



December 2010  
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Issue 12

## Inside this Issue

- 1 Commodore's Message –
- 2 Vice-Commodore's Words'
- 3 Secretary's Reminders
- 4 Input from Treasurer
- 5 Racing Committee Notes
- 6 Calendar of Events

### Important Dates:

**December 2, 2010**  
**Roosters**  
**6:00pm**  
**Social/Dinner and**  
**White Elephant**

**December Dinner**  
**and Fun Thursday**  
**December 2, 2010**  
**6pm**

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# Lewis Clark Sailing Association



## Commodore's Message

*Mary McCollum –*



Well, it's been an amazing year and I'd like to thank you all for electing me as your Commodore for 2010. I had some wonderful experiences and learned, as usual, from all of them. The officers for 2010 were great. Thank you Loren, Tim and Kay for all your support and patience throughout the year as we battled, planned and found solutions to the issues we faced. Working together as a team and getting through the challenges we faced proved to be worth the time and effort we all put forward. Throughout the year we had some exciting races, slow, but exciting, some fascinating meeting with great discussions,

As we roll into a new year, 2011, just in case you forgot what year we are in...please welcome the new officers, as you welcomed me and move towards solutions and new members as to grow the club's membership and keep sailing a safe and exciting sport!!!

See ya on the water!!!

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

You're Commodore

Mary



## Vice-Commodore

*Loren Murphy*

**December 2010**

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

....After all the excitement, I went below to get some rest before my next shift and was

## My gift to you as I exit as your Commodore...

**The greatest service I can offer is...being a light on the path.**

At night, the ocean can be a huge, dark and scary place. When riding on the seas, you can never know for sure if the water will be calm or turbulent. You never know if you will drift off course or run aground. That is why there are lighthouses. When ships lose their way, they are guided by the lighthouse. When there is trouble or danger at sea, you can seek refuge by the light of the lighthouse will always guide the ships safely to shore. Best of all, there is always someone in the lighthouse.

*Be a lighthouse* Let your life be a shining symbol for others. Let everything you do be in service for someone. Stand tall in the knowledge of who you are. Stand proudly in the midst of difficult times. Be aware that you are and what you have to offer can be a beacon to some lost souls.

*Be a lighthouse keeper.* Be on the lookout for lost souls. Be alert to those who may be in need and have nowhere to go or no way to get there. Be a lighthouse to a child. Guide a child. Protect a child. You don't have to say much. Just let the child know that you are there should a need arise. Be a lighthouse to an elder, someone who has traveled the sea of life but now needs a little warmth and comfort- perhaps a cup of tea or some interesting conversation. Be a lighthouse to a young man or woman who has lost their footing or may be losing their direction in life. Remember, no matter what condition a wind-blown sailor reaches the lighthouse in, the keeper is always welcoming. The keeper always encourages. The keeper always has something on hand or knows what to do to get you up and sailing again.

Until today, you may have been wondering how you can be of greater service to your family, your community or the world. Just for today, be the keeper of a lighthouse.

*Today I am devoted to shining the light of compassionate support and services on those who may be in need!!*

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

**[www.lewisclarksailing.org](http://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...

informed that the two aft cabins had been drenched by several waves coming through the stern portholes! When the mast went over the side it caused the stern to swing into the seas. Before anybody realized it, things got very wet. Georgia had pretty well cleaned things up but I had to remove the sponge mattress and lean it up against the engine room wall to dry and get a couple single mattresses from a front cabin before any rest came.

The next day it was determined that we had enough fuel for 8-days and with the 1-2kn equatorial current we should be able to make it to Grenada. The 6-day passage was not a very comfortable ride. With the mast and sails missing the boat rolled much quicker and sharper. We had to keep the stern ports closed because of the exhaust and so it was very hot in the aft cabins. Sleeping was almost impossible the first few nights. We called the HAM radio to our friends and family at home and asked if they would pray for smoother seas. The next day the seas improved and our ride was much better. You should have seen everybody's continence rise up when Grenada was spotted. We entered the Port of St. George, the afternoon of the sixth day, made our way into the inner harbor and dropped the anchor with a big sigh of relief from us all.

The next morning we were able to move the boat in to a finger pier isolated from the main walkway of the marina, which

was ideal for the repair of the boat. After a couple of days of shore leave, the crew got to work on the repair. We cut away the bent railing and patched some holes in the deck where posts had been tore out, bagged all the sails and cleaned up the deck. Avi was looking for a pole to make a jury rig mast to help stabilize the boat as they motor up the chain of islands to St. Martin Is. where they planned to find work and possibly a mast.

While we were motoring to Grenada, Avi had told me that he and Jeanette had talked it over and they understood that their stopping to work had not been in the original plan and we were released from having to skipper them all the way to Florida. They could make it on their own if we decided to return home.

