

Winter 2024

RiversWest News

We inspire people to build and use low impact boats

Presidents' message



Mark Ramsby and Chuck Stuckey

It's February. Boatbuilding and boat usage downtime. Even though it's been cold out there, RiversWest has been active the past few months. There are five boats under construction or renovation in the shop, which is great! It leads to an active, if chilly, atmosphere.

Russ, Ralph and crew have the crane for lifting boats to the mezzanine installed and tested. It's a thing of beauty, constructed mostly of construction lumber and donated materials. Next time you are in the shop check out the laminated mast and boom, built in-house. Operational rules will follow, but big rule is:

“don't do this alone.” Look for operating instructions and a training soon.

The RiversWest booth at the Portland Boat Show displayed a full range of small boats built by our members. Unfortunately, the weather didn't co-operate so attendance was lower than hoped. We were still able to sign up several families interested in the Family Boat Build and had interest in memberships. Many thanks to Russ for his usual great job organizing this event, John B. for his work as a volunteer organizer and Craig for making the electronics work. The video is always effective at capturing the magic of our small boats.

Upcoming events include the St. John's Parade and the St. John's Bizarre, both on Saturday, May 11, 2024. We are applying for both events as we did last year. Last year's parade resulted in several families and individuals discovering RiversWest and a few memberships.

Our President Elect Bill Gould has been organizing the demonstrations at our open houses. He's always looking for interesting and informative topics, so let him know if you have an idea. Better yet, volunteer to make it happen!

At our last meeting a young family showed up as we met for our Board Meeting. I was able to excuse myself and go talk to them. I apologized that the meeting was in progress, so I couldn't tour them around the shop and library. They promised to come back to an open house and get properly toured. I encourage you to greet new faces. When someone you don't know shows up at the shop, go over and introduce yourself. They will appreciate being welcomed. Ask them if it's their first time at RiversWest. Ask them if they'd like to see what we do. Reach out.

Even though two weeks ago it was 17° and snowing, the green sprouts of daffodils are poking their heads through the soil. Spring is on the way! That means boatbuilding can proceed in earnest and we can all get back to it! - **Chuck & Mark**



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 and is more important than ever, as the building space is shared amongst all builders. 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 12.

We still need 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 Bill Gould at president@riverswest.org if you are interested. Bill is "point man" for such inquirers.

Board Meetings - Meetings are held at the Shop after one of the monthly openhouse events at approximately 11 am. Members are always welcome to attend.

FUTURE OPEN HOUSE GATHERINGS AT THE SHOP

In-person Open Houses are on the 1st & 3rd Saturday of the month; socializing at 9:00 AM and a program at 10:00, when scheduled. Coffee and donuts provided. Everyone is welcome; you do not need to be a member.

Please send ideas and program interests to **Bill Gould** for future sessions.

Check the Website calendar for future programs; we are planning to have a program on proper use of the mezzanine boat hoist once the weather warms up.

OTHER UPCOMING, NON-RIVERSWEST, BOATING ACTIVITIES

Feb 17 - Video Messabout - Albany

Feb 23-25 - Annual Fisher Poets Gathering - Astoria

Feb 24 - Shiprights' Regatta - Port Townsend

March 30 - Season Opening Messabout - Triangle Lake

April 19-21 - Spring Messabout - Toledo

(For details on all above events and many more, check www.coots.org website)

July 26-27 - Pacific Northwest Small Boat Festival

<https://pocketyachters.com/events/20240727/>



FIRST AND THIRD SATURDAY OPEN HOUSE AND DEMO'S

SEWING DEMONSTRATION

John Ost demonstrates use of Sailrite heavy duty sewing machine suitable for canvas and sail making projects or repairs



SCARFING DEMONSTRATION

Below, Bill Gould demonstrates West Systems 875 scarfing tool that makes quick work of bevel cut on plywood.



Check out Charlie Ehm's oar making column on our website forum under "General Discussion" at <http://riverswest-forums.266.s1.nabble.com/>

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

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





THE 2024 FAMILY BOAT BUILD
by Chuck Stuckey

It may be hard to believe, but the FBB is now 15 years old and still going strong. We have run this event continuously since 2010 (except for 2020 when nothing seemed to happen anywhere). I've frankly lost count of the number of boats that have been built, but with this year's families it will be certainly be over 140 boats. That is a remarkable accomplishment for RiversWest and the broader community.

