

RIVERSWEST

FALL 2006



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 October, 2006

Shipmates: Early last spring RiversWest lost it's anchorage, and we imagined ourselves set adrift with no anchorage on the horizon. Now we have set our anchor in a new harbor, North Portland Harbor (NPH) to be exact. We've stowed our gear in a big pile at Pier 99. You all are invited to check out the new location and help us make a snug berth of it. Third Saturday, which has been in the past a work, and socializing day, will be expanded to include the first Saturday as well. So put first and third Saturdays on your calendar. We have a lot of work to do and you can help.

We now have water access, and the ability to store some of our boats on the water. In the months ahead we will be planning and implementing a livery. Membership will include the ability to access RW boats on the water. We want to include storage for member's boats as well. The goal is to have the livery available by late spring. Having boats on the water presents challenges. They like to fill with rainwater, they will need more maintenance, and someone needs to be there to rent them out. If you have an interest let us know. We now have our yawl boat Hall Templeton on the water but have no engine. We use the boat to tow

other boats and for tours of the harbor. If you have an engine you would like to donate please let us know.

As soon as our gear is stowed, and boats moved, we will have building space available. If you are interested come to the shop and check it out, then talk to Tim Greiner, our shop manager.

We are now in a true "marine community" on NPH. There are lots of opportunities for interaction with our neighbors. These people fix engines, are marine surveyors, do boat building and repair, are in retail marine and hardware, and yacht clubs. Some of these people we are already talking to about teaching classes for our members. If you know anybody who would like to teach a class or have an idea for a class let us know. Be sure and check out our web site for new developments: RiversWest.org.

Our new location became a reality mainly because of two individuals. Peter Wilcox (our past president), and Walter Valenta owner of Pier 99. Peter has always been RW's greatest advocate and certainly proved it by convincing Walter to give us space. Walter, (bless his heart) saw something he liked in Peter's sales pitch. Walter

has a vision for his property that includes a thriving marine community and sees RW as a part of it. I would like to thank Peter and Walter for making it possible for RiversWest to survive and hopefully thrive into the future.

Richard Stover, RW President
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New Grant Committee

Richard Stover, Tom Wikle and Peter Wilcox have formed the Grant Committee. Peter reports that they are in the exploratory stages, at this printing.

Three options are now under review: two through Metro and another through a local bank.

LAUNCHING

Raid- A multi-leg, multi-day boat race for traditional boats using oars and sail. See; “Great Glen Raid”, “Raid Finland” and “Croisiere Loire”.

Shipyard School Raid- Founded and organized by Tad Roberts of Silva Bay, a seven day, 11 leg race from Silva Bay, BC (on Gabriola Island, near Nanaimo) to Port Townsend, WA. The boats range from 16’ – 26’ with crews of between 1 and 13. Each Raider is responsible for his/her boat and gear and camping equipment. Most of the course is in protected water, except the crossings of Haro Strait and the straits between Lopez Island and Port Townsend which require a fairly seaworthy boat. A Mother ship provides all food and chase boats are on hand in case help is needed.

2005 recap-

Last year was the first Shipyard School Raid. I entered my Bolger Light Schooner, “Wing-Ding” with RiversWest members Sam Johnson and Aaron Starr as my crew. Wing-Ding would have dominated the Raid had there been favorable wind. Unfortunately we didn’t have favorable wind and rowed mostly. Wing-Ding is a lousy rowboat. We got 5th place out of 9 entries. Our only point of pride was that we actually completed all the legs and survived the ordeal. Sam and Aaron were heroic; amazingly, we’re still friends!

Raid 2006-

As I write this my latest Raid boat “Conjure” is on my truck’s roof rack and the blisters on my hands are still healing. I have been recovering; sleeping a lot more than usual and feeling really lazy. I also miss my fellow Raiders who became like family to me in just a week and a half.

Conjure was built because of lessons learned in 2005; the prevailing weather conditions of mostly calm with occasional brisk southerly headwinds. What I needed was a rowboat. My Raid experience taught me that rowing is faster than sailing unless the wind is from a favorable direction and blowing

Shipyard School Raid

pretty hard. So I spent a few months searching for a boat I could build that would row fast, sail alright and be seaworthy.

