

AHOY MEMBERS,
WELCOME TO THE 2011 SAILING SEASON . . . YEP, WE NEVER STOP!



January-February 2011

THE LCSEA MAIN SHEET

LCSEA Commodore's Report

Greg Umbright



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This is the first newsletter since some of us are now serving as officers in the association, so it would be a good time to introduce ourselves.

I've only been sailing for about six years, going on seven, but have spent a lot of time on the water those few years. I initially thought of getting a trawler, but learned their fuel tanks would take several months of wages to fill. Wind was free, but I did not think sailboats were necessarily safe with the way they went around leaning over all the time. I'd heard stories about capsizings and sinkings, but was open minded enough to look into it.

I got some books starting with "*Desirable and Undesirable*

Characteristics of Offshore Yachts", edited by John Rousmaniere, which was a study prompted by the 1979 Fastnet Race. I learned sailboats were inherently safer than motor yachts and since I thought they were beautiful sailing along, time to get serious. I read more books. I don't know how many boats I ran the capsize screening formula on, looked at and called about.

I picked up my first sailboat (I'm sure there will be others) in Shelton, WA. I spent a month getting the rusted swing keel cleaned up and free. I fixed several other parts and then put it in the Snake River. It worked a lot like the books said it would. The man I bought it from did not know what the whisker pole was,

neither did I. After finding out what it was, we tried it out. I saw why he hadn't used it – I ended up staying at the mast holding the inboard end while my son, Nick, helmed. It worked, but I went back to the catalog to find we needed to order another part. I learned what the hole in the water actually cost. Lucky I did not have to keep it in the water. Nope, I just had to replace the trailer!

I've enjoyed being a water rat a large part of my life. When I was a kid, we would rent a wood row boat in Deale, Maryland and take turns rowing out into the Chesapeake Bay to catch crab. My dad and a friend finally went in on a small used outboard – we

(cont . . . Pg 2)

Commodore Report . . .

were traveling in style. We would camp out at Pt Lookout and wade into the water and net crab. The crabbing was good but the jellyfish were a pain in the legs. We moved west and now, years later, we often go to north Puget Sound in the summer and catch Dungeness crab there.

I enjoy taking people sailing, but warn them two friends who came on board now have sailboats. I also encourage them by telling them sailboats heel, but it's okay. I have not lost anyone I haven't wanted to. I enjoy Mary's quote, "I can't control the wind but I can adjust my sails" and someday hope to live up to that.

I look forward to serving you as commodore. Mary and her officers last year did a lot of good work. I hope to continue forward with their progress and make this a fun enjoyable year. To help with this, I am asking each of you to fill out the questionnaire I handed out at the January meeting and has also been sent out by email. I look forward to seeing you at our next meeting, February 3rd.

Keep the shiny side up,

Greg, 2011 Commodore.

Vice Commodore - Loren Murphy



I started running boats in 1945, at the age of eight, with the 24ft wooden tugboat "LITTLE BOAT" which his father used to keep the saw mills down the Spokane River supplied with logs. Dad worked 15 hours each day, on Coeur d'Alene Lake and the Spokane River, to keep up with log demand from the three saw mills down the river during WWII!

My first personal encounter with sailing was at the age of 10, when I fastened a square sail to a 14' cedar-strip rowboat and proceeded to sail down the bay. At the end of the bay it was necessary to take the

sail down so that I could then row back upwind and repeat the process over & over & over again.....! The next was a 12' Sailfish borrowed from our next door neighbor, which was a quantum leap forward in the technology of sailing. I could TACK and go everywhere!!

Then, at the age of 15, I was invited to crew on another neighbor's 18' Raven. A cold molded plywood dinghy with main & jib, a fast boat which launched me into racing.

In the sixties the STAR class was big on Coeur d'Alene Lake and I was invited to crew for Pat Flammia for a season and the following season Pat had an accident at his sawmill and injured his hand so he gave me his boat to race for the rest of the season. With my brother Skip as crew we harassed the fleet for the rest of the season. The following season, a doctor friend and I bought our own STAR and had a lot of fun chasing the leading boats for a few seasons and acquired our share of 1st. (cont . . . Pg 4)



CLUB OFFICERS

Commodore:

Greg Umbright

Vice Commodore:

Loren Murphy

Secretary

Dan Dornes

Treasurer:

Tim Lynch

www.lewisclarksailing.org



Treasurer - Tim Lynch



For the first newsletter of the year, your new Commodore requested that each of the officers introduce ourselves to the club.

