Clackamas River.

The Friends became an official 501c3 in October 2010. We have had an annual "Lighting of Maddax Woods" to create awareness of this 'little bit of paradise' – the treasure of animals, birds and nature that are seen and have been seen in the Park, and the history that the Maddaxes left for us all.

THE BOAT MAKER



VIRGIL MADDAX, a West Linn resident known for boat building and protecting the wilderness on his Willamette River property, died last week at age 93.



THE BLUE BELLE was one of several large boats that Virgil Maddax built in nearly 50 years at his Willamette River home in West Linn. (Staff photos by Margaret M. Dunne)

Long time West Linn boat builder dies

By CHRIS NORRED
Staff Reporter

At the end of River Street in West Linn, the pavement turns to gravel. The suburbs disappear. And a sturdy old gray house stands high on the river bank near Cedar Island slough.

Thick woods, a garden and well-fed, wild ducks and geese surround the house by the Willamette River. In a gully sloping toward the water, is a rough, wooden shed with a high roof.

There, for almost 50 years, Virgil Maddax built the big boats.

Starting in the 1940s, Maddox built large fishing and pleasure boats at his home in West Linn. He launched them from his yard and sailed the length of the continent. The vessels ranged in size from 40- to 55-feet. Maddox finished his last boat, Mar Azul, in the early 1970s, when he was past age 70.

Virgil Maddax died last week at the age of 93.

"The Maddaxes were founder-type people on the river in West Linn," says Jerry Herrmann, director of the Environmental Learning Center. Her-

rmann grew up in the River Street neighborhood. Today he leads tours on the water and points out the Maddax home as one of many historic and ecological sites.

The Maddax home, which Virgil built, is a landmark. The quiet boat builder and his wife, protecting their patch of wilderness, feeding the ducks and geese, have become a bit of local legend.

"Virgil took great pride in his flock," recalls Greg Mitchell, a high school teacher who grew up and still lives in the River Street area.

Hunters sometimes mistook the pocket of wilderness with its well-fed birds as a perfect place to shoot game.

"Every now and then, we'd hear gunshots out near the end of the island," Mitchell recalls. "The next thing, Virgil would be down there and the cop boat would be coming."

In recent years, Virgil and Dorothy Maddax hosted visits by Boy Scouts who studied the wild waterfowl near their home, said Mike Gates, a Scout leader

and city councilor.

Dorothy Maddax remembers when she and Virgil found the spot to build their home. "He wanted a place where he could build boats. He needed a place to pull the boats out.

"We rented a canoe and rowed up river to look for some land." In the slow waters behind Cedar Island, the couple spotted the sloping gully. The land looked just right. And it was available. "We bought it," Dorothy says.

Virgil started to build the house. He had the foundation finished, when a man from Newport asked Virgil to build a boat.

Dorothy remembers that her husband put the house on hold, built the boat shed and went to work. "I was in Portland then, but I liked it out here. I liked the woods," she recalls. So her husband spruced up an 8-by-15 foot tool shed, with a refrigerator, a wood stove and sleeping quarters.

For two years, Dorothy recalls, the couple lived in the shed while Virgil split his time between building boats and

building their home.

"There was the house. He finished the boat. He'd do a little on the house for me, then a man from Oregon City came along and wanted a 48-foot wooden boat. In the meantime, I got a little bathroom and a bedroom."

Born in Indiana, Maddax was only 3 when he moved to Oregon City with his family. His father worked in logging and farming. As a young man, Virgil worked commercial fishing out of Astoria, catching Pacific salmon. He started with a rebuilt lifeboat in the late 1920s, but he needed a larger boat. He built his first, the Loreda, in Oregon City about that time.

From there, he stepped up to bigger and better boats. Walter Norton helped him build part-time.

Over the years, Maddax became known along the West Coast for his boat building skills. He was featured in a magazine "Pacific Motor Boat," and appeared in Oregonian articles. His reputation spread and boat buyers sought him out.

See MADDAX, back page

Maddax/ from page T1

J.T. Low of Beaver Creek asked Maddax to build the Lorraine, a 61-foot, steel-hull, pleasure boat, in 1964. It was the largest boat Maddax built.

"He was an excellent, excellent builder," Low recalls. Maddax did most of the work himself, carefully fitting the heavy steel plates. It took him four years to build the Lorraine.

"He liked to tell jokes, and he is a good story teller," Low recalls in his visits. "I don't think he ever forgot anything."

Low has sailed the Lorraine to

Alaska, Mexico and to Europe. Recently, the boat has been moored at Sportcraft in Oregon City.

When Virgil Maddax married Dorothy in 1941, boat building was his business, but the couple continued fishing each summer.

Instead of Pacific salmon, the Maddaxes went south each year to follow the giant schools of tuna. Starting in 1949, every June they would launch the boat from dry dock at their West Linn home. And the couple sailed down river, out the Columbia and down the coast.

They went into port at San Diego

where crowds of similar fishing vessels arrived during the albacore season.

"We got a lot of compliments on our boats there," Dorothy recalls. They fished about 200-miles southwest of California. "We'd follow the schools north, porting at Monterey, Sausalito and Fort Bragg."

Dorothy and Virgil fished for albacore 13 years together. The husband and wife team had no other crew. A writer at the time wrote a story for Northwest Magazine about the Maddaxes adventures. And one summer, fishing for tuna, they found

their boat pictured in the San Diego Union after a reporter wrote about the excitement of fishing fleets at the harbor.

In 1963, Virgil was hospitalized and retired from fishing at age 65.

But he recovered his health and continued building boats. The couple sailed to Mexico and Alaska on pleasure trips.

"When he built the Lucky Strike, a big wooden boat, somebody said to him, 'Virgil, at your age, are you sure you want to start something like that,'" Dorothy recalls. "I knew he could do it."

And he did.