



# Konza Sailor

Official Newsletter of the Blue Valley Yacht Club

Founded 1963

Post Office Box 961, Manhattan, Kansas 66505

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Konza Sailor

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## CONROW COACHES YOUTH RACING TEAM



**Ken Conrow teaching the BVYC Youth Racing Team about boat speed (Photo by Chris Ross)**

The Blue Valley Yacht Club's youth racing team has been busy getting ready for the Sunflower State Games Regatta this July. They have had two ground schools lead by successful BVYC racer Ken Conrow. The first session was devoted to a general description of racing and the race course. The second session concentrated on boat speed. Another club racer, Franz Samelson, helped Ken explain the secrets of keeping a boat moving fast during this session. The third and final ground school will be April 18 at 7:00 p.m. at St. Paul's Church, 6<sup>th</sup> and Poyntz Ave. This session will reveal many of Ken's secrets for getting those good starts he is known for. All members of the yacht club are welcome to attend. The Sea Scout leaders who attended the first two sessions agreed that they had learned a lot from Ken and Franz. After the April ground school the youth will start twice a month on the water sessions to hone their skills before racing in the Sunflower Games and a junior event of the Central States Sailing Association.

In order to give the young racers a better chance for success Sea Scout Ship 5074 has spent over a thousand dollars for two new sets of FJ sails from Schurr Sails in Pensacola, FL and on having Wolfe Sails in Topeka assemble a Laser sail kit from Sailrite that was donated to them by BVYC member Teresa Yeary. The money for these competitive sails was raised mostly by the youth themselves by parking cars at the Medical Center during a KSU football game. This year they did particularly well as the game they parked cars at was Coach Bill Snyder's last game. The Sea Scouts are also using the money generously donated by BVYC members through their membership applications. Over seventy percent of the BVYC membership showed their support for youth sailing contributing nearly \$200.00. Special thanks go to Randy & Valerie Zelenka and Chris Ross and Diane Barker as the two largest contributors.



## SPRING BANQUET BUSTED FOR NOW

Due to the lack of a Social Director the rest of the board members have been acting as a committee trying to plan the Spring Banquet by e-mail with lots of e-mails and little success. The Spring Banquet has now been postponed to a future date. Look for an e-mail soon with an invitation to great event.

**WORK DAY ON FOR SATURDAY, APRIL 8 from 9:00 a.m. to 1:00 p.m.**

Bring your lawn tools, work gloves and willingness to help. See related Vice Commodore's Report on [page 4](#)

### Board of Directors

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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.

Remember work day, Saturday, April 8 from 9:00 a.m. until 1:00 p.m.. Our Blue Valley Yacht Club can not be any better than you are willing to make it.

Watch your e-mail for your invitation to the Spring Banquet by whatever name it is called

## Editorial

By Henry Otto

Ned Gatewood and I were sitting on the second floor veranda of the Coconut Grove Sailing Club, just south of Miami, enjoying an adult beverage and the wonderful view of beautiful boats in a snug harbour when a local character also named Ned, having apparently worn out his welcome with the regulars, sat down to talk with us. He immediately launched into an explanation of the local yacht club scene and particularly what was wrong with his club, our host the CGSC. It occurred to me many of the yacht club issues that Florida Ned raised about the Coconut Grove Sailing Club could have just as honestly been raised by our Ned or any other member about the Blue Valley Yacht Club.

As Florida Ned continued to talk about the south Florida sailing scene, explaining that one yacht club was known for its cruising, another for racing dinghies, yet another for keel boat racing and finally some for their social life; it occurred to me that while there are certainly disadvantages to a sailing in an area, like Kansas, where sailing is rare and all forms of sailors are forced into a single organization there are certainly advantages as well. If I sailed in south Florida I would most likely have joined a yacht club for cruisers that had an active shore based social life. Such a choice would have isolated me from racers, particularly dinghy racers and I might never have met the local sailboarders. I would have found myself sitting on the veranda of my yacht club with an adult beverage in my hand complaining about the racers clogging up the waterway and those pesky sailboarders zipping about in front of me. In Florida I might never have met sailboarders like Mike Lucas whose explanations of aero & hydro dynamics have educated me and Maarten van Swaay whose sense of humor has delighted me. The Blue Valley Yacht Club provides a sampling of full range of characters that sail.

