

RIVERSWEST

Fall/Winter



2010/2011

www.riverswest.org

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

President's Corner

Chuck Stuckey, RiversWest President

Greetings one and all. As we approach the end of 2010 and begin looking forward to next year, here are a few observations on where I feel we are. First, I must say 2010 was a pretty good year. From comments made at the board meetings and overheard at first and third Saturdays, it does seem like we are busy--the boat shop is humming, boats are getting built, classes are being held, etc. and more members are showing up.

The Family Boat Build at this year's River Fest was a major undertaking for the club. A ton of work was put in by many members over several months resulting in a very successful event. See the accompanying article for a fuller description. It was especially nice to see several members I don't often see jump in and help out. Whether we do it again next year is an active topic of discussion with no decision likely until several months from now. There is a problem looming as the City of Portland has decided that it will not be a major sponsor of River Fest next year. While I

personally doubt that River Fest can continue without the city's support, there are interested parties seeking a major sponsor. We will watch how this develops.



While I do not have an accurate count just yet, I'm confident that we will show increased membership for next year. On most trips to post office box I find an envelope with a new member's application and check. That's good news since it means people are finding us and

are interested in what we are doing.

All year long the boat shop has remained full and shop fees are current. With that and the elimination of some expenses, I'm happy to report that our finances are on a sound footing. A clean-up and clean-out of the boat shop has begun with the goal of getting the place looking and feeling as good as it can. We have several items which seem to defy identification, so we could use some help from old time members to help solve these mysteries.

As for next year, please let your voice be heard. The club will sponsor the classes and the events that members really want. All you have to do is speak up. At our annual meeting in January, date and location to be announced soon, we will have a suggestion board and I urge members to let us know your wishes.

See you all at the Portland Boat Show and the Annual Meeting!

Chuck Stuckey

2011 PORTLAND BOAT SHOW at the EXPO CENTER

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

SAVE the DATES January 12-16, 2011

Family Boat Build



Five happy families showed off five new Salt Bay Skiffs at the conclusion of the 2010 Family Boat Build, sponsored by RiversWest and the Oregon Maritime Museum. The event was held in conjunction with Portland's River Fest at Tom McCall Waterfront Park on August 21 and 22. Teams of RiversWest members guided the five participating families simultaneously through the steps of constructing a Salt Bay Skiff over the two day event. The RiversWest site at the festival also featured a display of beautiful wooden boats built by club members, drawing hundreds of visitors throughout the festival.

The Family Boat Build program is designed to allow families without any woodworking or construction experience to build their own wooden boat. Months of behind-the-scenes work went into preparing for the event. Grant applications for funding were written, the boat design was selected, and the construction sequence was studied. Arrangements were made for tents, power, and security at the boat building pavilion. River-

sWest provided all the screws, adhesives, and other materials for construction, and supplies were purchased from as far away as Port Townsend. The boat components were precut by RiversWest members and arrived at the site ready for assembly. Club members lent their own tools to the effort. By the time the five participating families arrived on Saturday morning, our waterfront "boat shop" was ready to go.

The Family Boat Build pavilion was a nonstop beehive of activity over the next two days as club members and participating families worked together to send



each family home with a paint-ready skiff. Even the youngest participants got a chance to try their hands at sanding, gluing, and planing under the guidance of a skilled RiversWest boat builder. By the end of the first day, the frames, transoms, sides and bottoms were complete. The inside fitting out was done on the second day. When the boats were complete each proud family was presented with oar locks and oars.

RiversWest produced the Family Boat

Chuck Stuckey, President

Build in conjunction with the Oregon Maritime Museum and with the financial support of the Willamette River Fun(d) of the Oregon Community Foundation, the Janet Spencer Weekes Foundation, Art Reidel, and Chuck Kellogg. Dean Runyan of the OMM also joined the ranks of our building experts during part of the event. Thanks to our sponsors, RiversWest was able to keep the cost of the event down to \$300 per family and to offer scholarships to some of the participating families.

The accompanying photos attest to the dedication of participating RiversWest members, each of whom put in many long hours to make the Family Boat Build a success. There's not enough space in this newsletter to mention the great work done by each and every one, but Jim Litton deserves a special shout-out. Jim was involved at every step of the program. He was onsite for the entire the two-day build coaching single mom Stefanie and her ten year-old son Gami through every step. Then, when Jim learned they had arrived by bus and had no way to move the finished skiff, he loaded it onto his own truck and delivered it to them!



Winter 2011 - Saturday Projects

Randal Torgerson

Plane Iron and Tool Making

January 22nd, 2011

\$25 for Members

\$30 for Non-members

Making Wooden Hand Planes

February 19th and 20th, 2011

\$25 for Members

\$30 for Non-members

Hock Plane Kit: \$110

Hock Plane Blade: \$50

Licensing a New Owner-Built Boat

There have been some changes in the laws about licensing boats, which apply especially to the small boats that most RiversWest members are building.

