

AUTUMN 2014

RiversWest

We inspire people to build and use low-impact boats

News

President's Corner



Fellow Members,

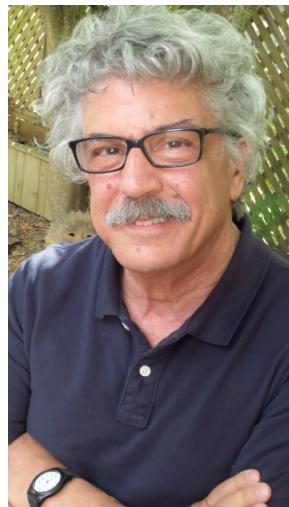
When I was elected your President, I pledged to find a new site for our club that would have basic amenities and be close to safe water. RiversWest had been negotiating a public-private

partnership with the City of Milwaukie. The partnership would have consisted of a new Small Craft Center funded by RiversWest on city-donated property. The site is immediately across the street from the city's Riverfront Park, which is located on the Willamette River. RiversWest would have funded the construction, management and operation of this building. In order to meet city codes for aesthetics and safety, our proposed building's cost estimate came in at \$850,000 to \$1.1 million. This was deemed not feasible for a club the size of RiversWest. Therefore, our proposal to Milwaukie was withdrawn. We will continue to search for a new site.

We've had some great events over the course of the summer, with the Hagg Lake picnic in June kicking off our boating season. The Family Boat Build in July was truly wonderful. This was the first time I attended the boat build and was amazed at the fun the families had. It was a great experience to watch the joy the children had in launching their boats. More about this is detailed inside. The Wooden Boat Festival drew a crowd with many wooden boats on display, including a Chinese junk built by traditional methods.

RiversWest is committed to having more events on the water. In addition to the Hagg Lake picnic, we planned a messabout at Willamette Park, West Linn, where the Willamette meets the Tualatin River. This was scheduled for September 28. However, due to potential for toxic algae bloom, the event was cancelled in concern for health reasons.

Sal DiGrande, President



Our maritime classes kicked off this summer with a knife sharpening class led by Jim Litton, and a knot tying demonstration by Steve Mahoney. Although I, an ancient mariner, still don't know the difference between a rope and a line, I did learn a few knots. Our bronze casting class started in October and will finish up in

November. This is a great opportunity to learn the art and craft of bronze casting as taught by Mike Simmons. Randy Torgerson, our Class Coordinator, is planning classes in basic boat design to construction techniques. More from Randy once he gets settled after his move from Seattle.

We have acquired two new boats for our collection. One is a Salt Bay Skiff donated by an individual who thought we could use the boat more than he could. The other is an almost completed sailing craft, the Miracle Dinghy. John Bouwsma writes more about this acquisition inside.

RiversWest is an open club where anyone can participate at any level they feel comfortable. Our operations are run by volunteers who contribute to make this club what it is today. We need and encourage your active involvement. It may be as simple as attending our open house on Saturdays to meet with old friends over coffee and donuts, or as active as organizing an event. If you, have an idea for a club function, please let us know what you have in mind. RiversWest is your club. You can make it anything you want.

This newsletter is a forum to be used by all members. We invite all members to submit articles and photos for publication to share their experiences with us all.

Thank you.



Crater Lake Launches**Chuck Stuckey**

Visitors to Crater Lake National Park could enjoy the lake in many ways, but the most close-up and beautiful was from a boat. In the early 1960's, the park embarked on a new venture to replace their old boats with four open launches based on a William Atkin hull design. Those beautiful mahogany boats served the park until 2001, when they were replaced by newer boats, trucked to a field near Newport, OR, and left to rot.



As members know, RiversWest took possession of three of the Crater Lake boats in March of 2004 and has stored them under an overpass of I-5 in downtown Portland. The plan and hope at the time was that they would become a part of a Willamette River taxi service or river attraction. For many reasons, far too many to recount here, those plans did not materialize. The boats have been safely stored out of the weather for all these years.

