

RIVERSWEST

Fall/Winter



2011/2012

www.riverswest.org

RIVERSWEST IS A SMALL CRAFT CLUB, WHOSE MISSION IS TO ENCOURAGE A MATURE INVOLVEMENT IN THE RECREATIONAL BUILDING AND USE OF LOW-IMPACT BOATS.

President's Corner

Chuck Stuckey, RiversWest President

2011 has been another good year for RiversWest. The boat shop has been humming. Boats are being built and repaired at a good steady pace. Claudia Holderegger finished a stunning strip-plank kayak. Her detail work is simply amazing; the boat is truly a beauty. Next to hers, is a kit kayak that is almost finished, another excellent job, and next to that is a new kit kayak just getting started. The I550 sailboat guys are about half way through hull number four. Looks like they may be around for another year with hull 5.

Bob Meehan has been spearheading the repair of the Hall Templeton--replacing frames, breasthook, and quarter knees, etc. Steve Najjar and John Bouwsma are building spars, so she can one day be the sailboat she was designed to be. That project can always use some help. Bob is trying to be at the boat shop every Tuesday at 1:00pm.

The highlight of the 2011 summer was the family boat build. It was held at the Willamette Sailing Club, as part of a larger Portland Wooden Boat Festival. A lot of RiversWest boats showed up for



display, drawing rave comments from the crowds. The sailing club had some of their youth boats available for rides and demos. The Oregon Maritime Museum was a partner in the boat building event, as they have been in past years. We

had perfect weather for the weekend. Ten families built boats, which were all launched by Sunday afternoon. Quite a few people came up to me during the event and asked where they could sign up for next year. I can't believe I was not prepared for that. But, yes, it will happen again next year, the weekend of July 7-8. In true RiversWest spirit, the event could not have happened without the help of dozens of our members. Thanks to one and all.

2012 will be, I hope, more of the same. Membership is up, boats are getting finished and launched, boats are being used at a messabout or two, and other wonderful summer events. Looking forward to seeing you all at the 2012 Portland Boat Show, January 11-15th.

Greetings one and all.
Chuck Stuckey

2012 PORTLAND BOAT SHOW at the EXPO CENTER

Be a RiversWest booth volunteer and see the show for FREE!

SAVE the DATES January 11-15, 2012

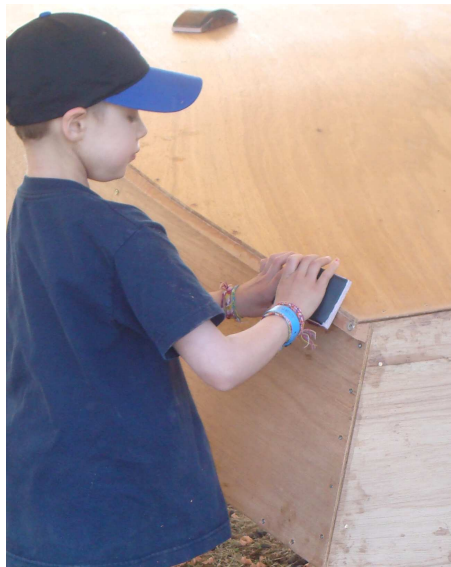
Family Boat Build

John Bouwsma, Secretary



Family Boat Building, July 2011

On the weekend of July 8-10 RiversWest participated in a Family Boat Building event, partnering with the Oregon Maritime Museum and the Willamette Sailing Club. RiversWest provided the boat kits, tools, and at least one knowledgeable boat builder to assist each of the ten families who participated. The OMM coordinated funding for the



event from several local sponsors including The Willamette River fund of Oregon, the Janet Spencer Weekes Foundation, Schnitzer Steel, Alaska Tanker Company, Allports, the Oregon Youth Sailing Foundation, Edensaw Lumber and Chris Franklin. The WSC provided the venue for the event, and a lot of the manpower.

