

# RiversWest News

We inspire people to build and use low impact boats

## President's message



As you will read inside, Rivers West has lost a long-time member, board member, mentor, and friend. Art Wilson has recently passed away. If you never met Art, he was our resident expert in all things rowing, and he carried on doing many things right to the end of his life. His passing made me think of the incredible depth of talents and experiences represented at Rivers West.

Shortly after joining Rivers West, I volunteered to serve as a mentor to a young woman who wanted to build a 22' rowing shell for her high school senior project. My qualifications: Reading plans, shaping

and fitting wood bits: Check. Stitch and Glue: Read about it some. Fiberglass overlays: Hate it, as I have never once done it well. Performance Rowing: Seen it on TV.

The project came off without a hitch. Members with different skills and experiences stepped in so I was just a mentoring project manager. Randy Torgerson, John Ost, and others helped as the hull came together. When it was time to fit out the shell, I knew how to fit risers and build out supports for the rowing frame. Where to put them—not a clue. That was when I met Art; he mentored the mentor. He supplied details on the correct arrangements, helped me adapt for a couple of very tall rowers, and supplied many of the specialized parts from his personal collection. Though he had already closed up his shop and donated his plans library to RiversWest, Art showed up every weekend as needed throughout the final fitting out.

When we planned to build the new shop, no member of RiversWest had ever tackled a job like it. No problem. Everyone contributed where they had some skills or knowledge, and cheerfully adjusted plans as we learned on the job. That work continues. We are now adapting the new shop to our needs. Chuck Stuckey and Craig Bryant both turn out to be pretty good electricians. Every time we find something that doesn't quite work, someone will invent a solution.

The combined efforts of Bruce Goodrich, Ralph Cohen, Craig Bryant, and many others have made our plans and print libraries more accessible to members online. Have a look on the web site if you haven't been there recently.

As the weather begins to warm, and we are past "emergency mode", we are planning to get back on the water, beginning April 22 on Multnomah Channel. Look for details in upcoming email announcements.

Meanwhile, here's to Art, and to all the members, past, present, and future who make RiversWest such a capable organization. - **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.

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 the shop. Abbreviated guidelines and information are on page 9 & 10.

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 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 over Zoom (due to weather) on March 11. Members are always welcome to attend.

**UPCOMING SPLASH-IN on SATURDAY, APRIL 22**

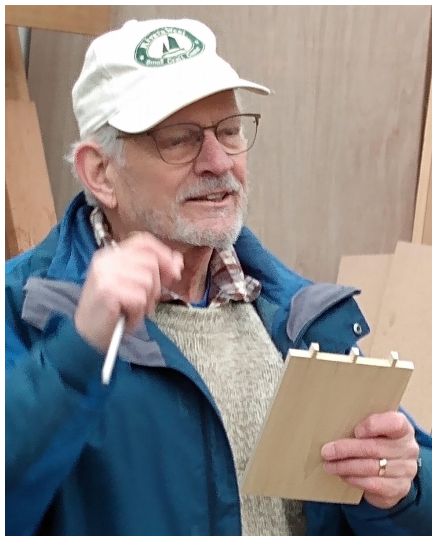
Splash-in will take place at the Sauvie Island boat ramp (15475 NW Ferry Rd, Portland, OR 97231). Follow NW Ferry Rd off the Sauvie Island bridge approx 1.5 miles. Turn left at the red firehouse (on right side). There are three picnic tables and bathroom facilities. Hadley's Landing dock is 1/4 mile downriver. Current is about 0.5 kn. Meetup time TBD.



## FIRST AND THIRD SATURDAY OPEN HOUSE

### HAND CUT DOVETAILS DEMO provided by John Bousma

Demonstration covered layout, taping, marking, sawing, chiseling, and fitting. For more details, check out the video on the Riverwest website.



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

Send your demo ideas to **Bill Gould** to schedule it.