At our last board meeting a decision was made to once and for all find a home for all three. One member has agreed to take over the storage fees until a suitable home can be found for them. A committee was formed to search out the best solution. The committee consists of Chuck Stuckey, Stu Whitcomb, Art Wilson, Steve Mahoney, Russ Smith and John Bouwsma. They would welcome any information and assistance members can offer.

**RiversWest Small Craft Center**

Open
House -
First and
Third
Saturdays

Our boat shop is open to visitors on the first and



third Saturday of every month. Stop by in the morning and have a free cup of coffee and a donut. 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 offer 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

Jim Ballou - In Memoriam**Sal DiGrande**

Our friend Jim Ballou, 72, passed away on September 23, 2014.

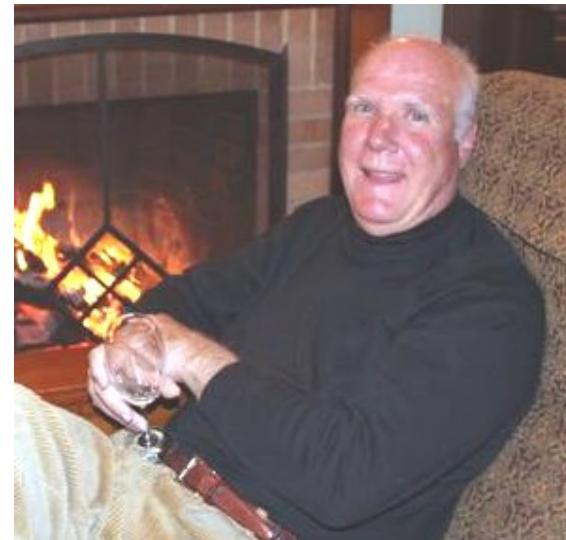
Jim Ballou was a member of RiversWest for many years. He helped build two Lake Oswego Boats, and subsequently purchased one of them from RiversWest. As he was inclined to do, he fixed it up, sold it, repurchased it, fixed it up again and recently sold it to RiversWest for a very reasonable price. Many of us will remember him fondly for his warm and friendly manner.

Jim's career was focused in the Graphics Arts field as a Color Correction Specialist for 30 years. Starting in 1973, he began working in this craft in Southern California and continued in his field after moving to Portland in 1983.

A man with many talents and hobbies, Jim was a collector of varied things. Some of his passions were collecting books of fiction and non-fiction on the Western United States and the Northwest, vintage boat motors, HAM radio gear, Hawaiian shirts and of course, small craft. Jim loved the outdoors and he especially loved being out on the water in small wooden boats. Retiring in the early 2000's, he focused his energy on small wooden boats; buying, using, fixing, sharing, and selling them. He loved researching his boats and understanding the history of each one.

Jim is survived by his wife Jean, three children, four grandchildren, two brothers, one sister and many nieces and nephews.

Bon Voyage Jim, you will always be remembered.



Jim help build, then restore, this Lake Oswego Boat.

Mirror Dinghy Donation**John Bouwsma**

RiversWest recently accepted the donation of a partially completed Miracle Dinghy from Judy Banasky. Her father, Leo J. Banasky, purchased the boat as kit in the 1980s and worked on it intermittently until his death in 2005, when he was 90. Leo began building wooden

boats at the age of 16 as a student at Benson High in Portland. He built 7 boats in all, many of them Flying Y's. He was a lifelong sailor who made his living as an electrical engineer at PGE, and he was an active volunteer with the Red Cross. He often worked with young people, teaching them his boat building skills. Judging by his work on the Miracle Dinghy, his skill level was extremely high. The donation includes the original plans and the set of instructions, all neatly and meticulously marked up by him.

After his death the family had hoped to finish his boat, but when it hadn't happened after 9 years, they decided to donate it to RiversWest. The family's main hope is that the boat be used, preferably by young people.

