



# Konza Sailor

Official Newsletter of the Blue Valley Yacht Club  
Founded 1963  
Post Office Box 961, Manhattan, Kansas 66505  
<http://www.bluevalleyyachtclub.org/>

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Konza Sailor

April 2004

## Club inaugurates 2004 season

By Bob Mullen, Social Director, and Bart Bartholomew, Secretary

Forty-seven members of the Blue Valley Yacht Club (BVYC) inaugurated the 2004 sailing season by holding their annual spring banquet on Friday, April 2 at the Manhattan Country Club. After a delicious meal, arranged by Social Directors **Bob and Jane Mullen**, Commodore **Diane Barker** recognized new members, **Richard and Diane Pikul** and **Brian and Sue Wells**, and welcomed back former members, **Ron and Linda Frey**. Commodore

**Barker** also recognized **Ken Hays**, **Wayne Martin**, **Bart Bartholomew**, **Tom Albright**, **Bob and Jane Mullen** and **Randy Zelenka** as the club's board of directors.

The evening's program began with a presentation by **Thomas Ross**, **Harrison Otto** and **Chris Coffey**, members of Sea Scout Ship 5074. The three

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*Above:*

Thomas Ross explains presentation to be made by Sea Scout Ship 5074 in memory of departed commodore, John Joehn. Commodore Barker received items on behalf of the Blue Valley Yacht Club.



*Above:*

Chris Coffey presenting memorial US flag

*Left:*

Harrison Otto presenting an engraved ship's bell



**Board of Directors**

Commodore .....	Diane Barker 539-9163
Vice Commodore .....	Ken Hays 539-2374
Rear Commodore .....	Wayne Martin 785-468-3541
Treasurer .....	Tom Albright 776-9545
Secretary .....	Bart Bartholomew 537-0144
Racing Chairman .....	Randy Zelenka 539-8192
Social Chairpersons .....	Bob and JaneMullen 539-4759

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Unless carrying a byline or some form of credit to borrowed sources, all items in this newsletter are by the editor and do not necessarily reflect the opinions of the Club or the Board of Directors. All photos in the bulletin are by the editor, unless otherwise identified.

All members of the Club are encouraged to submit articles for inclusion to the newsletter.



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scouts presented an American flag and an engraved ship's bell in memory of **John Joehnk**, a departed commodore, to the yacht club.

Capping the evening was a slide presentation by **Greg Wurst**, US Army Corps of Engineers' Natural Resources Management Specialist at Tuttle Reservoir, titled "Sailing on Kansas Lakes." After being introduced by **Jane Mullen**, **Greg** began his presentation to "fellow sailors" by describing his experiences surrounding building and sailing a small wooden sailboat with his son, **Nate**. **Greg's** very humorous tale began with the trials and tribulations of attempting to install parts upside-down, breaking the windshield of their car during transport to the water's edge and ended with **Greg** describing what he called the "Tuttle Cove Death March." **Greg** and his two teenage children (after having ignored his wife, **Adrian's**, recommendation to take shoes on the boat, were unable to sail back in to the boat ramp in Tuttle Cove. They became beached on the north-east edge of the cove and then walked barefooted around the entire perimeter of Tuttle Cove to return to their car at the boat ramp.

The serious part of **Greg's** presentation focused on the sailing opportunities that exist on other Kansas lakes such as Wilson, Perry, Pomona, Kanopolis, Clinton, Council Grove and Milford. For each lake he discussed the lake's area, the dock and marina facilities, and the existing boating and/or sailing organizations. He encouraged the sailors of the Blue Valley Yacht Club to travel to these lakes and widen their sailing experiences within the state.

*At left:*

**Greg Wurst, US Army Corps of Engineers' Natural Resources Management Specialist at Tuttle Reservoir**

**For Sale:**

**1973 SOL CATAMARANS Sol Cat 18.** Asking price of \$770 includes the following equipment: Trailer; Sails; Standing and running rigging; Trapeze.

Contact: [tjciaffone@GBRonline.com](mailto:tjciaffone@GBRonline.com)

## Wind from the rear

By Wayne Martin, Rear Commodore

Mooring assignments have been issued for those members signed up as of 4/4/04 and a copy is printed in this issue of the newsletter. Unless a change was requested, most moorings remain the same as last year with the addition of a few new members. Former members who have not renewed their membership by the deadline will require mooring reassignments if they choose to rejoin the club. Don't hesitate to call me at 785-4687-3541H or 785-539-4811W if you if you need assistance with any mooring issues. Hopefully all moorings will be inspected this year and the database updated to reflect current status of our mooring situation. There are several mooring balls available for use by new members at the present time.

It's been suggested that we beautify the harbor by creating "eco-balls" much like the one (#6) on display last year just beyond the dock. This mooring ball sported copious amounts of foliage and threatened to join our former work barge as an endangered wetland. The biomass from these two floaters alone was sufficient to oxygenate a small European country. The logistics of creating more "eco-balls" would in all probability overwhelm our limited work crew, so that idea will have to be put on hold until we recruit a suitable volunteer willing to shoulder the task. But it would be prudent to mention some of our requirements as well as our recommendations for safely securing your boat to the ball so that the number of recovery operations we have to mount will be held to a minimum.

At least one primary line must secure each boat to its mooring. Two safety lines of the same diameter should also be employed in the event of failure of the primary line. These lines must be 3/8 inch for boats 22 feet and under, and 1/2 inch for larger vessels. Three-strand line is recommended since it will stretch when pulled and will lessen the strain put on the attachment points of your boat. Bungee cords, fishing line or baling twine are not acceptable substitutes! Rigid pennants such as chain or cable are not recommended since they do not have any "give" to them. Bow eyes and cleats look better fastened to the boat than dangling from a vacated mooring ball pennant. The manufacturer recommends that the pennants be secured to the chain rode underneath the ball, but most members choose to secure to the top ring to eliminate dreaded line wrap. Even secured to the top, after many a windy day I've returned to my mooring



### *Take Five*

attached to her mooring with two of the required three lines

only to discover that the lines resemble some sort of macabre pretzel crafted by a drunken macramé artist. It is also recommended that the pennants be 2.5 times the distance from the bow of your boat to the water line. It is the responsibility of the boat owners to ensure that their boat is secured to prevent contact with any other boat while on the mooring, replace chafed lines and to ensure a safe tie-up. If you see any potential problems please notify me or another board member immediately. Members who plan to be away for any substantial period of time will want to notify BOD members and leave extra line in the event of high water.

Unattended boats should not be left at the dock. Tying off halyards to eliminate the clanging is greatly appreciated by those members who value the quiet of the harbor. On a windy day, the deafening cacophony raised by the halyards clanging masts on the boats in the dinghy park is reminiscent of the bell ringing by legions of fanatical French bicycle racing fans at the Tour de France as the cyclists go whizzing by. Please be considerate of others and secure those lines, oui? Bon, merci.

Let me know if you require any mooring related information or repair throughout the course of the sailing season. Remember, following the common sense recommendations detailed above may prevent an emergency call to the Old Salt Salvage Emporium. The boat you save may be your own!



## Support for Sea Scouts

As you probably know, BVYC is the sponsor of Sea Scout Ship 5074. Several BVYC members are on the support staff ready to assist **Chris Ross**, the new skipper; however, the ship could use a couple more adult helpers. To learn more about this worthwhile commitment to youth sailing, give **Chris Ross** or **Bob Mullen** a call.

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ple time to learn details of the strange sea saga.

It seems that the three KSU students had reconditioned an old, very small powerboat and were on the maiden voyage. They had launched the boat at Spillway Marina and then had motor failure in the middle of the lake. While the students attempted repairs a wave swamped the boat, immediately sinking it and the 3 life preservers stowed in the bow. The students were left struggling in the troughs of the waves with little hope of rescue, so, the best swimmer decided to go for help. Because the boaters had little knowledge of Tuttle Lake, he swam to the wrong side. The two guys left behind, one a very poor swimmer, had only a 6-gallon fuel tank to keep them afloat.

When we finally reached the victims they were near exhaustion. They had been in the water for hours and the poor swimmer cried that he was about to give up. They were fortunate that our boat had a boarding ladder but, even with the ladder, we had difficulty getting the exhausted swimmers to safety. After prying the fuel can from the poor swimmer's hands, Jane provided first aid for his fuel burns. A few hours later the three students were treated at Memorial Hospital and released to tell their tale.

Post Script: Other than to expand on the lack of safety regarding the incident it would be wise to think about the rescue of a man overboard. It is indeed difficult to pull a person into a boat and may be impossible to do if the victim is incapacitated. The crew of a keelboat should consider using a boomvang or mainsheet attached to the boom to help with the rescue.

## Racing Seminar

A small group of enthusiastic sailors wanting to get in the fast lane met last Friday evening at the home of Racing Director Randy Zelenka. As the group gathered the sailors were entertained by previews of Randy's racing video. Afterwards, Marty Ottenheimer presented an overview of a yacht racecourse and the most pertinent racing rules. Marty used miniature models of buoys and boats to illustrate the salient points.

The group discussed the scoring system for BVYC as well as equipment to be used on the racecourse. All attendees were provided a waterproof placard of racing rules put out by US Sailing and were encouraged to refer to websites by the International Sailing Federation and US Sailing.

