

FALL 2022

# RiversWest News

We inspire people to build and use low impact boats

## President's message



As I write this, 2022 is drawing to a close. It began in a field of frozen puddles in front of two containers at Green Anchors. A truck driver wanted to know where to unload the huge boxes that were the tent now roofing the shop. Early days were cold or wet, or quite often both. It would be a mistake to name all the people who turned out to make the new shop happen. I know I would miss a name or two. If you were there for one, two, or 20 work parties, thank you. From the day they brought the fork lift to take the tent off the truck to supplying the crane that erected the structure to the loan of a lift for the finishing work, our Green Anchors landlords/friends made the hardest parts easy. Oh, yes—they also saved us many thousands of dollars.

Today we have a fully functional shop, with three boats currently under construction, and many more stored overhead. We have survived the move in good financial shape. We are still rebuilding, but we are not going broke doing so. The pandemic and the move trimmed the ranks of Rivers West membership, but at every open house in the past few months, we have seen new faces, with several becoming new members.

Online and in the shop, Rivers West is getting noticed. We have received a very generous set of donations from one benefactor—from five boat kits ready to assemble to many boxes of books, boat hardware, and tools. The books and plans are in the library, the rest are available to members at great prices. Thanks to Ralph Cohen, Bruce Goodrich, and their helpers, and to the ongoing work of Craig Bryant on our web site, we have better access to our resources than ever before. We recently fielded an inquiry from France, wondering if we can sell plans from the online database (we can't, but members have full access).

Thanks to Rivers West leadership past, we have weathered an incredibly “rainy day” and with the help of your hard-working board and the very generous Portland community, I expect we can soon begin saving for the next one.

2022 was a busy year. Too busy in some ways. My biggest regret is that we didn't find time to get together on the water. The pandemic led us to invent the “splash-in”, a very informal and quickly organized get-together. In years past, we have also held more substantial “mess-about” events combining boats, boat stories, and a group pot luck/picnic. I hope we will do both. We all love building little boats. Let's make time in 2023 to remember why we love boats in the first place! Hope to see you on the water (when it warms a bit). - **Mitch West**



**Message from the Board - "Thank You for all you do for RiversWest"**

RiversWest Membership – If you are on the fence about joining RiversWest, or you have been waiting for a boat-building opportunity, now is a great time to re-engage. We are offering building spaces to members only. Access to the shop is controlled by a key card system, and current members have complete use of the library, tools, and club resources after the required orientation. Members desiring to build a boat on-site pay an additional charge to use the shared building space. **NOTE: key fob will be deactivated on Feb 1 unless the member renews before then.**

Shop Use and Arrangements – RiversWest is an all-volunteer organization. As always, no one is assigned to keep the shop and shared spaces clean. That is the responsibility of members working in the shop. In the new shop, this is more important than ever, as the building space is shared, rather than having dedicated building bays. Specifics on shop use will evolve as we learn what works. The old rules, like picking up and sweeping up still apply, and are posted in our new shop. Abbreviated guidelines are on page 9.

Annual Meeting and Elections – Meeting was held on Sept 16. Attendance was light but the message was optimistic. We have emerged from our move financially sound. A slate of officers and board members was elected for another year.

We are still in need of a volunteer willing to serve as Secretary. After serving in that role for many years, John Bouwsma has stepped down, though we continue to press him into service. The new shop provides many other opportunities to get involved. Please contact Mitch West at [president@riverswest.org](mailto:president@riverswest.org) if you are interested.

Board Meetings - Our last board meeting was held at the Shop after the Open House on Nov. 19.



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.

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



## Shop rental rate schedule

The introductory rate shall be calculated as follows: Monthly rent = \$50 + \$1 x (Length x Beam)

Electric power is included. Minimal use of a small, radiant heater to aid epoxy curing will be allowed while the user is in the shop. Space heaters will not be allowed.

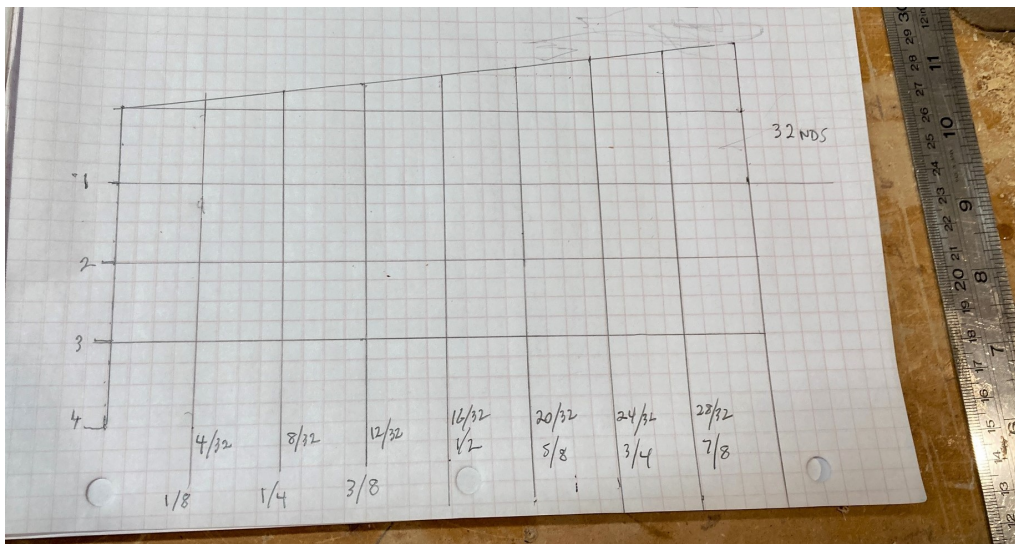
The shop manager is Russ Smith. He can be reached by email at [fitzsmith67@gmail.com](mailto:fitzsmith67@gmail.com) and 360-606-9675. Contact Russ to obtain a copy of the rental agreement or to discuss the start of your boat building project.

Note: An introductory rate is in effect and it will be evaluated and adjusted in the future when necessary. Signed leases have a fixed rate for a 12 month period or shorter, if requested by leasee. Rents are due on or prior to the 1st of each calendar month; if a lease is signed during the month, the rent will be pro-rated for the remainder of that month and initial payment will be for the pro-rated period plus the next full month, due when lease is signed.

### SHOP TIP #1: Old guys Rule! - by Mitch West

If you can't quite make out those divisions on the rule, scratch your head with this: Sometimes you need to lay out dimensions from plans expressed in 16ths, half 16ths (aka 32nds), or even half or those, laid out either side of a centerline. Aging eyes may struggle with ruler divisions. This shop aid is drawn on 1/4 graph paper. The figure covers 32 squares, and the slanting line at the top rises by one inch. It is possible to pick off inches and 32nds directly, and easily interpolate 64ths. Many variations on this theme are used to draw deck camber, develop curves, etc. Sometimes, just having a ruler you can read is enough.

Lay the rule over the wood you are measuring and stick a steel scribe through the paper putting a small hole in the wood; then draw the line with a square. Or use a compass to transfer measurements. A sharp lead is needed. In the end, draw the line with a batten, then plane to it by eye. Best to start as close to perfect as possible, since errors are cumulative.





## SHOP TIP #2: Keep your caulking fresh! - by Craig Bryant

I rarely use all of a tube of caulking, and I really hate throwing away the partially empty (or should we call it partially full?) tube. And it is always great when I have a project needing a bit of caulk and find that I already have some on hand, saving a trip to the hardware store.

So, how to keep the caulk fresh in the tube? I have tried jamming all sorts of things in the end of the tube (nails, dowels, ...) and using those little caps that come with some tubes. But nothing seemed to work for very long. Then I found a tip (somewhere...) about using wax.

So, the idea is to get a toilet wax gasket – the kind with the plastic liner so it will stay intact for some time – and when you finish your caulking job, jab the end of the tube into the wax a few times to force wax into the end of the tube. I also add a little caulk condom (Red Cap) as a secondary air barrier – may or may not be needed. With this method, I can use a tube of caulk easily a year or more after I first opened it. And the wax gasket lasts for a lot of caulking jobs.

One more tip – some caulk tubes come with a dispensing tube that unscrews from the main body. This is an entry for air, and no amount of sealing the business end of the tube will help, so when I first open one of these, I unscrew the dispensing tube and put caulk on the threads (see pic) unless I think I will be using the entire tube in one go.