The boat is 12'8" long with just over a 5" beam. It has a marconi rig. It looks like it will be a fast racing boat. At this point it needs to have the taped seams cleaned up, and the whole boat needs to be sanded and painted. Then it will have to be rigged. The boat came with a mast and sails, but the rest of the rigging will have to be obtained and installed. Centerboard, rudder and tiller are also included. This boat will be a very nice addition to the

RiversWest fleet, which already includes a Mirror Dinghy, currently being restored by Art Wilson.

Jack Holt designed both the Mirror and Miracle Dinghies.



History Corner**The Mystery Solved?**

In each issue of the RiversWest News, this column will take you back to earlier events and stories about our club. In the last issue, I proposed to solve the mystery of when RiversWest was founded. So I interviewed two unimpeachable sources, Bob Young and Sam Johnson. They were there when it sort of "happened". I interviewed Bob at my

home, and Sal and I went out to Astoria to visit Sam at the Columbia River Marine Museum (CRMM). In both cases I recorded our conversations, so if anyone would like an unedited copy of either interview, I can transmit copies to you by email.

I have also browsed old copies of our newsletter, which anyone can do. Much to my surprise I ran across an article by Bob Young, titled: "RIVERSWEST - Getting Underway." Well was I ever surprised! There it was: A concise early history of RiversWest! It appeared in the Fall/Winter issue of 2011/2012, p 4. In the second paragraph of this article, Bob states, "**In May 1991 five people - Sam McKinney, Bob Young, Bernie Wolfard, Sam Johnson and Bent Thygesen - pooled their interest and talents to form an Oregon non-profit corporation, RiversWest Small Craft Center.**" I felt a little embarrassed that I took all this time to interview Bob on this topic of the date of origin of RiversWest and he had already stated the date in his article. I guess Bob is too much of a gentleman to say, "Art, I've already done that!" During the interview I said to him, "I've heard people say RiversWest was founded in 1983". Bob replied, "That's wrong, but I chose not to make an issue of it."

So how did the earlier date get attached to RiversWest? In discussion with Sam Johnson, I discovered that he was more motivated to collect and preserve traditional wood boats, than to build with the newer

Art Wilson, RiversWest Historian

construction methods, e.g. tack-n-tape, cold molding, composite materials on molding plugs, etc. Also, although he was a member of RiversWest during its founding and early years at Oaks Park (he and Bob are listed as members in 2004), he was never an officer nor very active. However, he was a founding member of the local chapter of Traditional Small Craft Association (TSCA). This organization was started by John Gardner, of Mystic Seaport Small Craft Shop fame, on the east coast sometime in the late 1960's/early 1970's. The goal was to foster interest in and encourage boat builders to continue training workers in the traditional boat building skills so that the art was not lost, and that traditional wooden boats could be repaired and continue to be built. Sam was very active in this association. He could not remember when the chapter was founded but suggested probably in the early 1980's. The reason he knew it was then was because the nucleus of that group of people were working in 1989 on the project he curated to build the three replicates of Ship launches for the Oregon Historical Society (See Bob Young's Newsletter, ref above, for confirmation.) There were other RiversWest members, beside the two Sam's and Bob, that were also members of this Portland based chapter of TSCA. Jim Ballou, who died recently, comes to mind. The chapter probably morphed into the Oregon Coots Chapter of TSCA, which now draws most of its membership from the South Willamette Valley.

My conclusion is that the founding date of the first TSCA chapter in Oregon, was around 1983 and has been confused by the RiversWest membership, after May 1991, as the foundation date for the RiversWest Small Craft Center.

That's my story for this issue of the newsletter, and I am sticking to it until other evidence changes my mind.

Final Note: Bob Young is a wonderful storyteller, particularly about Sam McKinney; so anytime he is with us, listen up! In the next issue I will report on the Sam Johnson interview.