**2023 Portland Boat Show** by Russ Smith  
RiversWest made its annual trip to the Portland Boat Show on Jan 11 through Jan 15. We had great variety of boats on display including two canoes, a lapstrake dinghy, a dory, a pond boat, our Family Boat Build sample, Sunshine, and new this year was Bruce Goodrich's stand up paddle board.

Thanks to all members who were there to help gather boats and equipment before and on the day of the move in. Also thank you to all who manned the booth during the show and helped with move out on Sunday. Overall the turn out was good and visitors got a good look at what RiversWest is all about.



## SHOP TIPS: SETTING UP MOLDS AND TRANSOM ON THE STRONG BACK - by Mitch West

1. Molds: This shop tip depends on a simple tip included on some designs. When positioning molds on a building jig (aka strongback), identify a waterline that touches every mold, as close to DWL as possible (a waterline is any line offset vertically from the DWL, and parallel to it). Mark the chosen waterline at the centerline on each mold. Make sure the marks are extended about a half inch from where they cross (so drilling doesn't remove the whole thing). Drill a 1/4-3/8 inch hole at the cross. During setup, run a string through all the molds (and a second horizontal reference stringline above the tallest frame as typically done). The string through the molds will give you a vertical and centerline reference that helps get all the molds lined up.

2. Transom: Hanging the transom is often challenging. It hangs in mid-air, waiting for the boat to be attached to it, and it needs to wait in exactly the right place. If you have a cat (or if you were ever a management consultant), you may have a very handy tool - a laser pointer. When laying out the transom, be sure to mark the chosen waterline (but don't drill the hole—you probably intend to varnish later). In the photos below, I have set up my cat toy laser on a shelf on a mold (left photo), shining the red light through the waterline hole on center mold in photo (center photo) and onto the blue tape on transom to the left (right photo).



### **OTHER UPCOMING, NON-RIVERSWEST, BOATING ACTIVITIES**

Apr. 14-16: Toledo Spring Messabout

Apr. 15: Depoe Bay Wooden Boat Show and Crab Feed

May 13-14: Olympia Wooden Boat Fair

May 19-21: Fern Ridge Lake Spring Small Boat Messabout, near Eugene

Jun. 23-25: Columbia River Summer Solstice Messabout, Cathlamet

Jul. 8: Hagg Lake Messabout near Forest Grove

(For details on all above events, check [www.coots.org](http://www.coots.org) website)

**RiversWest Splash-in** site, place, and date for summer TBD, possible choices include Lake Vancouver and Cathedral Park.

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)



**FAMILY BOAT BUILD 2023** - by Chuck Stuckey

Everyone seemed to enjoy last year's event in our new space. And Green Anchors made us feel welcome with their new tent: a very nice setup. We sold out and had a few on the waiting list so community interest seems to be as high as ever.

This year we hope to expand from 8 to 10 families. Last year's tent was certainly big enough, but this year we may have a problem. The big snow event collapsed the Green Anchors' tent; it's a complete loss. While they hope to have a replacement in time, and there is every indication they will, we might need to plan for a smaller event. I'll keep everyone posted as things develop. In the mean time we are going ahead with the kitting for 10 boats and will need members who are interested and willing to help out. The heavy lifting will be in May, and I hope to have all parts ready by June 1<sup>st</sup>. The build is June 24-25. See all at the shop.

**Boats Currently Being Built in the Shop****Shellback Dinghy** - Designed by Joel White, builder: Bill Gould

I chose to build the Shellback dinghy after speaking with a few of the other club members who suggested it would be a good choice for someone building their first boat. I wanted a boat that wasn't too large, but large enough for two people to go out for either a row or sail. The shop at RiversWest has worked very well for me. I've used the large band saw to rip some boards needed for the laminated midship frame and stem and the power planer worked great to plane the sides of both. My next step will be scarfing planks for the bottom and side planks. The library in the shop is a great resource especially for someone building their first boat; there are plenty of books on How to Build, Design, and Sail small boats in addition to a large number of boat plans. I also appreciate all the advice I've gotten from other club members - many of whom have built a number of boats.



