

SPRING 2015

# Rivers West News

Inspiring the crafting and use of low-impact boats

## President's Corner



Fellow Members,

This unseasonably warm weather sure brings out the folks. Our boat shop seemed to have almost half of our membership there on our first Saturday open house in March. There was plenty of activity in the bays, members were enjoying

coffee and a large selection of donuts and pastries, and we signed up a new member! It was so pleasant to be there and share a great day with many good friends. This is what RiversWest is all about. A gathering of collegial, friendly boat builders who like to share their talents and energy with like minded folks.

RiversWest hosted our 24th Annual Meeting in late February. It was a great success with one very special guest attending, Bob Young. Bob is one of five Founding Members of RiversWest. He was there to make a presentation of our newly created Founders Award. Chuck Stuckey, past president and currently serving as treasurer, was the first recipient of this award. The Founders Award commemorates the five individuals that founded RiversWest in 1991. The award is given to individuals that have made significant contributions to the club. Thank you Chuck for all you have done.

A Presidents Award was presented to Stu Whitcomb, John Bouwsma, Mike Simmons and Jim Litton. Jim's award was enhanced by granting him Lifetime Membership. It was a pleasure to acknowledge all of these individuals who have given so much of their time and talents to making RiversWest what it is today. Guest speaker Susan Spitzer, Vice President of the Oregon Maritime Museum, gave an interesting history on the steam powered sternwheeler "Portland." Thank you, Susan.

We had a great showing at the recently held Portland Boat Show. As always, Stu Whitcomb did a great job in getting us a most favorable location. Many visitors were able to see the many boats we make, talk to our boat builders and review the craft classes we offer throughout the year. And, we did increase our membership as folks who visited us saw the benefits of joining RiversWest.

Our partnership with Catlin Gable School is going very well.

## Sal DiGrande, President

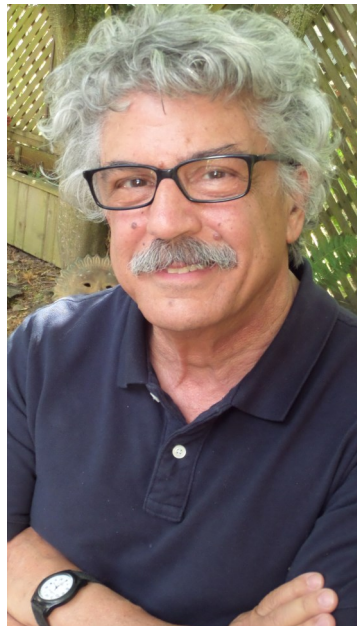
Two Salt Bay Skiffs will be built by a group of students. Our highly trained and skillful boat wrights are there to guide all phases of construction. It appears we will expand this build into another crafting of two more boats in July with Catlin Gable. We are also in discussion about holding on-the-water activities as well. Additional details will be reported as this project progresses. I am certainly pleased that RiversWest can expand to teach students the art and joy of boat building.

Our book club is up and running! Our first meeting is planned for Sunday, March 29th. Art Wilson is hosting this meeting. He has chosen "A Steady Trade: A Boyhood At Sea" by Tristan Jones as our first

read. We plan to meet about once every four to six weeks. Each member of the book club will be able to choose a book of their liking. I'm certainly looking forward to sharing many books and tales with the group. I made my first attempt at metal casting when attending the Bronze Casting Workshop given by Randy Torgerson and Mike Simmons. It was an eye-opener as I've never worked with molten metal before. The class covered every aspect of casting, from pattern making to mold construction and pouring. Safety was stressed as it seems many nasty things can happen when one is working with molten bronze. I made a wooden pattern for a Sampson post. I wanted to mount this on my 16 foot skiff. I thought a polished bronze post would look great against varnished cedar. Well, the mold came out looking okay. Russ Smith commented how nice it looked in our Winter newsletter: Thank you, Russ. However, that was about the nicest thing I made. It appears my skills at casting are somewhat

lacking. What emerged from the sand was a hunk of bronze that had the surface of our highly cratered moon. It may possibly be sanded down and polished but alas, with the craters removed, the remaining metal would look more like a Sampson spike rather than a post. It is now used as a door stop. This casting story is in no way reflects on our instructors. Randy and Mike did a great job on guiding us and many fine looking cast objects emerged from the sand. I will stick to other endeavors, like reading a good book.