2014 Maritime Skills Class Schedule**Randy Torgerson and Mike Simmons**

2014	Course Title	Notes
October 18, 19 and November 8, 2014 9:00 AM to 4:00 PM	Bronze Casting with Michael Simmons	Attendance fee \$25 for members, \$40 for non-members and free for junior members with paid parent or guardian. Material fee is \$100 each for 2 to 4 students and \$80 each for 5 or more. Class size is 2 students minimum and 8 students maximum.
December 6, 2014 Time TBD	Learn Boatbuilding	RiversWest members will present their boatbuilding experiences. Free.



Maritime Skills

Cheap Boat Building Materials in PDX

Building your own boat will never be cheap, but there are ways to mitigate the costs. There are several sources offering more cost-effective materials than paying retail. If you do go the retail route, *Woodcrafters* (www.woodcrafters.us), *Crosscut Hardwood* (www.crosscuthardwoods.com) and *Tap Plastics* (www.tapplastics.com) offer discounts on many items when you show your RiversWest membership card. Sometimes the sales clerk won't know about the discount, so you may have to ask for a manager.

***Craigslist* (portland.craigslist.org/maa):**

The Materials section in *Craigslist* can be a great place to start your search. There will be salvage lumber, urban lumber and lumber from smaller sawmills in the outlying areas. These can be a good source of hardwoods like oak, ash, walnut, etc. Some are air-dried, and some kiln-dried. Most local sawmills don't have clear cedar. Sometimes the cabinet shops will sell their excess on *Craigslist*, so you need to check back regularly to find what you need.

Building Material Resources

(www.materialforless.com):

Most of what *Building Material Resources* sells is excess stock, which goes for about half of retail. They also have used items that can range from a bargain to the same as retail. They have a lot of turnover, so you usually have to buy something before you need it. Wood for oars, paddles, strip canoes and the Family Boat Build has been bought here. *Building Material Resources* constantly updates *Craigslist*, so if you search using their phone number, 503-345-9805, you will see some of what is currently in stock. From time to time they have clear cedar at great prices. Buy it when it shows up, because it will disappear fast.

***The ReBuilding Center* (rebuildingcenter.org):**

The ReBuilding Center is Portland's largest non-profit reuse center for salvaged construction and remodeling materials. They do a lot of deconstruction, so if you want to find 100 year old Douglas Fir beams, this is the place to go. They have hardwood, occasionally, but the choices are slim and not always a bargain. *The ReBuilding Center* is usually a good bet for slightly used dimensional lumber

Randal Torgerson, Class Coordinator

and plywood, but you must be careful as you might find better prices for dimensional lumber at Home Depot.

***Habitat for Humanity ReStore* (www.pdxrestore.org):**

ReStore sells many items which include used and new building material. A smaller cousin to the ReBuilding center, they have the advantage of many smaller stores around the metro area.

***Columbia Marine Exchange* (www.columbiamarineexchange.com):**

You won't find boat building materials at Columbia Marine Exchange, but you might find that fiddle block or bronze cleat you were looking for. It's always good for a browse when you're in the area, and is only 5 miles from the RiversWest boat shop.



Sexton's Chandlery

(www.sextonsmarine.com):

Sexton's Chandlery mostly sells new marine items, but they do have a consignment room filled with used gear. Located not far from the RiversWest boat shop on Tomahawk Island, it's another quick trip for browsing.

Salvage Works

(www.salvageworkspdx.com):

Salvage Works is another place to look for those 100-year-old Douglas Fir 2x4s. Most of what they have, as their name says, is salvage and usually sells at a premium.

***Mr. Plywood* (www.mrplywoodinc.com):**

Mr. Plywood is not your Home Depot.

This retail outlet has all types of

hardwood and marine plywood, good prices and great service, suggesting that you should take a look. They do stock some grades of Meranti marine plywood and sometimes have better prices than Crosscut.

