

Spring 2020

RiversWest News

We inspire people to build and use low-impact boats

This issue of the newsletter is all about the boats we've built. Boat building is at the core of what we do and who we are at RiversWest. It's fitting that during this time of change and uncertainty, this issue focuses on what has brought us all together and sustains us as a community!

RiversWest has made many adjustments to our way of connecting with each other and our way of keeping the shop as safe as possible to use and enjoy. We have approached the pandemic with the thought: "In crisis lies opportunity." So while we initially only responded to the crisis and what was required to keep RiversWest in business; once that was under control, we shifted our thoughts to the future.

Your Board has focused on three broad goals:

1. Keep our members safe and healthy
2. Keep the shop open and safe
3. Learn new skills to prepare for a new and changed future

As a response to these three challenges, we have changed shop practices to conform to guidance by the CDC and Oregon Health Authority. I monitor each of these agencies for new direction several times per week.

Face masks, physical distancing, gloves and hand sanitizer is our new normal. Within days of the 'stay at home' order by the Governor, Craig Bryant, John Bouwsma and I were working on virtual meetings. After testing several platforms, we settled on Zoom for its ease of use and reliable interface with most mobile devices, laptop and desktop computers. Since March 16, when we shut down in-person operations, we have had five virtual Open Houses



and three Board Meetings. If you haven't attended, please join the group. We're having some fun and getting better at this with every meeting.

We're learning that there are lots of ways that we can share our love of boats and boating. Some of us have taught ourselves to make and edit video and Craig Bryant has set up a RiversWest YouTube channel which we will add to as videos come in.

Initially, our 1st & 3rd Saturdays featured videos as the 'demo'. At our June 6th open house, Craig did a live demo on a sled for his planer that helps him flatten warped boards. In the process of doing the demo, he was teaching us how to do a demo with only a smart phone or web cam and a tripod. We are adding skills to the RiversWest toolbox

as we learn how to use our virtual connections.

We don't know how long this new reality will last, but we are making the most of it. RiversWest is here to support your boatbuilding, maintenance and boating conversation! As always, with roughly a dozen of us attending our Zoom meetings (with room for many more) there is always lively conversation!

Come join us: 1st & 3rd Saturdays, 10:00 AM. For now, you will have to bring your own coffee and donuts.

May you find gentle harbor as every day ends,

May you lower your anchor amidst peace and good friends

- Excerpted from "A Boater's Blessing"

Stay safe!

Mark



Boat lifting Frames

Mike Simmons is willing to donate a pair of frames to lift and turn a boat. Free to any member who would like to take them. John Whitehouse recently used these frames to lift and turn over a 14' plywood boat, estimated at 300 lb. The frames worked well. There are some gussets made of OSB (oriented strand board) that may need to be reinforced with plywood. Bring a truck!



Some of Mark Ramsby's Boats



This boat, Mojo, a Port Wowhnsend kit, built from a kit by Mark, is his masterpiece. Many plywood parts were replaced with hardwood. It has been featured in our newsletters before, but warrants another viewing.

This is a Bevin's skiff that hung around on our rack on the dock for years. Finally Mark took it on as a restoration project, fixed it up as you see it here, and we sold it.



Ongoing Activities at RiversWest During the COVIS Pandemic

2020 Family Boat Build

This year's family boat build has had to be cancelled due to the Coronavirus restrictions on large gatherings. However we fully expect to be back next year!

Virtual Open House Meetings

We have had to replace our usual bi-monthly open House events with Virtual Open House using Zoom. These will occur, as with the REAL Open House meetings, on the First and Third Saturdays of each month, and will start at 10:00. We will send out a link a few days before the meeting. All you have to do is click on the link and follow the instruction on the screen. It helps to have a video camera on your computer, phone, or tablet but that isn't absolutely necessary. You will need to have speaker though, and of course they have to be turned on. Everyone is welcome, you do not need to be a member.

Boat Shop

The Boat Shop is open for use, with some restrictions. Our policy on Boat Shop use is posted on our web site <https://www.riverswest.org/> and is also posted in the shop.

Library

The library is open, however there are limitations on returning books. There is a box on the table by the library with instructions. Please put any returned books in the box with a sticky note giving the date of the return. We will return the books to the shelf after 10 days.

Board Meetings

Our board meetings are also being held virtually. If you would like to attend, they are generally held after one of our Virtual open House meetings, using the same link. All members are welcome.

Rental Bays

The rental bays are open for use, but again we ask that anyone using them follow the rules laid out for the Boat Shop.