Happy Boating! Sal DiGrande



## Spring Maritime Workshops *Randal Torgerson*



The Maritime Skills workshops are in full swing with an exciting lineup for this year. So far this year we have had Michael Simmons lead a bronze casting workshop that was an extension of last fall's bronze casting workshops. Steve Mahoney shared his knowledge of knots again with his overview of 15 knots useful to the sailor that was well received.

Coming up on March 28<sup>th</sup> is the Wooden Spokeshave workshop which will be taught by Michael Simmons. The students will each make a wooden spokeshave that can be used in making oars, paddles, spars, chair legs, and anything you want to make round or round over. This is a wonderful tool for any boat builder and will come in handy for the Oar Making workshop.

On April 25<sup>th</sup> and 26<sup>th</sup> the Oar Making workshop will be taught by me, Randy Torgerson, your educational coordinator. We will be making wooden oars based on a R. D. "Pete" Culler design taken from his book "Boats, Oars and Rowing". We expect the students will complete one oar in class and make significant progress on the second which will be completed at home.

On May 9<sup>th</sup> Art Wilson will explore a totally new "Scale Model Boat building" process in the Scale Model Making workshop. In the workshop the students will work together to build a 1/6 scale model of the Catspaw Dinghy.

On May 30<sup>th</sup> Steve Najjar will finish his workshop series on Lofting the Herreshoff Dingy. First they will review and double-check the previous work in lofting the lines plan of the Herreshoff Dinghy from last year. Then, because the boat was lofted at half-length, they will expand the bow and stern of the boat to get a true sense of the shape of the stem and the stern of the boat. This will include expanding the transom to determine its true shape.

You can find the currently schedule on Riverwest's web page at <http://www.riverswest.org/workshops.html>. If you are interested in signing up for a workshop please send an email to [education@riverswest.org](mailto:education@riverswest.org) with the workshop you would like to attend and your contact information. Many of the workshops have received excellent response and filled up quickly. As always, if you are interested in a workshop that is full we can put you on the waiting list and we will let you know if someone drops out.

We are looking for instructors who would like to teach a skill; we have Saturday's October 24, October 31<sup>st</sup> and November 14<sup>th</sup> and most Sundays open for workshops. If you feel you are not ready to teach a workshop you can do a demonstration which are held on most first or third Saturdays from 10AM to 11AM and are always free.

In case you were not aware, the Portland Swap Meet is April 10<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup> so the shop will have very limited or no parking on those days. The Depoe Bay Wooden Boat show is April 18<sup>th</sup> and 19<sup>th</sup>.

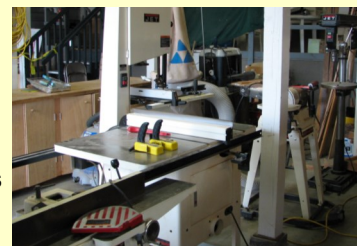
## RiversWest Small Craft Center

### Open House - First and Third Saturdays



Our boat shop is open to visitors on the first and third Saturday of every month. Stop by in the morning and have a free cup of coffee and a donut. Take the opportunity to meet the members who are a friendly group of boating enthusiasts. We will take you on a tour of our facility which includes our wood shop, boat building spaces which are available for members to rent and our livery of boats. You can even browse through our extensive lending library including our collection of WoodenBoat Magazines.

### Boat Shop



Our boat shop is equipped with the necessary equipment to build your boat. Many members who are building their boats at home take advantage of our complete wood shop, saving the cost of renting or purchasing their own tools. Fellow members can provide free advice and helping hands when you need it.

### Bay Rentals



Our boat shop is configured with bays that members can use for restoring or building their dream boat. Available for rent on a monthly basis, these bays, 10 x 23 feet, offer a dedicated workspace with light, electrical power and immediate access to our wood shop. And best of all, there are plenty of friendly and experienced craftsmen available to offer advice on the techniques of building a boat.