## More Boats Currently Being Built

**Auk** - Designed by Iain Oughtred, builder: Mitch West

I always said that there are so many interesting boats that I'd never build the same boat twice. Turns out that Iain Oughtred's **Auk**, my first lapstrake build is the tender I need for my trawler. At 7' 10" overall, with a beam of 4' 2", she will fit the davits nicely, replacing the inflatable with a boat one can row. With a depth of 20", **Auk** is what boat people call "burdensome", and others call "tubby". Three adults can catch a ride to the mother ship in reasonably calm water. The broad bottom makes her remarkably stable for a "round-bottom" boat.

The building jig is set up, backbone is in place, and here, one garboard tortured into place. At least this time, I know the plywood can do this, and that this is the hardest job on the entire boat.



**Point Comfort** - Designed by Doug Hyland, builder: Mark Ramsby

Under construction in the shop is a 23' X 7' Chesapeake Deadrise Boat based upon Doug Hyland's Point Comfort 23 design. Framing over the forms is largely completed with a lot of fairing to yet be done. Within the next couple of weeks planking the hull will start.

(The link, below, goes to the RiversWest forum with Mark's detailed posts including photos: <http://riverswest-forums.266.s1.nabble.com/Point-Comfort-23-td527.html> )



## HOW TO FINISH A BOAT - Varnish or Paint? TWO VIEWPOINTS

### WHY I VARNISH RATHER THAN PAINT - by Charlie Ehm

Because I never use fairing compound. I finish "bright," because I build "bright."

Mark & I go back and forth on this. He's of the school that says, "When you've lost track of the number of coats, do a couple more." Me? I stop at three, and once, a single coat was so good, I didn't need to do the other two. Also, I'm a crappy painter.

The key to varnishing is prep work. I can prep a raw, 8' pram in about 45 minutes and lay down the first coat in 25 minutes. Prep the second day takes 15-25 minutes, then another 25 for the second coat. Ditto the third day, and I'm done.

Confession: I only varnish exteriors. Interiors get oiled.

What I strive for is a "work boat" varnish job, not the highly plasticized finish seen on **Chris Craft** and the like at boat shows. But, also, I'm using cheap, \$30/gallon varnish from Lowes and applying it with a 3" chip brush from Harbor Freight. The key to laying down an even coat is cool temperatures, good lighting, working fast, and no puddling.

What's the purpose of varnish for a boat that is dry-sailed? (i.e., in the water for a couple hours, a couple times a year, and then stored out of the weather and sunlight the rest of the time.)

1. The main purpose of paint or varnish on a dry-sailed boat is to make it easier to hose off mud, lake scum, and fish blood.
2. An equally important second purpose is to create a moisture barrier so the ply and lumber don't soak up much water as would raw wood.
3. But the "real" purpose of varnishing is to say, "This is NOT yet another plastic boat." Besides, surveys have shown that fish prefer varnished boats over painted ones by a margin of 7 to 4. LOL!

### WHY AND HOW I'LL PAINT THE NEW BOAT - by Mark Ramsby

I love the look of varnish. A varnished finish is spectacular on a wooden boat. It's also a lot of work for a boat that spends a significant amount of time outdoors. So, on my next boat, I will stick to painted finishes.

The finish on a wooden boat protects from water, abrasion and sun. Three coats of a good marine paint over a properly primed boat will last multiple seasons on the water and more when the boat is stored under cover. It will protect the boat from water penetration, minor abrasions and sun. It's also easy to repair. (continued on next page)



**WHY AND HOW I'LL PAINT THE NEW BOAT (con't)**

Since the new boat will live at the dock, paint is the way to go. It will have some brightwork, but not much because it will need 7-8 coats initially to protect it and a refresh once or twice a year just to establish and maintain protection from light degradation. I'm seriously considering all paint on the exterior with brightwork limited to the interior.