The construction of the kits will begin in April and I'm sure all the regular members will again step up to help. Last year we had very valuable assistance from some new members and I hope we will, again, this year. If any member is interested in helping out, please let me know. This year's event will take place on June 29-30 under the new event space tent at **Green Anchors**. And as in all prior years we expect to sell out all ten spots. That's ten more families getting introduced to the fun of building a boat with kids and grandparents. And maybe even conclude that RiversWest is an organization they may like to join. So, talk it up every chance you get and let's have another great year.



MEMBER FEATURES

Getting to know our members better



Stu Whitcomb

Where were you born?

Hartford, Connecticut. I went to Boston University and Rhode Island School of Design to study industrial design though I found RISD had been taken over by MIT and was oriented too much toward theory for what I wanted to learn.

What were your first experiences on the water and/or with boating?

My parents had a succession of large ships – a gaff schooner (*Gallant*) and later a Nevin's yawl (*Neurone*) in the 50' range, and a Seabreeze 35 that the family sailed in New England waters and the Long Island Sound.

During my stint in the Army, I had the opportunity to sail on smaller craft similar to a Lightning. Occasionally, I sailed with friends/family to Catalina Island.

While living in Portland, I was able to continue sailing small boats such as a Snipe, Ghost, and Venture. This sailing was mostly out of the Willamette Sailing Club, but I went as far as Barkley Sound on the west coast of Vancouver Island with my Balboa 20 (trailing to the island).

What brought you to Portland?

After leaving school, I was in the Army from 1961-1964. My group was trained by Martin Marietta in electronics used in anti-aircraft missiles which included the period of the Cuban Missile Crisis. I was stationed in S. California. I continued my Industrial Design studies while in LA hoping to eventually design automobiles. After graduating, I did get a job with Philco-Ford which was as close as I got to auto design. That division of Ford specialized in consumer electronics and appliances. Eventually, the company abandoned all their products except for automobile air conditioning. After six years primarily in management, I decided to move on. (continued on next page / page 6)



Mike Simmons

When asked if I could write a few words about my interest in boats and how it may have come about, I found many early memories to sort through. My dad was very active on the water around Erie PA.

He had his commercial pilot license for craft up to 108' long. As my mother said, she became a Lake Erie widow every summer season.

Some early childhood memories may start to paint a picture of my growing interests in boats. We lived on West Third St., near Walnut St. This was about two long blocks from the waterfront. My future domain stretched between the old sand docks at the foot of Cascade Street (where the *Wolverine* was assembled and dismantled) and the Chestnut street community swimming pool. There was much more between Chestnut St. and the State St. "public steamboat landing", but it was more commercial.

As soon as I could walk, I was an escape artist. Some time around the age of two, I had a little red bathtub boat. I really liked that toy. Now the plot thickens a little. I could climb the kitchen chairs easily. So early one morning, in my favorite bathrobe (my only one) and slippers, I climbed a chair and unlocked the deadbolt on the kitchen door. With that, I started off toward the waterfront at the foot of Walnut St. Upon peering down the old bluff across the railroad tracks to the beach, I saw the little red wooden boat. Of course, at that distance it looked small, and I wanted it, being too young to compensate for size and distance. I started down the washout next to the solid concrete stairway. Then it happened. (continued on page 7)



S. Whitcomb (con't)

Through alumni connections, I heard about an Oregon company called Tektronix. I would describe their manufacturing space as an oversized garage, but I worked there for 12 years in “human factors engineering” with the goal of improving the human-machine interface. After the near demise of Tek, I landed at Cascade Yachts with a former Tek engineer. My role ran the gamut from marketing, brochure design, and interior design to marital counseling and customer appeasement. Cascade Yachts built primarily sailboats (27’ to 44’); the first was a 34’ sloop, but some later boats were a Jay Benford designed 20’ mini “tug” used as a committee boat, a David Cousins Lobster Boat replica, and eventually a 36’ trawler. The company went through many changes in name and ownership, currently located in Warrenton, OR. When designing boat interiors, I found it useful to mock them up full scale with stiff cardboard. I also participated in a “sea trial” from Astoria to Seattle on one of their 42’ boats with a few hair raising moments including having a Coast Guard helicopter standing by above the boat near Neah Bay, prepared to pick-up “survivors”. It was all a misunderstanding...

How did you become interested in boat building?

In the late ‘90’s, I retired, continued sailing, and then joined RiversWest around 2005 when it was located at Oaks Park and Peter Wilcox was president. I was the newsletter editor for around 10 years and transitioned it to a color publication. Gradually, I migrated to the idea of building a boat after reading Harold “Dynamite” Payson’s books and latching onto his philosophy that “you’re building a boat, not a piano”. This was my “ah-ha” moment – realizing that I could do it. My first step was purchasing plans for a 9’ dory and facilitated building two at the Arbor School where my wife, Una, taught. John Bousma also provided expertise. Next, I built another dory and donated it for the school’s fundraising auction. Having boosted my confidence with these initial constructions, I decided to undertake a boat for myself and selected a Core Sound 15 (cat-ketch, named *Little Shaver*) which was the largest version that could be built in my garage. I began in Portland in 2009 and launched

in Maine at the Small Reach Regatta in 2010. It was a race to complete in time for the regatta – everything was completed except for painting. Propulsion today is by sail, oar, or motor. Post regatta, a transom mounted boarding ladder was added. (Details of the construction can be found at this RiversWest link:

<https://photosriverswest.smugmug.com/RiversWest-boats/Little-Shaver/>

Are there any marine craft designers that you like or admire?

Phil Bolger, Harold Payson, John Alden, and Bob Smith (designed all the Cascade Yachts from 27’ to 36’)

Do you do any other type of woodworking?

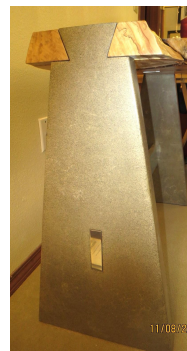
I’ve made some furniture. One is a multi-media piece with cast concrete legs an aluminum tube cross support, and a live-edge wood top that presented design and fabrication challenges including joining the top to the legs with a large dovetail. (See photo, below).

What’s was your favorite boat?

The Balboa 20 (designed by Lyle Hess, 1450# disp.) that I owned for 40 years. It did everything I needed a boat to do.

Do you have any hair raising memories on the water?

To quote my father: “If you don’t have any stories to tell, you haven’t had any fun”.



When I was 14, the family was sailing off the New England coast on *Gallant* (our gaff schooner) and I was on the helm. Suddenly the wheel locked up – something seemed amiss with the gears or shaft.

(continued on next page / page 7)



S. Whitcomb (con't)

We were heading toward a shoal. Upon quick inspection, my father and I realized the bolts supporting the rudder quadrant had sheared from corrosion leaving the helm disconnected from the rudder. A quick jury rig got things back under control, but it was a nerve wracking few moments. Another time on another boat off the coast of Maine, a downdraft off the headland laid us over until the masts were nearly parallel with the water. A mad scramble ensued to ease the sheets and right the boat. I remember my mother quipping: "Your father can turn a Sunday sail into a trip around Cape Horn."

Would you like to share anything else with RiversWest readers?

Building a boat is anything but straight forward, especially the first time. It is largely: "learn as you go" and every new type of boat one builds is a new, first time. Some of what I learned building *Little Shaver* is captured in a copy of the log I kept that now resides in the RiversWest library. Check it out if you're building your first stitch and glue boat. **-THE END-**

**M. Simmons (con't)**

Mr. Green, who was a Bay View Park employee, caught me. If I had tumbled down to the tracks it could have been very uncomfortable. Mr. Green knew my parents and where I lived. He delivered me home, ending my adventure in search of the little red boat.

