



Konza Sailor

Official Newsletter of the Blue Valley Yacht Club

Founded 1963

Post Office Box 961, Manhattan, Kansas 66505

<http://www.bluevalleyyachtclub.org/>

Volume 2006 Issue 1

Konza Sailor

January 2006

Mullens honored @ Annual Meeting

By Henry Otto, secretary



Bob and Jane Mullen receiving Commodore's Award from Commodore Diane Barker

Bob and Jane Mullen for their more than twenty years of efforts on behalf of the yacht club. This year the Commodore's Award took the form of a beautiful framed sailing picture from Cowes, England. You can read more of the Mullens' sailing history in the Rear Commodore's column below. Also honored at the Annual Meeting by Commodore Barker was Chris Ross for his work on the development of youth sailing activities. Chris has been the Skipper of Sea Scout Ship 5074, the yacht club's youth sailing organization for the last two years. Chris has also served as faculty advisor to the Kansas State University Sailing Club. He was presented a brass ship's bell in thanks for his efforts

A brief business meeting followed the presentations. No minutes of the last annual meeting were available and they weren't really missed. The outgoing officers all reported that things had basically gone last year. Wayne Martin chairman of the nominating committee reported the following nominations: Commodore, Wayne Martin; Vice Commodore, Ron Frey; Rear Commodore, Bob Mullen; Treasurer, Shelley Hays; Secretary, Henry Otto and Race Director, Gene Lindgren. They were elected. There was no nomination for Social Director.



Retiring Commodore Diane Barker took the opportunity of the Blue Valley Yacht Club's Annual Meeting on November 19, 2006 to honor long time club stalwarts

Commodore's Welcome

By Wayne Martin, commodore

Greetings, Sailors, and welcome to the 2006 season at the Blue Valley Yacht Club. We're looking forward to a great year and hope that it is a productive and enjoyable one for our organization.

Your Board of Directors has already had its first meeting. Several items were discussed, among them how to increase social activities at the club, liability insurance, work projects for the year and increasing our support of youth sailing and the Sea Scouts. These

issues will receive more attention as the year progresses and I'm sure other equally important matters will present themselves. It's vital that organizations such as ours have as much member support as possible. Joining the club and supporting it with your dollars is vital, but of equal importance is volunteering some time to help with general maintenance, upkeep and improvements. I encourage each of our members to become more involved this year and make our small sailing club one to be proud

(Continued on page 6)

Board of Directors

Commodore	Wayne Martin 785-468-3541
Vice Commodore	Ron Frey 537-8464
Rear Commodore	Bob Mullen 539-4759
Treasurer	Shelley Hays 539-2374
Secretary	Henry Otto 539-4386
Racing Chairman	Gene Lindgren 776-7156
Social Chairpersons	Open

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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.



**Secretary Otto
at work during Fall Banquet**

Treasurer's Report

Treasurer's Fictional Biography:

(Editor's note: Since club Treasurer, Shelley Hays, did not submit a biography your editor decided to make one up for her!)

My husband, Ken Hays, and I have been members of the BVYC for several years starting with the KSU Sailing Club before purchasing our boat *Tah-Keel- Ya Time* a Tanzer 7.5 (This much is true, none of the rest is)

After having served as the chief economic advisor to both the John Kerry and George W. Bush presidential campaigns I was pleased to get back to my first love, long distance single handed ocean sailing. Although I hold many long distance records I decided to go after single-handed circumnavigation record for a proa. All went well and I successfully completed the trip, but now the certifying committee is giving trouble claiming I sailed the proa backwards the whole way around. Hey, a simple mistake like that is easier to make in a proa than you might think.

Anyway, it is good to be back with real sailors at the Blue Valley Yacht Club. Here the sailors know front from back; where they are headed and the fiscal policies make a lot more sense than either W's or the wind-surfer's.

Not Really Shelley Hays

October 31, 2005 to December 31, 2005

Checking

Beginning Balance 31 Oct 05	\$ 3,193.01
Revenues:	
Dues, Social Events, other	\$363.00
Total Revenues	363.00
Expenses:	
Fuel Stabilizer	9.58
Racing	35.77
Taxes	321.32
Banquet	415.55
Wheels	9.96
Mather Rental	221.31
Bank Charges	6.19
Total Expenses	1,019.68

Total Checking Balance \$ 2,536.33

Savings:

Balance Balance 31 Dec 05 \$ 138.39

TOTAL SAVINGS AND CHECKING \$ 2,674.72

Vice-Commodore's Report

By Ron Frey, vice-commodore

"You do what?" That's the response of our non-sailing friends when we tell them we often drive to the yacht club and get on our boat, just to have some coffee. You sailors will understand our strange habits!

