



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

March 2004

Commodore's Comments

By Commodore Diane Barker

Greetings Sailors! This is the eagerly awaited hard copy of the newsletter that contains your ever so valuable BVYC Membership Card, reciprocal with yacht clubs worldwide. Please find your enclosed card and begin enjoying the benefits of membership.

The lake continues to improve daily as far as sailing conditions go. The water temperature is now 43 degrees, the ice is gone, and after spiking up to 1083 feet on March 8, the water level is down to 1077, headed back down to 1075, the conservation pool. The unspoken race is now on to see whose sails will appear on the horizon first.

In support of this imminent sailing season, your Board of Directors has been hard at work to make this an active and safe season. Please review Bart Bartholomew's explanation of the tractor and boat lift policies. These have been instituted primarily for safety reasons, but keeping down operating expenses was another consideration. We hope that these policies do not inconvenience members.

Please join us for the Annual Spring Banquet. Bob and Jane Mullen have arranged a relaxing and informative evening. We will enjoy a fabulous Italian buffet, complete with antipasto, and the dessert will be provided compliments of the BVYC. The banquet will be held at the Manhattan Country Club due to the hospitality of Anne and John Murray. A cash bar is available starting with the social "hour" at 6 p.m., dinner starting at 6:30 p.m. We are privileged to have Greg Wurst, U.S. Army Corps of Engineers Natural Resources Management Specialist at Tuttle Reservoir, speak to us on "Sailing on Kansas Lakes." There will also be a special presentation to the BVYC by Henry Otto and the Sea Scouts, so please join your fellow sailors for this inaugural event Friday, April 2.

After partying on Friday, be sure not to miss all the fun the next morning for Spring Work Day, when we tackle



**BVYC Shelter and grounds
viewed from within the dinghy park**

all the jobs around the BVYC harbor and grounds. Jane and Bob Mullen will provide refreshments. Rather than enumerating the chores, I'll just say that there will be something for everyone to do. No member will be left idle. All the scraping, painting, weed whacking, chain inspecting, and pruning is preparation for sailing with clear consciences. And it's a great time to check on your boat.

Please note that the racing season starts early this year and that our Race Director, Randy Zelenka, has instituted what I think is a brilliant policy for holding scheduled races. Be sure to check out the enclosed 2004 Race Schedule and new policy.

And there is also an exciting new column from our Rear Commodore, Wayne Martin. I hope that his Wind from the Rear will be a regular feature in our newsletter.

I look forward to seeing you at the banquet, at workday, and on the water.

Board of Directors

Commodore	Diane Barker
Vice Commodore	Ken Hays
Rear Commodore	Wayne Martin
Treasurer	Tom Albright
Secretary	Bart Bartholomew
Racing Chairman	Randy Zelenka
Social Chairpersons	Bob and Jane Mullen

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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.

Membership Concerns

By Bart Bartholomew, Editor

Congratulations to all of you who have again joined the Blue Valley Yacht Club for another year friendship, camaraderie and exciting sailing on Tuttle Reservoir. If you didn't receive a membership card with this newsletter and you didn't find your name on the enclosed membership roster, then we haven't received your membership application. I am concerned about the long list of people who have been members in the past but who have not yet renewed their membership.

We are sending you this copy of the newsletter as a final reminder that we do indeed want you to be a part of the club. The membership application is on the website at www.bluevalleyyachtclub.org.

We look forward to hearing from you.

Don't miss the -

BVYC SPRING BANQUET

FRIDAY, APRIL 2

6:00 p.m.

MANHATTAN COUNTRY CLUB

\$14.00 PER PERSON

ITALIAN BUFFET

Beef Fromage with Penne Pasta
Bowtie Pasta w/ Chicken
Spinach
Sun-dried Tomatoes & Garlic Sauce
Vegetable Lasagna
Salad
Antipasto Platter
Garlic Toast
Coffee, Tea and Dessert

PROGRAM

GREG WURST

US Army Corps of Engineers
Natural Resources Management Specialist
at Tuttle Reservoir
will speak on
"Sailing on Kansas Lakes"

RSVP BY TUESDAY, MARCH 30

[E-Mail](#) or call the Mullens at 539-4759

Call or send your reservation by email
TODAY!

Wind From The Rear

By Wayne Martin, Rear Commodore

The Welcome to the 2004 sailing season at the Blue Valley Yacht Club! We actually had a winter this year but once again it's time to begin making preparations for our annual sailing activities. Now that the temperature has soared to above 30° we can start to work at the Club and get the essential equipment ready for another year's service. Although we probably won't attempt as many major improvements as we did last year I wanted to let the membership know what we were going try to accomplish this year.

