

Winter, 2018

RiversWest

We inspire people to build and use low-impact boats

News



2018 Family Boat Build



The President's Corner

Mark Ramsby

It's an exciting time at RiversWest! In the shop, we have three new boats under construction and four boats being completed, restored or rebuilt. On a recent Saturday afternoon the boat shop was a beehive of activity. RiversWest is feeling more and more like a working boat shop!

A group of members led by Chuck Stuckey, John Bouwsma and Russ Smith is finishing up the club owned Miracle Dinghy. If you haven't been by the shop lately, come by and check out the progress. The other day it turned yellow! If you want to help out, talk to one of them.

John Bouwsma has the educational program ticking! We have chosen to focus on demonstrations rather than workshops this year. The idea is to have one hour demonstrations on most 1st & 3rd Saturdays. If you have comments or suggestions, please let John know. And, of course, if you have a demo or class to teach, please talk to John.

I've been working a lot on community outreach. Several of our members have done more than I have. Art Wilson has been a wealth of information, history, contacts and energy! Charlie Ehm has made contact with a local fly fishing club that

wants to build boats. Several of us have added our names to the Calm Water Coalition. CWC is advocating for wake-free areas along the Willamette River. This is a critical issue for those of us plying the waters in small boats. RiversWest continues to reach out to like-minded boating, outdoor and business organizations.



All RiversWest Board Meetings are open to all members. Members add valuable input to the Board's discussion. Please plan to attend a regularly scheduled Board Meeting. They are on the RiversWest calendar, which is published on the website thanks to Craig Bryant.

Remember that RiversWest is an all volunteer organization. You make the organization your own when you volunteer. You are the fabric of the RiversWest family!

Whether you give a demo, Organize a Messabout, make parts for the Family Boat Build, volunteer to work the booth at the Portland Boat Show or sweep up the shop, YOU make a difference! Together we make RivesWest a very special

place.

May you drop anchor among good friends!

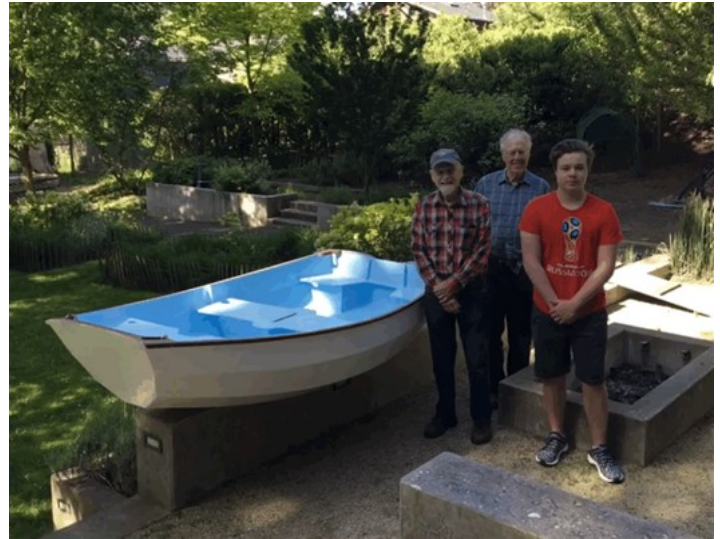


Youth Mentoring Program

Chuck Stuckey



One of the most fun things that members do is helping young people build boats. This past year four boats were built by high school students with the coaching and mentoring of some RiversWest members Sadie Brown, a senior at Pacific Crest School in Portland built a Nutshell pram from scratch, including the complete sail rig. She was helped along the way by Chuck Stuckey and Russ Smith.



A third student, Theo Tannahill at Arbor School, assisted by Art Wilson and John Ost, built an 8-Ft. Ozona Pram. He is pictured here with John and Art.

All of these talented students got the idea to build a boat and reached out to RiversWest. Of course we are eager to help and there is a debate over who has the most fun--the students or the mentors at RiversWest.

Ellia Baldwin began her boat when she was in 8th grade at Cedarwood School. It is a 12' Passagemaker Dinghy, also from scratch. She is being assisted by John Bouwsma.