### OPEN HOUSE/DEMO'S SINCE LAST NEWSLETTER

Turnout has consistently been 15 - 25, drawn by the demonstrations including sharpening, library, chandlery, scarfing, spar making, and wooden cleat making.



Link to online demos: <https://www.youtube.com/@riverswestsmallcraftcenter257/videos>



Send your demo ideas to **Bill Gould** to schedule it. Thanks to Bruce, John, Mitch, Mike, and Ralph for recent demos.





## CRUISING and CAMPING IN THE SOUTH PUGET SOUND - by Chuck Stuckey

Since I've done a lot of cruising in Puget Sound I thought I'd share a few spots ideal for small boat camping. These two are in the South Sound, out of Olympia and Shelton, and close to Portland. The first is **Hope Island State Park**.

A beautiful, small island accessible only by boat and ideal for kayakers. An old homestead until donated to Washington Park System, the old farmhouse and orchard are still there and sometimes a park ranger can be seen walking about and answering questions. The campground is tucked away among tall fir trees. The sites are clean, close to restrooms and appear ideal for tent campers arriving by small boat. A pretty cool kayak hitching post, actually an old log with steel eye bolts is just above the high water line on the south side of the island.



One's boat has to be small enough to be hauled up onto the shore above the high tide line. Bigger boats can always pick up a park buoy (there are only a few) or anchor and get ashore by dinghy. Plenty of wildlife - deer on the island and seals in the water, and if you camp keep your food away from the raccoons!

A paddle along the shore of Squaxin Island (to the east) might be interesting, but stay in your boat, the entire island is tribal land closed to the public. To get there, I suggest going a few miles up the east side of Budd Inlet (where Olympia is located) to a small marina named Boston Harbor. It has a cute, little store for those items you forgot and has a public boat launch. There is a parking lot where you can leave your car a few days at the public ramp. Check the signage or ask in the store for restrictions.

The island is a nice, two mile paddle from there. Currents caused by the tides can be quite strong, so consult a tide table or app. Also be sure to check with Washington state parks for reservations and fees. I've only been there in the off season and saw very few people, but the middle of summer could be different.

The second is **Jarrell Cove State Park**. This is my favorite of the close in South Sound parks. It has a lot to offer for the boater and car camper. Even Russ's trailer would be welcome. It's a bit farther; first go to the town of Shelton, WA and go north on highway 3 for about 5 miles; turn right at the signs for Hartstene Island and Jarrell Cove. A bridge connects to the island. For trailer boats here is where you start your trip. There is a public boat ramp and huge parking lot with an overflow lot available for cars with trailers on the mainland side at the bridge. Once you have launched, the state park is less than a half mile north/northeast up Pickering Passage on the island. As you enter, you will see two sides of an inlet. To your left is the state park and on your right is a small commercial marina.



Two docks are available in the park, the first is a T-dock leading up to the park. It has room for one large boat and maybe a small boat too. A section is marked off for dinghys. For boats with a tender there are at least a dozen park buoys. While popular in the summer, I've never seen all the buoys taken. The park has modern restrooms with showers. The camp sites are both reservable and first come first served. About half of each, I think. Some are suitable for trailers and a few are more secluded - closer to the water and ideal for kayaker or canoeist. There is another dock, much longer that can accommodate a dozen or so boats. Popular with power boaters, this dock always seemed full, especially on summer weekends. The commercial marina on the west side of the inlet has a small store for items such as ice, beer charcoal, etc. and the all important ice cream sandwich. To get to the park by car, cross the bridge, turn left and follow the signs. The signs for the state park, NOT the sign for Jarrell's Cove marina—that will put you on the wrong side of the inlet.



Similar to Hope Island, be sure to check first with Washington state parks for needed reservations and fees. Their website is pretty good. Another good source is the book- [A Cruising Guide to Puget Sound and the San Juan Islands](#) by Michael Scherer. Our library probably has several copies. And of course I'm available for questions. Go out and enjoy a little salt water boating! - **Chuck**