Demos

We have been able to hold several Demos during our Virtual Open House meetings, virtual demos naturally. We have watched Mark Ramsby do lamination with fiberglass between layers of wood, and Craig Bryant demonstrating a fixture for using a planer to flatten a warped board. Lacking a demo we have been watching videos from Off Center harbor, who have graciously allowed us to show their videos during these meetings.

Membership

We are offering free 2020 memberships to any 2019 members who have been financially affected by the COVID crisis. Contact John Whitehouse for more details at johnwhitehouse1@msn.com



Canoe Rescue

Russ Smith

Having no choice but to stay home the past 3 months I have returned to working on a mahogany strip canoe I picked up more than a year ago. It was a donation that someone else in the club decided they would take a pass on restoring. Granted, it was in rather tough shape. No seats, no breasthooks, no gunnels or in-wales and maybe worst of all a couple of nice size holes in the hull. John Whitehouse, another member of RW and a person with a great deal of strip canoe experience joined me to do a survey. He gave me some great repair ideas and also the use of his router bits for making bead/cove repair strips. I made up two rectangular strip patches out of $\frac{7}{8}$ " wide by $\frac{1}{4}$ " thick mahogany which I scarfed to join with the existing planking. I am reinforcing the patches with 4 oz. fiberglass cloth inside and out in epoxy. I made up some new inwales and gunnels out of some 1" square mahogany which had to be scarfed as well to make the approximate 16' lengths. I purchased two seat frames from John Whitehouse that he had in his home inventory. Made up a center carrying thwart from a nice piece of mahogany from Crosscut Hardwood in Portland. I still have the task of sanding down the outside of the hull and putting on a thin coat of epoxy and several coats of varnish. I don't expect it to be ready for the boat show when I am done but it should wind up being a serviceable camping canoe to throw on top of the truck.



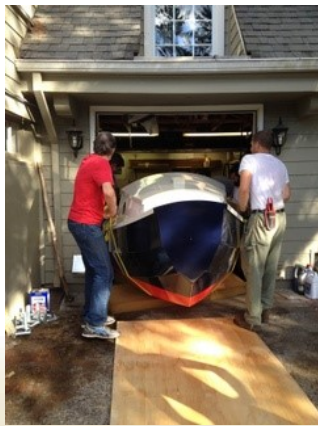
Gary Orehovec's Covid Project

I readied my 24' aluminum Dory, which had been on a trailer since 2004. Refinished the woodwork, cleaned gas tanks, fixed canvas, etc. I rebuilt the 2 axle trailer brakes last year. I found a covered moorage at Rodgers Marine, by RCYC. It's in the water now and running well. Now to figure out fishing... and beach camping up and down the Columbia for the summer activity.



Craig Bryant's Scamp

Craig Bryant built a Scamp—a John Welsford design commissioned by Small Craft Advisor Magazine. This is a 12' water ballasted boat, and was chosen by Craig, an experienced sailor, primarily because of its stability and its roominess, both of which are exceptional for such a small boat. He was also attracted to the availability of a laser-cut plywood kit, which shortened his building time considerably.



Mitch West's Boat

Completed this year by RiversWest member Mitch West in his garage shop. 15 Foot "Acorn", a Whitehall type in glued plywood lapstrake, designed by Iain Oughtred.

Length 15' 2"

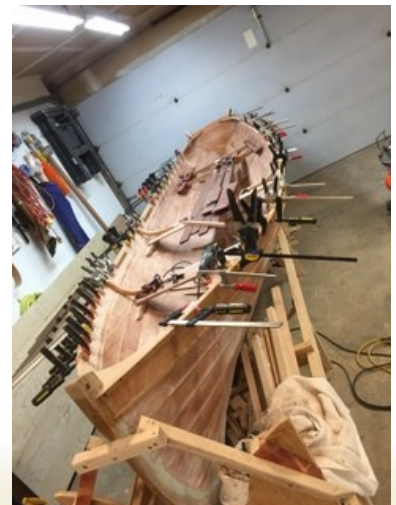
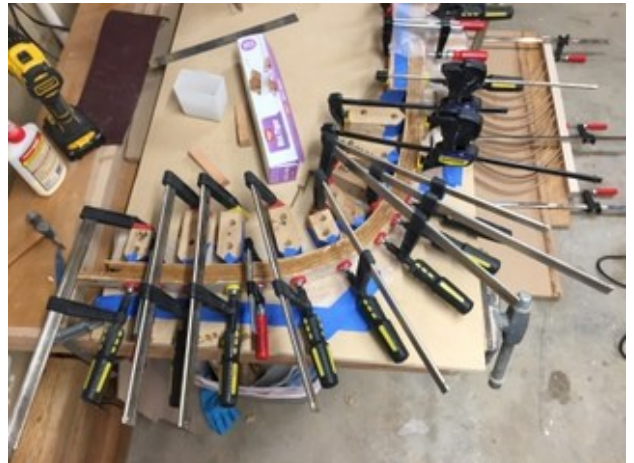
Beam 3' 10"

Depth Amidships 17"

Weight 135 pounds

Construction: 6 MM Okume marine plywood over white oak keel and framing. Stem, knees, and floors are of laminated and bent white oak. Transom, thwarts, floorboards of quartersawn sapele. All wood sealed with penetrating epoxy. Inside and sheer spar varnish, exterior one part Polyurethane.