Yes, we do spend as much time as possible on our boat. When I was asked to serve on the Board of Directors for BVYC, I immediately said "yes," thinking I would have another excuse to go to the yacht club. As vice-commodore, I will have plenty of reasons to go to the yacht club, because my main duty is being responsible for maintenance of the grounds. More about that later.

First, let me introduce myself. I started sailing in the late 60's in San Diego and have been sailing off and on ever since on a variety of boats. My wife, Linda, and I both enjoy the peacefulness and relaxation that sailing provides. We will often be seen with "Friends," our Catalina 22, just fixing coffee! We have owned our current boat for four years. Linda and I both grew up on Kansas farms; she in the Pratt area, and I in the Abilene area. We still operate our farm north of Abilene where we grow crops and cattle. I graduated from KSU with a degree in Architecture and currently practice in Manhattan. Linda

has worked at Meadowlark Hills Retirement Community for some 20 years as a registered nurse.

I look forward to serving as vice-commodore for BVYC. The Board of Directors had our first meeting January 9, 2006. We discussed many issues, set the annual events calendar, etc. Issues relative to my duties included how to keep the grounds looking tidy and attractive. An ongoing problem is what can be done with the unregistered, dilapidated, rotting, never-used boats and trailers that clutter our grounds. They need to be removed or disposed of for appearance sake and to make the mowing easier and safer. Therefore we plan to move these unused and dilapidated boats and trailers to the rear of the property and let the tall grass prairie engulf them. Members who own those boats would be encouraged to move them on their own. This operation will probably be done on our Spring work day.

If anyone has ideas about how to make BVYC better, please let me know. Thanks to all who have helped with maintenance of the grounds in the past and feel free to continue



Race Director's Report

By Gene Lindgren, race-director

This year will be a challenging time. We will try to set up a race season that will be available to the greatest number of sailors. It will be a challenge to work around personal schedules, KSU Game Days and holidays.

The theme for this season is not changing what works and trying to do what works even better, therefore we will have some evening races to help coordinate with busy weekend schedules. Race schedules will be posted in the following newsletters.

I have lived in Kansas for 32 years, courtesy of the United States Army I was transplanted here in 1974. I began sailing in 1985, but did not sail Tuttle until 1992. While my "boat of choice" changes frequently, depending on what I am currently sailing, my love of sailing has remained the same. Part of the joy of sailing for us has been the friendships made at the BVYC and elsewhere. We have sailed Lake Superior, the Mystic River and taken the helm of a 40-foot wooden schooner off Rhode

Island. We plan on meeting up with the Mullens in the North Channel for two weeks in July. If we decide to return racing will resume if not maybe we all can race in the North Channel.

Being the Race Director is a new opportunity for me, but I am looking forward to the challenge. So—wax up your hulls, grease your sheaves and winches and let's have a great racing season.



Ken Conrow receives special trophy from outgoing Race Director Bob Mullen



Rear Commodore's Report

By Bob Mullen, rear-commodore

It is a bit warm for January. BVYC meetings have begun for new board members and preparations are being made for the coming sailing season. As rear commodore, I am charged with overseeing the harbor. I am not new to this area of club administration, having worked on the club's makeshift work barge in 1986, my first full year in BVYC. Back then I was amazed at how a handful of workers could make such an impact on the operations and safety of the harbor. Regretfully, Ken Conrow and I are the only remaining members of the 1980's harbor team.

On this year's BVYC application, members will once again be asked to check an area where they can help the club; keeping in mind that maintenance of the club depends on the volunteer support of its members. The membership fee alone is insufficient to permit the club to contract for maintenance services; so, members take on an obligation to help when their application is submitted.