Two other early memories come to mind. Dad set up a wheel in the backyard behind the victory garden. Then I could pretend to be piloting one of the boats that he ran between the State St. dock and Presque Isle Peninsula. At about the same time I got a ride in a flat bottomed skiff on a beautiful bright little stream with my Dad's friend Nelson Ball. The colors, water movement, and the boat are still clear in my mind today. The second event was short, at age six, on the flying bridge of the *Ann Adaire*, The steel boat was 65' long with twin screws. The hull was based on the design of Lake Erie fish tugs from the first half of the 20th century. Dad gave me a pearl handled Camp King scout knife. I've carried a jack knife ever since. They were tools in those days, carried by every elementary school boy.

By this time we lived in a flat in my grandfather's house at 210-1/2 Cherry St. This was about a block from the bluff and granite stairs leading down to the railroad tracks and waterfront at the west end of Bay View Park. I spent a lot of time down there wandering and playing, sometimes with friends, sometimes without.

(continued on next page / page 8)



M. Simmons (con't)

I watched Danny Geska's father build a 6' flat-bottomed skiff and fill it with rocks to allow the wood to swell. Gramps' 16' lapstrake was moored in the little marina there. He allowed me to take it out quite often as I got a bit older. In the meantime, I learned to row old skiffs, paddle homemade paddle boats, crawl through riprap and such. As a teenager I even moored my own 14' semidory there. My "Roadmaster" bike was a fair trade to Ray Gloss for the semidory.

One boat building, or more accurately, boat destroying experience stayed with me, and had a lot to do with my leaning toward boat building today. At age 10 or 11, I had saved \$10 to buy a nice utility boat. I believe today that it was a Glen L design. Dad borrowed Gramps' homemade trailer and helped me get it home. We put it in the backyard where I could work on it. I did not like the freeboard. For a very long time I sawed and hammered and contemplated what the boat should look like. Of course the freeboard was perfect for a utility boat, and safe for a kid my age. So the boat was in the yard for a long time as I sawed and hammered and contemplated. I think, to my father's credit, he never interfered with my endeavors. I knew the boat and it's structure really well by the time we agreed to get rid of it. There was definitely \$10 worth education from it.

Sailing and racing came during my high school years. A 12' stitch and glue sailboat was built while living in the AZ desert. This was from scratch from a Fawcett publication. A bass boat project and several sailboats and canoes emerged while living in Northern CA.

Now, over 80 years later, there is RiversWest, with it's people, it's boats and projects and activities and events - - and with it's continued learning and friendships. These are a few high points along the way as my interest in small craft has evolved. A lot of little experiences that, together, have had a large impact on me. **-THE END-**

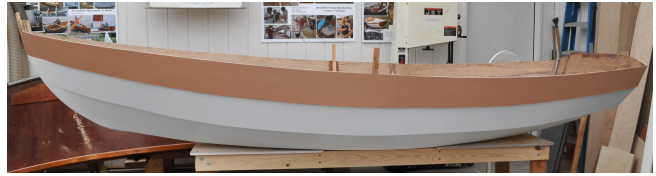


Mike providing a demo on saw sharpening



BOATS CURRENTLY BEING BUILT IN THE SHOP

Shellback Dinghy - Designed by Joel White, builder: Bill Gould (photos right)



Installing frame, knees, breasthook.

Maine Coast Peapod designed by Joel White (14' x 4'7"); builder: Weston Landis. Molds are set up (photo below)



Point Comfort - Designed by Doug Hyland, builder: Mark Ramsby (photo below)