This boat was built as a rowing boat only. The designer drew a sailing rig for those who demanded it, but he believes that the slim hull and high deadrise make her too "tender" for sailing. She will be easily and quickly rowed solo, or with a light passenger or two, and can carry up to 4 adults. There is a forward rowing station available to balance the boat when carrying one passenger, though without outriggers, performance will suffer.





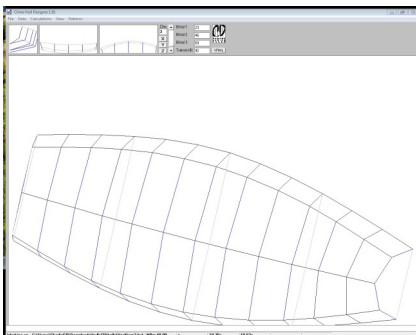
Charlie Ehm's Boats

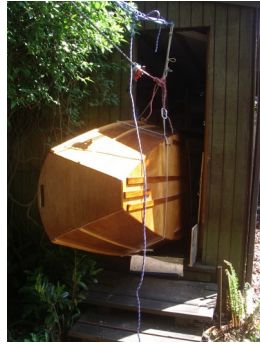
Charlie Ehm is yet another of our many boat-builders. Using Greg Carlson's freeware, marine CAD software, he draws what he builds, and builds what he draws, which are mostly light-weight, low-cost, car-toppable, beach-launchable, single-user prams meant for fly-fishing protected water, though there've also been a couple of skiffs along the way, and a pirogue or two, for a total of fifteen boats completed, most of which are used for a season and then scrapped or given away to make way for "the next one".

A fall from a ladder three summers ago and loss of the ability to walk without mechanical assistance hasn't stopped the drawing or building. (You'd be surprised how much a guy in a wheelchair can do once the task is re-configured to suit the doer, or --maybe-- you wouldn't be. There's some pretty capable people out there who've figured out ways to overcome "disabilities".)

The prams are built dory-style, --i.e., right-side up--, using a process he calls 'position-and-fillet', which is a more forgiving way to do 'stitch-and-glue' that requires no 'glassing and produces water-tight, furniture-grade joints. Interiors are always oiled. The exterior is given just three coats of varnish, which is plenty if the prep work is done carefully and the goal is a 'work-boat' finish instead of the zillion coats and sandings typically expended on a "yacht tender".

Now for some numbers. All of his prams are meant to be rowed, not motored, and are drawn to put at least 81" on the design waterline, which --when paired with recreational, 20-strokes per minute-- means a theoretical hull speed of 4 MPH, making it possible to fish a lot of water without the hassle of a motor. The typical weight and cost of a finished hull is 5.5 pounds and \$20 per foot. The time from 'lofting to launching" is typically 20 hours per foot, which is why so few wooden boats are seen. The materials are affordable. Labor isn't.





Chasing Rot

John Whitehouse

When I told Riverswest members last year that I had bought a hundred dollar boat (and trailer!) with a hole in the bottom there was general amusement. Everyone seems to have a story about a boat being a hole in the water into which you throw money. Here's my story.

First rule, there is always more rot than you can see when you start. It's a wooden boat.

Second, boats don't rot from the outside, but from the inside out.

Third, give yourself lots of time to work. Like a pandemic.



My boat is a 14 foot plywood boat built in 1960 by Donovan Company in Portland. It has a 1/4" Doug fir plywood hull, with Doug fir frames. The transom was 3/4" plywood with fir framing, and 3/8" mahogany veneer plywood capped the gunwales and the deck. The outer hull was encased in fiberglass and had an incredibly tough color coating, more like gelcoat than paint. It had at least four different colors of paint over the original bright green.

The obvious rot was in the bow where a hole had been patched over rotten plywood that you could step through. It had rotted inside the outer fiberglass skin, and now the glass was peeling off in strips. There were also numerous spots where rusty old iron bolts and screws had been used to patch broken frames and the bracing on the transom. The frames were put together with plywood gussets and half of these were cracked rotten. The whole boat was put together with thousands ringshank bronze nails.



After tearing out and tossing all the rotted parts that were not salvageable, my go-to answer was: Epoxy. Fortunately I had a stash on hand, enough to get through most of the repairs. I drilled out at least a couple hundred rot-crust holes and plugged them with dowels and epoxy. Routed out half the depth of the transom top and filled it with marine plywood and epoxy. Sistered in an additional 1/2" plywood transom with epoxy. Replaced gussets with marine plywood and epoxy. Found some

cheap white oak flooring and used it to sister the cracked and broken frames across the bottom. Used no hardware, only epoxy.

I've decided there is no such thing as leftover epoxy. When mixing a batch for a particular job, I always had in mind the various cracks and holes that were waiting to be filled. When the original job was done I would rush around trying to fill holes with the "leftover" before the epoxy in my pot kicks off. It gives me the illusion that I'm saving money.





Of course, all this work required removing paint. I sanded and scraped for days on the inside of the hull, around the frames, and through a tiny door under the forward deck. You couldn't pay someone to do this kind of work! Fortunately, the paint was old and flakey. While scraping I discovered that the seams on all parts of the hull and frames had been caulked, and most of it needed replacement as well.

After all the wood on the interior had been replaced and I had primed the bare parts with an oil-based sealer, Mike Simmons volunteered some frames to lift and flip the boat, so I could work on the outer hull. Although I was skeptical, this worked remarkably well. I drilled a hole through the center of the transom and replaced the bow eye with a larger case-hardened bolt. Mike helped set up the pressure treated posts that formed frames. Then we winched the boat up into the air, pulled away the trailer, and slowly rotated the boat around the two bolts in the bow and stern. What fun! We set it down on some stumps and now I could work on the rotten bottom that was the problem from the start.



About three feet long, and six inches either side of the keel, the fiberglass simply tore loose from the rotten plywood of the hull. It was only at this point that I realized the hull was just 1/4" thick and that it was completely encased in fiberglass from the beginning. The rot had been covered with fiberglass patches, hiding the original construction. I cut back the original plywood and scarfed in marine plywood, epoxying it to the keel. Fortunately the keel and wooden floor

timbers (1" Doug fir) had not rotted, or my job would have been a lot tougher.

From this point it felt like I was truly getting things done. I fiberglassed over the new plywood, overlapping the original glass and feathering the seams. Then I sanded off all the paint that had been added over the years. Finally I was able to repaint the whole exterior of the boat. While the boat was upside down I used a mechanic's creeper to finish sanding the interior and recaulk the seams. Meantime, with the boat off the trailer, I sanded and painted rust from hitch to taillights, replaced rusty bolts, and rewired the trailer. Finally I was able to single-handedly flip the boat back over under the lifting frames, and set it back down on the trailer.



Now I'm fixing cosmetics. Sanding and filling veneer holes in the mahogany plywood. Epoxying the trim back together. Getting ready to put final coats of paint on the interior and varnish the trim. Then reinstall hardware using stainless steel screws and bolts. Thanks to RiversWest members Randy Torgerson, Mike Simmons, John Bouwsma and Russ Smith for help and advice along the way. It seems like I may get this thing in the water soon!



Fund Raising Opportunities

Capital Campaign

Since the plan for the new Bridge across the Columbia River is out, with a deadline for acquiring land of October, 2024, we have a more more specific goal for raising money to find a new location. Our Capital campaign is more important than ever. See below for several ways you can contribute

Craig Bryant

Corporate Donations:	\$10,001
Member Donations:	13,017
NonMember Donations:	4,582
Trusts :	23,500
Total Capital fund:	\$51,100

Amazon Prime

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

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

Fred Meyer

Fred Meyer has a program similar to Smile.Amazon.com. All you have to do is 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 get 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.



Direct Donations

Direct donations may be in cash or in goods. Over the years we have had many members downsize prior to moving 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 had to be careful about



what we accept. We had our annual garage sale in August, and following that we have been selling some things on Craig's List, some to members, and items we haven't been able to sell we have made available to members.



Membership Renewals:

The day-to-day costs of maintaining the RiversWest shop are supported by membership fees and bay rentals to work on boats. It's time to renew your membership for 2020. Each year we change the door combination to protect our wood shop: tools, boats, and supplies. So keep current! As a member you get:

- Discount at Crosscut Hardwoods
- 24-hour access to our woodworking shop
- Ability to rent a bay in the shop
- Access to a fantastic library of boat building reference works and boat plans

Since we are a non-profit, your membership fees are tax-deductible. And of course we welcome donations! Fees are \$75, or \$50 for youth under 18 or college students with an ID.