In addition John Ost has been helping the 9-10 yr old students at Catlin Gable school to build a skin-on-frame canoe. John has



previously assisted Catlin Gable students to build several Salt Bay Skiifs with sailing rigs which are in use by the school.



Another student, Oona Lawson, also at Pacific Crest School, has recently started a rowing shell in the shop. Oona's high school rowing team took first place in varsity beating the Connecticut Boat Club with a time of 16:58 on a 5000 meter course on Mission Bay in San Diego, California.



Calm Water Coalition

Renee Morgan

Willamette River users have been meeting since last summer on the issue of high energy wakes on the river. The Calm Water Coalition has been formed to bring together all of us who are directly impacted by this issue. RiversWest members, Portland Rowing Club, Waverly Marina, Oregon Yacht Club, Oregon River Sustainability and Preservation Alliance, the Oaks Park Community Boat House, Portland Boathouse, Wasabi Dragonboat Paddlers, Willamette Sailing Club, river property owners and businesses and individual users of the Willamette River make up the Coalition.

Background:

Over the past few years, the use of boats that are specifically designed to create the largest and highest energy wakes have increased. These wakes are often 5 times higher than that historically experienced due to normal river traffic. These trends have resulted in wake and wave energy forces which negatively impact small boats as well as homes, businesses and habitat along the river banks.

Damage to property, shoreline, and riparian habitat is occurring at an accelerated rate due to the increased energy forces being experienced from these wakes. These high energy wakes are causing tens of thousands of dollars in additional dock damage and the loss of as much as two feet of shoreline in some locations along the Greenway during the summer boating season.

Workshops and Demos

We have exciting plans for Workshops and Demos for the coming year. We have found that our Demos are more widely attended and appreciated than hands-on classes, so we are having as many of them as possible.

Our main focus is on shop safety in using the power tools in our shop. But we also have several demos on general woodworking techniques, and boat related techniques. Here is the schedule, which is also available on our website, at www.riverswest.org

Proposed Solution:

The Calm Water Coalition has sponsored legislation to address the impacts of excessive wakes in smaller bodies of water. LC 2548 has been written to ensure boating activities in the Willamette River align with existing Willamette River Greenway guidelines and the North and South Reach River Plans. For those who live on the Willamette, LC2548 means a chance to save homes, docks, and shorelines from more damage due to abnormally destructive wake effects. For small boats, it will make the river safe again for paddling, sailing, rowing and motoring.

LC 2548 will provide the Oregon State Marine Board, currently responsible for managing boating activity, with a clear mandate to incorporate existing Willamette Greenway policies and planning into their rule making processes.

This information has been provided by the Calm Water Coalition. For more information, or to join the coalition, please contact:

Renee Morgan, Portland Rowing Club:
reneenumber6@gmail.com

List of proposed Demos:

- 1) Heat Treating metal
- 2) Greenland Paddle making
- 3) Shop Orientation for new members (4 times)
- 4) Safety procedures for specific power tools
- 5) Hand Tool Joinery
- 6) Sail Sewing by machine
- 7) Making a ship in a bottle

We are always open to suggestions; if you have something you would be willing to demonstrate contact John@Bouwsma.net or any board member.



Capital Campaign 2017/2018

Craig Bryant

In early 2017 Rick Hendon proposed that RiversWest really needed a permanent home and we should raise some money if we were to realize that dream. He offered to co-chair a committee to make it happen. After approval from the RiversWest Board, a small group of us gathered in April of 2017 to discuss what we needed to do. That group consisted of Russ Smith, John Bouwsma, Chuck Stuckey, Rick Hendon and Mark Ramsby. We were later joined in the effort by Art Wilson and Steve Najjar.

Over the next few months, the core group met with the executive directors of Center for Wooden Boats in Seattle, NorthWest School of BoatBuilding and the Oregon Maritime Museum. We were encouraged by all to pursue the RiversWest dream.