***Hardwood Industries* (hardwoodind.com):**

Hardwood Industries is another retail outlet that has a great selection and great service. Check out their overstock tab on their webpage for the bargains. They are located not far from Building Material Resources, so it's easy to stop by and see both of them.

Millworks:

Many of the millworks in Portland have bins where they leave off-cuts for anyone to pick up. You will have to ask around to find out if there is one near you.



2014 Family Boat Build



The 5th annual Family Boat Build was held again at the Willamette Sailing Club in conjunction with the Portland Wooden Boat Festival, July 12 and 13. The event began with a nice family dinner on Friday night, provided by the Oregon Maritime Museum. Some general building do's and don'ts were covered, followed by a more step-by-step discussion on an actual Salt Bay Skiff.

All 12 families showed up at 9:00 am Saturday morning eager to get started. By the time the day was done, all had at least the bottoms on; some had gone a bit further. The weather was near perfect the first day, nowhere near as hot as the forecast. However on Sunday morning a front moved thru with a bit of rain and thunder. By noon it

was bright and sunny again. Building continued without any major mishaps and by 3:00 pm, all the boats were finished and the grand procession down the ramp to the river began. All boats got in the water, with only a few minor leaks. The "rowing around" went well, it looked like the families were having a blast.

As noted this was the fifth year for the event. We have now seen 51 Salt Bay Skiffs built in those years. 51 boats to "families" to enjoy, most of whom have never owned any kind of boat before. The feedback we got this year was terrific: "it went fantastic and we couldn't have had a better experience", "a wonderful and satisfying time", "the weekend and boat were great", and on and on. We had some repeats, the Sea Scouts for a second year and The Friends of the Children have now sent families three years in a row. This is truly a great community event that RiversWest can be proud of.

Chuck Stuckey



2014 Portland Wooden Boat Festival

At July's 2014 Portland Wooden Boat Festival, we had a variety of wooden boat designs. The quality of workmanship was astounding. Here are this year's entries:

Alan Grill: 2009 Gloucester Gull, designer Phil Bolger. Plywood on chine logs, home-designed sliding seat.

Art Wilson: 2006 13' "Brawnie Laddie" canoe is a variation on Mac Macarthy's Wee Lassie. 2013 7 meter Kingfisher recreational scull. Cedar strip construction.

Bill Kessler: 18' "Grace", Whitehall style pulling boat, a CLC-design, Laura a Salt Bay skiff, 8' 8-Ball rowing pram

John Ost: "Red Maid", Salt Bay skiff with a sailing rig, Salt Bay skiff, modified with outboard oarlocks, "Red Flip", 2010 7'4" Wooden Widget Fliptail, PVC/neoprene skin.

Bruce Goodrich: 20' "Tsinquaw", Weekender design by Stevenson Projects. 2 year family boat build.

Chuck Bollong: 2010 17'6" Coho kayak Pygmy boats design. Sapele finish with a herringbone overlay.

Chuck Stuckey: "Nana" a Skaal design pulling boat. Started at RiversWest, he and his wife Katie finished it using marine plywood and mahogany.

Dave Dahlin: 1932 16' Snipe hull #115, "Narnia". Restoration completed 2013. Built by Century Boat Co. Hull is plank and batten Honduras mahogany.

John Bouwsma: 2009 12' V-12, "Methuselah" designed by Jacques Mertens. Stitch and glue sailboat.

Craig Alness: 1997 15' "Maui Kai" sailboat, builder unknown, designed by Karl Stambaugh at Chesapeake Marine Design.

John Lucas: 2014 10'6" 42 Airborne racer. 1956 Hal Kelly design, top speed 33 mph. Framed hull construction covered with okoume plywood. 18 HP Nissan outboard.

Guy LaSalle: 1989 33' Gulf of Tonkin Fishing Junk, Sino-Vietnamese boat builders, Beihai, China. Restored by Ira Hall 2005-2013, finishing by Masamichi Nitani.

