



Lewis Clark Sailing Association

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- *Club Meetings – September 2
 - Roosters
 - 5:30pm Social
 - 6:00pm- Dinner

**35th Tribune Cup –
September 18-19**

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Commodore's Message

Mary McCollum –



Hello sailors!!!! First, I would like to apologize for not being “on top” of things for July. Between being very busy at work and more work and wanting to sail, I failed to get the newsletter out for August. I will make it up. There is a bunch of great stuff written by Wes, Loren and Tim, which has all added a couple of pages to our newsletter!!! Good or bad depending on your take on things. Seriously, they have all done a fabulous job this year and I owe a lot to their hard work and involvement in our club!!! Thank you guys!!!

I would like to speak seriously on “safety”. Not only for ourselves, our guests on our boats and our boats themselves, but also for other water craft and conditions

on the water. As we all know, weather conditions and situations can change very quickly and we need to be as best prepared as possible. The basics...make sure you have ALL the required and suggested equipment on your boat and self at all times. In the box on page two I have listed some items and web sites that you can go to, making sure that you are prepared. One thing, which was mentioned at our June program, is to get your Boaters Safety card. This is simple and at the same time, reminds us of some things we can do to be safe on the water. Very important, when sailing at night, make sure that ALL your lights work and you can be seen...have a spot light, life jackets, radio or cell phone and most of all...pay attention at all times, life changes in a split second....

I would like to dedicate this issue to Jonas, whose life was taken in a split second on the water. A moment please.....

To his family and friends and all involved. May Gods grace always be with you....

Keep safe and keep sailing!!!

May You Always have Wind in Your Sails and God's Grace to Find Your Way Home....

You're Commodore
Mary



Safety is so very important...

Here are some web sites for you to check out and a list of basic's required for your boat....

National Water Safety Program - watersafety.usace.army.mil/

US Sailing -

http://www.sailingusa.info/sailing_safety.htm#Safety%20Equipment

Sailing Stop.com - <http://www.sailingstop.com/sailinggear.htm>

BostUS.com -

<http://www.boatus.org/onlinecourse/reviewpages/boatusf/project/info2b.htm>

To legally operate your vessel, both the Coast Guard and the states require you to carry certain equipment aboard your boat. These requirements are generally based upon the length of your boat, but a recent trend has been to have requirements based upon the time of year that you operate your vessel, or how far from shore you might operate your vessel. For example, boats 16 feet in length and over must have the at least:

- **One personal flotation device (in good condition) for each person on board** plus a throw-able cushion or ring is required. You must have the PFDs out of the plastic and in a READILY accessible location. The throw-able should be close by the steering station. For more information on PFD's, ([click here](#)).
- **Three current-dated, hand-held, approved flares** are minimum equipment to serve for day and night distress signals, both inshore and offshore. For more information on Visual Distress Signals, ([click here](#)).
- **The correct number of approved fire extinguishers**, readily available for use is based on the size of your vessel. For more information on fire extinguishers, ([click here](#)).
- **A sound making device**. For more information on sounds, ([click here](#)).
- **Working running lights**. For more information on lights, ([click here](#)).

Recommended Equipment: Coast Guard minimum requirements are just that, minimum. **It is suggested you carry additional safety equipment, such as:**

anchor with sufficient line/chain (at least five times water depth), bailer (bucket), oars or paddles, first aid kit, VHF radio, extra fuel & water, tool kit, sun protection, flashlight.

Take care of yourself and be prepared....



Vice-Commodore

Loren Murphy

August/September 2010

'A shift in the wind'- (cont.)

....The next morning we flagged down a fisherman and asked the location of the village. With a sweep of his arm he indicated the direction we should go. We traveled about five miles upriver, on the flood tide, dodging fish traps and sandbars as we went. We bore left at the fork in the river, found a deep spot in front of Vista Verde's landing and dropped the anchor. I went ashore to find Pastor John who was to arrange for a ride to Maruda, the town ten kilometers across the peninsula, where our mail and the PAZ mission base was.