Undaunted by the strange jargon that included warning flags, leeward marks, overlap and rule 18, Randy's wife, Valerie, kept vigil in the kitchen preparing a tasty array of snacks and liquid refreshments. Of course, it was an enjoyable evening and all attendees appreciated the work of Randy, Val and Marty.

## Spring Sailing Calendar:

### CHAPMAN – SHIPLEY – BENNETT SERIES

- April 18
- May 2
- May 16

### SCOTT LIEBLER MEMORIAL RACE

- Saturday, 29 May, long distance

### Reminders:

1. For the **CHAPMAN – SHIPLEY – BENNETT SERIES** races the Captain's call will be at 1:00 p.m.; the race will start at 2:00 p.m.
2. The **SCOTT LIEBLER MEMORIAL RACE** times will be announced later.
3. Remember to tell Race Director Randy Zelenka that you will be racing so he knows whom to expect.



## WHO NEEDS BOATING EDUCATION?

(The following information has been taken from the [Kansas Department of Wildlife Boating](#) web site.)

Beginning January 1, 2001, any person born on or after January 1, 1989 must complete an approved boater safety education course in order to operate a motorboat or sailboat on public waters in Kansas. This requirement does not apply to a person operating a motorboat or sailboat accompanied by and under the direct and audible supervision of a person over 17 years of age who either: possesses a certificate of completion of an approved boater safety education course, or is legally exempt from the requirement. This requirement does not apply to anyone 21 years of age or older, regardless of their date of birth.

In addition, anyone ages 12-15 who wants to operate a personal watercraft alone is required to successfully complete a boating safety course. Boating safety courses that are approved by the National Association of State Boating Law Administrators (NASBLA) and recognized by the United States Coast Guard shall meet these educational requirements.

A further search of the web site revealed that there are no agencies within the Manhattan/Junction City area that teach the required safety course. However, there is an on-line course available. Use the link to the right to enroll for the on-line course.

The events in the following article may not have happened if the boat operators had been more safety conscious.



## Rescue on Tuttle Lake

By Bob Mullen, Social Director

A group of sailors was discussing the difficulty in getting an immobile person from the water into a boat. The sailors lamented that the situation is even more difficult when the boat is a sailboat with high freeboards. This discussion brought to mind the day we plucked a boater from wind swept Tuttle Lake.

The wind did not seem overpowering one fall day in 1990 but the surface of Tuttle Lake was alive with large rolling waves. We were sailing our O'Day 22 on the northeast side of the lake when we spied a person frantically waving from the shore. This was unusual because the man was not near any visible habitation and he was barefoot. He was about half way between McIntire (Spillway Marina) and the house that is now located across the lake

from Tuttle Cove. That house had not yet been built, so, there was no land activity within miles of the waving person's location. It took a while to sail within shouting distance of the young man and to hear that his boat had sunk and his two friends were somewhere in the middle of the lake clinging to a gas can.

We sailed close to the shore while the man swam out to meet us. After boarding he pointed us in the general direction of the victims. The waves were unusually large so we could not see his struggling friends. The rough water had apparently chased other boaters back to land so we "hurried" under sail and motor toward the victims. Because wave action restricted the boat's speed we had am-

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## Clipper Clips Article

By a Contributing Member

(Who makes the Editor's life easier - - thanks!)

I saw an idea in *Fine Homebuilding* magazine that may be of interest to sailors. The writer of the article laments the difficulty of preserving tubes of caulk once they have been opened. He had marginal success in plugging the snipped tubes with nails and screws. Then he discovered Duct Tape. By winding a couple turns around the nozzle and then squeezing the open ends together, the writer claims that he can keep open caulk for almost two years.

Two years seems like a stretch of the truth but I'll give the idea a try anyway.



Hungry sailors filling plates at Spring Banquet

## BVYC Communications

By Bart Bartholomew, Web Master

You may recall an article with the same title that appeared in the January issue of the *Konza Sailor*. In that article I explained new distribution lists that I had created to facilitate communications within the Club. The two main distribution lists are:

[directors@bluevalleyyachtclub.org](mailto:directors@bluevalleyyachtclub.org) to communicate with all the members of the Board of Directors

and [sailors@bluevalleyyachtclub.org](mailto:sailors@bluevalleyyachtclub.org) to communicate with all the members of BVYC.

I also mentioned that I had made a unique, easily rememberable email handle for each of the board members. If you go to the Directors page of the Club web site and click on a given director's name, you will be ready to send a message to that person using an [@bluevalleyyachtclub.org](mailto:@bluevalleyyachtclub.org) email address.