A major advantage of paint when building is that you can fair the hull panels. Your plywood scarfs don't have to be quite as perfect, just sound and aligned. Then break out the fairing compound and make a perfect painted scarf. Fairing compound doesn't look so good under varnish, but under paint, no one knows it's there. A few years down the line, when a repair is needed, your scarfed-in repairs don't have to be quite so perfect either. Bonus!

Before you paint, some precautions are in order. First, your workspace should be clean and well illuminated. Dust is not your friend but good light is. Temperatures between 60 & 75 °F with a relative humidity between 40 & 60% are ideal. And of course, the boat must be carefully prepped for the first coat. This means that you have long since tired of sanding!

My preferred technique for large areas such as hulls and interiors is the roll and tip technique. I'll talk about paint here, but the same techniques can be applied to varnish. A thin foam roller (1/8" - 3/16") is used to apply paint across the grain or the minor axis of the panel. The foam roller applies a thin, uniform film of paint to a defined area. Then, an appropriately sized foam or high quality bristle brush is used to tip off the paint to a smooth finish along the grain or panel length.

The painting areas should be limited to a small enough area to maintain a wet edge while the adjacent area is painted. The first area is rolled, then tipped off. Try to tip off efficiently and quickly with overlapping strokes that flatten the finish coat uniformly across the first area.

The second area is then rolled out, completely covering the second area into the first area overlap. Tipping is done from the edge farthest from the edge of the first area, blending into that area with the brush. Pick the brush up at the end of the stroke. This is known as painting from "dry to wet". But in this case, it won't start out dry because you have already wetted the entire second surface with paint rather than depending upon the brush to both apply and smooth the paint.

Continue with each additional area using the same technique. Whenever possible, make your area breaks at natural panel edges such as sheer, chines or strakes and keel.

Before you worry too much about getting this process right the first time, there are a couple of things to remember: First, most boats up to 12' can be finished by breaking the boat into only four to six areas. You will be applying three coats with sanding between. That means you have two practice coats before the final finish coat. And of course the way to get good at anything is practice, practice, practice! So, Paint On!





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

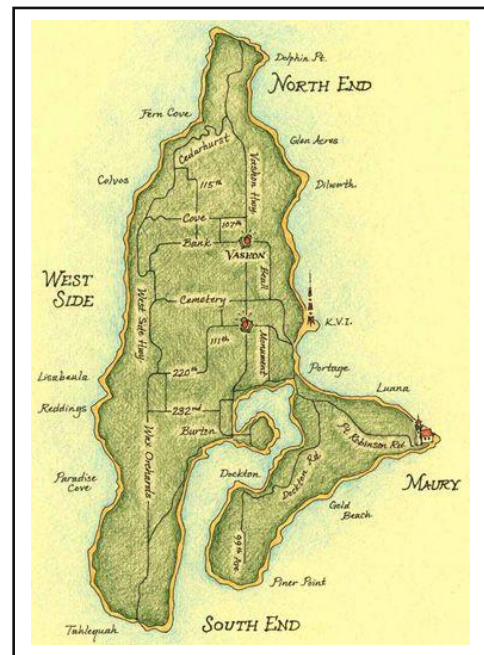
At the south end of Vashon island is Quartermaster Bay, a nice short cruising spot easily accessed from Tacoma. A trip begins at Point Defiance Park, which by itself is wonderful place to visit - a nice beach, picnic areas and the Tacoma zoo and aquarium. Next to the ferry terminal is a three lane public boat ramp with ample parking (watch the signs carefully, get in the wrong lane and you'll end up in the ferry). A good set of docks are right there where you can tie up and go park your car

Now you're heading north across Commencement Bay running roughly parallel to the ferry track, stay east of it. East of the ferry landing on the island is the entrance to Quartermaster Bay. As with all things in Puget Sound, be aware of currents. The bay flows out on the ebb and in on the flood. Stay in the middle of the channel and slightly west on red nun 2 (especially at low tide). Now you're in the bay and ready to explore.