John Whitehouse

Kent Wright: 1962 19'9" Celebrity Class sailboat. Built by Evanson of Ohio. Mainsail, jib and genoa.

John Whitehouse: 2007 13' Rob Roy canoe, "Camille". It's a cedar strip boat with a seat in the bottom, paddled like a kayak. Modified from Ted Moores' book CanoeCraft.

Peter Crim and the Wind and Oar Boat School: 22' "Rosie", St Ayles Rowing Skiff, Glued lapstrake construction. 15' "Ma Cherie", Ebihen sailboat, Glued lapstrake design by Francois Vivier. Penobscot 13, glued lapstrake sailboat, hull is 6mm marine plywood, Sitka Spruce spars, other parts Doug fir. Arch Davis, designer.

Sal Digrande: 16' Sportsman Skiff, designed and built by the Tender Craft Boat Shop of Toronto, built of 3/8" cedar over oak ribbing. 15'1" Lake Oswego rowing boat, 3/8" cedar lapstrake over steam-bent oak frames. Restored by Jim Ballou and sold to RiversWest in the summer of 2014.

Peter Carew: 2010 17' kayak with sailing rig. Stitch and glue hull and outrigger floats (amas), formed and laminated cross bars (akas). CLC design.

Ralph Cohen: 2010 21' Redwing 21 Pilothouse, "Zakkendrager". Karl Stambaugh designer, Chesapeake Marine Design. Hard chine, plywood on frames. 20 hp outboard.

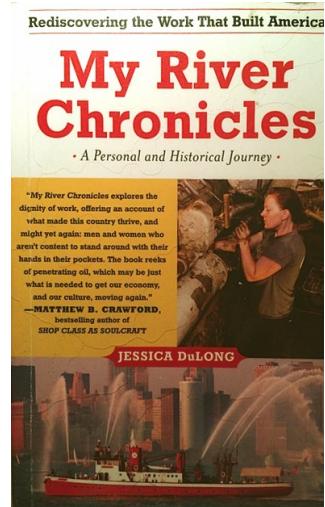
Rich Dufresne: 2006 16' "Mildred" a modified Glen-L design is an Electric Cocktail Launch powered with a recycled 36 volt electric fork lift motor. 2006 16' "Irukandji" stitch and glue kayak. A CLC design. 11'6" modified Glen-L runabout, under construction, will seat two and is expected to reach speeds over 60 mph.

Zach Minick: 2011 11' "Lulu" can sail, row or motor. Cold-molded Alaskan yellow cedar on hemlock. Power, 1964 British Seagull 40+ outboard. Zach and Bruce Smith builders.

Tim Ruch: 1994 16' Sunnyside Cruiser. Cedar strip design, ash and oak trim, cherry decks. Tim and Larry Ramsay builders. 2013 16' Willamette Ducker sailboat, Tim and Pat Stapleton builders. Hull lines from Howard Chappell's American Small Sailing Craft. Built mostly from repurposed materials. The sail is a kit from Sailrite.

It's always fun for RiversWest folks, as well as the general public to see the results of your work.
Please contact John Whitehouse by email at johnwhitehouse1@msn.com if you would like to participate next year.



Book Nook**My River Chronicles by Jessica**

DuLong is a hybrid non-fiction book in the sense that it describes other people's contributions, but it is also autobiographical. In fact, the subtitles are:

1. ***Rediscovering the Work That Built America***, where we learn about the accomplishments of:
 - Robert Fulton, father of the steamboat on the Hudson River.
 - Tom Teague, a tugboat captain, who navigates with physical landmarks.