Georgia and I went across that afternoon and met Jim and Julie Benson at the base. They were from our home church in Coeur d'Alene and very happy to see us. Jim was in charge of the task of renovating the two story hotel which was recently bought by PAZ (Project Amazon). They plan to use the property as a school to train national pastors for the many new churches being

Please note that our website IS up and running...

www.lewisclarksailing.org. If you would like to see anything new on the site please let us know, we are working to get new items on and update often...Also – if you ordered shirts or hats from me please get your money to me so we can get our account cleared up...Thanks see va September 2

planted through the PAZ outreach in the Amazon Basin

Twenty plus years ago, the Huber Family moved to Brazil with the vision of reaching the tribes and villages along the Amazon River with the Gospel. Their plan was to set up a base on the river and build small steel riverboats. These boats would then be used to reach the remote villages for evangelizing and planting churches. As a village would come to know the Lord through salvation, the leaders would be trained as missionaries and sent out to other villages. They would then be given a steel riverboat to help them in this work. The outreach is really multiplying and they have built and given away over sixty boats! Jim and Julie drove us back to the boat the following day and stayed the afternoon visiting with the crew and having a meal with us. It was a good break for us all.

While anchored in front of the village, the young people would swim or canoe out to see us and also use the boat as a diving and jumping platform. With Wilson's help we were able to communicate with them and give them tracts. It wasn't long before their mothers were coming out to see these missionaries and get some bibles and tracts. On our last day there we had four of their small sailing fishing boats tied off the stern and several families onboard. Georgia brought out her guitar and we sang some songs, gave out more tracts and then said goodbye since we had to set sail with the turn of the tide.

We hoisted the anchor, spun the boat around and headed down river with the outgoing tide. With the main and genoa set, it wasn't long before we were back in the bay and then into the ocean once more. Our heading put us on a broad reach until we could clear the continental shelf, which was about 100 miles wide off the Delta. The next day around noon, about 100nm offshore, we crossed the equator into the Northern Hemisphere.

Just after crossing the equator, a small rain-squall came through. We reduced the sail area by one-third in the main and genoa. I was on deck checking the sails for proper trim when suddenly I felt a strange movement. I looked back at the sails and, before my eyes, the mast collapsed and fell over the port rail into the sea! **OH LORD???** Everyone below deck came streaming topside to see what had made the great crash. Sigi became hysterical when she realized the mast had failed once again. Their first mast had failed two years ago during a squall in Table Bay, Cape Town. **Georgia shouted to us that we needed to pray!** We all gathered together on the pitching deck and called out to the Lord. ***Father have Mercy on us. Give us Your Peace, Wisdom and Strength to do what we need to in this crisis!*** ...Sigi calmed right down. I was able to formulate a plan to rescue our sails from the wreckage of the mast and Georgia focused the women on getting some hot food prepared for us since we were being drenched by the heavy downpour.

Since the sails were on roller furlers, the sails were permanently attached to the top of the mast which was now 80-feet below the boat. We loosened the foot of the sails from the deck and boom. Next we disconnected all the cables holding the mast except the one attached to the top of the mast and the bow of the boat. This cable was run over the anchor roller and fastened to the bow post. The last cable that was holding the weight of the wreckage was released and the whole mess dropped over the side and was suspended off the bow with the one cable. With the mast now hanging about 85-feet below the surface we began the task of winching it to the surface with the three-speed genoa winches. We could only winch it about 20-feet and then we would have to change our hold and winch again. The mast weighed about one ton and with the surging sea it was difficult work. After several rests and much grinding on the winches, the top of the mast finally broke the surface.

Avi jumped in from the bow to see what he could do. Vonnie and I put on our snorkel gear and jumped in from the stern and swam up to the bow. As I arrived there someone shouted, "**SHARK**"!!! Vonnie clung precariously onto the mast that was surging up and down 4-6ft. Avi just about peeled the paint off the boat trying to climb up the side until Wilson tossed him a line and he was up and out like a flash. I looked around and spotted four sharks out about 50ft. Three were about 7-8ft. and

one was about 6ft. They seemed to be more curious than menacing so I asked the Lord to keep an eye on them and me. I took a line and fastened it to the top of one of the sails and then cut the sail loose from the top of the mast. It was quite a struggle to remove the sail from the furling tube but it finally was pulled onto the deck. While I was waiting for the sail to be pulled on deck I heard "SHARK"!! I quickly turned around to see the smaller shark heading straight for me. I swung my arms and legs out wide, shouting through my snorkel at the same time, and the shark turned and shot away. He had come within 10ft. More wary, I worked vigorously to free the other sail. It would not come loose from the furling tube. We had to disconnect the cable the furling tube was on and haul the whole thing onto the deck. I cautiously swam back to the stern of the boat and climbed out of the water. **PHEWWW!!Thanks Lord for watching over me.** Back on deck I helped pull the last sail on board. While the rest of us took a break, Avi managed to salvage some of the cables from the top of the mast before releasing it to drop to the ocean floor 100-meters below. We had worked for seven and one-half hours.

We fired up the engine and put the boat back on course for Grenada. Once underway, Avi and Vonnie carefully measured the fuel in our tanks so we could figure how much fuel we had and also the fuel consumption in the next 24hrs. It

was over 800nm to Grenada....'to be continued'!

Secretary's Reminders Tim Lynch



What can I say, after racing in Seattle in May and Montana in June, my boat unfortunately has seen very little water under its keel. I would seem that many of us have had the same problem judging on the lack of boats at the last two summer "meetings". The belated July "meeting", postponed to coincide with the Full Moon Down River Race saw 5 boats, 4 that sailed off into the moonlight. The August meeting two weeks later saw only my boat, and it never left the trailer! I finally got out for a two hour sail last Saturday evening with Mary McCollum and Greg Umbright also on the water. I'd like to work on a calling or email notification system to let other members know when others are planning on sailing. Yeah, I'm looking for excuses not to mow the lawn or weed the garden.

I have to apologize for the lack of information on the website. No excuses. I am working to

configure the site to allow posting my all of the Officers and Committee members to help with posting information in a timely manner.

In July the Club was contacted at the last minute (like Tuesday night) to participate in the Lewiston's Alive After 5 event on Wednesday July 21st. I quickly threw some things together and dragged the boat to Main Street. Loren & Georgia Murphy came down to keep me company and we talked to several dozen people about the Club as many kids colored sailboat pictures. I also set up the boat and participated in the Clarkston's Alive After 5 on August 5th. Talked myself hoarse to several dozen people and handed out more Club brochures. I will once again set the boat up on Lewiston's Main Street on August 18.

The next Club meeting will be September 2, 2010 at Rooster's Landing in Clarkston, WA. There will be a brief summary of the summer's events and the coming events for this fall. We don't have any "business" at this time.

There will another opportunity for socializing at the Tribune Cup Regatta taking place at Chief Timothy Park on Saturday September 18th. Dinner is available to everyone, not just the racers, so please come down and enjoy the socializing and bring some money for the raffle. But, if you plan to attended, PLEASE fill out a registration form so we can make sure we have enough food! The registration form is included with

this newsletter.

Treasurer's Report

Kay Blair

Treasurer's details will be discussed at next meeting.



Racing Committee

Report

Wes Vaughn & Randy Blair

HELLO FELLOW SAILORS

Well summer is in full swing. Lots of things going on and I hope that for most of you there is some sailing in there somewhere. So what's going on with racing??? Well we had the overnight race in July. We had 4 boats take part and it was an awesome night. Clear skies and good wind for the return trip.

We had the normal drifter conditions for the first half with boats making big gains only to see them evaporate with the wind. Robbie once again had the Newport 28 going in the light air. That boat loves it. Jeff hasn't lost a step even though he hasn't been able to sail much. He was always in the hunt. He did have a big bump in the night close to the 1/2 way point and sheared his keel pin down bolt. I haven't talked to him yet but hope there was no other damage. I was in the crew

boy role again on Mary's boat Grace. Her boat really does not like light air and we had to work real hard for every mile on the way down. New members and new comers to the overnighter Keith and Mary on their Venture 23 were right there all night long.