**When you're a member of RiversWest, you don't need to be a shipwright, own a shop full of tools or have a large space at home to build your dream boat. We have it all.**

**[riverswest.org](http://riverswest.org)**



## ***Citristrip Paint Stripper***

***Randal Torgerson***

The use of Citristrip Paint & Varnish Stripper By Randal Torgerson

Those of you who have been to the shop recently might have seen me working on my 1950's Chris-Craft Utility Pram Kit boat. With almost 60 years of use and many coats of paint the time had come to give the pram some loving care. I chose to strip off the paint with Citristrip Paint & Varnish Stripper. The first step after acquiring a couple of half gallon containers of Citristrip, which can be bought at most Home Depot's and some Lowes', was to assemble the tools. The first was a 1 ½ inch 4 edge scraper. This is the little brother to the more common 2 ½ inch scraper; I found the small scraper allowed me to get into tighter spaces than the larger one. Second was a plastic paint scraper that looks like a putty knife but is made out of stiff plastic; I shaped the blade to get into corners and I found it did not damage the wood like a medal putty knife could. Other items you will need are: heavy duty scotch-bright pads, china brushes, odorless mineral spirits, paper towels, rags, dust mask, safety glasses, a file for sharpening the 4 edge scraper, and plastic sheeting to cover your work.

I started on the bottom of the pram and slathered on the Citristrip with a cheap china brush so that the bottom was wet with stripper. My first and most serious mistake was to only wait an hour before removing the paint and stripper with the small 4 edge scraper. I found that Citristrip had almost no effect on softening the paint and all I did was remove the Citristrip and left the paint almost intact. I proceeded to apply the second half gallon of Citristrip, cover the boat with plastic and leave for the

night. The next day I found most of the paint had crinkled and was soft; I was able to easily scrap off most of the paint with the 4 edge scraper. I used the plastic paint scraper to get into corners that I could not get to with the 4 edge scraper. The scrappers filled up quickly with soft paint and I used paper towels or brown paper bags to clean them.

I found that I needed to apply and remove the stripper three times to get down to mostly bare wood. The second stripping used less stripper than the first and the third used less than the second. For the bottom I used less than two half gallons not including the first half gallon that I wasted. I also used two more half gallons to do the inside of the boat.

Now that I was down to bare wood, the remaining paint and stripper needed to be removed. You can use Citristrip Paint Stripper After Wash but I found that mineral spirits and scrubbing pads worked very well. Pour some mineral spirits into a small container; dip the scrubbing pad to wet it and scrub. Keep the scrubbing pad wet with mineral spirits and continue until the pad becomes saturated with paint residue. Get a new pad and continue until the paint residue is removed. That was the first half of cleaning the paint residue. Now dip a rag into the mineral spirits and scrub the boat until the rag is filled with paint residue; repeat until the rag can be scrubbed on the boat and stay mostly clean. I gave the mineral spirits several days to evaporate before I started to sand my pram. Good luck and I hope you found this information useful.

## ***RiversWest News Contributors***

***Stu Whitcomb***

For years, as the RiversWest News has gone to press, I've continued to marvel at the boundless energy, talent and creativity our membership has consistently displayed. Whether at the Wooden Boat Festival, the Portland Boat Show, a messabout, The Family Boat Build or visiting a member's current project, hidden in their shop, there are potential stories which are not only interesting, but would be downright useful for many of us.

RiversWest News contributors are our fellow members. They are excited about small boats and how to build them, repair them, enjoy them and they are willing to share their experiences with all of us. I would venture to say, if you talked with any member you would come away with something worth reading about.

The July, summer issue, will be an open opportunity to share your thoughts with fellow members. Why did you choose to build your type of boat? Where do you use it? What improvements have you have made in your boat and its handling? You have a lot to share with us. Let's talk more. Thanks, Stu Whitcomb.

**Call Stu Whitcomb: 503 292-2847 or email to: [stuna2000@yahoo.com](mailto:stuna2000@yahoo.com)**





## A PT Skiff Takes Shape in Portland

For several years I had been thinking about building another boat. I was coming to grips with the fact that long periods spent in my cedar strip canoe had turned into tortuous experiences. I needed a boat where moving around was an option and wanted to explore some bigger water - the Columbia, Hood's Canal and maybe Puget Sound and the San Juan's. My research of potential boats was extensive, everything from 10 to 30 feet - no stone was left unturned.

### 18.5' Port Townsend Skiff



LOA: 18.5' - Beam: 6' 2" - Draft: 15" - Hull wt: 385 lbs. - Speed: 22 kn.

Engine: Honda 20HP 4 stroke - Capacity: 6 people or 800 lbs.