Harbor operations do not require a big team; in fact more than 3 on the barge is overkill. In the past two seasons, twelve members worked when called upon as a member of a 2-3 person team to inspect and repair moorings. Those members also adjusted the docks as the Tuttle tides required. It is worthy to note that all twelve of the involved persons indicated that harbor maintenance was interesting, rewarding and even provided a certain amount of fun. The club does not really want a dozen members to check the "harbor" block on the application. In fact, Ron Frey, the vice commodore in charge of BVYC grounds, previously worked on the harbor crew, but will now need a few able bodies to help with mowing, trimming etc. Accordingly, I'm hoping for about six to eight members to join the fun on the harbor team. It goes without saying that members who own keelboats have a vested interest in the maintenance of moorings.

While the rear commodore assumes responsibility for the moorings, keelboat owners are responsible for the mooring-to-boat pendant. Club regulations require that each boat be secured with one primary and two safety lines at least 3/8 inch diameters. (Boats over 22 feet in length should have 1/2 inch lines) Three strand lines are recommended because of better stretching characteristics. Chain pendants are not recommended because there is no stretch and could cause damage to boat hardware. Pendants should not be excessively long as to allow the boat to swing into another boat during wind change of

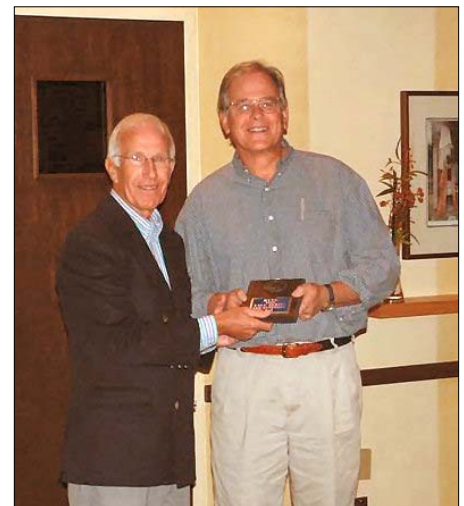
direction. A pendant 2 to 2 1/2 times the distance from bow to waterline is a good rule of thumb. According to mooring manufacturers, the pendants should be fastened to the underside of the ball; however most members prefer to fasten to the top of the ball in order to avoid twisted pendants underneath. The club has installed safety chains on all balls in order to connect the mooring top ring to the chain rode underneath. This ensures that the boat will remain connected to the chain rode if there is a fracture of the rod or nut on the mooring ball.

Even though most of the membership knows my wife Jane and me through our years at the club and our having held every office in it, maybe I can fill in a few blanks. I have been a water rat since 1952, although the true sailors in the club might think I wasted my time on the water with motor and human powered boats until 1985 when we bought our first large sailboat and joined the BVYC. I say our first large sailboat because I had purchased a *Snark* for Jane in 1975 about the time we moved to the Manhattan area. Currently we sail an O'Day 222 and an O'Day 272. We have trailered these boats or chartered all over the United States and Caribbean. Our favorite place to cruise is the North Channel of Lake Huron where we intend to go for several weeks this summer.

Our daughter, Jennifer Martin, being married to Wayne Martin, is currently the First Lady of the Yacht Club. We have two other children, a son Jeff who is a pretty fair catamaran sailor and Terri who prefers to keep her feet on solid ground.



**Ned Gatewood
Receives
Third place,
Fall Series
from outgoing
Race Director
Bob Mullen**



Secretary's Notes

By Henry Otto, secretary

After ten years of avoiding the nominating committee or their avoiding me we collided this year and I am now your Secretary. My first involvement with the Blue Valley Yacht Club came in 1964 when as a Manhattan High School Student I was charter junior member of the club. At the time I was racing a very slow Flying Junior or very slowing racing a Flying Junior. After college, law school and the United States Navy I returned to Manhattan and began building and sailing wooden trailer boats. It was not until 1995 with the launching of our twenty-foot wooden yawl that I returned to the yacht club fold.

Since returning the club my major interest, besides sailing my boat, has been working with youth sailing programs. With the assistance of the board of directors we established Sea Scout Ship 5074 in 2000. That same year the yacht club sponsored and I served as Commodore of the first Kansas Sea Base which was held on the club grounds. This program taught sailing, canoeing, rowing, motor boating and board sailing to youth from through out Northeast Kansas. The program has continued since then. In 2001 I served as the senior adult leader for a group of scouts from Troop 74 who traveled to the Bahamas and sailed the Sea of Abaco.