The most pressing job at hand is the dock and walkway. It was repaired several times last year, usually under less



Dock and floating walkway

than ideal conditions. It stands to reason that it's going to break when conditions are the roughest, so this year the plan is to re-design the hinges to withstand the hammering they take when the wind blows the waves into the dock. Many of the hinge sections have been cobbled together in desperation, usually while the person repairing them was being lashed by spray and trying valiantly to keep the dock from breaking apart. Last summer I discovered first hand that it is incredibly difficult to pull the dock against 30-knot winds and accompanying lake conditions while simultaneously attempting to screw the hinge back onto the frame. The event was a potential "Funniest Home Videos" winner. This year we will endeavor to eliminate that particular entertaining activity by making the hardware much stronger. Even if the lake should swallow the dock in Titanic-like fashion, the

hinges will hopefully be holding strong.

Since we had so much going on last year the moorings were never properly checked out. Although they had been inspected the year before, all moorings will be examined and repaired (if necessary) this year. It certainly wouldn't look good if the Commodore's boat was to break loose and pinball itself out of the harbor hitting every possible obstacle in its path with mooring ball in tow, so the new work barge will get its workout this season. The manual bomb winch donated by Tom Manney works very well for pulling the mooring weights, but at some point in the future fitting the barge with a 12 volt power winch may take a lot of the exertion out of a time-consuming job.

There have been rumblings of late about adding a dinghy dock to our extensive inventory of marine accessories. This would free up the large dock for the big boats and give those of us piloting the big boats something else to hit. But seriously, a dinghy dock would be a well-used addition to the club and very useful during special events like the Sea Scout weekend. Our dock gets crowded at times, so the dinghy dock would add an element of safety to busy days in the harbor. And those intrepid sailors who launch their dinghies off the muddy beach could avoid having their lower extremities resemble the Creature from the Black Lagoon.

Hope to see you at the club...or on the lake. I'll be the one with the muddy feet.



**Wayne Martin and Bob Mullen
Installing bomb winch on new work barge**

A Memorable Sail

Anonymous

I just read a sailing article about a young couple with very little money who was trying to escape from the Middle East during the Gulf War. They had never been on a sailboat but thought that an exciting adventure would get them away at a cheap price. So they bought a very old wooden sailboat that, by everyone's admission, should have been set on fire for the salvaged hardware. (That sounds familiar) They departed not knowing how to sail or make boat repairs. (That sounds familiar also) They described their first day at sea: "Twelve hours out the boat began to sink at roughly the time that engine quit. Free from its mountings, the saloon table tore loose from the cabin sole, two 6.5 gallon diesel jerry cans spit apart, all 4 storage lockers burst open, tipping our personal possessions into the diesel and bilge water, two sails and 300 feet of anchor rode washed overboard, the 35 pound CQR anchor swung against the hull, splintering the wood, the wind hit gale force and excrement from the toilet splattered all over our clothes." The article went on to say that the young couple still has the sailing bug.

As I put down the magazine I was reminded of ANOTHER MEMORABLE SAIL that still lingers in my mind.

The last day of November 2003 was a great day for sailing on Tuttle Creek Lake. There were just two BVYC boats heeling in the delightful wind and 60-degree temperature. Toward the end of the day the wind began to build so we considered tying in a reef, but instead, decided to call it a day. As we entered the harbor the building northeast wind must have been a bit stronger than we realized for we rounded up short of our mooring ball. On the second pass we were also a bit short and I had to reach far over the bow to grab the pickup buoy only to have the pickup staff break off in my hand. On the third pass we rounded up properly and I reached into the dinghy, grabbed one of our three mooring lines and secured it to the bow eye of our sailboat. The sails had just been taken down and centerboard raised when we noticed that our boat was nearly broadside with one of the few remaining boats still moored in the harbor. Our mooring line had broken from the shackle on the mooring ball and we were adrift!!

I knew that the outboard was low on fuel so our best bet was to quickly get the mainsail raised. But, alas, the sail

Editor's Note: The author's name has been withheld to avoid nautical disgrace. However, it is possible that the two stories described above have re-kindled thoughts of your own horror stories. Your experiences can't be any worse than those that we just read about. Or can they be?? We would like to hear about them. Contributions to the newsletter are encouraged.

caught in the spreader so we were forced to maneuver under partial sail between the buoys until the ship finally pointed into the wind and the sail was raised to the top. Now, with the helmsman screaming that the boat was out of control, we made another pass at the mooring. In spite of the control problem, we rounded up to the ball nicely where I grabbed the dinghy and fumbled for another mooring line that had been tossed into the dinghy. The helmsman shouted that we appeared to be adrift again. "Not so," I said, for I had a good grip on the dinghy not knowing that it had broken loose from the mooring ball and that our sailboat along with the dinghy was indeed adrift. Perhaps it's time to crank up the outboard?