PT Watercraft: [www.ptwatercraft.com](http://www.ptwatercraft.com)

As I narrowed the field, there were constraints imposed by practicality: The largest size to build was less than 20' due to my workspace. A power boat would be the most useful and convenient. It had to be roomy enough for the two of us and large enough to add two more for a day trip. The boat had to live on a trailer and fit into my garage.

Initially I had thought that I wanted sleep-aboard capabilities, but the boats available involved compromises that I didn't want to make. Eventually, I settled on an open boat and the concept of "credit card cruising". Cruise from port to port and either rent a room or camp on the beach. With the money I saved by building a more modest boat, I could pay for a lot of hotel rooms.

I was really intrigued by Harry Bryan's 'Handy Billy', a boat that was inspired by William Hand's small, efficient power boats of the 1920's and '30's. The 21' version was just a little bit big for my space, but the 18 footer was just about perfect. I purchased the plan and lofted it, but didn't start it. I was going to have to modify the planking to use plywood and fiberglass construction. The batten seam construction could be a problem going in and out of the water often - my planned use.

I had seen Russell Brown's Port Townsend Skiff earlier and it was an impressive boat. It is a beautiful design and a very efficient hull. The design was inspired by sailboats; easily driven with a small outboard.

The two boats were very similar in concept with design inspiration a century apart.

At the 2014 Port Townsend WoodenBoat Festival, I checked out the PT Skiff one more time. I was able to talk to Russell about the boat and some of the features of the design.

Upon my return, I sat at the kitchen counter with a cup of coffee and made two columns on a yellow pad comparing the boats. The PT Skiff was the clear choice. A little bit roomier. Lighter. Very seaworthy. Designed for plywood construction. More economical at equivalent speeds. Higher top speed. The only downside was that it was only available as a kit. It's a nicely thought out design by some really good designers at Bieker Boats. The kits from Port Townsend Watercraft are highly rated by builders.

One consideration that was added late to the list was building time. At first I didn't want a kit, but as I compared the two boats, I realized that HB was going to be a 2,000 hour project while the PT Skiff was closer to 5-600 hours. That was the difference between building it over a couple of years and building over the winter. Since I was 66 at the time and wanted to use this boat... I wrote the check and placed my order.

Russell and Ashlyn arrived early afternoon, October 7, 2014 to deliver the two relatively small crates. Hard to believe that an 18' boat was in these two small crates! Russell visited my shop and we talked about how the parts could be made in the small shop space, then transported to the assembly area in the garage, one floor above. The photos trace the progress to date.

So far, I've been really pleased with the kit. There are some modifications to process that I have had to make due to space constraints, but it has gone very smoothly. It's been a nice adventure! When the boat is closer to completion, I'll do another installment for a future newsletter.

Mark Ramsby



Pre-finishing parts



Fitting hull panels to cradle



Structural components fitted into hull



Upper hull panels and transom fitted



Coamings and side decks glued on



**“Tsinquaw”** Native American for Northwest Long Neck Water Dragon

**Bruce Goodrich**

### Weekender Particulars:

LOA: 19'6"

LOD: 16'

Beam: 6'

Draft: 3' Fixed keel

(1' with rudder up)

Hull wt.: 550 lbs.

Working Sail area: 120 sq. ft.

I have flown 2 jibs ; the second one didn't help much, but boy did it look cool!

Crew: 1-4

Sleeps: 2 really close friends

Power: Originally, small electric  
Currently, 2hp Honda  
4stroke

More info: [stevensonprojects.com](http://stevensonprojects.com)



I began building TSINQUAW in 2004, after being a student for six months at The Northwest School for Wooden Boatbuilding in Port Townsend, Washington.

The boat is a WEEKENDER design by Stevenson Projects. The plans first appeared as a featured boat design in a 1981 Popular Science magazine and was presented as being easy to build, with all materials being obtainable from the local lumber yard. Even the sails were plastic paint tarps with duct tape seams.

It was a fun project that lasted two years of nights and weekends and enlisted the help of my whole family; especially my 1<sup>st</sup> mate, son Joshua. The revised plans that I purchased included some forty written pages with drawings and two VCR tapes. We would start each new step by reading the plans, then watching the pertinent VCR tape and then executing that part of the plan.

Although the material list called for common grade lumber, such as a 4x4 mast etc. , I decided to upgrade the spars and brightwork pieces, so we made them from a single piece of 4"x10" x16' sitka spruce.