Fast forward to today, and we have received the following donations:

| | |
|---------------------------|------------|
| Individual Donations | \$5,429 |
| Individual Non-Member | 2,815 |
| Corporate | 500 |
| Trusts | 11,500 |
| <u>Donated items sold</u> | <u>846</u> |
| Total | \$21,090 |

Membership Renewals:

If you have not yet renewed your membership, this would be a great time to do it!

The membership fee for adults is \$75/year, for students it's \$50. To renew with a credit card using PayPal, go to <http://www.riverswest.org/join-us.html>

1. We are asking everyone who uses the shop to sign a liability waiver, only once, not every year.

If we don't have your signed waiver, we will need it with the membership payment before you can use the shop.

2. Memberships run from the first of the year and expire at the end of the year.

Your payment will keep your membership current through the end of 2019. Each year in January, we change the lock, and will notify you of the combination when we have a liability form and your renewal.

Membership entitles you to the use of the shop, the opportunity to rent a boat-building bay, group activities, reduced-rate classes throughout the year and discounts on purchases at Crosscut Lumber and other shops.

Portland Boat Show

The Portland Boat Show will be held from Wed, January 9 through Sun, Jan 13.

We will have a booth, as usual, and will need volunteers to staff it. The shifts will be 4-5 hours long, and there will be at least 2 people per shift. We will provide free entry into the show and parking, based on each shift carpooling from the Boat Shop.

This is a great opportunity to both see the show free, and to get to know other members. Also, it is great fun to hobnob with the kinds of people who stop in at the booth—many are wooden boat builders themselves, others are just blown away by the beauty of the boats we have on display.



New Mast for Steamship Portland

A big project at the Oregon Maritime Museum this year was the repair of the 32 foot main mast after the top couple of feet and the sheaves assembly came crashing to the deck in the Spring of 2017. There was extensive rot. With the help of Portland firefighters the mast was unstepped. Further inspection with an ice pick and moisture meter revealed rot or moisture intrusion in the upper half of the mast and at the base.

The mast never carried sail, it was intended to carry navigation lights. Michael Neubauer, a professional Boatwright from Port Angeles, WA sketched out some ideas and elaborated on mast building techniques in subsequent emails. He proposed connecting a new mast segment to the old using a swallowtail scarf joint. His wisdom gave me the confidence to proceed. Rivers West member and boat builder Ralph Cohen suggested the ultimate guide that I needed; the David Macintosh book 'How to Build a Wooden Boat.' Its 15 page chapter on making spars filled in the details.

So here is how I built the mast in eleven easy steps:

Design the mast and make gauges.

As pointed out by Neubauer, the mast should be designed to taper with a belly. That is, thicker in the mid section and tapered more toward the top. Our



mast was almost 6 inches in diameter at the foot and 2 3/4" at the top where the sheaves assembly was attached. Horizontal lines were drawn for every foot of mast height. Next gauges were made for each foot of height. These gauges would be frequently employed when shaping the mast to the desired thickness at each height.

Buy materials. The original mast was shaped from a single piece of clear, quarter sawn Douglas Fir. This was

Jim Spitzer

not available. I got 4 pieces of 20 foot 2x6 clear, quarter-sawn, kiln dried Fir.

Glueup. The wood was stored in the heated cabin of the steamer for about a month. It was then glued up using Gel Magic gap filling epoxy.



Initial Tapering to a Square Shape.

The track saw, with blade at 90 degrees, was used to cut just outside the diameter lines on all sides. The guide was readjusted to the slowly curving diameter line for every couple of feet

cut. Center and diameter lines were often reapplied as they were cut/planed away.



Many strokes

of a two foot hand jointer plane and repeated use of the diameter gauges at various heights on the mast brought it into a near perfect tapered square.

Cutting the Swallow Tail Scarf Joint. A reinforced plywood template was made to guide the track saw as it cut the female part of a three foot swallow tail scarf joint before starting to taper the glued-up wood. Due to the cut depth, the template/cuts were performed on op-



posite sides of the base of the glued upper portion of the mast. The template was used later to cut the matching male portion of the joint on the upper part of the remaining original mast.