There is some naval history in the bay - some major ship building, followed by smaller stuff through WW1, but it's all gone now, only some old piling . On the east side of the bay is Dockton County park which has good docks with several finger piers that can accommodate quite a few boats. The fee structure is posted; last time I was there it seemed very reasonable. Restrooms and showers are available. And in case you're up for it, regular island bus service will take you into town. The downside is there is no camping at the park so this trip is only for boats with sleeping accommodations.



Dockton Park is about half way up the bay. The rest of the bay is worth looking at. There is a second park, Burton Acres County park, further up the bay, but I've never visited so can't offer much about it. Both sides of the bay are covered in lovely homes and some beautiful boats (mostly all private). I've stayed in the bay many times; it's a good stop over half way between Seattle and Olympia, especially if you wish a quiet spot before attacking the Tacoma Narrows. Enjoy!



## Shop rental rate schedule

The new rate starting June 1 or 6 months after lease begins shall be calculated as follows: Monthly rent = \$50 + \$1.25 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. For questions or problems, text Russ at 360-606-9675 or email Russ at [fitzsmith67@gmail.com](mailto:fitzsmith67@gmail.com). Contact Russ to obtain a copy of the rental agreement or to discuss the start of your boat building project.

Note: The rate 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 the lease is signed.

## Rules for Shop Use, Boat Building, and Safety

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; 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.

## RiversWest Boat Shop Notes - March 2023 by Russ Smith

Our new shop is constantly evolving to make it easier for our members to work on their projects. Craig Bryant, our all around tech man, has installed a new blast gate system that allows the dust collector to energize when a gate is opened at a particular tool. A description of the operation has been sent out to all members in an email and a copy will be posted next to the dust collector if help is needed (procedure also provided on next page). As a reminder, if the red light on top of the collector drum comes on, the bag in the drum needs to be emptied. The bag can be replaced or dumped into a large trash bag and left to be taken away.

Craig has also installed a switch for the air compressor as well as new dedicated circuit for the compound miter saw. The thickness planer has a discharge extension to help support the large hose that is hanging on the back wall to connect to the floor sweep blast gate connection for collecting chips when planing.

A plan is under discussion to build a type of davit on the storage platform to assist in lifting small boats to the storage level of the west container.

Thanks to all builders working on projects for keeping the shop clean and keeping their own materials organized and labeled.