You can join RiversWest or renew with a credit card or PayPal account at

<http://www.riverswest.org/join-us/>

Thanks!

Participate in RiversWest Activities

We would be delighted to have you participate in any of our activities:

- Semi-monthly open house, 9:00AM-Noon, First and Third Saturdays now done on Zoom
- Frequent demonstrations of boat building and woodworking skills on first and third Saturdays
- Family Boat Build and Portland Wooden Boat Show (except this year. . .)
- Visit our booth at the Portland Boat Show, Jan 8-12 at the Expo Center assuming it is held this year
- On-the-water messabouts, as announced by e-mail
- Work on a boat
- Periodic tours of member's shops



John Ost's Boats

John Ost

In one month early summer 2019 Chuck Stewart and I built a double paddle 12 ft. canoe. Chuck selected Brian Schultz's approach to canoe building. The boat was built without a strong back. The gunnel stock, inner keel, stringers and ribs were ripped and the stems cut out at Rivers West. The gunnels were formed by triple laminating cut stock and bent to shape between two sawhorses using a single weight at midpoint at RiversWest. Then the project was moved to Chuck's shop in Vancouver for assembly.

For two months Chuck and I, sometimes with others did a weekly outing on the Willamette or Columbia. Twice we paddled from Kelly Point to Fred's Marina, my wife and I in my 15 ft. 6 inch modified Geolite canoe and Chuck in his 12 ft. pack canoe. Another memorable trip was me rowing a salt bay and Chuck paddling his canoe across the Columbia from Vancouver Marine Park to Island Cafe. Though they claim to have a place to land canoes and kayaks, they don't. Fortunately RW member Greg Korn lives nearby. He has a good canoe pullout and invited us aboard for a cup of coffee. Chuck left Vancouver for winter in Yuma at the end of September with a plan to do a 4 day trip on the lower Colorado between Blythe and Yuma. He has bike camped the Oregon and California coasts. His bike camping gear and approach to camping was how he planned to travel by canoe on the Colorado. When he got to Yuma, he recruited 5 of his bicycling buddies (guys and gals) to join him on the trip. They all had kayaks. He was the only canoeist.

After finishing the canoe, Chuck wanted to build a dinghy that would fit in the back of his van and in which he would go out for a row with his wife. He decided that the Geolite Westport Dinghy plans and kit Charlie Ehm had give me would be just the boat. In the month before his departure for Yuma, we got the boat built except for the skeg and outer keel. The Dacron covered boat was waterproofed with 2 part polyurethane. When he got back in May, we finished the boat and took it out on the rising Columbia on a windy day. The outing with his wife is waiting for another day.



This picture shows Chuck's canoe after it was completely set up as he uses it. The picture was taken the day we paddled and rowed



John and Helen Ost turning into Lake River toward Ridgefield in their Geolite canoe after paddling down the Columbia River shore of Bachelor Island on Labor Day 2019 on a day trip with Chuck Stewart.

A kid built Curragh

This boat was built at Catlin Gable by the middle school students, supervised by their teacher Ric Fry and with the help of RW member John Ost and Steve Carrigg of Hazelwood Boats For a full article on it, go to <https://smallboatsmonthly.com/article/a-kid-built-curragh/>



Randy Torgerson's Tolman Skiff

This is Randy Torgerson's latest boat, currently in process in Bay 6 at the boat shop. It is a Tolman Alaskan Skiff, the widebody model designed by Renn Tolman. The plans for the three Tolman skiffs are in the book "Tolman Alaskan Skiffs" by Renn Tolman. The length will be 21 feet give or take a few inches, the beam will be 7 feet 7 inches, and will have a pilot house open to the back. The main engine will be a Suzuki 90 hp which should drive the boat at 25 knots.

If you are interested in learning more about how he is building this boat, you can contact him to subscribe to his blog by clicking this link: TolmanBoatBuilding+owner@groups.io