Tapering to 8 and 16 sides. A marking gauge was made to hold pencils used to mark the lines to cut to in making the square into an octagonal shape, and then to 16 sides. Each step was accomplished by working on opposite sides and the diameter gauges were used frequently while cutting or planing.

Swallow Tail Scarf Joint. After the cutting template was used for the male part of the joint the fit was improved using hand saws, planes, and chisels. Some shims and the gap filling System Three Gel Magic did the rest .

Taper to 32 Sides and Sanding . Tapering to 32 sides was done by eye with a smoothing plane. Then MacIntosh's sanding machine that used an inside out sanding belt powered by a power drill turning a rubber coated drum was employed to obtain a smooth cylinder shape. Additional cuts were made to accommodate the steel sleeve that slips onto the top of the mast and holds the sheave assembly.

Rot Prevention. In order to slow future moisture and rot problems the bottom and top of the mast and the sheave assembly were soaked in System Three S-1, a penetrating epoxy, cracks at the base were filled with epoxy paste, and the entire mast was primed and then coated with a white epoxy paint.

Hardware, Sheaves, and Halyards. The mast was carried up to the Texas Deck of the steamer where hardware and halyards were applied and preparations made to step the mast.

Stepping the Mast. Longtime steamer volunteer and Operations Chief Ron Youngman did the honors of

inserting the pin through the mast and its supporting bracket while strong Portland firefighters stood it up into its proud vertical position!



For a more detailed version of this story, with more photos, please go to the Gallery page of our Web site at www.riverswest.org



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

Crater Lake Boats

We are still looking for good homes to adopt the remaining two Crater lake Boats. We sold one several years ago; we thought we had a deal for the other two but it fell through at the last minute. We hope that these boats will have a new life somewhere, they are beautifully designed and built, with solid mahogany planking. These boats would make truly luxurious cabin cruisers.



They can be viewed underneath the ramp leading to the Hawthorn Bridge, at Salmon and Water Streets. If you want to get a close look inside the fence, please contact a board member.



Skin-on-Frame Rowing Shell

Art Wilson

Orca is the result of my interpretation of the Skin-On-Frame construction method to Grahame King's Kingfisher" design for a 22-1/2-ft. Sliding seat, recreational rowing shell. Orca joins the "Honey Badger" in my fleet of 23-ft Recreation rowing shells. For both these boats the construction method utilized the strong back technique described in *The Strip-built Sea*



Kayak by Nick Schade, McMillan Press, 1998. Patterns for the bulkheads and bow and stern stem were taken off the full scale sheets from the WoodenBoat Store in Brooklyn, ME. The eight bulkheads and two stems were modified from the originals to fit the rectangular strong back and compensate for the differing skin thickness from the original planned use of 1/8" marine grade plywood to cover the Kingfisher. The strong back is 1-15/16" x 3-15/16", manufactured from 1/2" thick, 4' x 8' cabinet quality plywood.



The main bulkhead forms are built with an exact 2" by 4" hole so they can be precisely placed longitudinally. The 1/16" gap provides small adjustability for creating a "fair, symmetrical" hull

shape. The final position of these forms is fixed by cleats described in Schade's book. The resulting 16-ft. long strong-backed-bulkhead mold can be extended by inserting Doug Fir (or cedar) beams in the 1" x 3" center of the strong back on which the narrower bulkheads of the stern and bow sections may be placed with their rectangular 1" x 3" hole. Only the number 8 bulkhead was carried by the stern cedar extension. The ends of these strong back extension are shaped to accept the internal stems for the stern and bow of the craft being built. Since these are the

actual stems for the boat, they must be detachable when the hull is removed from the mold. If the bulkheads on the mold are intended to be the actual bulkheads of the finished boat, then the strong back, with its extensions, must be removed to provide a clear cockpit space for paddlers or rowers. With a perfectly straight hull and cleat-fixing design and forethought this is possible. The cedar strip-built "Honey Badger" lower hull section and fore and after decking were built to



be removed from the mold. The cockpit wash boards and internal wood fittings were added after the three cedar sections were joined at the shear strakes. However, "Orca" was built on 3-mm thick bulkheads that were lashed to the longitudinal members and the stems in a pre-fit and alignment operation. Also the wash boards of the cockpit section were epoxied to the shear strakes and a fore deck on the number 4 bulkhead with the breakwater boards as well as a small deck projecting aft on the number 6 bulkhead. This structure creates a stiff center core for the SOF version. Then the bow stem was unleashed, the cleats unscrewed from the center strong back and it (with the bow extension) was removed thru the bow opening. The stern cedar extension with the number eight bulkhead attached remained in the hulls.