So what makes a good rowboat? The highly evolved racing shell (single) is- 24’ long or more, 12” wide, 35 lbs, sliding seat with 9’ long oars. A racing single can go over 10 knots, very fast for any non-motorized boat. This type is highly specialized, fragile, with no cargo carrying capacity or sailing ability. But I realized that a long, narrow, light hull with a sliding seat and modern oars would be desirable. I also noticed how these factors made my dream row boat a poor sailing boat. A narrow and lightweight boat would have less stability for carrying sail, the sliding seat and outriggers would conflict with the centerboard trunk and where would I sit while sailing? And where to stow those 9’ oars? But even though sailing is my first love, the Raid is about rowing, dammit.

To cut a long story shorter I decided to build a replica of a guide boat called a St. Lawrence River Skiff. John Gardner devotes a chapter to these boats in “Building American Small Sailing Craft”. The boats are narrow and long, similar to a canoe but with deadrise in the mid-section and very sharp ends. They were used to cross open water to the Thousand Island area of upstate New York. They were primarily rowed, though they did sail too with fan centerboards and often without a rudder. The Antique Boat Museum in Clayton NY has taken the lines off 5 different SLRS skiffs. I ordered plan sets for the 2 largest versions.

Harvey Golden and Brian Schulz encouraged me to build it skin-on-frame. They said it would be quicker to build, lighter and just as durable. I also opted to lengthen the decks and added a plywood cockpit liner so the boat wouldn’t completely swamp when capsize (Actually I had designed it to self-bail through scuppers in the centerboard trunk which didn’t work ‘cause the water came in more than

Dan Pence, RiversWest builder

out). I spent the better part of last winter and spring working on the boat between paying jobs, bought a drop in sliding seat unit called a RowWing, used the sail rig off my 10’ Acorn Tender and launched the boat last May. I’m really happy with how *Conjure* turned out.

In this year’s Raid there were just two other sliding seat boats. The *Mother Merry*, a 18’ long taped seam boat designed by Ron Mueller of Wayland Marine (He sells kits for Merry Wherry and other designs). Ron set it up for two rowers who share a long track for the sliding seats and also capped the centerboard trunk. The *Firefly*, a Dovekie (Bolger), which modified by Bill to let the seat slide but was a lot of boat for a single rower, probably weighing around 1,000 lbs. All the other boats had fixed seats and were mostly sailboats with some rowing capability; from *Swordfish*, a little Mower sailing dory with 2 rowers up to the *Bear*, a long boat replica with 6 sweep oars crewed by Port Townsend Sea Scouts.

As it was last year, Raid 2006 was a rowing race- so *Conjure* did very well. The only boat to consistently beat *Conjure* was *Mother Merry* with Ron and Ben having to sweat to stay ahead of me. The exceptional few legs when we had wind enough to sail, the fast boats were; the *Swordfish*, *Firefly*, *Sparrow* and *Tern*. *Sparrow* is a modified surf dory recently built in Port Townsend. *Tern* is a husky 24’ open boat built to take a dozen Evergreen College students and graduates to Alaska and back. They dropped in on the Raid on their last week of the trip. In a lot of wind and rough seas the *Bear* would probably kick ass- but that never happened.

Socially the *Bear* and *Tern* were great fun. The *Bear* was crewed by 10 teenagers plus two counselors who all seemed to epitomize the spirit of salty sailors. They were expert at ropes, knots, navigation and ribald songs. They were incredibly hard working,

Shipyard School Raid, continued



and one for herself. Alas, Yuko is not a rowboat, the rowing station was a boat cushion balanced on the centerboard case. But Barrett was undaunted. When the wind blew- she sailed and life was sweet. When the wind stopped- Yuko drifted, Barrett opened her fantasy Sci-fi novel, snacked, and life was still sweet. If she got too far behind, she would hail a chase boat and happily read her novel while being towed back into the Raid herd. Yuko often seemed to drift toward friendly boats who gave her sweet treats and fine beverages. Barrett would arrive late, but refreshed from most legs. Although she also proved she could row the boat when required by actually sweating through a couple legs without assistance. Clearly Barrett is an admirable and sensible person. And proved that Raiding can be relaxing and fun too.