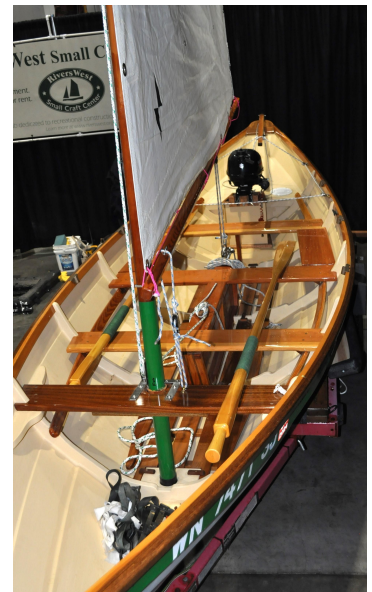
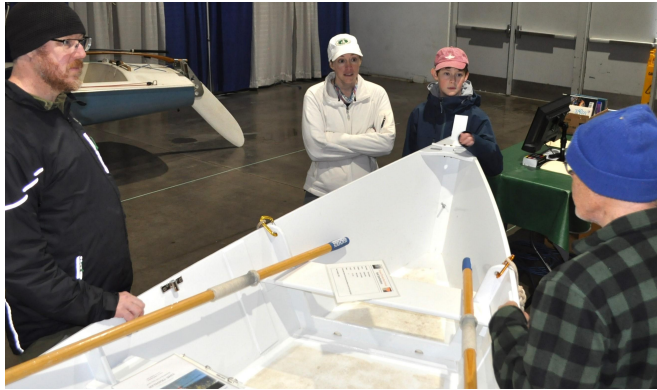
23' X 7' Chesapeake Deadrise Boat based upon Doug Hyland's Point Comfort 23 design. Installing stem and keel.

(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>)



Annapolis Wherry CLC kit (20'), builder: Thom Shapton. Assembled, epoxied, primed. (photo left)





**THE ANNUAL
PORTLAND BOAT
SHOW
JANUARY 10 - 13**



On January 9, a group of volunteers from the club met at the Expo Center to set up our annual display. We had 6 boats on display along with our usual photo posters, banners, and video presentation which gave us a good public offering. Everything was going well after the show opened until Mother Nature decided to join the party. We had members at the booth through Friday evening, but on Saturday wind and snow moved in and attendance at the show nose-dived as roads became rather bad. We decided that it was not safe for members to travel due to conditions. By Sunday evening the roads were drivable allowing dismantle the booth and take everything to our homes safely before the worst weather of the week moved in. Thanks to all volunteers who helped set up, brought boats, and attended the booth for your time and effort; it is much appreciated.



SHOP ADDITION

DAVIT CRANE INSTALLED ON MEZZANINE

by Ralph Cohen

Entering the shop, one likely notices the many boats stored on the mezzanine. Occasionally, owners want to use or work on their boats necessitating assembling a sizeable crew of the able bodied - usually at least four persons to lower and/or raise the boats from the mezzanine.

The team of Chuck and Russ - expert fabricators and material scroungers, and Ralph - possessing latent and rusty structural design skills, came together with a design for a manual, davit crane that could be operated by 2 - 3 persons. We had considered steel, aluminum, and a cast off mast, but finally settled on a couple 4x4 Doug Fir posts, some 1" thick plywood in the shop plus some turning blocks and trailer winches. Russ scarfed two shorter posts and rounded the lower end of the longer square mast. The maximum design load is specified at 200 pounds with at least a 3:1 safety factor.

The crane is designed to rotate through 180 degrees to be able to pick up boats to either side of the crane's mast and the boom arm can be raised or lowered to align with the boat being "picked".



Shop rental rate schedule

The current rate is 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. Storage rate for small boats is \$15/month.

The shop manager is Russ Smith. For questions or problems, text Russ at 360-606-9675 or email Russ at fitzsmith67@gmail.com. Contact Russ to obtain a copy of the rental agreement or to discuss the start of your boat building project.

Note: 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 in the Shop. Members/renters can obtain a key for access.

RiversWest Boat Shop Notes - February 2024 by Russ Smith

The Shop is getting busy with build projects so it is helpful for members who use any equipment in the Shop to clean up afterwards.

Any items in the Shop that need attention, please text or email Russ @ 360-606-9675 or fitzsmith67@gmail.com

If you take a chair out to rest or listen to a demo, please fold it up and put it away; plans are in the works for a chair storage rack.

We have quite a bit of donated lumber and it has been moved onto the new storage rack.

Members: Please do not drop any stuff in the shop arbitrarily; please ask the Board if it would be of value to the club. We don't want to be accumulating other peoples "free" items; we don't need to add clutter to the Shop floor.

Do not use the mezzanine boat hoist until training has been given. We don't want injuries or damage.



Library News by Bruce Goodrich

The Librarian removed duplicate titles and provided a book giveaway at the Portland Boat Show again this year.