Aquatic Invasive Species Prevention Permit

1. All manually powered boats over 10' long, when the operator is 14 or older, are required to have an Aquatic Invasive Species Prevention Permit. These cost \$7.00 plus a small handling fee, usually \$3.00. This permit can be used for multiple boats as long as they are not in the water at the same time, and the permit is with the boat. It is available at Fred Meyer stores; most sporting goods stores, and from anyone who licenses boats. This is well worth doing, as the fine is \$142.

2. Power or sail boats between 10' and 12' long will also need this permit. However, for power or sail boats 12' or

longer, the Invasive Species permit is included in the normal licensing fee. For more information on this, go to <http://www.oregon.gov/OISC/>

Licensing a New, Owner-Built Boat

1. All boats 12' and longer need to be licensed if they are powered by a motor or by sail.
2. For human powered boats licensing is optional.

If you have recently finished a boat in this size range, there are several steps in the licensing process.

The licensing process

1. You will need to obtain two forms from this web site: http://www.boatoregon.com/OSMB/BoatReg/Boat_Forms.shtml

The first form is a Boat Title Application; the second is a Homebuilt Boat Builder Certificate. The Homebuilt form

must be notarized.

2. Take both forms to a boat licensing agent (locations available on the same site.) The fee which must be paid to the licensing agent is \$3.00/ft + \$5.00 for the invasive species permit + \$30 for licensing a new boat. The licensing agent will file all this.

3. Several weeks later you will get a letter in the mail telling you that you need to have your boat inspected by the Sheriff's patrol, to verify the information you filed on your forms. There are several locations, but the easiest one for most people is at the 42nd St ramp. The Sheriff's deputy will give you yet another form, which you will return to the Marine Board along with their letter. Eventually they will send you a number for your boat, and in the meantime you can carry your paperwork along with you; it is good for 60 days.

John Bouwsma, Secretary

Launchings, 2010 (see more photos at: www.riverswest.org)

John Bouwsma, Secretary



1. *Zakkendrager*– Ralph Cohen



3. *Little Shaver*– Stu Whitcomb



2. *Heddwich*– Ron Davies



4. *Vestyr*– Jacob MacLeod



5. *First of five i-550s (sistership)*– 4 RW members
Read more about these sailboats on page 5.

PHOTO NOTATIONS

1. 21' Redwing built by Ralph in his backyard, then lifted over his house onto a trailer. 2. An Ian Oughtred designed, Caledonia yawl. Ron spent five years building this masterpiece. 3. Stu built a Core Sound 15 cat-ketch in Portland winter/spring '10 and launched her in Maine, summer '10; Graham Byrnes designer. 4. Jacob not only built, but designed his boat based upon a Norwegian faering.

RiversWest Annual Meeting, January 29th, 2011

Save the date! Watch your emails for more detailed information on time and place.

A Short History of the RiversWest Sauvie's Island Boat

Bob Young, Past President/Historian

Ten years or so ago I received a call from a person who asked for some help. Some years before, this person had invested in an older farm in northwest Portland, Oregon. Now, he wished to sell the place. He said that in the chicken barn there was an old boat on a trailer. In preparation to

owner stated that it had been in the barn when he bought the place. The former owner had told him that the boat had been built on Sauvie's Island nearby in the Columbia River and used to cross back and forth to the Washington shore. How old? He thought it may have been built around 1910 or so.

“Sophie” became the nickname for this gem of a rowing skiff. Fourteen feet long and with a beam of 42 inches, its sweet sheer and smartly raked transom are the marks of a sea-kindly craft. The carefully shaped breast hook, original clear cedar planks, tight-grained ribs and thwarts are still in good condition. Now the bottom has been replaced with plywood, but that in no way detracts from the boat's history. The beautiful lines and details show that whoever built her so many years ago was indeed a master boat designer/builder.

An old boat has been saved and now serves the members of RiversWest to teach and practice rowing and for pleasure trips.

(Note:” Some years ago a RiversWest member rebuilt the transom after he had overburdened it and subsequently lost his 6 hp motor overboard.)



sell the farm, he was now cleaning out things and wondered if I would take a look at the boat and perhaps even take it away. Of course any worthy boat-nut could not resist at least taking a look at a free boat. I called my equally boats nut Irv Jones (Also a former President of RiversWest.) and we headed out to check it out.

Following directions we found the described small farm and there, in the old chicken barn, was the dim outline of some kind of boat. The

After cleaning out the chicken pucky and feathers that filled the boat, we discovered a wooden skiff that had beautiful lines and seemed to be in rather good condition. We became more positive as we cleared the stuff away. When asked, the farm owner confirmed that the boat was free. Bob and Irv made a management decision: “Do it!” We pumped up the trailer's tires, greased the bearings, then carefully towed the old boat twenty miles to RiversWest Oaks Park boat shop in Portland. There the now named “Sauvie's Island Boat” joined the RiversWest family of boats.

An historical notation:

RiversWest, an amateur boat building club, was established in 1991 to provide a facility for space starved builders to come build their boats and share the experience. For fifteen years the club was located at Portland's Oaks Amusement Park on the Willamette River. It was then moved to a well equipped shop at North Portland Harbor, near the Columbia River, I-5 and Marine Drive.

Bob Young, Club Historian

Building a new racing fleet, the i-550 sport sailboat (see photo page3)*Nick Stahl*

There's a new fleet coming to Portland. Four members of RiversWest, Eric Rimkus, Dave Hickman, Brian Lockwood, and Nick Stahl are collaborating to build a fleet of i550 sport sailboats and establish the first local fleet of this up-and-coming design. The i550 was introduced several years ago as a response for those of us with more modest budgets to the growing popularity of sport sailing. Since that time over 300 plan sets have been sold around the world. Currently there are four boats sailing in the United States and six in Australia, and there are about 39 under active construction worldwide. However, the Portland fleet represents the first organized collaborative build, and it will likely be the greatest concentration of these exciting boats for some time to come.

The i550 is of stitch-and-glue construction, making its construction accessible to want-to-be sailors from a wide array of backgrounds. As the name suggests, it is 5.5m or 18' LOA. It has an 8' beam, a lifting 180 pound keel bulb, and a 4'5" draft. The minimum weight for the class is only 800 pounds, so crew weight considerations will be important. The main and jib are approximately 236 sq.ft., and the asymmetric spinnaker is approximately 350 sq. ft. giving a SA/D of 42 upwind and 112 downwind. The i550 is definitely not meant for leisurely cruises on the river.

The project started to come together approximately one year ago. Since the group is building five boats, a lot of thought had to go into the logistics of a project this big. Epoxy was needed, and lots of it! The fleet quickly be-

came the proud owners of 55 gallons of the stuff. We also acquired 10 gallons of hardener, a 10 pound bag of colloidal silica, a garbage bag full of micro-balloons, hundreds of yards of fiberglass tape, and 50 yards of 6' wide fiberglass cloth. This is all, of course, in addition to 1500 pounds of plywood.

The design itself is owned by Watershed Sailboats, and they sell plans as well as pre-cut plywood kits. The crew opted to buy pre-cut kits from Watershed in order to speed up construction. Work on the first hull officially began on January 8 of this year when the kits arrived from Watershed. The three hull panels and transom were joined together using the stitch-and-glue method, and the six frames were added in as well. Quickly a loose pile of plywood came together to form something that looked remarkably like a boat.

However, construction on the first hull wasn't all speedy. Being a relatively new class, there are many areas of the i550's design that are ripe for tweaking and improving, at least in theory. It became apparent pretty quickly that the Portland crew had its own ideas on how the i550 should look. The cabin top, which is part of the original design, was lopped off, and accommodations were made for a retractable articulating bow sprit. There was also a fair amount of head scratching along the way as we learned the intricacies of how the i550 is supposed to come together. All of this added up to a few extra months of build time, but this is not the most unexpected thing in the world of amateur boat building.

Nonetheless, the build proceeded at a fairly swift pace. In June the hull was flipped over, faired, glassed, and painted. By early August it was flipped back over again. A couple more months of glassing, fairing, and installing hardware ensued. Finally in October the first hull was complete and moved out of the shop to make room for build number two.

Many of the other parts of the boat were left to the experts. The spars, including the bow sprits, are all carbon fiber and were fabricated by CST Composites in Australia. The hardware was fabricated by a local shop. And the sails are being built by Portland's own Kerry Poe from North Sails.

Currently the first boat is waiting to make a trip to see the rigger, and the minor details of the rudder and keel foil still need to be attended to. However, look for the first i550 to hit the river this winter if there's some good weather, and definitely expect to see it out racing this spring!

To learn more about the i550 check out Watershed Sailboats' website at www.i550sportboat.com or the official class website at www.i550.org. To follow along with the Portland build and see pictures of the progress, check out our blog at i550cheap-date.blogspot.com. You should also be able to see the first complete boat in person at the Portland boat show this January, or feel free to stop by the build at the RiversWest shop at any time to check it out for yourself.

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Membership Form

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

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

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

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

New member Renewing member Change of information Additional donation

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

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

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

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

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

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

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



www.riverswest.org

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Please check your membership status; RiversWest needs your support.