In addition to sailing the Sea of Abaco I have had the opportunity to sail such areas as the Door County area of Green Bay, San Francisco Bay and the Intracoastal near Pensacola, Florida. Last summer Ned Gatewood and I sailed his Compac 19 across the Gulf Stream from the Miami area to Bimini in the Bahamas. The Chalk Air pilot who died in crash in Miami harbor around Christmas was the same pilot who flew my wife and daughter to Bimini to meet Ned and me.

My wife, Suzanne, is a fourth grade teacher at Woodrow Wilson Elementary School and enjoys riding in sailboats. Our son Harrison is a sophomore at Washburn University and was a charter member of Ship 5074. He is a hot stick on the helm but does



Henry Otto receiving a Commodore's Award from Commodore Diane Barker

not get the same joy from sailing as I do. Our daughter doesn't care much for any boats but beautifies any beach with her presence.

Despite not yet having mastered Microsoft publisher it is my goal to eventually equal Bart's newsletters. I also want to use my position on the club board to work for excellence in everything that the club does. The club's social life is in my opinion key to participation and increased participation will unlock benefits for all members

Sea Scouts Active

By Henry Otto, secretary

Sea Scout Ship 5074, the club's youth sailing organization, has always been self-sufficient, earning or raising its own fund, and has even raised money for yacht club projects such as the Joehnk Memorial Flagpole. The youth have, over the years, done everything to raise money from stuffing merchant advertising bags to parking cars at KSU football games. However, this year the club's membership has been given the opportunity to designate two dollars (\$2.00) of their basic annual membership fee to go support youth sailing through the ship. Members can also make addition contribution if they desire. All contributions are tax deductible to the member making them.

After sailing all last summer and racing in the Sunflower State Games Regatta at Lake Shawnee in Topeka the youth and adult leaders ended calendar year with a Christmas Party at Skipper Chris Ross's home. The new year will start for the ship with a Ship's Committee Meeting on February 7, 2006 at Saint Paul's Episcopal

Church on the southwest corner of 6th and Poyntz in Manhattan. The selection process for a new skipper to replace the retiring Chris Ross will be discussed. All BVYC members are welcome to attend. Also the plans to develop a youth racing team to better represent the Blue Valley Yacht Club at the Sunflower State Games will be discussed. Local hot helmsman Ken Conrow will coach the team.

Former Sea Scout Skipper Henry Otto was honored on January 28, 2006 by the Boy Scouts of America with the Silver Beaver Award one of the highest awards given to an adult scout leader. In presenting the award to Otto special mention was made of his work with youth sailing programs sponsored by the Blue Valley Yacht Club. The award read in part, "Henry's name is synonymous with Sea Scouting. He organized Sea Scout Ship 5074 and created the Kansas Sea Base to help share in love of sailing with youth.



Commodores' Welcome

(continued)

(Continued from page 1)

of. There are a number of exciting plans for 2006 and we would like as many members as possible to be a part of making those a reality. An added bonus is getting to enjoy the company of some really remarkable people and the camaraderie of other sailors.

Until about five years ago my definition of "commodore" probably would have been something like 'one who maintains the restrooms'. My sailing background is not very deep (nautical pun intended), having been introduced to sailing right here at Tuttle Creek Lake by my in-laws, Bob & Jane Mullen. My family (wife Jennifer and my sons Remy and Nathanael) usually sails a Catalina 22 on the weekends. A few years ago I discovered a 'go fast with wind power' gene in my makeup after sailing a Hobie beach catamaran. Since then we divide our time between the Catalina and beach cats, with my family preferring the comfort and ease of operation of the keel boat and me preferring the acceleration, speed and 'always on' nature of the catamarans. My hope is to soon combine the two with the acquisition of a larger cat to

function as our pleasure boat while still delivering the thrill of beach cat sailing. Regardless of that aspiration, we love being on the water and always look forward to the weekends we can sail, no matter what the vessel.

My lack of qualifications for the position of commodore is somewhat mitigated by my enthusiasm for improving things along with a generous helping of energy to get things done. We have an outstanding Board this year and with the help of the membership hope to accomplish some substantial changes to enhance our club and the enjoyment and comfort of those using it. If any of you have any questions or comments please contact me or any other board member. Our contact information is in this newsletter and is also available on the website. I hope that you all have an excellent and above all SAFE sailing year in 2006. We'll see you on the water.