For those of you who would like a list of the director's email handles; here they are:

[commodore@bluevalleyyachtclub.org](mailto:commodore@bluevalleyyachtclub.org)

[rear-commodore@bluevalleyyachtclub.org](mailto:rear-commodore@bluevalleyyachtclub.org)

[vice-commodore@bluevalleyyachtclub.org](mailto:vice-commodore@bluevalleyyachtclub.org)

[race-director@bluevalleyyachtclub.org](mailto:race-director@bluevalleyyachtclub.org)

[social-director@bluevalleyyachtclub.org](mailto:social-director@bluevalleyyachtclub.org)



[secretary@bluevalleyyachtclub.org](mailto:secretary@bluevalleyyachtclub.org)

[treasurer@bluevalleyyachtclub.org](mailto:treasurer@bluevalleyyachtclub.org)

[webmaster@bluevalleyyachtclub.org](mailto:webmaster@bluevalleyyachtclub.org)

I have noticed recently that several members are still using the Yahoo Groups distribution list. As of the date that I created the [sailors@bluevalleyyachtclub.org](mailto:sailors@bluevalleyyachtclub.org) list I stopped maintaining the Yahoo Groups list. (One list is all that I want to maintain.) I strongly suggest that you use the [sailors@bluevalleyyachtclub.org](mailto:sailors@bluevalleyyachtclub.org) list so that you will be sending your mail to every member who has informed me of his/her email address. In this regard, PLEASE inform me if/when your email address changes so I can make the appropriate changes to the distribution lists.

### Reprint from May 1996 Newsletter:

"Many people have been asking about the super juice formula for cleaning the yellow tinge from white gel coat. Mix two gallons of hot water with 1/4 cup each of oxalic acid and ivory liquid. Wash the hull and deck down with this mixture and let stand for 15 minutes. Rinse off and let dry. Apply a coat of "Nu-Finish" (available at auto parts stores; it comes in orange bottles) as directed. Re-apply one month later, then once a year." From Marty Ottenheimer

## Spring Work Day Highlights

Twenty-five members of the Club reported for duty on Saturday, April 3, for the Spring Work Day. Highlighting the activities for the day was the completion of an overhaul of the mast-lifting hoist. Several members of the Club had begun the project a week prior, but it was completed during the work day. New stainless steel wires, thimbles, and clamps now provide more trustworthy standing rigging for the hoist.



*Above:* Bob Mullen makes the final adjustment to one of the guy wires

*Below:* The “crew” at work on the hoist



*Above:* Tom Shields giving the new Stihl weed-eater a good work-out

Many other additional “clean-up” tasks were accomplished. The Board of Directors had recently decided to invest in a new weed-eater. Tom Shields gave the new tool a thorough test run throughout the morning.

As always, there was some blue paint to be applied.

*Below:* Diane Barker applying a coat of “Blue Valley Blue” paint to the shelter supports



Manhattan, KS 66505  
Box 961



## Commodore's Comments

By Diane Barker, Commodore

The season is definitely upon us. Captains Hays, Ross, and Conrad are already on their moorings, and our first race of the Chapman – Shipley – Bennett Spring Series will be held this coming Sunday, April 18<sup>th</sup>. If you don't have a boat on the water, come out and crew, and if you don't want to crew, run the committee boat and cheer our intrepid sailors on.

The Spring Banquet was a great start to the sailing season with good food, an entertaining program from Greg Wurst, and a wonderful opportunity to get together after the winter. We welcomed new club members Diane and Richard Pikul, Sue and Brian Wells and returning members Linda and Ron Frey.

The Sea Scouts, our own Ship 5074, made a special presentation to the BVYC in John Joehnk's memory. We now have an engraved brass ship's bell and an all weather Stars and Stripes that were presented by Thomas Ross, Harrison Otto, and Chris Coffee. The membership deeply appreciates these gifts as we continue to honor the memory of our friend John and all that he did for our club.

A special thanks goes to Ann and John Murray, who hosted our banquet at the Manhattan Country Club.

I am pleased to announce that the Women's Sailing Seminar will take place June 19<sup>th</sup> and 20<sup>th</sup>, so save the dates. Invitations will be mailed later this month, and we will take the first 12 sailors who respond. Jack Hayes and Jayne Thompson have generously volunteered to run the ground school, which will be held on the 19<sup>th</sup> at Java. Jack and Jayne have taught hundreds of people to wind surf, so we are fortunate to have such experienced teachers for this seminar. The second day will consist of applying what we learn in ground school out at the lake.

Speaking of volunteers, the Sea Scouts are looking for volunteer adult helpers. Anyone interested should contact Chris Ross.

Thank you to all the folks who came out for work day, especially Nathanel, who knows how to brandish a brush. And Bob and Jane Mullen did an exceptional job launching the season with a great Spring Banquet and Work Day Spread.

I hope all boat launches go well, and I'll see you on race day.