Georgia and I decided that it would be best for us to return home. It had already been a month longer than we had originally planned. So after two weeks in Grenada it was time to say goodbye to Avi, Jeanette, Vonnie, Sigi, Steven and Wilson, the remaining crew of "PETACH TIKVA". On Feb. 9, Avi and Jeanette saw us off at the airport and by that evening Brenda had picked us up and settled us in at her house. What a blessing to be back home with our family!

*This is the final episode of our passage from Capetown, South Africa to Grenada, Caribbean Sea, aboard the 60' sloop "PETAK TIKVA" in 1995. We*

*hope you have enjoyed the voyage!*

The Lord's Blessings on you,

Loren & Georgia Murphy

**Secretary's Reminders** Tim Lynch



Here are the highlights of the last meeting:

- Just when you thought the sailing season was over here comes the lighted boat parade. OK, so technically it won't be sailing, it'll be more motoring, but it will still be an excuse to get to the boat on the water one more time. The event will be on Saturday, November 27, 2010 (the Saturday after Thanksgiving). The Hells Canyon Boat Club as requested that the Lewis-Clark Sailing Assoc. host the entry form on our website since they do not have one. See the website for more details and the entry form.
- It was decided to switch to a bi-monthly newsletter
- The website subscription link does not work. I will be working on it and will post a notice when

it is up and running. The idea is to be able to compile a list of interested sailors and be able to send out information with a single click. The link will ask you for your name and an email address. You will then be notified that you have signed up and will be asked to confirm this. After that, you may unsubscribe at anytime by going back to the subscribe page.

- Nominations for Officers. Please, please consider running for an office to support your club. If you have nominations, please send them to Mary (sailinggrace1@hotmail.com). Remember, as an officer, you are not only supporting the Club, but you get a cool burgee to fly from your boat!

- Christmas Party. It was decided that with all the hectic holiday happenings on the weekends during December that it would be better to have our Christmas Party on the regular meeting night, the first Thursday of the month as Rooster's Landing. Don't forget a gift for the white elephant gift exchange. I wonder how many recycled gifts from last year we will see?

- Chief Timothy wants us back. A discussion has been started with the operators of Chief Tim to get us back to using the island for our racing venue. More info as it becomes available.

# Treasurer's Report

Kay Blair

Treasurer's details will be discussed at next meeting.



# Racing Committee

**Report** Wes Vaughn & Randy Blair

Well we have rounded the last mark of the Fall series. This year fir racing was a little trying to say the least. Not enough wind seemed to happen a lot this year. A big thank you to all who helped us have a good 2010 and we can now look forward to 2011.

I look forward to seeing you all at the Dec meeting/party for some awards and talking about the year that's gone by. We will look forward to having a rules and racing review sometime early next year. Remember, If you are going to go for a sail send a e-mail out or pick up the phone and let someone else know. The more the merrier.



Ho Ho Ho---



Story sent in by Tom Weza

From Idaho to the Sea, (almost)

In 2007 we had bought a 1976 Gulf Star 52' Ketch near Seattle, WA and cruised the boat the 764 mi to Lewiston, Idaho. This had required removing the main mast in Portland, OR, and navigating through 8 dams on the Columbia and Snake Rivers. After arriving in Clarkston WA, (right next to Lewiston ID), we stepped the mast and sailed the boat on the local waters for 2-1/2 years. In early summer of 2010, we removed the main mast again, and prepared the boat for the trip to Portland, OR, 350 miles West, where a refit was planned. This is the story of that trip from Idaho back to tidal waters at Portland.

Yes, it is possible to take a large sailboat to Lewiston, Idaho.

However, due to a fixed railroad bridge with a clearance of 52 ft., near mile 62 on the Snake River, the main mast on our 60 ft ketch had to be removed again for the return trip. It was a good opportunity for inspection and maintenance, so we took advantage of it. Hells Canyon Marina at Clarkston, WA had been the boats home for three

years, and we had enjoyed the company of friends and family in the area. For a boat the size of FAITH the overnight moorage's along the Snake and Columbia rivers are limited, and there is a lock-through schedule for all the dams. Planning must be detailed, so I had made a chart of all the way points, stops, travel times, and dams along the way. It had taken us five days to make the upstream trip, but we hoped to do the downstream trip in four long days. We also had alternate stops planned, so that we could adjust the schedule as needed. Diesel was delivered to the boat, provisions loaded, crew arraigned, and all the many details attended to. It was early September and time to depart. Sunday evening, Sept. 5th, 2010, I called the operator at Lower Granite Dam to request a 6:30 AM lock-through which was three hours ahead of their schedule. We were granted permission due to the size of our boat and that we were calling ahead. We departed the marina at 2:30 AM with a group of friends there to pray with us and see us off.

It was pitch black out. We could only see the navigation lights on either side of the river, and had to navigate solely by radar. I had been unable to acquire the software for our old chart plotter, so a chart book and radar was all we had. Three hours later, it started to get light, and by 6:20 AM we were at the dam. Lock-through went fine, and 35 minutes later we were on our way again.

We covered the next 37 miles to Little Goose Dam in only 3 hours, 40 minutes, arriving at the dam at 10:00 AM. Forty minutes out, I called the operator on my cell phone, and explained to him that we were a 60 ft sailboat on our way to Portland, and we needed a lock-through ahead of schedule. He told us to come on in, and call him on VHF channel 14 on arrival. Politely asking ahead really helps! We spent one hour at Little Goose; not bad for a 98ft high lock! Upstream from Portland, OR, Bonneville Dam is the oldest and the lowest at 60 ft. All the other 7 dams have lifts of 90 to 100 ft. Our fastest lift on the way upstream 3 years ago had been 6 minutes in a 98 ft high lock, and we felt like we were in an elevator. In any of the locks, proper securing of the boat is essential. Going upstream the currents inside are tremendous. They also require all crew and passengers to be wearing life jackets. I recommend having longer than expected mooring lines preset on both sides of the boat, and large heavy duty fenders to hold the boat to very rough concrete walls. We had 5-6 fenders on each side, and flipped them up on deck when finished. We never untied them. The system worked very well for us. When locking through, I stayed at the helm with the engine idling, and our two crew members handled the lines on deck. For FAITH, a 3 person crew is required. Between Little Goose and Lower Monumental Dam is 29 miles. When we were 45 minutes out I called the operator. We were able to

approach the dam, and one hour later we were on our way to our overnight stop at Fishhook Park, 23 miles away. We arrived there at 5:30 PM, exactly 15 hours, 3 dams, and 115 miles from Clarkston.

The trip and the scenery changes constantly along the entire 350 miles of the voyage. The views are spectacular, and the navigation can be challenging. We always had two people in the cockpit--one at the helm, the other watching for marks and ranges. Binoculars were always handy, and the radar was always on. The entire crew consisted of my wife Terri daughter Sheila, friend and cook Ada, crew member Curt, and crew member Captain Bruce Hudson.

Bruce's experience and knowledge helped tremendously, and he kept us out of trouble several times. I am a Christian Minister, and FAITH had been purchased for humanitarian and boat ministry work. We believe in the power of prayer, and had two prayer teams in different states to pray for us when needed. We slept well at Fishhook, but when I called the operator of Ice Harbor Dam at 6:00 AM, He said, "No way, it's not going to happen. I'll let you through at 9:15 PM and not before". Oops! I forgot to tell him that we had a length of 60 ft. About a half hour after that call, we left the dock, headed for the dam which was about one hour away. We met a towboat and barge coming up river. We slowed our boat down, not

knowing that we may have gotten through earlier. When we got within ten minutes of the dam, the operator raised us on VHF, and said that he had been trying to call us. He let us right in to the locks, but we had been delayed about 2 hours. Our overnight stop was to be at Arlington, OR, 101 miles away, and on the Columbia River.

We had McNary Dam on the Columbia to go through and that one took an hour and 15 minutes. From there we still had 49 miles to go to get to Arlington. We arrived there at 8:30 PM in the dark. I knew that the marina entrance was just down stream from some tall grain elevators, so we headed in that direction. It was so black out that we could only see the entrance with the radar, and our spotlight quit working. I was exhausted and stressed and my eyes were playing tricks on me. We only had two small flashlights which were nearly useless. We lowered the range on the radar to 1/4 mile and slowed the boat to as slow as it could go. Bruce told me, "We are going so slow that even if we hit the rocks it won't hurt a bit. We'll just back off and try again." I let him take the helm and in we went. That entrance is not at all wide--it is quite narrow, and it has a 90 deg turn to the left. We crept in, made the turn, watched the close rocks with the flashlights, communicated constantly and made it in OK. I then took the helm because I had been there before, and docked the boat. When the boat was secure,

walks were in order to calm down and relieve the stress. We left the marina at Arlington at 6:15, Wednesday, Sept. 8. At 8:00 AM we were passing about 500 ft off shore from Red Marker #12 above John Day Dam, when Bruce yelled "Nets, Nets, stop the boat!" Curt was at the helm. I cut the engine and stopped the prop but it was too late. We drifted slowly over the net and tangled the prop. Terri got on the cell phone and called for prayer. We had to cut the net, then dive on the prop to cut it free. Not all of it could be removed, but 30 minutes after getting tangled, we fired up the engine and held our breaths. I went below to check the shaft seal and watch the prop shaft for vibration, and everything seemed fine. We continued on our way, and called our friends to thank them for the prayers. We made it to John Day Dam at 9:30 AM, but had to wait. At 11:10 AM we left the locks, headed for The Dalles Dam, just over 3 hours away. The Dalles, OR is famous for the high winds there. That area is very popular with the wind surfers, and we found out why. Shortly after leaving John Day Dam, the wind suddenly came up. Then came up more. Then more yet up to 35 mph gusts. I was at the helm. The steep close wind waves rose to about 5 ft. I still had the boat at cruise power, and we threatened to dip our bow sprit under when we nosed into the troughs. After about three of those, I cut the power and slowed us down a bit, and that helped. The wind driven spray completely engulfed us with each

wave, but with a fully enclosed cockpit we were quite comfortable. The family and crew down below thought it was fun, but the crew in the cockpit was wishing for it to end. With the whitecaps, the native fishing net floats were impossible to see. Many nets had been spotted that extended over 600 ft into the navigation channel. After our problem with a net we were not happy, and we considered them a major threat to navigation. I respect the native fishermen. The fishing they do is hard and difficult work. But I do not agree with the practice of placing the nets in the navigation channel, thereby endangering other users of the waterway. We followed the chart around the south side of Browns Island, near mile 198 on the Columbia. The island sheltered us from the wind and waves, and the channel was deep. As we neared the west end of the island, Curt yelled, "Nets, Nets!" I slowed the boat and started to turn around, while Bruce looked to see from which side they were coming from. Those nets did not have enough floats on them to tell.

Bruce made an educated guess. I crept forward until we were passed the danger area. About an hour later, we arrived at The Dalles Dam, and had an very courteous lock through. I thanked the operator and really appreciated the service. We left the dam at 2:20 PM, and passed two towboats that I recognized in Clarkston. At 5:00 PM we arrived at Hood River, OR, which was our overnight stop.

Upon passing under the bridge there, I made a 90 deg. left turn to line up with the marina entrance. The wind waves had dropped to about 3 ft, but the boat started to roll quite a bit. The main mast, carried horizontal over the hard dodger, had worked loose from the mizzen where it had been fastened. The mast started sliding back and forth as the boat rolled. I slowed the boat, and that took care of the problem until I could secure it properly at the dock. It felt good to be tied securely to a dock for the night, and go for a good walk. The stress of the eventful day had been tremendous.

Day 4--Thursday, Sept. 9. At about 5:45 AM, we listened to the weather forecast on the VHF. It wasn't good. They called for gusts up to 45 mph and rain. We didn't need the high winds, but decided to go anyway. I called on the phone for prayer. God can make the most recent forecast wrong. After an hour underway, the wind came up--but only to about 15 mph. It died completely a half hour later, and never came up again for the remainder of the trip. We watched for nets, cruised down to Bonneville Dam without incident, and received a quick lock through ahead of schedule. I thanked the operator for his service, which was greatly appreciated. Out of 8 dams, we had come through 6 of them with little difficulty, and had done so ahead of their schedule. A very polite request ahead of time, with an explanation of the size of our boat and our destination really helped. The currents below the

dam were amazing. I checked the GPS and we had a over the ground speed of up to 11-1/2 knots! Our biggest problem was dodging the fishing boats in the channel. We navigated the reverse ranges one after another, all the 54 miles to Portland. We then found the mouth of the Willamette River and cruised up it for 3 miles. We found the entrance to the Multnomah Channel and had a wonder cruise 9 miles to McCuddys Landing Marina. The Channel is about 1/4 mile wide, slow moving, and a relaxing wonderful trip. None of us had ever been there before, but with a good description from the Harbor Master, we went right to where we needed to be. We had made 70 miles and one dam in 9 hours. This marina was to be FAITHs home for awhile, and

we were impressed with the people and the facilities. When we had cruised from Portland, OR to Lewiston, ID three years before, the trip was relaxing, fun, and very scenic. It had been hard to stop in one place again. I would recommend the trip to anyone, providing that they have plenty of time. Our biggest mistake was setting a schedule for ourselves. Due to the needs of our crew and the pressure to make each planned stop for the day, we made a rough, difficult, and sometimes dangerous trip out of what should have been very relaxing and enjoyable. If you are planning the same route, plan carefully and if possible visit by car each possible moorage on the way. Sailboats up to about 40 ft have a much easier time in the marinas then our boat with and

overall length of 60 ft. Watch the water depths on the chart carefully, and try to follow the same routes that the towboats use. Above all, have fun!



## Remaining 2010 Meetings

December 2 – Thursday – Roosters – X-mas Party  
January Meeting - Thursday January 6 - Roosters

Our Holiday Party will be at Roosters where we will announce the new officers for 2011, say goodbye to the past officers and have some fun...Bring your gift for the White Elephant so we can each participate!!! It will be a lot of fun!!! Families very welcome, please let me know if will be attending so that I can make reservations!!!



December2010

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