It occurred to me that since only one per cent of Americans sail all sailors must be to one degree or another characters. That conclusion inspired a new column for the news letter "Characters Welcome". Starting with Ned Gatewood, who volunteered to go first, that column is going to look at some of the characters that make up the BVYC, their backgrounds and their sailing dreams. Volunteers and well as characters will be welcome for future news letters.



## Commodore's Comments

By Wayne Martin

Winter, such as it was, is winding down and our April 8<sup>th</sup> work day is fast approaching. Several projects are well begun, with repairs and improvements started on the dock and gates. Several members, most notably Gene & Colleen Lindgren, have been cleaning up trash piles left over from past years projects.

The Board of Directors has been discussing priorities for this season. The focus is primarily on safety and making improvements to the most utilized facilities at the club. The dock had many boards requiring replacement and also needed repair to the sub-structure. Many of the renovations have been completed with some final work to be accomplished prior to work day. The docks will be ready for the water at that time.

Several changes have been identified in order to make the shelter more inviting and safe. A conceptual illustration done by Ron Frey of steps leading off the east side of the shelter, as well as railings for the open areas with steep drop offs, has the board energized to make an effort to bring about these important alterations. Although limited by a rather small budget, we can accomplish many of the overhauls by utilizing the considerable talents found in our organization. Volunteer labor will save our club many thousands of dollars this year and great effort has been donated by a group of already busy people. Our small sailing club can only achieve the improvements the board has recognized through the hard work of the members and it is with a great deal of gratitude I say THANK YOU to all those who have helped thus far.

With the groundwork laid by past BODs we can realize many upgrades to the organization this year. The goal of making the club safer and more inviting can be accomplished in large part by everyone taking responsibility for their own equipment and by leaving club equipment better than they found it. Keeping the grounds clean will present a much better image of BVYC to visitors and members alike, and if everyone does their part we can create a positive representation in the minds of the community and all those who share the facility.

2006 promises to be an exciting year for BVYC and I hope all our members can be involved in some way. We still have an open Social Director position on the Board, so if your talents qualify you to help in this way please contact any director-we'd be glad to have you.

We're looking forward to seeing many of you at the April 8<sup>th</sup> work day. The Board will have numerous projects tabbed to accomplish and there will be assignments for everyone attending, regardless of where your particular talents lie.

Wishing you all fair winds and sunny skies. See you on the water.



## Characters Welcome

**Ned Gatewood**  
The BVYC's March  
Character of the  
month



**Name:** Ned Gatewood

**Family:** Barbara (spouse), and daughters Annie and Tyler

**Learned to Sail (Where and on what):** I grew up in Richmond, Virginia, and until I was a teenager and found new interests like girls, and British sports cars, my family spent many summers and most weekends on the Chesapeake Bay at a place called Pine Hall, a fisherman's family home and farm that took in guest - similar to what would be called a bed and breakfast today. What a wonderful place this was for a young kid. Crabs could be caught around the dock pilings with a chicken neck and a crab net; a small skiff was generally under construction in the boat house with a "dead rise" hull shape - the typical form found on the Bay; and in the evenings, after an always incredible dinner, the adults would sit around on the screened porch drinking bourbon, telling fishing stories, and playing bridge. I think I probably learned a lot those evenings. We fished for Spot fish in the Bay, and in the shallows along the coast we cast with quartered soft shell crabs for Rock fish (similar to Stripped Bass).

As for sailing, I often sailed a friend's Mobjack (built in nearby Gloucester, Va.). Coincidentally, a Mobjack was bought and sold amongst several people at the BVYC years ago. Also, my dad and I took the lines off of a Sailfish and built a plywood version in our basement, for which my mother sewed the sails.

**Current Boat:** Barbara and I own a ComPac 19 and a Sunfish. The ComPac is the boat Henry Otto and I trailered to Florida and sailed to Bimini. WINGS is a sturdy, well made, little ship that treated us well on the high seas. And for lake sailing, she's the perfect size. Who needs more?! For Christmas, I received a Sunfish racing sail to replace the original twenty something old

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## Vice Commodore's Report

By Vice Commodore Ron Frey

The BVYC Annual Spring Work Day is scheduled for April 8, which will be here soon, and sailing can't be far behind. As Vice Commodore, I am responsible for the upkeep and maintenance of our grounds. There are a number of areas that need attention, and the Board of Directors will develop a list of things to do at our next board meeting. A number of members have mentioned that they have an interest in working on the grounds, so we hope to have some tasks for all who want to help on that day.