My first sailing experience was almost 40 years ago in Pensacola Bay, Florida on my dad's Sunfish. 20 years later my little brother and I got back into it

racing Holder 14's on Oneida Lake in upstate New York. I got my first sailboat, an AMF Wildflower, in 1995, in trade for a mountain bike.

After watching me brave a white cap Sunday on the Snake River, Wes Vaughn & Randy Blair convinced me to join the LCSA and race in my first Tribune Cup (99').

The next year I started building a Wing Dinghy, a 12' wood racer. After swimming with it more than sailing it, I upgraded to the San Juan 21 in 2001.

Two years ago I was given an all wood National One Design (NOD) which I am in the process of re-decking.

Along the way, I have been the club's newsletter editor (2004, 2006-2007, 2011), webmaster (2001-2007, 2011), Secretary (2000-2003) and Commodore (2004, 2009). Whew!

This year I will continue to promote sailing in the Valley, working to get more people interested in the Club and sailing in general.

Secretary - Dan Dornes (coming next month)

www.lewisclarksailing.org

As most of you are aware, the Club's website has been up and running in its new format for a while now. The format is a little different, with the blog on the main page. The left column is the index of pages. The right column contains a list of the next four upcoming events (click on event for more de-

tails), the calendar of events (dates in red are events, dates in blue are posts), and a category filter. The filter allows you to look at only post in each category (i.e. race, meeting, etc.). The RSS feed feature (orange logo in upper right corner) allows you to sign up for notices when there is a new post, so you do not have to

check the website everyday. There will be new pages arriving soon, including a members only page with contact information for the club members. And Yes, there will be more photos. The website links to Flickr slide shows. I have a CD full of photos from Conrad that I will be posting this weekend - Your Webmaster



Tribune Cup Trivia

How'd it start? According to Butch Alford "It came about quite simply. Charter club members Jack Bly, a Lewiston High School teacher and our first commodore, and the Trib's executive editor, Jay Shelledy, and I had a cup of coffee in the downstairs Tribune coffee room.

Bly had two requests:

One, he thought we should have a Commodore's Ball, and he'd make a grand entrance with his wife. There's be dinner and dancing. We voted it down 2-1.

Two, he thought we should have an annual cruise or race, and he favored a cruise. We voted it down, 2-1, and instead voted for the Tribune Cup Regatta.

The first Tribune Cup Regatta was held in September of 1975.

Vice Commodore - Loren Murphy

Next came the Hobie 14 which I raced two seasons and went to the Western Nationals at Lake Tahoe and after the first day of racing I was in 2nd place. On the second day I took a 'flyer' that fizzled and left me in 9th place overall in the 49 boat fleet.

Shifting gears: In 1980 I was able to buy the 40' masthead sloop "AMERICAN FLYER" from Dr. Fred Beiker, in Portland, Oregon, who had raced this Standfast 40 extensively on the west coast. We shipped it to Coeur d'Alene and being a scratch boat, terrorized the fleet racing PHRF for two seasons and then pulled the mast and began the remodel to make her an offshore passage maker. July 2, 1985, we shipped "AMERICAN FLYER" to Portland where we finished the remodel & re-fit and by October 26, 1985 we launched and headed down the mighty Columbia River to Astoria, OR.

To be continued...

We're on the Web!

*For further information on the
LCSA, see us on the web @
www.lewistonclarksailing.org*

REMINDER!

**LCSA FEBRUARY
MEETING**

February 3, 2011

Rooster's Landing

Clarkston, WA

5:30PM—Food & Socializing

6:00PM—Meeting

FROM THE
EDITOR

Got a good story to tell? Send it in for the next newsletter, otherwise you going to have to read my stories! I've got a few good ones, but I'm hoping you all will help provide a more diverse mix.

Tim Lynch



To:

