

RIVERSWEST

WINTER 2007



QUARTERLY

www.riverswest.org

RIVERSWEST IS A NON-PROFIT ORGANIZATION WHOSE MISSION IS TO ENCOURAGE PERSONAL INVOLVEMENT IN THE CONSTRUCTION, RECREATIONAL USE AND THE HISTORY OF LOW-IMPACT BOATS.

President's Column

Richard Stover, RiversWest President December, 2007

When we were planning our move from Oaks Park to Pier 99, it was anticipated that we would see a decline in membership. This was bourn out by the fact that membership dipped below 50, this time last year. I am happy to say that membership is now on the rise. At the last count, it was about 80. Let's hope the growth continues.

In September, we held our first Wooden Boat Show at Pier 99. It wasn't as large or as ambitious as previous years, but it was a good start. Also, we changed this year's boat show dates. For next year, we will need feed back from RW members as to what dates would be optimal.

The rewarding "At Risk Youth Program" built another boat this year. The kids completed a Phil Bolger Light Dory. If anyone is interested in helping with this community program, let us know; we always need help at boat building time.

The boat shop, at Pier 99, is becoming very popular. Prospective builders are filling most of the slots, so get your name on the list, if you think you want to "get a buildin".

With the shop space nearly full, we are planning to move more RW boats out and down onto the Pier 99 dock, where they will be more available for use in the livery program. The livery is still in need of someone who would be interested in taking on its planning

and organization. Contact any Board member if you are interested.

This is time of year that we ask old members to rejoin and perhaps to help with a donation as well. To see where your money goes or to get an idea of how much even a shoestring operation costs, just come to a Board meeting and listen to the treasurer's report and you will. Our insurance is \$5k a year, nearly half of our budget. The portapotti and phones are \$120 per month. At this point, we are depending upon dues and shop rent for most of our income. Our future may depend on our ability to pay monthly rent. The agreement with Pier 99 included rent, but we are not currently in a position to pay what we had originally agreed to. If you have any interest or knowledge in fundraising, your skills will be put to good use and you will become a great asset to the RW organization. So, lend us a hand; join the RW Board, we would love to have you.

I would like to include a note of thanks to all of the Board members who have done so much of the work this year keeping RW going. John Bouwsma for cleaning up our website and Stu Whitcomb for the newsletter and general communication; Mark Neuhaus, who took on the treasurer role this year, has a done great job and has put in a lot of time at the shop, as well. Mark and Jim Litton have been making a cover for the Hall

Templeton, so that we can keep it out of the shop and on the water. Jim also has been helping out in the shop as assistant shop manager; thanks Jim.

Last but not least, I my thanks to Peter Wilcox, who has pretty much become the keeper of the flame. Peter told me that he wants to grow old with RW. He wants it around a long time. This is what I feel propels Peter so intensely year after year. He has done most of the jobs on the Board and has now volunteered to run the shop. We can look forward to Capt. Pete running a tight ship. So don't be late with the rent boys.

I will be leaving the Board at the end of this year, but will remain a RW member, helping out as time permits. I have enjoyed serving as president and getting to know all of you associated with RiversWest.



RiversWester Commissions Student Built Green Vessel, Part II *Capt. Peter Wilcox, Past President*



In a prior newsletter, I described the commissioning, design and first year of construction of my 36' motorsailer at the NW School of Wooden Boats in Port Hadlock, Washington. The design, lofting, and wooden hull had all been completed, and work was beginning on the decks, pilothouse, and interior as well as the remaining spars. The school meticulously finished the second year of its work, beautifully completing the wooden parts. Traveling weekly to Port Hadlock, I have been integrating the systems, with help from a local electrician, mechanic, and welder. Remarkably, the boat is nearing completion.

Why build a new wooden boat? A traditional wooden boat is built of a renewable material and is modular for easy repairs. After decades of use, a planked wooden hull can usually be made good again; Port Townsend's famous boatyard is full of old wooden boats being maintained or restored to last decades by skilled shipwrights – many trained by the NW School of Wooden Boatbuilding. These shipwrights can also build surprisingly affordable new boats, if one is willing to forgo some luxuries, unnecessary elec-

tronics, and big engines.

Our shipwrights called for Oregon White Oak to be used for the frames. The planking was reasonably priced, plantation grown, Dark Red Meranti. To date, no FSC (Forest Stewardship Council) certified boat lumber or plywood is available, according to Edensaw Woods.

The Wilcox 36 uses a ¾ sized gaff ketch rig; essentially the first reef is in. Sailing without power should work well for following winds and reaching across big straights and sounds. A 24" feathering prop will minimize drag and provide efficient power when there is no wind or when the sails need to be augmented to maintain hull speed (7.8 knots) on long passages. A slow boat is an economical boat. You see more and can relax at the helm, when you travel at displacement hull speeds. So why rush? As my wife likes to say, once you are on the boat, you have arrived at your destination.

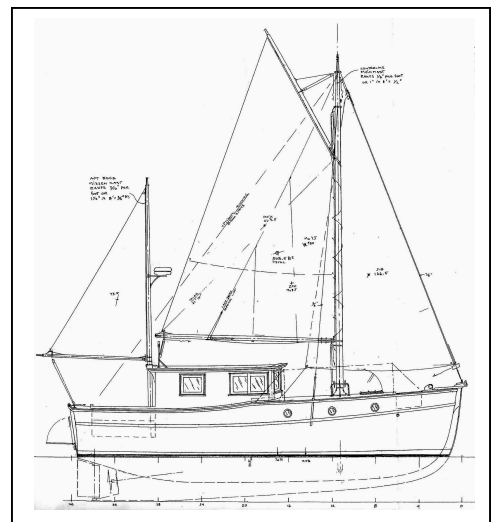
Without wind, the Wilcox 36 should be able to cruise from Puget Sound to SE Alaska on a full load of 160 gallons of fuel. From day one, the 47hp slow-

turning diesel will run on 99.99% Oregon bio-diesel made from recycled food oil, as did our last boat with its 40-year-old Perkins. After six years of using bio-diesel in both my car and my boat, I believe that B99 is not only much better for the environment, but with reasonable care, better for the engine than petro-diesel. Currently, bio-diesel is less expensive also.

We planned our dependence upon shore power to be limited and have installed a substantial photovoltaic charging array, limited our voltage draws, and planned for the engine to run about 1/3 of the time. Gel-cells were selected for the house batteries.

RiversWest's founding principle of encouraging low impact boating in small boats is applicable to medium and larger sized boats too. In the northwest, we live in a place that has more green buildings than any other region in North America. Isn't it time that we also became known for our green boat building too?

The Wilcox 36 will be given its name and launched in Port Townsend Jan. 19th.



3rd At Risk Youth Boat Building Program another success

Capt. Peter Wilcox and Dan Pence



June 28th, RiversWest lead its third At Risk Youth boatbuilding program, in cooperation with Multnomah County, to an eventful conclusion.

The program GOALS of the County's Juvenile Justice Department was comprehensive and challenging for these kids; family involvement was a requirement. The youth chose among several programs, with ours focused on developing basic boat construction

skills.

The boat was a rowing dory, drawn by Phil Bolger. The "Long, Light Dory" is 19'6" long with 4' of beam. It is a simple plywood boat, a stretched version of the popular 15' Gloucester



Gull. With adjustable seats, it trims well for one, two or three people. The dory is very fast, also and is easily manageable in the North Portland Harbor's often swift current.

After a steep and fast paced learning curve, the Long Light Dory was launched on time and she is a real beauty. The launching was followed by soft drinks, treats and rain. Spirits were never dampened, however, and everyone patiently waited for their turn to row in the new dory.

If you want to make a difference, come down to the shop on the 1st and 3rd Saturdays of the month and join us!



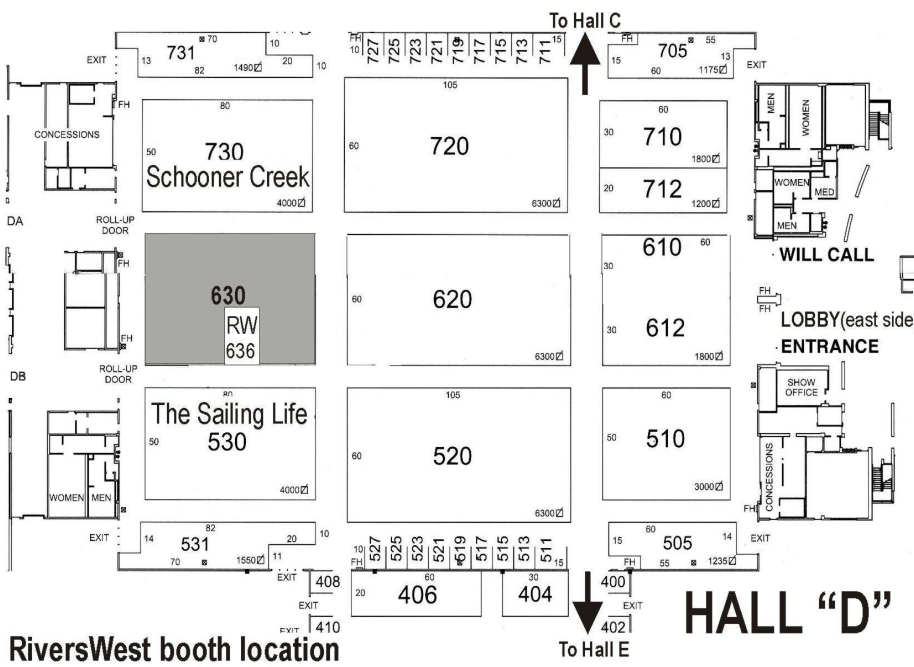
RiversWest to be at the Portland Boat Show

Stu Whitcomb, RiversWest Boat Show Coordinator

RiversWest will have a display in the Portland Boat Show again this year. Our booth has been relocated

from its traditional "E" Hall location to "D" Hall, where it will remain among the sailboat displays and non-profit

sailing clubs of the Portland area. Look for us across from the Sailing Life exhibit, in booth #636.



RiversWest booth location

We need booth manning volunteers throughout the entire show. All exhibitors will receive free admission and free shuttle parking from the RiversWest Boat Shop. This is a perfect time to meet the boating public, talk with other small boat builders and get to enjoy the largest boat show in the Northwest!

Two exhibitor shifts per day are planned. For additional details, contact Stu Whitcomb at:
stuna2000@yahoo.com or call: (503) 292-2847

BOAT SHOW SCHEDULE
 Sat., Jan. 5.....11 AM to 9 PM
 Sun., Jan. 6.....11 AM to 6 PM
 Mon.-Fri., Jan. 7-11..3 to 9 PM
 Sat., Jan. 12th...11 AM to 9 PM
 Sun., Jan. 13th..11 AM to 5 PM

Baidarka Kayak Class

Capt. Peter Wilcox



Your holiday gift is here!

Leave this page folded open and on top of the “mail pile”. Santa may notice!

Sign up to build a lovely NW Inuit style kayak, known to be the most seaworthy and best suited to our waters ever!

Corey Freedman, of the Skinboat School, in Anacortes, will teach a baidarka class at RiversWest’s shop over

Spring break, this coming March 22nd-30th. For just \$1250, you will get an incredibly tough, light and better handling boat than you can buy out of any material, custom fit to your body and paddling preferences. Sign up by February 28th by sending a refundable deposit of \$600 to RiversWest, P.O. Box 82686, Portland 97282. If the class is not held, because a minimum of 3 students was not achieved, all deposits will be refunded.

Boat Shop Report

Shop co-managers Capt. Peter Wilcox and Jim Litton

Thanks to 1st and 3rd Saturday volunteers, we have successfully expanded the RiversWest boat shop area. It is now larger than ever!

The west stairway now meets code. We set-up a lumber rack and built a storage rack for miscellany. The upper level is now reorganized, after much time sorting and stockpiling for our spring swap meet.

All boat storage racks have been relocated onto the dock area and are avail-

able for rent at \$15/month.

The Hall Templeton has been painted in and out and now has a nearly completed weather proof cover, created by Jim Litton and Mark Neuhaus. With its new cover, the Templeton can be removed from the shop gaining precious work space.

In the new year, we will complete a new library of dust-free book cases for our growing publication collection. Transparent curtains to weather proof

the front doors of the building have been ordered; we expect their installation to be early in 2008.

Shop space is available to members at these new rates:

Full Bay 10' X 20' **\$100/month**
Suitable for a boat up to 20'.

1/2 Bay **\$50/month**
Suitable for a small dinghy, canoe or kayak.

Ferry Report

Capt. Peter Wilcox

Keeping the faith on RiversWest’s Willamette Ferry System project has not been easy this last year, given the evident lack of interest from aerial-tram overrun-bruised City officials. However new developments in Seattle, plus upcoming city council and mayoral elections, offer some hope that the City will move to follow the lead of our substantial business support and the recommendations of the PDOT feasibility study, that found RW’s proposal for a highly sustainable “central

city circulator” makes great sense. (<http://www.portlandonline.com/share/cfm/image.cfm?id=122319>)

After Washington State’s transportation improvement bond was defeated last month, King County moved to immediately begin construction of six – yes that is six – new “foot ferry” and water taxi lines in Seattle to help relieve congestion at a fraction of the cost of the new roads and rail-based transit that was turned down by the voters! (I wonder if we should

adopt the “foot ferry” moniker as well, since it is even more descriptive of what we are proposing.) This development should help increase the visibility of our comparable proposal, just as local candidates are seeking to distinguish themselves.

If we do not see river transit progress in the next year, we may have to consider whether another city or institution should get the chance to put RiversWest’s historic and ideal Crater Lake passenger vessels to use.

2007 Annual Gallery

Membership photos




Ray Klebba's

White Salmon Boat Works

Specializing in woodstrip Canoes,
Sea Kayaks and Rowboats.
Large selection of plans.
Complete and Partial Kits.
10% of all sales goes to Rivers West.
Visit us in White Salmon, Washington
across from Hood River.
www.WhiteSalmonBoatWorks.com
Email: Dreamboats@gorge.net
509-493-4766



RiversWest Small Craft Center Inc. P.O. Box 82686, Portland, OR 97282

Membership Form

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

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

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

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

New member Renewing member Change of information Additional donation

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

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

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

Dues: Senior (65 and older) \$30.00 Youth (17 and under) \$30.00 General Membership \$50.00

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

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

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

RiversWest Board Officers

President: Richard Stover,
503 282-3856, rm_stover1@msn.com

Treasurer: Mark Neuhaus,
503 231-1628,
markneuhaus@pacifier.com

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Co-Shop Manager: Capt. Peter Wilcox
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Co-Shop Manager: Jim Litton,
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Newsletter Editor: Stu Whitcomb,
503 292-2847, stuna2000@yahoo.com



www.riverswest.org

P.O. Box 82686 Portland, OR 97282

Please check your membership status; RiversWest needs your support.

READ THE LABEL. The date next to your name is the year in which your membership expires. If the label reads '06 it is time to renew. Please keep us current with regard to address changes or other corrections.