Tsinquaw is a fun boat to sail and, with the hinged mast, can be rigged and in the water in about 15 minutes. As a wooden boat owner knows, the boat is never "done". It may need a bit of paint or varnish. In my case the paint tarp sails got upgraded (after 3 years of reliable service). The wheel steering was converted to tiller steering.

The square mast was made round, and extended 8" from the base for more boom clearance. (I wanted to extend it 12" but the 8" extension just barely clears my garage door).

What's next? It may be time to say goodbye to the hardware store standing rigging - maybe a drop keel - maybe .....???





## RiversWest Annual Meeting and Awards Dinner

**Art Wilson**



The Annual Meeting and Awards Dinner was held on Saturday, February 28. President Sal DiGrande presented club secretary John Bouwsma with the President's Award for his long service in this position, as well as serving as interim president for nine months. In addition, John is a significant fundraiser for RiversWest, receiving contributions from his former employer, Intel Corp., for his volunteer time with the club.



Stu Whitcomb received the President's Award for his long service as coordinator of the RiversWest booth at the annual Portland Boat Show. He also coordinates the publication of the RiversWest Newsletter, providing layout and design services.



Absent from the dinner were Jim Litton, former president of RiversWest, and Michael Simmons, former Education Coordinator. They received their President's Awards on March 7 at the club's bi-weekly open house at the Pier 99 workshop. Jim Litton was also honored with the status of Lifetime Membership for his outstanding service to the club.



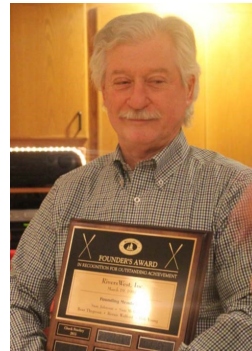
The family of the late James Ballou received an award memorializing him as a long-time member of RiversWest and was a member of The Oregon Coots TSCA Chapter. Just before he passed away

last September, Jim donated a replica of the Lake Oswego Boat, a 1920's heritage craft. This boat was built by volunteers of RiversWest in 1993, when the club was located at Oaks Park. In honor of Jim, RiversWest has named this boat the "Jim Ballou". Surviving family members in attendance were wife Jean Ballou, sister Barbara Ballou and son Barry Reagan. A commemorative plaque was presented to the three family members by Sal DiGrande.



A Founders' Award was created this year to honor the five founding members of RiversWest: Sam Johnson (current Director of the Columbia River Maritime Museum, Astoria, OR), Sam McKinney, Brent Thygesen, Bernie Wolfard and Bob Young.

The plaque will be used annually to recognize a member who has contributed significant service in fostering the mission of RiversWest.



The recipient this year was Chuck Stuckey, former President, who continues to serve as Treasurer. Chuck's tenure as president of RiversWest is typical of the admirable progress and durability of the organization. He assumed the role of president in January 2010 at the behest of then president James Litton. Chuck was then re-elected twice to lead, and he did. We always have strong leadership from our volunteer membership. On his watch, Chuck founded the

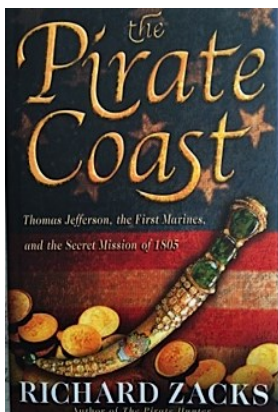
Family Boat Building event, held each year in July at Willamette Sailing Club. At this event, for a materials cost only fee, RiversWest members mentor families in the construction of their own 12-Ft Salt Bay Skiff. They start construction Saturday morning and complete a finished, but unpainted, boat and launch it on Sunday afternoon. Starting in 2010, six families participated. Now the event hosts 12 families, including three "scholarship" families.



The final event of the Awards Dinner featured guest speaker Susan Spitzer, Vice President of the Oregon Maritime Museum. In her presentation, she explained how the steam powered sternwheeler "Portland" functions as a floating museum. Like much of the history of the Portland waterfront, this vessel is merely a vestige of the once bustling commercial port that was located along

Front Street. The vessel, moored at Pine St. in Waterfront Park, is used in their summer cruise activities.