To access the "card catalog", from the RiversWest website, click on "library" from the home page to 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. We also have 160+ boat plans in the library flat files; information is also accessible from the website. ***We are always looking for donations!***

Membership Benefits -

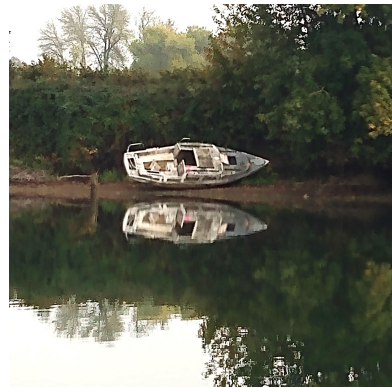
by Mark Ramsby

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.



Derelict on Multnomah Channel



Shed steaming up Multnomah Channel

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

John: 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>

RIVERSWEST BOARD

Officers:

Mark Ramsby/Chuck Stuckey, **Co-Presidents:**

president@riverswest.org

Bill Gould - **President-elect**

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

treasurer@riverswest.org

webmaster@riverswest.org

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

secretary@riverswest.org

Directors:

Bruce Goodrich - **Library Manager**

Bill Gould - **Education/Demos**

Mark Ramsby - **Outreach**

Russ Smith - **Shop Manager**

Chuck Stuckey - **Family Boat Build**

Mark Ramsby - **Donations Coordinator**

Ralph Cohen - **Newsletter Editor**

Mike Simmons - **Board Member Emeritus**

John Bouwsma, Bob Meehan, Steve Najjar -

Directors at Large



MEMBERSHIP INFORMATION – It is time to renew for 2024. Renewal is for the calendar year - not 12 months! Mail in form (below)

Or sign up and pay with PayPal or credit card at website: <https://www.riverswest.org/join-us.html>

MEMBERSHIP INFORMATION

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 four types of Membership at RiversWest:

Membership Categories	Annual Dues	How did you hear about RiversWest?
Family Membership (2+ using Shop)	\$100.00	<input type="checkbox"/> Facebook page <input type="checkbox"/> RiversWest website <input type="checkbox"/> Word of mouth <input type="checkbox"/> Portland Boat Show <input type="checkbox"/> I am currently a member <input type="checkbox"/> Other
General Membership (one person)	\$75.00	
Youth (under 18) Membership	\$50.00	
College student w/ID Member	\$50.00	
<input type="checkbox"/> New membership <input type="checkbox"/> Renewal		
Name (first) _____		Payment Membership \$ _____ Additional donation \$ _____ Total \$ _____ Please send checks/correspondence to RiversWest Small Craft Center PO Box 19234 Portland, OR 97280
Name (last) _____		
Address _____		
Address _____		
City _____ State _____		
Zip _____ Country _____		
Email _____		
Phone(s) _____		
Emergency contact name _____		
Emergency contact phone number _____		

**FOR SALE:****1992 Klepper Aerius II Expedition double Kayak - \$2000**

I am the 2nd owner, first owner picked it up in Munich in 1992. Frame & hull are in great condition. Includes keel strips, expedition spray deck, 2 spray skirts & 2 cockpit covers, rudder, excellent LongHaul storage bags, sail rig (mast, main, jib, leeboards), original Klepper seats + Chesapeake LightCraft seats/backrests. Stored in the storage bags, and not used for several years. Used for camping trips around Vancouver Island & great for that; it really holds a lot of gear and is very sea worthy & stable. If interested, I can supply more pictures (it is the red one in the picture). Contact: craigb@riverswest.org

PLEASE NOTE: RiversWest will run member ads for free. Maximum of approx. 100 words) and 1 small photo. Item must be a boat or boat building related. Send ad to the Newsletter Editor.

The Closing thought: At a recent Saturday open house, a long time member remarked to me: "Why do members come down here twice a month for a couple hours – it's gotta be more than the coffee and donuts?" Consider: There's no heat in winter, but the lighting is great. This is the best shop we've had in the past 30 years by a long shot and membership is slowly increasing. We agreed that the appeal is friendship, commitment to a purpose, sharing a common interest, and pleasure in participating in an endeavor that's part furniture, part art, and offers lifelong learning: BOATS! - *Newsletter Editor*

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.