The event took place on a flat, grassy bank at the WSC, overlooking the river. The weather was perfect, and a lot of the families were working in shorts and T-shirts. We had a large canopy to keep the sun off. The event started with a dinner provided by the WSC followed by a preliminary training session led by RW president, Chuck Stuckey. Saturday morning the ten families each picked a spot and gathered up a set of tools provided by RW members and set to work. Most had never built a boat before, and there was excellent cooperation between husbands and wives and children of all ages, ranging from about 4 yrs old to young adults in their early twenties. By the end of the weekend all ten boats had been launched and rowed around to prove their seaworthiness. Aside from a few minor leaks the boats all floated nicely, rowed easily, and none of them sank under the weight of their proud builders.

The boat we built was the Salt Bay Skiff, a 12' rowboat made from marine plywood, designed with chine logs and held together with screws and construction adhesive. Thus they were quite water tight and ready for the water by the end of the weekend even without paint

Volunteers from RiversWest worked on creating kits for this event for several months beforehand. All the pieces were cut out ahead of time, most to the exact size needed, and the frames were pre-assembled. Since we did the same thing last year, only with fewer boats, we had patterns and were able to hone the building process so that no family had any trouble finishing and launching.

The event was such a success for the families, and had such great collaboration between RW, WSC and OMM that we are planning on doing it again next year, at the same location and with the same partners. The dates for the event have been determined; it will be held the weekend after the Fourth of July, July 7-8. We already have some families signed up, so if you are interested please contact Chuck Stuckey at poolstuckey@aol.com.



2012 Maritime Skills Workshops and Demonstrations

John Bouwsma, Secretary



Back by popular demand! We are starting up our Workshop program. The first one was a Boatbuilders Slick workshop (*above*), held on the third Saturday in November, and was a repeat of a summer workshop.

At our Annual Planning meeting in November, we discussed the workshop program. Because it has been so popular, we have decided to expand it this

year. In addition to workshops focused on maritime skills, we will also have a number of demonstrations for techniques that do not easily lend themselves to a hands-on workshop setting.

The goal of these workshops and demonstrations is to share the many skills that our members have. The cost is determined by the cost of materials plus a nominal fee of \$5-10 to cover overhead and expendable materials. We have usually had anywhere from 5 to 12 people attending, and have not had problems with bottlenecks at the tools. If you are interested in any of the workshops or demonstrations listed below, or would like to suggest any others, please

contact John Bouwsma at:
john@bouwsma.net.



Workshops:

Handles for Slicks:

Block Planes:

Oar making:

Wooden Cleats:

Bronze Casting:

Hand Dovetails:

Mike Simmons, Bill Wessinger

TBD

Mike Simmons

Ralph Cohen

Ron Davies

John Bouwsma

Demonstrations:

Taking lines, Lofting:

One Mast and two Spars for Hall Templeton:

Tool Sharpening:

Knots:

Sails for the "Hall Templeton"

Use of Sewing Machine:

Glued Lapstrake Construction:

Cedar Strip Construction:

Steve Najjar

Steve Najjar and John Bouwsma

Jim Litton

Steve Mahoney

TBD

Steve Najjar

John Whitehouse

2012 RiversWest Annual Meeting

Save the date! March 3, 2012 @ 6:30-9:00 PM

Rose City Y.C., 3737 NE. Marine Dr., just west of Salty's

Watch your emails for more detailed information.

RIVERSWEST-Getting Underway

Bob Young, Past President/Historian

Twenty or so years ago how did a bunch of amateur boat builder "wannabes" come to form a viable, productive boat-building club?



Boat built at the Oregon Historical Society "Park Avenue Boat Shop"

In early 1989, the Oregon Historical Society prepared a very ambitious exhibit (our Sam Johnson was curator) celebrating the anniversary of the discovery of the Columbia River by Robert Gray in 1792. The highlight of the exhibit was the "Park Avenue Boat Shop", displayed in a large ground floor window of the OHS building and fully exposed to all passersby from the Park Avenue sidewalk. Over a period of two years, three historic boats, the American Jolly boat, the Spanish Launch, and the English launch, were designed and built by a team of twelve volunteer builders under the supervision of Greg Foster of Gabriola Island, Canada, a true craftsman, artist and historian.