Arnica, a Traditional Lapstrake Boat

Ryan Carpenter

These are pictures of Arnica. After just under a year of constructing her on my back porch, she was christened and launched the day before the shelter-in-place order was imposed. This is a Stornoway 12 design by Paul Fisher and I built the hull using riveted lapstrake construction. I took a few detours from the plans including the use of a hybrid construction technique from Lou Sauzedde where he doubled the bottom plank, glassed over the bottom plank and garboards, and used marine grade HDPE ribs. I got the hull planking by picking out all the vertical grain old-growth western red cedar from a pile of mill-ends at BMR in Sherwood. The same store also had a pile of Alaskan yellow cedar mill-ends that I used for the transom, stem, benches, and centerboard trunk. After re-sawing all that cedar, I was confused when I took off my mask and an overwhelming smell overtook me – had my neighbors just been smoking large amounts of ___? Nope, that was the smell of the cedar harvested from a swampy area and also explained why the wood store had a strangely pungent smell circulating around the restroom area where the cedar was stored. White oak was used for the rudder/tiller, centerboard, and other structural components accented by some purpleheart knees that were liberated from my Dad's wood collection. The solid mast and spars are old-growth Douglas fir mill-ends and the oars are made from ash with purpleheart accents. The stainless hardware is a mix of items scrounged from various corners of the internet with custom items fabricated using my TIG welder. The sail was sewn on a hand-me-down sewing machine using a Sailrite Kit and the rigging is still an optimization project as we get to know the boat. I had extensive hobby woodworking experience going into this project, but this was my first boat build. Building a boat has been the most enjoyable project I have ever worked on - the perfect mix of complex design with the reassurance of well-defined procedures to keep things from becoming overwhelming. After this year of work, I can't wait for more opportunities to get the boat back out on the water and keep working out the bugs.





John Bouwsma's Project

John took the opportunity of the lockdown to re-varnish his kayak and his canoe, and to put new seats in the canoe. Not having the fortitude to cane the seats, he took the easy way out and used webbing, stapled underneath the seat frames where no one without either a mirror or a very small head will ever see them. Note the color coordination between the two boats. The webbing on the kayak came from the same roll.



Brent and Oona Larson

Many of you will remember Oona Larson, a high school senior who built the rowing shell below in one of our bays with some help from several RW members. Here is the completed boat.



Oona's father Brent got the boat building bug while she was building her boat, and built the Salt Bay Skiff below. Both of them did a great job!



A Few Member Built Boats From Years Past



Designing, Fabricating and Installing a Wooden Cockpit Cover

Ralph Cohen

I originally went “typical” and installed an aluminum frame/canvas enclosure over the cockpit of Zakkendrag-er” (Redwing 21). After removing and scrubbing annually for nine years and generally not pleased with the aesthetic, I decided to design and fabricate a wooden cover with removable, roll-down canvas curtains during my Covid-19 spare time.

I soon realized that it is considerably more difficult to measure and fabricate with the boat in the water and 10 miles from my shop (and about the same distance to RiversWest). The top is trapezoidal and curved and the forward “beams” attach to mahogany boards whose top surface is not parallel to the cabin top – a bit of a layout nightmare!

The design I had in mind consisted of two cedar posts (aft) with a connecting curved beam, two pieces forward atop the cabin with curvature matching the aft beam, a reinforced 4 mm Okoume plywood top 76” x 54”– epoxy coated and glassed on the topside, and two light outboard beams running forward and aft supporting the side edges. It needed to be prefabricated and bolt/screw fastened. Miscellaneous wood was Sapele.

Constraints included adequate height to clear the cabin doors and hatch, ease of boarding, compatible with the boat aesthetic, wide enough to keep most of rain out of the cockpit, not too top heavy, and aft posts positioned to allow opening the engine well cover.



Above – frame fitted to cockpit



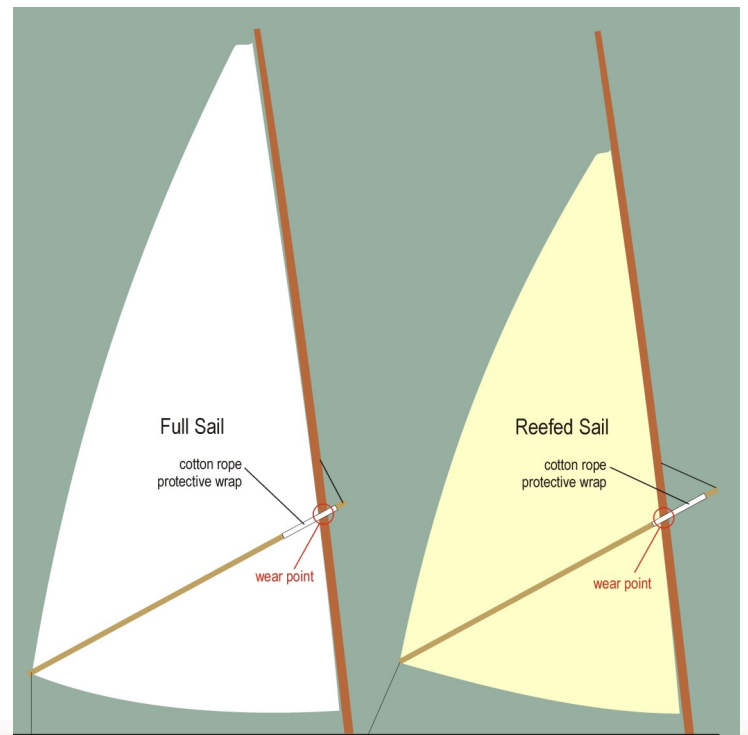
Above – plywood top temporarily attached to stringers with clamps, then screws; later epoxied

Finally, the epoxy and painting was complete (2 coats epoxy, 3 coats paint) except for some touchup. Final installation went quickly (4 - #12 screws and 2x2 stainless angle brackets in each corner).