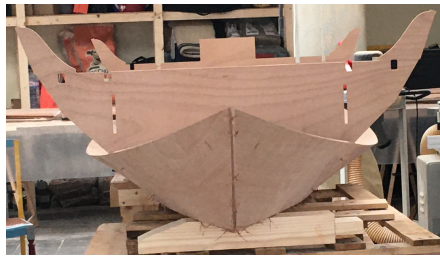
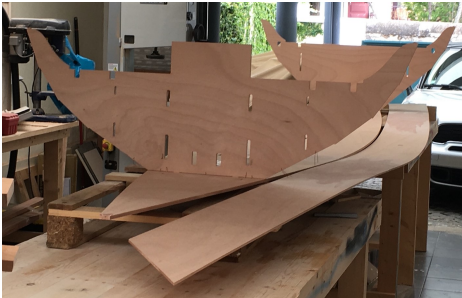


**TAPAS** - by Rick Hendon (former member, currently living in northern Portugal)

In 2018, at the end of five years of ill health, my wife and I decided to sell our business, house and all 110 volt tools and move to Portugal. It has proven the tonic we hoped for and we are thriving. In 2019 I bought some shop tools as well as hand and power tools and decided to build a boat. I chose the larger of two Chesapeake Light Craft dories, a 19 foot rowing, sailing, motoring dory with sweet lines and a big fat step-by-step construction manual. Stitch and glue, Tab A into Slot B...should be easy; six months tops. I bought the SouthWester Dory from Fyne Boat Kits, their UK distributor. It arrived with everything needed including resin, glass cloth, copper wires and CNC cut parts and I commenced spreading goo and putting pieces together. In three days I had a boat shaped stitched up!



Three years later and about \$1000 in additional resin, glass cloth and doodads required to really build her, she is finished, but still unpainted. My friends have finally stopped asking when the boat will be done and I've learned to live with the relaxed, unreliable, maddening work ethic so prevalent in Portugal. This truly is a Mediterranean culture! It has many, many charms and wonderful food, consistently good wine, spectacular coffee, bucolic scenery and a welcoming, beckoning friendliness toward outsiders, but man oh man, I don't understand how anything ever gets accomplished by most Portuguese institutions.



The Covid 19 pandemic corresponded with my build; I was locked down with a boat kit and nobody to assist me so it went very slowly. I am physically challenged in terms of balance and am barely ambulatory, but I've discovered you can get a lot done from a folding chair. Bit by bit, the boat came together



and except for the rowlocks and cleats that will be installed after paint, she is done. (Paint scheme will be similar to the above, prior craft.) TAPAS is her name...a "little bite". She has a 5 hp, 4-stroke Honda that clamps onto a motor well with a fuel tank fitted neatly under the seat. I decided to forgo the sailing kit and the challenges of sailing, so we will motor sedately.

The Southwester Dory kit is "complete" if you agree with their design purpose. Chesapeake Light Craft designed a boat with the scantlings of a kayak and intended her to be sailed in ponds and beached gently in soft sand, but I like a certain amount of robustness in my boats. I added both deck beams and stringers under the plywood decks of the bow and stern compartments and I double layered both the inside and outside hull glass as well as the deck glass. Yep, she's heavier than as-designed, but I'm not going to row her very far or often and the motor has plenty of oomph.

This has been a wonderful three years of puttering with enough progress to suit me, (if not my friends who were not working on her).

The last thing accomplished was to design and build a cute little two wheel, flatbed trailer with rollers at the stern and the exact subtle contour of the hull bottom shaped into the trailer bed. Once the machine shop that is welding on side-braces takes the trailer to the galvanising shop, I will be able to launch her on the Lima River and have picnics, inspect the fishing fleet, the small coaster freighters and the ship building in Viana do Castelo's commercial yard. And on quiet days perhaps motor out into the Atlantic. Stay tuned for the paint and the launch.

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**Rules for Shop Use, Boat Building, and Safety - by Russ Smith**

The liability waiver we all signed with our membership should always be viewed as a starting point; we owe some responsibility to each other as well. The tools and power equipment the shop provides are for all to use. Please use them properly, for not doing so is dangerous and the resulting damage, if any, is expensive for all of us. And remember a clean shop is a safe shop.

Our policy on Boat Shop use is posted on our web site <https://www.riverswest.org/> and is also posted in the shop. Members or renters can obtain a key for access.





## INTRODUCING NEW RIVERSWEST BOARD MEMBER - BILL GOULD

This issue features the newest member of the RiversWest Board – Bill Gould. He had a long and distinguished career in the maritime industry beginning at the Massachusetts Maritime Academy and concluding his seagoing career as Captain on the oil tanker, Cove Liberty, sailing from Alaska to the Puget Sound and ports south. Life changes necessitated moving ashore where Bill utilized his experience working for New York City shipping companies arranging cargo charters.