As people viewed the boat shop exhibit, many would say, "I wish I had a place to build a boat". As comments like this accumulated, it became apparent that there was a need to have space and facilities for people to build their long dreamed boat project.

In May 1991 five people, Sam McKinney, Bob Young, Bernie Wolfard, Sam Johnson, and Bent Thygesen, pooled their interest and talents to form an Oregon non-profit corporation, "RiversWest Small Craft Center". The one word name, "RiversWest", was Bernie's idea.

It was Sam McKinney who directed the RiversWest team to consider locating the

boat shop at Oaks Park, which was public, centrally located and most importantly had a history of canoes and boats finding their way there. A proposal was prepared by Bernie Wolfard and Bob Young and presented to the Oaks Park Board chairman. His approval was a "GO" and his Board concurred. The rental was \$15.00/month!

Oaks Park manager, Joe Norling, assigned RiversWest to an open nine bay storage building, 25' W x 50' L x 25' H.

By now, RiversWest had grown to approximately twenty ambitious and capable members who worked to secure their new space with a front wall, including windows over a large sliding door.

In 1992, or so, the adjacent 25' x 50' bay became available. The dividing wall was removed, the front wall extended and a new concrete floor added to enclose a beautiful 50' x 50' shop space.

Gary Pimm, a licensed electrician, oversaw the installation of an excellent industrial lighting system and a large space heater.



Interior of the RIVERSWEST Boat Shop at Oaks Park

The new millennium now saw a busy, busy amateur boat shop with boats completed and being built by members.

Bernie Wolfard built his Bolger designed, 24' boat there.

Bent Thygesen was the primary builder of the "Lake Oswego Pulling Boat."

RiversWest members built a boat for club use and as a demonstration boat

to gain experience in lapstrake construction.

The club members also built another boat for RiversWest, named the "Hall Templeton"*. She was a 24' yawl boat, designed by noted naval architect Joseph C. Dobler. He had designed her for team rowing.

*The "Hall Templeton" was named for a charitable Portland gentleman, who loved boats. In spite of a serious accident many years before, when he lost his legs, Hall would row his boat up and down the Willamette; he even rowed it from Portland to Astoria! Originally, the Oaks Park boat shop had no electricity. Bob Young knew Hall and invited him to visit the shop as it was being developed. Hall noticed the lack of electricity and after his visit, a check for \$500.00 arrived in RiversWest's mail. To honor this man who was such a good friend to RiversWest, the Board approved the building of the yawl boat as a club project. At the launching, Hall Templeton's wife and family members were there for the naming of the boat. His name was carved on a name board, and fixed to the stern.

Although the "Hall Templeton" has served RiversWest faithfully, she currently needs reconditioning and could use a few good-hearted members to complete the job.

For fifteen years, all of this happened with RiversWest members working at the Oaks Park boat shop. Sadly, however, but with good feelings all around, RiversWest and the Oaks Park management ended their arrangement,

RiversWest was given notice and past president Peter Wilcox and other Board members found and negotiated a lease for our current shop space, under the Pier 99 show room. Although the boat shop space is limited, it works well and has access to dock and moorage facilities on the Columbia Slough.

Building a new racing fleet, the i-550 sport sailboat

Eric Rimkus



It was about two years ago that a group of Portland sailors got together and started putting into action what is now known as the Portland i550 project. It was over a few beers after racing that some of us started to talk about a fun new one design for the river that we could also travel with. It had to be something fast with a large asymmetric spinnaker and light weight; a retractable strut and bulb keel was going to be needed; easy to tow and easy to own were also important. Of all of the production boats out there none really met our needs for a fast, fun, affordable design, so we started to look at building our own fleet. The more we talked about it, the more we focused on the i550 and the more people we found that were also interested in the project. So with five partners committed we set out on building a fleet of fun little race boats.

Fast-forward a year to January 2011 and we are at the Portland boat show with the first Portland i550 (PDX #1) rigged and on display and PDX #2 in the show well under construction. The boat certainly generated a lot of interest from the local sailing community and it hadn't even

sailed yet! Lots of people were asking about the boat and were excited to see something new. We gained some interest from other builders and the number of active builds in Portland jumped from five to seven. With another half-dozen showing interest.