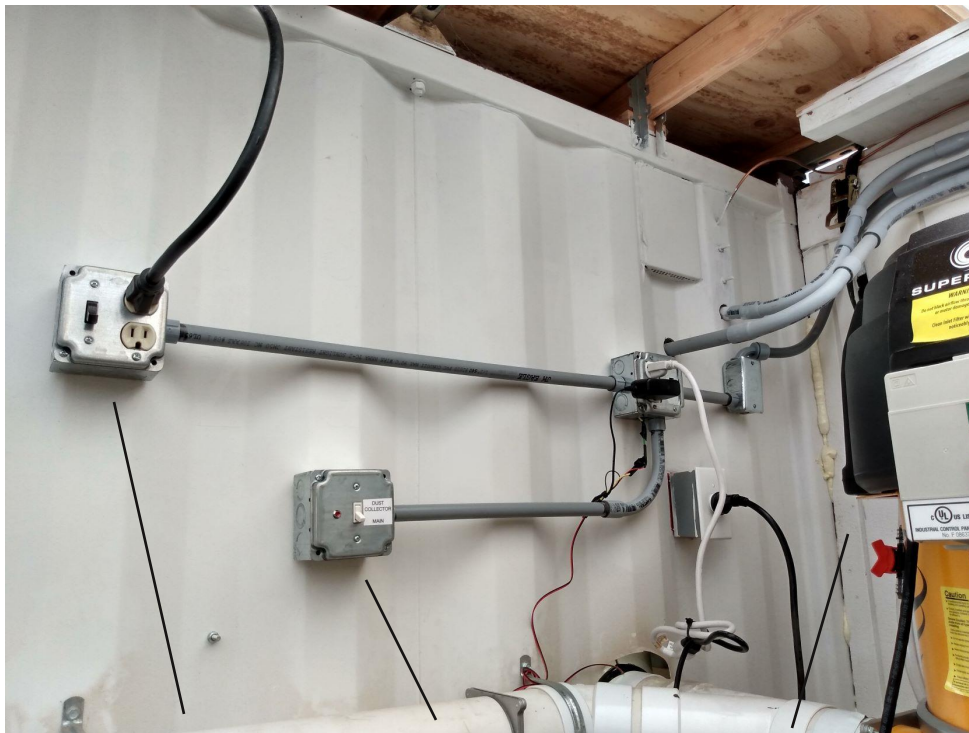
## New Dust Collector (DC) operation

We have made a change to the way the dust collector is turned on and off. The goal of the change is to make it easier to use, and to avoid turning the unit on with no blast gates open.

Each blast gate now has a micro-switch that detects if the gate is open. The dust collector will turn on when a gate is opened, and turn off when all gates are closed.

The new operation procedure is as follows:

- 1) Before using the DC first time, make sure the Main switch (on the wall next to the DC) is on, and the green button on the DC unit is pressed. The red indicator next to the main switch will light when the switch is on.
- 2) When you want to turn the DC on, open the gate for the tool you are using. Close the gate to turn the DC off. Make sure you use the lock screw to hold the gate closed - the micro-switch applies some opening pressure to the gate, so it could open on its own.
- 3) Leave all gates closed when DC not in use - except for the one at the DC input (this one does not have a micro-switch).
- 4) When leaving the shop, make sure the Main switch (on the wall) is off - the red indicator will be off when switch is off. No need to press red button on DC unit itself, but doesn't hurt to do so.



Air Compressor switch; Dust Collector switch; Dust Collector



**MEMBER FEATURE - Me and Row Boats, a Long Journey** by Charlie Ehm

My Dad wasn't a fisherman. But I was born wanting to fish. There were no creeks nearby, just some lakes the size of Timothy or Trillium where rowboats could be rented. Wanting to fish vs. knowing how are two different things. But my Dad would indulge me. We'd rent a boat, and I'd try my luck. Sometimes, we'd be on the water at that magical time of dawn when the eastern sky is turning pink and orange and the birds are just waking up. The mists would be rising off the water, and the only sounds were bass splashing as they surfaced and the creak of oars as my Dad rowed and I fished.

Generally, after an hour or so of not catching anything, I'd swap places with him and try my hand at rowing. These were old-style, three-seater, wooden skiffs, heavy to carry, always a bit leaky, but they moved easily and well under oars, and exploring the lake was fun for both of us. And it wasn't just my local lakes I rowed on. Our annual family vacation took us to Burney and cabins near Lake Britton, where again, there was a fleet of classic fishermen skiffs for the borrowing. One of my fondest memories is me rowing him back to the dock just after dark, the lights from the cabins reflecting off the water, the sounds of fish splashing that I didn't yet know how to catch, and the creak of oars.

In my junior year of high school, I was fortunate to become friends with a classmate who knew a local lure maker, John Fujita, who had a soft spot for teaching kids how to fish using his patented lure, an early version of a Clouser minnow. Once I could catch our local fish, mainly bass, bluegill, and crappie, I knew I wanted my own boat.

Again, my Dad indulged me. Using plans from Popular Science, a magazine in those years that regularly published articles on backyard boatbuilding, we built a 10' runabout. For sure, he did most of the work, as well as fashioned a roof rack for transporting the boat. By then, I had my driver's license, and with a friend or two, we'd load the boat and go fishing.

Next came college, then grad school, then marriage and kids. The fishing bug and the boating bug got pushed to the background, but never went away.