There's a lot more to tell; the scary tide rips off Lopez Island on the last day, then dense fog crossing Admiralty Inlet with 6 knots of flood current; the fake cannon fire exchange (throwing packets of flour) off Jones Island between *Tern* and *Bear*; the kids on the schooner *Martha* singing us on across Moresby Passage; the dirty tricks I pulled to try to beat *Mother Merry* (getting second day after day hurts); the fact that nobody brought beer last year and nearly everyone of drinking age had more than enough this time around. I have a lot of stories.

I would encourage people to look at the Raid website for more pictures, articles, links and details of the Raid- "shipyardraid.ca". Maybe other RiversWest members will join us next year.

enthusiastic and life affirming. Most of the *Tern* crew helped build the boat and made the journey to Alaska and back. They were very tough, funny and generous. They loved mixing it up with the *Bear*, playing pranks, telling jokes. Must be fun to be 20 something.

I have to mention our Mother ship *Island Eagle* The owner, Scott, bought this old 61' wooden trawler and spent the past couple years making it a beautiful, comfortable boat. Then 40 some Raiders spent a week trashing the poor old boat. Broken cleats and gouged topsides all around from rafting up 12 boats three times a day. Grinding

dirt into the new carpets and maple syrup everywhere from 3 meals a day for 7 days. It was a sad situation. But Scott was very forgiving of us slobs and his brother Courtney (who also sang and played guitar) and girlfriend, Terry, were the greatest of hosts. He and his crew were the best people possible for the job.

The person who made me question the whole Raid paradigm was Barrett on her boat, *Yuko*, a "Navigator" by John Wesley. She made me realize that the competition was just optional. Barrett has made two of these husky little yawls- one for her Mom in Maine

SAVE \$10!

Renew your membership for 2007, before the end of December 2006, and receive \$10 off the new \$50 membership rate.

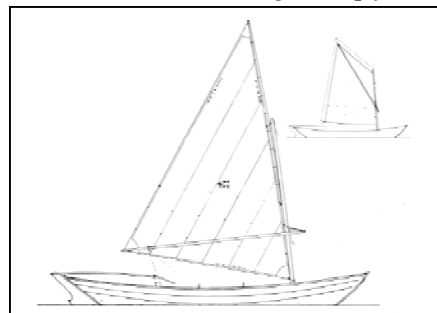
LAUNCHING*Launching the 18' 3" John Dory**Dennis Macomber, RiversWest builder*

Built to Ian Oughtred's John Dory design, "Carrie J" is close to fulfilling a lifetime ambition to build a boat that will do it all (row, power or sail). So far she has proven herself to be quite adequate under oar and power.

This winter will see completion of her rigging (Gunter), and then prove herself to be as good as she is purported to be, limited only by the skill of her master.

A thorough description of the boat can be

found in WoodenBoat Magazine's "Thirty Wooden Boats" catalog of building plans.

18' 3" John Dory*Designer: Ian Oughtred**LOA: 18' 3"**LWL: 13' 9"**Beam: 4' 8"**Draft (cb up): 6", (cb down): 3'0"**Weight: about 215 lbs.**Sail area: Gunter rig- 76 sq. ft.***LAUNCHING***Building a skin on frame 16' kayak**Bud Boyer, RiversWest builder*

The last week in September, Brian Schulz, of Cape Falcon Kayaks, led a class at the new RiversWest shop at Pier 99. Three students: Jon, Magnus and Bud each built a skin on frame Ginnyak, a design by Brian, each of which was tailored to fit, based on height, weight and waist measurements of the builder. Cedar, spruce and oak were the primary woods used with a little bit of ash thrown in. The class experienced steam bending the ribs and the coamings and then assembled the entire kayak with nylon line and dental floss. The only mechanical fastenings were copper ring nails which fastened the outer ring of the coaming to the inner. The framework was covered with 8oz. nylon which was then dyed to the color of choice of the builder, then coated with two part polyurethane. Included in the class was a day spent carving a Greenland style cedar paddle. The last day of class featured a rolling

demonstration by Brian followed by launching and paddling the new boats. Each kayak is about 16' long and weighs about 27 pounds. They glide through the water quite easily and are a delight to paddle.