As spring began we were finally ready to get PDX #1 out on the water and with a little hype and fanfare, the boat was finally sailing on the Columbia River. The first sail was in 15 – 18 knots of breeze with gusts to 23 knots.

We made a conservative decision and didn't fly the spinnaker, yet boat speed was impressive with the Boston Whaler filming the exploits struggling to keep up with us as we broke out planning on a close reach.

The best part for us at the end of the day was that we didn't break anything and the boat didn't explode into pieces or sink; we might actually be building a quality boat here!

From there it was a very steep learning curve of dialing in rig tension, mast prebend and sail shapes. A series of regattas in the spring taught us that we still have a lot to learn to sail this boat well.

With a bit of time and practice we started to dial in the boat and with that came better speed. We packed up the boat for a trip to Detroit Lake in July that features a distance race from one end of the lake to the other and back. We have participated in this event several times in the past in other boats and knew that this was going to be a great opportunity to sail the boat in breeze, and it was. The boat was plenty fast upwind, but downwind it was on fire;

we made it back to finish first in the race well ahead of our competition. You can watch a little video from the tiller cam that even captured the crashes here:

http://www.youtube.com/watch?v=SCjKfEtSn_U&url=http%3A%2F%2Fwww.i550na.org%2Feric%2Fblog&feature=player_embedded&noredirect=1

Over the summer, focus continued on the project to get five boats built even with the distraction of sailing and sorting out a new boat and more time was spent in the shop than on the water. There were still a few days of sailing, racing and demo rides though and we discovered that all of the effort in the shop was well worth it once the boat was out in breeze and skipping along downwind on a plane.

Our demo days in Cascade Locks saw the boat out in fresh breeze with experienced sailors as well as with teenagers new to sport boats; everyone had a great time and interest grew.

As it turned out an i550 built in Sacramento, CA was for sale and one of our demo rides in Cascade Locks quickly turned into a road trip to scoop up the boat and bring it back to the Northwest. The fleet grew by one overnight!

Fast-forward to December 2011, and we have PDX #1 sorted out and sailing well, and PDX #2 & #3 are finished and awaiting rigs and foils while PDX #4 nears completion. So besides the sweat and effort to build these boats there has been some great sailing along the way and this spring will see at least five of these boats out on the Columbia and traveling to various regattas around the Northwest.

For more information check out the i550 North American Class Association at:

<http://www.i550na.org/>

Our building blog can be seen at:

<http://www.i550na.org/eric/blog>

and as always feel free to stop by the Riv-

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Membership Form

RiversWest is a non-profit membership organization whose mission is to encourage personal involvement in the construction, recreational use and history of low impact boats.

Members receive: The RiversWest newsletter; Access to RiversWest boat shop (add space rent for project); Access to RiversWest boat building education programs; Invitation to all RiversWest boating and social functions; Right to vote for RiversWest officers and board members; Chance to be involved with RiversWest board if you so desire; Opportunity to volunteer and help with activities; Discounts at Crosscut Hardwood, Woodcrafters and Tap Plastics.

Our main support is the dues and donations from our members. Whether or not you are active at the shop or in our other activities, we hope you will want to support our advocacy for low-impact boats and boating in the Portland area. The more members we represent the more we have to say about the future of the programs that affect the boating we love and our planning for the future. Also see our web site at www.riverswest.org.

Please return the following with your check to the address above.

New member Renewing member Change of information Additional donation

Name..... Home phone.....

Address..... Day/Cell phone.....

City/ST/Zip..... E-Mail.....

Dues: Youth (17 and under) \$30.00 General Membership \$50.00

Donations: \$50.00, \$100.00, \$250.00, other \$ _____.

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

New members please note: To keep the maintenance of our membership list as easy as possible new membership dues received on or before September 30th are good for the current year, if received after September 30th count for the current and next year.



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Please check your membership status; RiversWest needs your support.