- Frederic Winslow Taylor, father of time efficiency in manufacturing.
- The West Point Foundry, an early 19th-century, vertically integrated, iron making foundry at Cold Springs, NY. The start of the "American method of standard manufacturing", founded by General Joseph G. Swift and Gouverneur Kemble and archeologist Elizabeth Norris, who is restoring the site as a living museum.
- The Hudson River School of artists, Thomas Cole, Fredric Church, et al., and how their bucolic depictions of the Hudson Valley have fueled the conservation and environmental movement to preserve the Valley for tourism versus present day industrialization.
- John Ratzenberger, AKA Cliff Clavin of Cheers fame, and his Nuts, Bolts & Thingamajigs Foundation to foster "tinkering" again in American youth.

2. A Personal and Historical Journey:

Jessica DuLong is Boston Irish. Her father is an auto mechanic. Their home was in the country outside metropolitan Boston, which over the years became suburbanized.

Her family training is "Do It Yourself". However, she went to college and is a Stanford trained journalist who took eight years to get her degree because she would take time off from school to do work that felt "real", i.e. she worked on and off as a line cook, managed the kitchen of a brewpub, and earned her certification to teach preschool.

After graduation, she built spreadsheets to map health plan benefits for an insurance brokerage and wrote some articles for magazines. In the fall of 2000, she was swept up by a dot.com firm and was the project and content manager leading a team of coworkers, building websites for clients.

Share your favorite books with all of us. Contact Stu Whitcomb: 503-292-2847 or stuna2000@yahoo.com

Review by Art Wilson

The company worked in an office space in the Empire State building, sublet to them by an Irishman named David Beatty. He invited her office to go for an afternoon ride up the Hudson on a fireboat, that he shared ownership of, to view the fall colors. She refused his offer, but accepted a second offer to volunteer to help do some repairs one evening in February 2001. She was invited to the engine room and she fell in love with the five diesel engines that power the electric motors that drive the two-propeller shafts and the three water pumps. The second time she volunteered, she was invited by one of the owners to apprentice as the engine room operator, much to the dislike of Tim Ivory, the present engineer, who became her mentor.

Why RiversWest Members should read this book.

- ◆ You will meet the retired FDNY Marine division's fireboat *John J Harvey* and learn the act of valor that imprinted boat pilot Harvey's name on it.
- ◆ In chapter 4, "Fireboat John J. Harvey Serves Again," we get a close look at the second day at Ground Zero of the 911 site and the sense of frustration that Jessica feels in "make yourself useful". However, she discovers doing what you are trained to do, in concert with other professionals "gets the job done."
- ◆ You will learn how Jessica discovers her true love of "Hands on Learning."
- ◆ Find out how Tim Ivory, "a guy that can make shit run," becomes her mentor.
- ◆ In chapter 10, "Are You Licensed," the engineering school instructor focuses all the lesson questions on her. Although she may appear fragile, she is tough!
- ◆ See why the hands-on approach to learning will never be replaced by the screen of a computer.
- ◆ Read how the virtual world of computers is "dumbing down" our youth.
- ◆ In Chapter 11, "Labor of Love," we meet John Krevey and "Kreveyland," the floating, ex-car barge that is Pier 63, and home for the *John J. Harvey*.

It's about a sense of community.

There is no conclusion to this book. Jessica does not fall in love with Tim or any other crewmember. There is just the message that talented people, with skills like we have in RiversWest, need to get involved in spreading our hands-on skills, tinkering and figuring-it-out skills to more young people. We need to figure out ways for boat building and boat handling to be more fun than a computer game.



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

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

Youth (17 and under) \$30 General Membership \$50

Home phone _____ Day/Cell phone _____

City/State/Zip _____

Address _____

Name _____

New member Renewing member Change of information Additional donation

or sign up online at rivwerswest.org

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

Rights to vote for officers and board members Discounts at Crosscut Hardwood

Access to all RiversWest educational programs Invitation to all RiversWest boating and social functions

Access to RiversWest boat shop and space rentals Members receive the RiversWest newsletter

Membership Benefits:

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.

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