With extreme difficulty (The frenzied helmsman still insisting that the boat could not be controlled) we were able to tack back and forth to the northeast part of the harbor where we fueled up and tried the outboard. The circus had been going on for so long that the other BVYC sailor had moored his boat, saw our distress and was now in his dinghy at our mooring ready to lend a hand. He prepared to cleat our one remaining line that was still attached to the broken pickup buoy as we made yet another pass. By this time, the distraught helmsman turned the tiller over to me and under both sail and power we made our approach toward our mooring and our friend in his dinghy. And, we approached at breakneck speed as the tangle of lines and sheets wrapped in arms and legs held the sail broad onto the now very heavy wind. There was no doubt that the boat was out of control as it collided with our friend nearly spilling him into the cold water when our dinghy flew over his, our outboard nearly missing him while snarling the lines, dinghies, outboards etc. When the mess had been cleared and we discovered that a popped up rudder (and no centerboard) had been the cause of the erratic control, our panic subsided. Actually, the look of panic had been transferred to our friend who now regretted that he had come to our aid but still was ready to attach our mooring line on the next pass even though he did not know what to expect. There was a feeling of relief by everyone when we were finally secured to our mooring.

Like the young couple from the Middle East, we're still hanging in there and can't wait for the sailing season to begin. We hope the BVYC rescuer has short memory and still has the sailing bug.

Advice From The Vice

By Ken Hays, Vice Commodore

It is that time again, time to start fixing things at the club. Along those lines the spring workday will be on Saturday, April 3. We have many small projects planned this year including finishing the paint on the shelter, shaping the trees, replacing the cables on the mast hoist, and reinforcing the roof attachments on the old shelter that now protects the committee boat and the Ford tractor just to name a few. Also, if you think you will be needing to use the Ford tractor in the future, Bart, Wayne and I will

be available for the new certification requirement on the tractor. So bring gloves and I hope to see everyone out there.

Items to bring:

- Gloves
- Yard cleanup/trimming equipment
- Clothes that won't mind paint

Tractor Operator Certification and Boat Lift Policy

By Bart Bartholomew, Secretary

Last fall disaster struck at the Blue Valley Yacht Club when the Ford tractor attached to the committee boat and trailer rolled down the ramp, ran over the toes of one of our members, and came to rest submerged in the lake. Fortunately the member's toes weren't severely crushed. The tractor, however, suffered considerably. After several weeks at a repair shop and a bill of \$1053.43 the tractor is once again running.

In an attempt to preclude similar mishaps in the future, club members will not be allowed to drive the Ford tractor until they have received instruction and demonstrated proficiency in driving, backing and parking the tractor. The photo below shows Randy Zelenka demonstrating the ability to back the committee boat and trailer down the ramp. At the bottom of the ramp he parked the tractor, simulated launching and recovery of the boat, and then pulled the boat up the ramp.



The current tractor certification team consists of Bart Bartholomew, Ken Hays and Wayne Martin. If you

think you have the need to use the tractor, you must contact one of these individuals and arrange for training and certification. Bart will be available during the April 3 workday to train and certify as many persons as time allows. If you require training and certification after that date, it's up to you to coordinate a time with one of the members of the committee.

It is important that everyone understands the limits of the Ford tractor. That tractor is NOT adequate to launch and recover keel sailboats; keel sailboats need to be launched and recovered by heavy automobiles or trucks. The Ford tractor is, however, adequate to launch and recover the committee boat, catamarans, day sailors and large sailing dinghies. The launch and recovery of small sailboats (Sunfish, Lasers, 420's, etc.) should be done either by hand using the hand dolly or by using the John Deere (Outhaul - - as it is often called.) Another main use of the Ford tractor is mowing the Club's acreage outside of the dinghy park.

Of equal concern regarding safety is the use of the boat lift. If you plan on using the boat lift, coordinate with Vice Commodore Ken Hays to receive instruction (first-time users) and to get the keys. Ken will instruct you on the proper positioning of the lifting straps, the use of the locking end portion of the lift frame and other safety considerations.

All of us should be thankful that even more serious injury and property damage did not occur during last fall's accident. The Board of Directors solicits your understanding and cooperation as they implement policies and procedures in an attempt to minimize the possibility of accidents with the Club's machinery.