In Bill's own words (condensed by the newsletter editor):

"I recently made a trip back East to attend my 50th reunion at the Massachusetts Maritime Academy. The school sits along the Cape Cod Canal in the town of Buzzards Bay, Massachusetts. I graduated in 1971 with a degree in Marine Transportation, a U.S. Coast Guard Third Mates license and a Commission in the U.S. Naval Reserve. The reunion was a lot of fun and it was great meeting up with some of my old classmates, many of whom I hadn't seen since graduation.



*African Meteor*

When I attended the school the student body numbered about 200. The academy consisted of one training ship, the Bay State, formerly the USS Doyen - a decommissioned troop transport that had seen service in the Pacific during Second World War. We ate and slept on board the training ship, leaving Buzzards Bay once a year for a 3 month training cruise typically down the East Coast with stops at ports along the coast and in the Caribbean. While alongside the berth at Buzzards Bay the engine room remained manned for training purposes and also to provide steam for heating (never enough) and hot water.

By the time I graduated in 1971, troop levels in Viet Nam were being reduced and with that the need to transport material also reduced. Many shipping companies were either laying up ships or scrapping them. The Colonial Pipeline, built in the late 1960's carrying petroleum products from refineries in Texas to as far North as New York, greatly reduced the need for sea going oil tankers to make the run from the U.S. Gulf Coast to the East Coast.

My first ship after graduating was on a Honduran flagged refrigerated cargo vessel owned by United Fruit. The ship carried bananas from Central and South America to the U.S. East Coast, Northern Europe, and the Mediterranean. At about 360 feet long this was one of the smallest ships I ever worked on and also the only one with a teak deck. The ship was diesel powered with two engines driving a single propeller shaft. One night while I was on watch the "bull gear" (about 4 feet in diameter) connecting the two engines to the propeller shaft fractured and flew apart causing the ship to immediately lose propulsion and shake very noticeably.





I had no idea what happened and thought that we must have hit something and how could I have missed that?

The Captain, feeling the shaking, came running up to the bridge and asked me what was going. I told him I had no idea; he then called the engine room and was told of the problem. After hearing the news that the gear had failed and I wasn't at all responsible I was greatly relieved.

Next, I worked for Military Sealift Command on a Victory ship transporting military supplies to the Far East. Victory ships are a class of cargo ship built in the United States during World War II. The first of 530 ships built between 1943 and 1945 were built in Portland, OR. They were powered by steam turbines and were a slightly larger and faster than their predecessor, the Liberty ships, which were powered by triple expansion steam reciprocating engines.

I obtained my second mate's license in 1973 and found work on a break bulk cargo ship named the African Meteor. On a merchant ship the second mate is the Navigator while the Third Mate takes care of the safety equipment and is often the Medical Officer. The African Meteor was a bit faster than most cargo ships of the time at about 22 knots. With a length of 541 feet and a Deadweight Tonnage (D.W.T.) of about 17,000, it had cargo capacity of about 14,500 tons. It was small compared to some of today's largest container ships with a D.W.T. of 240,000 tons and the capacity to carry up to 24,000 twenty foot containers or TEU's. (20 foot equivalent). Despite its size, the African Meteor was a very interesting ship to work aboard. It was a break bulk type cargo ship built with seven cargo

holds and in each of the seven holds there was a lower hold, a lower tween deck and an upper tween deck. Break bulk cargo ships are distinguished from pure bulk carriers in that they typically have two "tween decks" that make it possible to access cargo stowed in the lower hold without having to remove all of the cargo above it. The ships we see here at the grain terminals in Portland are mostly bulk carriers without tween decks.

These ships will typically load a single type of cargo at one port for discharge at one or maybe two ports. Their cargos are often grain, ore, or cement loaded in bulk or possibly in bags. On the African Meteor we would typically load cargo at 4 or 5 ports in the U.S. for discharge at another 5 to 7 ports in Africa. Sailing to Africa we carried mostly manufactured goods such as trucks, tractors, culverts and even some U.S. mail and on occasion up to 12 passengers. On the return voyage to the U.S. we carried everything from chrome and manganese ore (in the lower holds) to tobacco from Mozambique, copper slabs, wine and frozen fish from South Africa, coffee from Angola, and bales of rubber from Liberia.

A few years later, I worked on board Offshore Supply Vessels or OSV's as they are commonly referred to. These boats supported the operations in the offshore oil drilling industry. I worked off the coasts of Southern California, Alaska and in the Norwegian sector of the North Sea. One boat I worked on was 210 feet in length, powered by 6,500 H.P. diesel engines, with two variable pitch propellers and a bow thruster making the boat fast and very maneuverable. We carried drill pipe, casing, cement, fuel and occasionally personnel out to the rigs. The drilling rigs that we serviced were floating rigs drilling exploratory wells looking for oil deposits.



In the Gulf of Alaska in the mid 1970's the rigs were drilling in over 600 feet of water and drilling wells to depths of about 8,000 - 10,000 feet. OSV's are also used to both tow the rigs and to set their anchors.

By 1983, after sailing for about four years as Chief Mate, I was promoted to Captain on a 70,000 D.W.T. tanker the Cove Liberty. Interestingly, while the North Slope-to-Valdez pipeline flow peaked in 1988 at over two million barrels/day, today due to depletion, the flow to Valdez is about 500,000 barrels/day.

Over the years I worked on tankers I saw a number of improvements in design and equipment which made the operation both safer for the crew and better for the environment. Notably, tankers transitioned from a single hull to double hulls after the 1980's, which not only provides extra protection in the event of a grounding or collision, but eliminates the need to put seawater ballast into the cargo tanks. Another improvement is "Closed Loading" procedures. Tanks are not vented to atmosphere during filling and air is not introduced during unloading. This decreases atmospheric contamination during filling and reduces risk of an explosion during unloading.

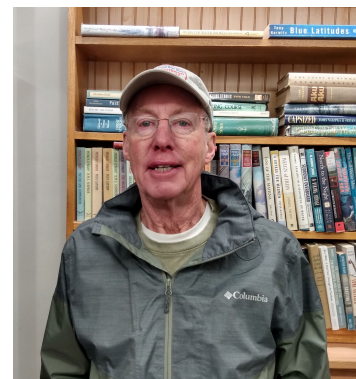
Advances in navigation and communications systems have also greatly improved the operations for all types of vessels. Up until the early 80's most ships carried a radio operator who would send and receive messages by Morse code. Today satellite systems allow connection to the internet and the ability to send files of just about any size. GPS navigation systems introduced in the

early 90's have replaced celestial navigation.

With a wife and 2 young sons at home, in 1983 I decided to end my seagoing career and take a job ashore with a shipping company. The companies I worked for over the years ashore were the owners of ships that would charter to anyone that needed cargo moved. Charters included oil tankers, bulk ships, and car carriers.

While I enjoyed my time working on board ships very much, that life is definitely not for everyone. After my 18 years on the ships I was glad to have made the decision to start working ashore and have never regretted it.

I found out about RiversWest while searching the Internet for a wooden boat building school or club in Portland. A couple of years ago a neighbor who is a retired Naval Architect told me that he was building a dory in his garage. Cameron's original intention was to build the dory by himself using only hand tools. Unfortunately Cameron is now 93 and his arthritis is slowing the work so he occasionally asks me for some help, but not very often. Helping him interested me in wooden boat building and now I'm planning to also build a boat. As a RiversWest Board member, I look forward to organizing the education program."



### ONGOING ACTIVITIES AT RIVERSWEST

#### Future Open House gatherings at the Shop

We have resumed our in-person Open Houses on the 1st & 3rd Saturday of the month, starting with socializing at 9:00 AM and then a program at 10:00, when scheduled. During winter some Open Houses will be virtual using Zoom. If the Open House is virtual, look for a link/announcement a few days beforehand. For Zoom, just click the link and follow instructions on the screen. For 2-way communication you need a video camera and microphone on your computer or internet device. Everyone is welcome, you do not need to be a member. Please send ideas and program interests to a Board Member for future virtual and Live sessions. If you'd like to provide a program, you can either use the Zoom Share Screen function or you can send a slideshow or video to Craig Bryant who will manage it from his computer. Shop tours are always interesting. We would welcome anyone willing to either walk around their shop with a phone camera and Zoom, or a series of photos presented as a slide show.

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#### **MEMBERSHIP BENEFITS** - by Mark Ramsby

For \$75 per year I have access to a well equipped shop full of machinery. That means that my tiny shop doesn't need a jointer, planer or a large bandsaw. Also, discounts:

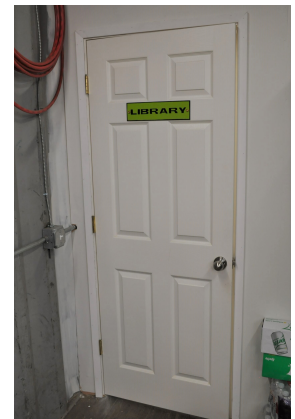
- Crosscut Hardwoods: -10% on most purchases\*
- Shur-Way Lumber: Contractor pricing
- Woodcraft (Tigard): -10% on most purchases\*
- U.S. Distributing: Trade pricing

Each year my lumber and tool discounts are always worth more than my membership. It's like getting the membership free.

\*Most corded tools and certain fixed price items are not discounted.

#### Library News

The library continues to receive book and boat plan donations. To accomodate the additions, Bruce and Charlie have built another bookcase. To further enhance the space, the walls have been painted, a wall and door have been installed, and improved lighting installed. This winter, a plan is afoot to enter the book collection into an online catalog that will enable book searches, remotely. Stay tuned...



#### Smug Mug for Your Photos

The photo gallery on the RiversWest web site is organized in hierarchical folders for easier access, including pictures of various RW events (e.g. Family Boat Build and Splash-ins), boats built by members, and photos from many of our demos and workshops. To access this archive of photos just go to the Gallery tab on the RiversWest web site. Here is a quick link to the photos:

<https://photosriverswest.smugmug.com/>

If you have photos that you would like to see on this site please let either Craig Bryant or John Bouwsma know.

Craig: [craigb@riverswest.org](mailto:craigb@riverswest.org)

John: [john@bouwsma.net](mailto:john@bouwsma.net)





## FUND RAISING OPPORTUNITIES by Craig Bryant

### Capital Campaign

We had to tap our capital fund to purchase and outfit the facilities at our new location. To stay on a firm financial footing, it is important to replenish those funds and continue to build a reserve for future improvements and expenses. See below for several ways you can contribute.

### Direct Donations

As you plan your annual charitable giving, please think of RiversWest. We strive to make small donations stretch and accomplish a lot. Direct donations may be in cash or in goods. Over the years many members have downsized and moved to retirement homes or smaller houses and apartments. We have often been the beneficiaries as they have thinned out their tools, boats, and materials. While we welcome these donations we have to be careful about what we accept - especially now. We have sold some items on Craig's List, some to members, and items we haven't been able to sell, we have made available to members, free of charge. Cash donations are always appreciated; please go to our website:

<https://www.riverswest.org/donation.html>

### Amazon Prime

As an Amazon Prime member you can request a matching donation of 0.5% of each purchase from Amazon to the non-profit of your choice. This will cost you nothing; the entire cost is borne by Amazon.

1. Sign in to <https://smile.amazon.com> on your desktop or mobile phone browser.
2. From your desktop, go to Your Account from the navigation at the top of any page, and then select the option to add your charity.
3. Type in "RiversWest Small Craft Center"

### Fred Meyer

Fred Meyer has a program similar to [Smile.Amazon.com](https://www.smile.amazon.com). You simple have to sign up; the entire cost is borne by Fred Meyer. You must have a Fred Meyer Rewards account to set this up.

Need to sign up for a Fred Meyer Rewards account?

<https://www.fredmeyer.com/account/create??redirectUrl=/account/communityrewards/>

Once you have a Fred Meyer Rewards account, you can link your account to RiversWest. At the end of each quarter, RiversWest will receive a donation from Fred Meyer based upon your purchases.

To set up the matching donation, follow this link:

<https://www.fredmeyer.com/signin?redirectUrl=/account/communityrewards/>

Sign in and select "RiversWest" as your designated non-profit. It's that simple.

Do you have questions?

<https://www.fredmeyer.com/topic/community-rewards-frequently-asked-questions>

**This does not affect your rewards, but is on top of it.** It is a charitable donation to qualifying non-profits from Fred Meyer.