Donated Boats Currently Being Refurbished

Currently there are three boats in the shop which were donated in either a damaged, or an unfinished condition. This is a good indication of the level of involvement and enthusiasm in the club right now! Most likely all these boats will be sold when they are completed.

Bevins Skiff



This Bevins skiff has been around forever. No one is exactly sure where it came from any more. It is a design often used for Family Boat Building, but is heavier than our Salt Bay Skiff which we prefer for that purpose. It is being refurbished by Mark Ramsby.

Miracle Dinghy

Another boat being worked on is a Miracle Dinghy donated by the Bansky family several years ago. This boat was begun by the father/grandfather many yeras ago, the

last of many boats he had built; the quality of his crafts-



manship is very obvious to the team working on it. Unfortunately he got too old to finish it, then passed away, and the boat sat under a tarp for about 10 years, and was then donated to us. It is being completed by Chuck Stuckey, Russ Smith and John Bouwsma.

Skin-on-Frame Canoe

The third boat is a skin-on-frame canoe originally donated by Steve Najjar, then sold, then donated back to RiversWest. It is being completed by John Ost Chester Jung and Hugh Logan.



The Next Boat in Line

Donated by a former professional boat builder who moved on to fixing up old cars, this boat is waiting in the wings.



Torin's Big Adventure

Torin Lee began a 5 day up river voyage on August 9, 2018 from the John Day boat ramp just east of Astoria at 8:40 am.

He finished on August 13, 2018 at 10:10 pm at Willamette Sailing Club.

The dates of the voyage were chosen to take advantage of an early low morning tide followed by morning incoming tide; followed by afternoon up river breezes.

He assembled the boat at the Family Boat Build in July, 2017. Over the winter of 2017 to 2018, John Ost men-

tored and worked with him through the addition of the sailing feature and making a trailer for the boat. Randi Wipple was the primary mentor in making the sail. He began work on his boat immediately following the family boat build. He was working on his project when Charlie Gripp did the first small boat sail/row from Astoria to Portland in September, 2017.

To read about this in detail in Torin's own words, and with a lot more photos, please go to the Gallery page of our our web site: www.riverswest.org:

Leaving the ramp in Astoria



Student \$50 General Membership \$75

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

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

*Please return the following with your check to the address above,
or sign up online at riverswest.org*

New member Renewing member Change of information Additional donation

Name _____

Address _____

City/State/Zip _____

Home phone _____ Day/Cell phone _____

E-mail address: _____

Membership Benefits:

Members receive the RiversWest newsletter

Access to RiversWest boat shop and space rentals

Access to all RiversWest educational programs

Invitation to all RiversWest boating and social functions

RiversWest Small Craft Center Inc.
P.O. Box 19234, Portland, OR 97280

Membership Form

RiversWest is a non-profit membership organization whose mission is to encourage personal in-

RiversWest Board

Officers:

President: Mark Ramsby

president@riverswest.org

Treasurer & Web Mgr: Craig Bryant

treasurer@riverswest.org -

website@riverswest.org

Secretary: John Bouwsma

secretary@riverswest.org

Directors:

Membership Coordinator:

John Whitehouse

membership@riverswest.org

Shop Manager John Ost

johnhelenost@msn.com

Lou Novobilski

Chuck Stuckey

Russ Smith

Bob Meehan

Steve Mahoney

**RiversWest Small Craft Center,
Inc.**

P.O. Box 19234

Portland, OR 97280

www.riverswest.org