The wind kind of filled in around Blithon landing and we were making 2.5 to a little over 4 knots at times. It was an east wind, kind of out of the norm for this race. Mary was off watch and getting some shut-eye for this getting rested for what we hoped would be a good sail on the way back. Robbie had gotten out to a good lead but found a windless void about Granite Rock and we were able to close the distance. He got through and it was our turn, all the while looking over the stern and Jeff and Keith's nav lights getting closer and closer. We got through but were still a ways behind Robbie. We made the turn as the wind was freshening, and once again it freshened pretty good. I was hoping for the wind to turn around and come out of the west so I could keep the wing on wing thing going on, but the wind and my skipper had a different game plan in mind. Right on que, the wind came up and so did a fully rested skipper Mary!!!

"WHAT!!! You're still behind Robbie!!!" Well that was the end of my pleasant downwind run. We started tacking and never stopped for 5 or 6 hours!!! We even put a reef in the main for about 30 or 45 minutes at one point but it lightened up enough we shook it out and sailed on.

We closed the distance on Robbie but could never catch him. Jeff on the other hand did more than close the distance on us!!! He passed us pretty close to the finish, not sure what he was doing but it worked. So I think the first 3 boats crossed the finish line within 15 or 20 minutes of each other. Keith and Mary were a ways behind, they got stuck in a couple holes but did finish. I am writing this at work and don't have the times with me, watch the web page for the corrected times!!!

We have the first fall race set for the 12th of Sept. That is just a short 3 weeks away. Get out and get the bottom of the boat cleaned and the racin it is a comin!!!

The 35th Annual Tribune Cup Regatta is the 18th and 19th of Sept. The entry form is on the web page and I will be mailing as well. If you want one in the mail call me, 509-243-4242 office and I will get one on the way. For those who have been involved in prior years it's about the same. Sat. 11 am skipper meeting and noon start. Sunday 9 start and no races after 2pm. Kay Blair will be mixing up the secret marinade for the steaks, Also with salad, bread and desert along with water, soda, beer a little wine. Another great dinner in the works. We will also have very nice polo shirts this year with the club logo and 35th Tribune Cup Regatta stitched on. They are very nice. Please come and sail, or watch and have dinner. Just send in the entry form and put the

dinner and shirt order on the form so we can get a head count for dinner. If anyone can volunteer to help give me a call and I will let you know what you can do that works for you. We will have a get together (meeting but not) at Roosters on the 2nd of Sept and we can talk some more. Plan on coming.

Hope to see you all soon!!Wes
Vaughn

Racing Schedule

2010 Tribune Cup

- September 18 & 19 Register NOW!!!!

2010 Fall Series

- September 12
- September 26
- October 3
- October 17
- October 31

**Next Meeting – Thurs September 2- Roosters Waterfront Restaurant
5:30pm – Social
6:00pm – Dinner and Program**



For more information – e-mail Mary @ sailinggrace1@hotmail.com

Remaining 2010 Meetings

September 2 – Thursday – Rooster’s

We decided to change our minds again about the September meeting...what’s new with sailors...We will rent Campsite #2 for the Tribune Cup, so please plan on spending the night either on your boat or camp and we will have a campfire later in the evening...after great sailing, a fabulous steak dinner and RAFFLE prizes!!!!

Remaining Fall meetings

October 7 – Thursday – Roosters

November – 4 – Thursday – Roosters

December 4 – Thursday – Roosters – X-mas Party

January 6 – Thursday - Roosters

Club Business Connection Corner

City of Lewiston
Philip Shinn- Urban Forester
Bus – 746-6857 ext 101

WSU
Gary Hyde, Ph.D. Professor Emeritus
509-334-4812

MurSea Missions, Inc.
Loren and Georgia Murphy
509-758-7076

Blair's Wind and Wood Boat
Randy Blair
509-758-0636

My Architect
Tim Lynch- Architect
Bus – 743-5902

Pioneer Insurance
Wes Vaughn
509-243-4242

Pacific Empire Radio
Mary McCollum
Bus – 743-6564

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