JANUARY

- 5 - Board Meeting at Bob and Jane Mullen's home;
- 7 - Publication of Newsletter #1
 - Membership application
 - Calendar
- 7 - Full Moon

FEBRUARY

- 2 - Board Meeting at Diane Barker's home
- 6 - Full Moon

MARCH

- 1 - Board Meeting at Ken and Shelly Hay's home
- 6 - Full Moon
- 15 - Publication of Newsletter #2
 - Membership cards
 - Member booklets to new members
 - Membership list
 - Spring banquet information
 - Workday information

APRIL

- 2 - Spring Banquet
- 3 - Spring Workday: 8:30-12:30
- 4 - Daylight Savings Time begins
- 5 - Board meeting hosted by Wayne Martin at Bob Mullen's house
- 5 - Full Moon
- 10 - Alternate Workday
- 15 - Publication of Newsletter #3
 - Liebler Memorial Race
 - Race Schedule for Chapman, Shipley, Bennett
- Spring Race series

MAY

- 3 - Board Meeting hosted by Tom Albright
- 4 - Full Moon
- 29 - Scott Liebler Memorial Race and picnic
(alternate days 30 May)

JUNE

- 3 - Full Moon

- 7 - Board Meeting hosted by Bart Bartholomew

- 15 - Publication of Newsletter #4
 - Racing info
 - Social events

JULY

- 2 - Full Moon
- 5 - Board Meeting hosted by Randy Zelenka

AUGUST***NO Board Meeting***

- 1 - Full Moon
- 6 to 8 - Kansas Sea Base
- 16 - Publication of Newsletter #5
 - Labor Day Race info
 - Fall Work Day info
 - Pig Roast info
- 30 - Full Moon

SEPTEMBER

- 4 - Labor Day Race
- 13 - Board Meeting hosted by Bob and Jane Mullen
- 18 - Fall workday & Pig Roast
- 28 - Full Moon

OCTOBER

- 4 - Board Meeting hosted by Diane Barker
- 5 - Publication of Newsletter #6
 - Annual Meeting and Banquet info
- 28 - Full Moon
- 31 - Daylight Savings Time ends

NOVEMBER

- 1 - Board Meeting hosted by Ken Hays
- 13 - Annual Meeting and Fall Banquet
- 26 - Full Moon

DECEMBER

- 4 - Winterization and dock removal workday.
- 6 - Board Meeting hosted by?

A Visit to the Chicago Boat Show

By Randy Zelenka, Race Director

A casual conversation with Bob Mullen and it was set. We were going to the Chicago Boat Show. The drive, 1400 miles round trip, was long for a one-day visit to look at boats, but well worth it. We broke up the trip by driving around 8 hours and stayed a couple of hours outside of Chicago. We then drove in and out of the city the day of the show. This allowed less of drive and the lodging was much more reasonable.

The show opened at 11 a.m. and closed at 8 p.m. with only a 15-minute lunch break, we spent the whole day climbing on boats and talking to vendors. The show was great, having never been to one of the sailboat shows advertised in the magazines, it was nice to do side by side boat comparisons and see all the stuff in the catalogs. We only waited a couple of minutes to board the new Tartan 4400 and didn't have to wait to board any others. I read that on the weekends the wait can be up to 20 minutes to get a chance to get on a boat. It felt good to get behind the wheel and look around the cabins of some really nice boats. Bob and I have slightly different tastes in boats; cruise vs. race, so we just crawled on all of them.

The only disappointment was the inability to buy things other than clothing. Most of the dealer representatives displayed items but had nothing to sell. We didn't attend any of the seminars that were offered at the show, as time went by quickly as we dreamed of sailing on one of the new boats; maybe next year. The "best of show" "if I was

rich" boat would be the Tartan 440 followed by the J/133, Island Packet 370 and the Sabre 386.

It was a long three days, but I'm determined I will do it again next year!



Bob Mullen seeing if he has what it takes to be a grinder

Meet our new Race Director, Randy Zelenka



Then



Now

Has he moved up or down in the world of competitive sailing?

Manhattan, KS 66505
Box 961



2004 Race Schedule

All races will be on Sunday with the exception of the two long distance races that will be on Saturday. If you are scheduled to run a race, follow the procedures that are in place. We plan on conducting every race, weather permitting. We will use the saying, “When two boats meet it is a race”; so, as long as we have two boats on the line, we’re racing!

CHAPMAN – SHIPLEY – BENNETT SERIES

- April 18
- May 2
- May 16
- July 25
- August 8

LABOR DAY LONG DISTANCE RACE

- Saturday, 4 September, long distance

SCOTT LIEBLER MEMORIAL RACE

- Saturday, 29 May, long distance

FALL SERIES

SUMMER SERIES

- June 13
- June 27
- July 11
- September 19
- October 3
- October 17
- October 31