Stu Whitcomb's Lockdown Project

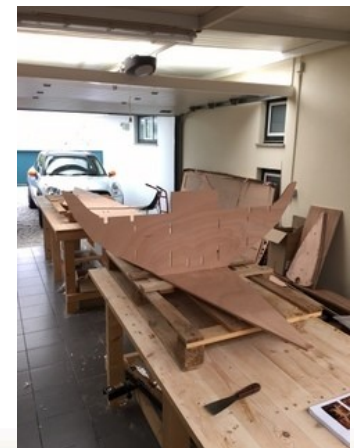
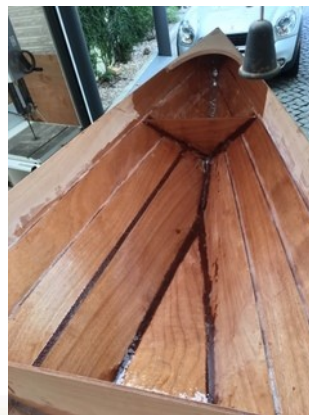
Cotton rope Chafing Gear

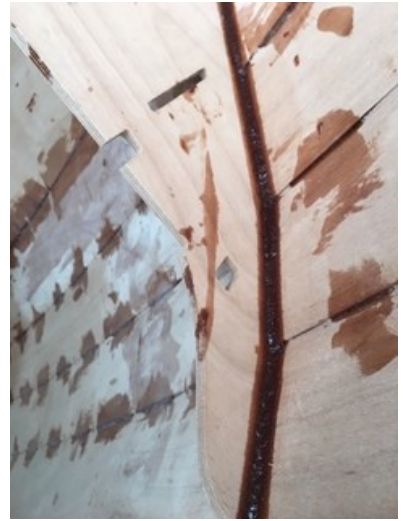
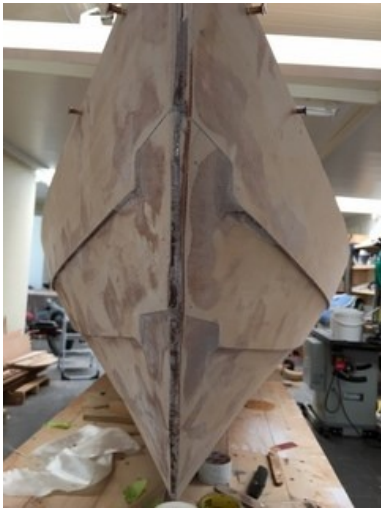
Some sailboats have a free floating sprit, which is difficult to protect from wear on painted and varnished surfaces. The mast/sprit juncture is always a wear point and to make matters worse, that wear point can move around. Some masts rotate and many rigs must be able to reef, which moves the wear point laterally along the sprit as show in the illustration. If you can afford the expense, some folks might choose a leather wrap. For oarlocks that is a good way to go but for sprits it can get spendy. All natural 3/16" 3-strand cotton rope can be bought for \$.07/foot and is simple to wind, and shrinks tightly when soaked with hot water.



Rick Hendon's Boat

Rick is a member who has moved permanently to Portugal. He has been sending back updates on his experience there which has been excellent. Recently he started this boat project.





RiversWest Small Craft Center

Virtual Open House - First and Third Saturdays

We are meeting in Zoom sessions open to all on the first and third Saturday of every month. Times and instructions to join will be sent out each week before the meeting to our entire mailing list. Take the opportunity to meet



the members who are a friendly group of boating enthusiasts. We will take you on a tour of our facility which includes our wood shop, boat building spaces which are available for members to rent and our livery of boats. You can even browse through our extensive lending library including our collection of WoodenBoat Magazines.

Boat Shop

Our boat shop is equipped with the necessary equipment to build your boat. Many members who are building their boats at home take advantage of our complete wood shop, saving the cost of renting or purchasing their own tools. Fellow members can provide free advice and helping hands when you need it.