During the week, a number of

individuals stopped by the shop to observe the process. Several were interested in taking the class. Brian plans to offer it again next April. He may be reached at capefalcon-kayak.com.



Ferry Committee Report

Good news on the ferry front. The biggest item is that the PDOT sponsored feasibility study (www.portlandonline.com/shared/cfm/image.cfm?id=122319) was released recently and quite enthusiastically recommended the “central city circulator” ferry option that RiversWest has championed. We were all glad to read that the authors of the study, who have worked on ferry systems around the world, look favorably on the use of RiversWest’s Crater Lake launches, noting that “the use of ‘unique’ vessels should be considered...to attract attention and ridership.” Nelson/Nygaard also explored a commuter ferry option to Lake Oswego but found the market

“marginal” and costs high. The City will be considering next steps soon, including establishing dock standards and exploring grant funding for the needed infrastructure improvements. The consultants stated that the ferry could be operational in 2-3 years, not long at all for a public transit improvement. The RiversWest Ferry Committee is working at having our project adopted by Oregon Solutions, which would be a good forum for building the community support needed to keep the project moving smartly ahead.

Recently we got help again from the Multnomah County prisoner work crew to clean up the ferry yard.

Capt. Peter Wilcox, chairman

Thanks to Dan Pence for helping out. I discovered that our tool shed had been broken into but, remarkably, none of our tools or boat parts were missing. The better items have now been relocated to our new shop.

In mid-October the national Urban Waterfronts Conference was held in Portland, where the annual “Clearwater” awards were given. I was able to present our vision and show our passenger launches to the many there. The project was well received and several attendees told me that they thought City leaders were clearly interested in moving forward. I recommend we all keep our oars crossed!

Boat Shop Report

Well, we have finished moving the shop from our old Oaks Park location to the new place at Pier 99- at least as far as all the stuff goes. There are still plenty of things to get done before we are settled in and ready to build boats full steam. We hope to put up shelving, get the tools in order and generally clear the decks for building over the next couple of 1st and 3rd Saturdays. We will also be installing more lighting and electrical

receptacles to finish the conversion from a storage space to a working boat shop.

Two new projects are underway, both by new members. Ron is finishing a “Caledonia Yawl”, a 20’ sailboat designed by Iain Oughtred. A series of build articles featuring this design was in *WoodenBoat* magazine last spring— numbers 183, 184, and 185 if you want to see what Ron has gone through and has yet to

Tim Greiner, shop manager

go through. Aaron has started construction on “Drifter,” a 16’ drift boat using a Glen L Marine design.

There are several projects moved over from the old shop, and a couple more nearly ready to start— these will fill almost all available space. If you wish to start a boat in the near future, please submit your name and a desired start date. Each 10x24 work area is \$90/mo.; work area subdivisions are negotiable.

Membership Committee Report

Due to the increased cost of renting a larger facility, membership dues will be increased to \$50 per year, for general membership, starting in 2007. If dues are paid before

the end of the year, a reduced rate of \$40 is offered for general membership in 2007. Seniors and youth will be increased to \$30. To offset these increases, a new benefit will be in-

Communications Committee Report

At the September Board meeting, it was decided to create a Communications Committee, a RiversWest “publicity center”, if you will.

The Communications Committee’s goal is to support all RW com-

mittees, publications and activities. Our responsibilities are to maintain a current website, publish the newsletter and promote RW in the form of brochures, bulletins, business cards, ads in periodicals, and support boat

Tim Greiner, chairman

cluded: since we are on the water, every member will have a free one-day rental of a livery boat from the RiversWest fleet. Happy Sailing!

Stu Whitcomb, chairman

show activities.

Although the hard part, planning the RW activities and making them happen, are the responsibilities of the RW committees, we’ll work to see that their efforts get a good exposure.

RiversWest
Board Officers

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Director: Jim Litton,
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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, 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.



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 '05 it is time to renew. Please keep us current with regard to address changes or other corrections.