**Book Nook****Art Wilson**

This is without a doubt the most readable book about a famous, early American screw-up in foreign policy and military actions abroad. †In this revisionist telling of how "...to the shores of Tripoli..." got into the U.S. Marine Corp's anthem, you will find a full character analysis of the four principle protagonists: Thomas Jefferson, President of the United States; Yusef Karamanli, the Pasha of Tripoli; Captain William Bainbridge of the frigate USS Philadelphia; and ex-army Captain William Eaton.

due according to the "Blessing of Allah." †He demanded a peace treaty with a large ransom for the Philadelphia crew and an annual tribute from America.

Captain William Eaton was the former American consul to Tripoli. In the book, he was disgusted with the Pasha rule and piratical ways. However he was removed, "in disgrace", from his post for financial obligations he undertook (in the name of the US government) for humanitarian reasons in March 1803. †His replacement, Tobias Lear, and he were antagonists. Baby-crib-robber Lear was besotted by his young, pretty third wife. †He favored a negotiated peace accord, including a "reasonable" ransom fee for the release of the Philadelphia crew. Eaton was at home in Massachusetts, dunning the government for payment of his unsettled Consular expenses. †When the news of the Philadelphia's capture and ransom demands from the Pasha of Tripoli arrived in America, Eaton went to Washington to propose a secret mission. He would go to Egypt, find the deposed Pasha Hamet Karamanli, Yusef's older brother, and together with him lead an army to attack Tripoli from the land. This attack was to be concurrent while the U.S. fleet bombarded the Tripolian Castle and harbor from the sea. Thus, Thomas Jefferson, by executive order and without congressional consent, established the beginnings of the CIA. †If you know how the story ends, read the book anyhow. †It is a rollicking good tale, well written and yes, it shows Thomas Jefferson at his duplicitous best.

America was "at war with Tripoli", due to their pirates preying on American-flagged merchant ships. Jefferson, our Constitution and Bill of Rights author, wanted to negotiate rather than force the military solution with the Barbary Pirates. On October 31, 1803, the frigate USS Philadelphia was on blockade duty off Tripoli Harbor in Libya when it spotted a Tripolian corsair headed for port. Captain William Bainbridge and the Philadelphia gave chase into the harbor, grounded his ship and surrendered without firing a shot in self-defense. Pasha Karamanli, who holds his throne by the villainous behavior of patricide, fratricide and piracy of merchant ships, held the entire crew of the Philadelphia in his prisons. The Pasha claimed this was his

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**NOTICE**

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**Book Club's First Meeting is March 29 - room for one more****Art Wilson**

This reporter is happy to announce that six RiversWest members and one former member have revived an informal RiversWest Book Club. President Sal DiGrande announced our plan at the annual Planning Meeting. Maximum membership is eight; open to RiversWest members and non-members. Our first meeting will be held on Sunday, March 29, at 7:00 PM at my house, 2960 SW West Point Ave., Portland, OR 97225. This meeting will be to establish a mutually agreed upon meeting time, place and frequency. Also, details of how we will choose books to read and review will be discussed, and any rules of order will be established. If you are interested in filling our eighth slot, please call me: 503-956-5955. To launch the reading program I have chosen one of my favorite nautical tales: "A Steady Trade: A Boyhood at Sea" by Tristan Jones, one of the English speaking nautical world's most fabled yarners.



**RiversWest Board**

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**RiversWest Small Craft Center Inc.  
P.O. Box 13782, Portland, OR 97213  
Membership Form**

RiversWest is a non-profit membership organization whose mission is to encourage personal involvement in the construction of small recreational wooden craft and their accessories.

**Membership Benefits:**

Members receive the RiversWest newsletter  
Access to RiversWest boat shop and space rentals  
Invitation to all RiversWest boating and social functions  
Right to vote for officers and board members  
Discounts at Crosscut Hardwood

Please return the following with your check to the address above,  
or sign up online at [riverswest.org](http://riverswest.org)

New member  Renewing member  Change of information  Additional donation

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Home phone \_\_\_\_\_  
Day/Cell phone \_\_\_\_\_

Youth (17 and under) \$30  General Membership \$50

Donations:  \$50  \$100  \$250  Other \$ \_\_\_\_\_

Annual dues and donations to RiversWest qualify for tax deductions. Ask your tax advisor.



**RiversWest Small Craft Center, Inc.**

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