Bay Rentals

Our boat shop is configured with bays that members can use for restoring or building their dream boat. Available for rent on a monthly basis, these bays, 10 x 23 feet, offer a dedicated workspace with light, electrical power and immediate access to our wood shop. And best of all, there are plenty of friendly and experienced craftsmen available to offer advice on the techniques of building a boat.



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.

riverswest.org

Crater Lake Boats Still Available

We are still looking for good homes to adopt the remaining two Crater lake Boats. We sold one several years ago; we thought we had a deal for the other two but it fell through at the last minute. We hope that these boats will have a new life somewhere, they are beautifully designed and built, with solid mahogany planking. These boats would make truly luxurious cabin cruisers.



They can be viewed underneath the ramp leading to the Hawthorn Bridge, at Salmon and Water Streets. If you want to get a close look inside the fence, please contact a board member.

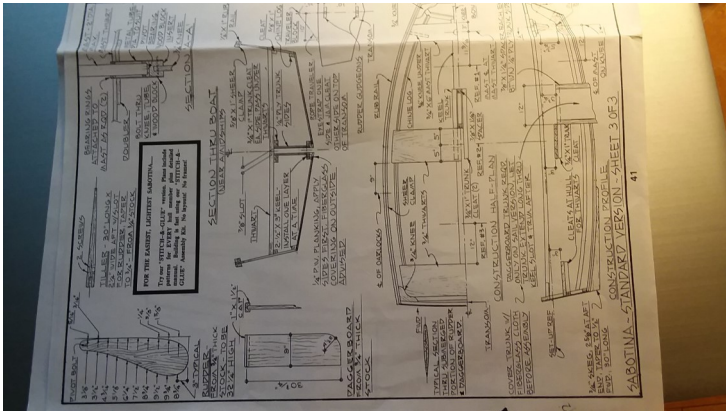


Bruce Goodrich

I wanted to share my story about my first boat build. About 25 years ago I saw an ad in Wooden Boat for FREE plans for an 8' sailing dingy call a SABOTINA. The designer was Ken Hankinson and you could get free plans as shown or complete with full size drawings for another ten bucks. I chose the free version which was a mistake. With plans in hand I rushed to my basement and built the building form. At that time my building skills were nil and my power tools included a very old skill saw that my father in law gave me and a 1/4 "shopcraft power drill, (aluminum case not ground- ed) five dollars. I went to the local sawmill thinking I needed really strong lumber and came home with a bunch of really nice green 1" hickory . I did my very best under the circumstances and managed to complete the boat in 9 months. I got a friend to help me bring it up from the basement and after numerous tries we found that we would have to take down the basement stairs to get it outside, so that;s what we did.

I then made the spars and glued up some 1x3s to make the mast. A friend with a table saw helped me make the mast 8 sided and after reading how to make it round it is still 8 sided today. The completed boat that was supposed to weigh 45# thanks to the hickory came in at 75#.I learned that at the saw mill 1" meant 1".

I launched the boat close to my home on the Mississippi River and it was happy there until we moved to Oregon in 2003. It lived a sad life in my son's back yard as life got in the way. Last year I drug it home and gave the ole girl a much needed TLC that she deserved. I made a few new parts out of pine that maybe trimmed 10 # off her. The mast however is still 8 sided. I kinda like it that way.



Student \$50 General Membership \$75

Donations: \$50 \$100 \$250 Other\$ _____

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

Please return the following with your check to the address below,
or sign up online at riverswest.org

New member Renewing member Change of information Additional donation

Name _____

Address _____

City/State/Zip _____

Home phone _____ Day/Cell phone _____

E-mail address: _____

Membership Benefits:

Members receive the RiversWest newsletter Access to RiversWest boat shop and space rentals
Access to all RiversWest educational programs Invitation to all RiversWest boating and social functions

RiversWest Small Craft Center Inc.
P.O. Box 19234, Portland, OR 97280

Membership Form

RiversWest is a non-profit membership organization whose mission is to encourage personal involvement in the construction of small recreational wooden craft and their accessories. in-

RiversWest Board

Officers:

Mark Ramsby, President:

president@riverswest.org

Craig Bryant, Treasurer & Web Mgr:

treasurer@riverswest.org

website@riverswest.org

John Bouwsma Secretary, Newsletter, Demos

secretary@riverswest.org

Directors:

John Whitehouse Membership Coord

John Ost Shop Mgr

Bruce Goodrich, Librarian

Mitch West Donations Coordinator

Chuck Stuckey Family Boat Build

Russ Smith

Bob Meehan

Steve Najjar

Mike Simmons, Board Member Emeritus

Art Wilson, Boar Member Emeritus

**RiversWest Small Craft Center,
Inc.**

P.O. Box 19234

Portland, OR 97280

www.riverswest.org