### Donate your Bottles and Cans to RiversWest

RiversWest has become a BottleDrop approved non-profit. Go to our website for more info:

<https://www.riverswest.org/bottledrop.html>



**MEMBERSHIP INFORMATION – Have you renewed for 2023? Mail in form (below)**

Or sign up and pay with PayPal or credit card at website:

**MEMBERSHIP INFORMATION**

**NOTE: key fob will be deactivated on Feb 1 unless the member renews before then.**

Your membership in RiversWest will enable us to keep working toward our goal of making low impact boats and boat building available to anyone who has an interest.

**In addition, membership to RiversWest:**

- Provides you with a subscription to the RiversWest newsletter
  - Gives you access to RiversWest shop and boat building book and plans reference library 24/7.
  - Gives you access to building bays 24/7, at an extra monthly fee
  - Gives you access to RiversWest boat building workshops and demos
  - Gets you invited to all RiversWest social functions
  - Gives you a vote for RiversWest board members and officers
  - Enables you to get involved with the RiversWest board, if you so desire
  - Gets you discounts at some local building suppliers, e.g. Crosscut Hardwoods
  - RiversWest dues qualify for tax deductions - consult your tax advisor
- There are two levels of Membership to RiversWest.

<b>Membership Categories</b>	<b>Annual Dues</b>	<b>How did you hear about RiversWest?</b>
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General Membership	\$75.00	
Youth (under 18) Membership	\$50.00	
College student w/ID Member	\$50.00	

- New membership
- Renewal

Name (first) \_\_\_\_\_  
 Name (last) \_\_\_\_\_  
 Address \_\_\_\_\_  
 Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_  
 Zip \_\_\_\_\_ Country \_\_\_\_\_  
 Email \_\_\_\_\_

Phone(s) \_\_\_\_\_

Emergency contact name \_\_\_\_\_

Emergency contact phone number \_\_\_\_\_

- Facebook page
- RiversWest website
- Word of mouth
- Portland boat show
- Art in the Pearl
- I am currently a member
- Other

**Payment**

Membership \$ \_\_\_\_\_  
 Additional donation \$ \_\_\_\_\_  
 Total \$ \_\_\_\_\_

**Please send checks/correspondence to**

RiversWest Small Craft Center  
 PO Box 19234  
 Portland, OR 97280



## Classified Ads

**FOR SALE: Nissan 6HP, 4 stroke, long shaft outboard**, just 2006 hours. Refreshed with complete professional tune-up including



carb overhaul and new water pump. Includes 3 gal tank (full of high octane gas). Selling due to converting my sailboat to 12 volt motor. \$750; 503-490-9954 or reply to [saltypappy@yahoo.com](mailto:saltypappy@yahoo.com)

**PLEASE NOTE:** RiversWest will run member ads for free. It can be a maximum of 7 lines (half page width, approx. 40 words) and one small photo or 8 lines/no pic. Item must be a boat or boat building related.

## Crater Lake Boats Still Available

We want to give ("for free") the two remaining Crater Lake Boats to a good home. We hope that these boats will have a new life; they are beautifully designed and built, with solid mahogany planking. The boats would make luxurious cabin cruisers. Dimensions are 39' x 11'6" with 2'8" draft. They are based on a 1936 William Atkin cabin cruiser design.

The boats are in dry storage and can be viewed beneath the ramp leading to the Hawthorne Bridge at SE Salmon and SE Water Streets. If you want to get a close look inside the fence, please contact a board member.



## RIVERSWEST BOARD

### Officers:

Mitch West, **President:**

[president@riverswest.org](mailto:president@riverswest.org)

Craig Bryant, **Treasurer & Web Mgr:**

[treasurer@riverswest.org](mailto:treasurer@riverswest.org)

[website@riverswest.org](mailto:website@riverswest.org)

"Open" (John Bouwsma interim), **Secretary**

[secretary@riverswest.org](mailto:secretary@riverswest.org)

### Directors:

Bruce Goodrich - **Library Manager**

Bill Gould - **Education/Demos**

Mark Ramsby - **Outreach**

Russ Smith - **Shop Manager**

Chuck Stuckey - **Family Boat Build**

Mitch West, **Donations Coordinator**

Ralph Cohen, **Newsletter Editor**

Mike Simmons - **Board Member Emeritus**

**At Large:** John Bouwsma, Bob Meehan, Steve Najjar