[**Editor's note:** regarding what Charlie did for a living, his response was: "If you've got an aircraft carrier, or just a humble ferry boat, whose main propulsion system needs overhauling, I'm a guy you could hire. LOL."]

So when I ended up living in Klamath Falls, with the lake just across the street and a neighbor's permission to use his dock, I knew a boat was needed. We bought one of Bill Grunward's unfinished Jiffy Skiff's, and I also scored a Sunfish at an auction and taught myself to sail.

By that time, I was also trying my hand at building my own boats: a pirogue, a canoe, a windsurfing board, none of which were very successful. Still years later, I ended up in Portland, still trying my hand at building boats: Bolger's **Nymph** and Hannu's **Portuguese Dinghy** are two that came out well enough to not be immediately chain-sawed. Lake Britton was still home water for me, and I fished it seasonally, as well as had begun to have a better sense of what makes a good fly fishing boat.

About that time, I also stumbled onto Gregg Carlson's marine CAD program that enabled my ideas to now be drafted and turned into cutting patterns.



Six or eight such boats followed from that - a pair I gave to Camp Britton to supplement their fleet and to make available for kids a boat sized to them instead of the un-rowable semi-dory **Valcos** that had replaced the wooden skiffs I grew up with. With that pair of boats, I'd finally achieved the qualities that a protected water, fly-fishing boat should have, enough stability to stand and cast from, with enough speed and nimbleness that rowing for its own sake was a joy and pleasure, as well as being low-cost, light-weight, beach launch-able, and easy to build and car-top. Since then, I've drawn and built other boats, such as the doubled-knuckled skiff you've all seen and the pram that Bruce Goodrich converted into a sailboat. But my main --even sole-- interest is single-user rowboats meant for fly-fishing in protected water. That's my niche and what I care about.

Who influenced my designs?

Bill Grunwald was an old-time boat-builder who ran a one-man shop in a converted barn in Davenport, CA, and who did beautiful traditional work as well as the more modern glued-lapstrake. (below, right)

As I traveled up and down the coast in the 70's and 80's, I'd stop by to see what he had on the building frames. I even thought seriously about apprenticing myself to him. Now long dead, he was written up in *Wooden Boat Magazine* and, obviously, was an inspiration to me.

Another builder I've patterned myself on is Steve Redmond, particularly, his **Tetra** skiff whose scuppered gunnel I've borrowed (below, left).



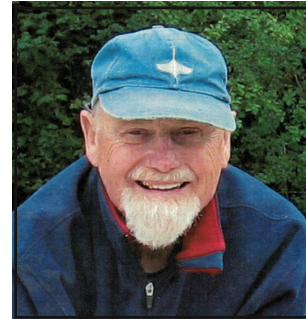
A third influence is Ed Monk's Stubby (above, right).

In short, I borrow what I can, all the while striving for a simplicity consistent with the boat's intended purpose, which is to be a casting platform, not floating furniture.



## "ACROSS THE BAR" - ART WILSON

*I hope to see my Pilot face to face  
When I have cross'd the bar.  
--Alfred, Lord Tennyson*



RiversWest member emeritus **Art Wilson** died on March 11, 2023 at the age of 91 in Portland. Art was born in Point Pleasant Beach, New Jersey on November 15, 1932. He graduated from Trinity College, earned a PhD from Northwestern University and taught analytical chemistry at Wayne State and Emory University. After a career with Texas Instruments, he consulted with semiconductor suppliers DuPont and Air Products. Upon retirement in 2005, he moved to Portland to be closer to his daughter and grandchildren.

Art was raised in a fishing town located on the Atlantic Ocean. He spent many years on the water there working on his dad's fishing boat. His love of water and everything associated with it led him to engage in model boat (and airplane) building in his youth, eventually graduating to full size craft such as rowing shells, stripper canoes and kayaks. Art became a licensed glider pilot to fully explore the joys of sailing with the wind.

*From sea to sky,  
wherever he sails.  
Always carried by the wind.*

Art joined RiversWest in 2008, offering his knowledge, talents and energy to multiple projects. As a consummate boat builder, his guidance in boat building was immeasurable. Art shared his knowledge of small craft, teaching many classes to members. His service on the board of directors offered valuable guidance and direction. Art was always ready and able to offer assistance in anything RiversWest needed.

Art's deep well of energy was always apparent. Up to about two years ago, Art could be found sculling his beloved rowing shells on the Willamette River during the wee hours of the morning. Always experimenting, Art built three rowing shells. He took standard plans from well-known marine designs of WinnTech and Gramm King and modified them to suit his own sculling style.

Art's restless mind and expansive energy led him to explore various projects in his self-built woodworking shop. He developed an instruction manual that takes one from lofting a one-fifth scale model of a Herreshoff dingy hull to building a plank-on-frame model. Art seriously considered marketing this instruction kit as a means of educating inspired boat builders. He also became versed in the art of a bowyer, making traditional English longbows and arrows and all the accessories.

Always active and engaged within the model boat community, Art joined "Portland Model Power Boat Association." He was active in promoting interests in "Tugster" water polo. He was a long-term member of the "Rose City Model Sailing Club." He built and raced his T-37 class sloop, a 37-inch-long, radio-controlled sailboat. His last project, not long before he passed away, was building marker buoys for the race course.

Art, a Beaufort Force 8 personality, would never be still and complacent. He was fully engaged and active to the very end.

Art is survived by Carol, his wife of 64 years. They had two children, Dirk Wilson and Heather Moore. Dirk died in 2020. Art was the proud grandfather of Isabelle and Caroline Moore.



### 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 now that winter is over; socializing at 9:00 AM and a program at 10:00, when scheduled. Everyone is welcome; you do not need to be a member. Please send ideas and program interests to a Board Member for future sessions.

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#### Future Scheduled Programs

**April 1** - "Building mistakes found by the Marine Surveyor" and "Getting your newly built boat registered and insured"

**April 15** - Builders talk about their boats presently being built in the shop

#### St. John's Parade and St. John's Bizarre

**Save the date: May 13, 2023**

RiversWest has been accepted in the St. John's Parade May 13th and have applied for a booth at the St. John's Bizarre, a complimentary but separate event. We'll need volunteers for both events. Come and join in the fun! Questions? call Mark Ramsby @ 503.970.7448

**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 - Good News from the library!

by Bruce Goodrich

Thanks to Craig, anyone, member or not, can go to the RiversWest website and click on "library" from the home page and access the 700+ books in the RiversWest library. You can search for a specific title by entering the title, author, or specific groups such as Sea Stories or Nautical History. When the book you are looking for pops up, click on it and see info about the book just like you would see on the Amazon site. Check it out!

There is also a list of 150+ boat plans accessible from the website.

As always we are accepting nautical book and boat plan donations for the library. We just received some great books donated by Art Wilson's family. Thank you Carol and Heather.

#### 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>

### Fred Meyer

You simply 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>



Recent donation to RiversWest





**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 was deactivated on Feb 1 if member didn't renew 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 spaces 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	<input type="checkbox"/> Facebook page
Youth (under 18) Membership	\$50.00	<input type="checkbox"/> RiversWest website
College student w/ID Member	\$50.00	<input type="checkbox"/> Word of mouth
<input type="checkbox"/> New membership		<input type="checkbox"/> Portland Boat Show
<input type="checkbox"/> Renewal		<input type="checkbox"/> I am currently a member
Name (first) _____		<input type="checkbox"/> Other
Name (last) _____		
Address _____		
Address _____		
City _____ State _____		
Zip _____ Country _____		
Email _____		

**Payment**

Membership \$ \_\_\_\_\_

Additional donation \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

**Please send checks/correspondence to**

RiversWest Small Craft Center  
PO Box 19234  
Portland, OR 97280

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

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

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

## 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)

[webmaster@riverswest.org](mailto:webmaster@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