An improvement you will soon see is at the entry gate and I will give Ned Gatewood the credit for encouraging us to do something with the gate. Wheels will be added to each gate which should keep the gates from sagging and will keep them even with each other. Also the lock and chain will be raised higher for easier use. This will be great for us "older" sailors with poor eyes and bad backs.

So come and participate on Work Day! The main thing we will try to do is general clean-up. There are several piles of trash and lumber and discarded sailboat stuff that needs to be hauled off. We would also like to move several old sailboats (that are no longer used) to the back of our property. What we can accomplish will surely make our sailing time at the club more enjoyable.



*(Continued from page 3)* **Characters Welcome**

sail, with the goal of beating Marty and Harriet Ottenheimer some day. Now won't that be something.

**Best Boat Owned or Sailed:** The ones we've got now. Like I said, for lake sailing who needs more.

**Best Sailing Experience:** My best sailing experience was the trip Henry and I took to Bimini, the account of which can be found at the Coconut Grove Sailing Club's September 2005 newsletter at [http://www.cgsc.org/gui/coconutgrove275/dl\\_files/September2005.pdf](http://www.cgsc.org/gui/coconutgrove275/dl_files/September2005.pdf) in an article entitled "We're Not in Kansas Any More".

**Worst Sailing Experience:** Never had one yet.

**Future Sailing Plans:** Retirement is hopefully around the corner (if TIAA-CREF continues to do its part) and I have dreams of doing some cruising in a Pacific Seacraft Flicka. The Flicka is a heavy displacement 20 footer that's built like a tank and has safely traveled the globe. The Inland Passage from Seattle to Alaska would be a great adventure for Barbara and me to start with.



## Pier Pressure

By Read Commodore Bob Mullen

In spite of some windy, cool, late winter weather, the past rear commodore (and now commodore) felt pressured to have the docks repaired in time for work crews at the BVYC workday to put them back in the lake. The metal frame of one dock had been destroyed by rust, and many of the deck boards had rotted or splintered. Wayne admitted that the docks should have been completely rebuilt, but in the interest of financial constraints, the board of directors had agreed to yearly refurbishments. Accordingly, the most needed repairs will hopefully cost less than a budgeted figure of \$1000.

One walkway section is being refurbished by replacing several deck boards and adding toe rails, however, the other walkway section is undergoing major repairs. The steel frame has been replaced by 2 x 6 lumbers that will prevent smaller dinghies from lodging underneath the dock. Several deck boards are being replaced, and toe rails are being installed to permit sailors in dinghies to have a handhold when along side the walkway. At the time of this newsletter the project is 70% complete. So, workers at the April 8<sup>th</sup> workday can plan on launching a much safer, remodeled dock system.

The dinghy dock, has also been improved. Ned Gatewood helped to build a new eight foot walkway to be added to the two sections that are already in place. This will extend the dinghy dock out to 34 ft. The cost of the new section came in at less than the \$250 budget (the Styrofoam float had been purchased during a previous year.)

Elsewhere in the harbor, annual inspection of moorings will be accomplished during the sailing season. All moorings were hauled and inspected during 2004, and determined to be safe; yet, my own mooring chain broke less than a year later. So, ongoing inspection is necessary. In addition to the continuous inspection of moorings, the BOD approved a 2006 budget of \$1000 to begin a six year program involving replacement of four-five moorings each year. Members who checked off "Harbor" on the BVYC application can be expected to help in this mooring inspection and replacement. As I mentioned in a previous newsletter, keelboaters have a vested interest in harbor maintenance, so they may want to join the fun on our work barge. Bart Bartholomew, Cliff Conrad, Chuck Oaklief, Ned Gatewood, Doug Gibson and I can all attest to the plight of chasing down "The boats that got away."





## DAM SAFETY PROJECT CONTINUES

### Corps Undertakes Its Largest Dam Safety Project

The largest dam safety project ever conducted by the U.S. Army Corps of Engineers is now under way at the Tuttle Creek Dam, near Manhattan, Kansas. The work will stabilize the 42-year-old earth and rock-fill dam so that, in the event of an earthquake, the structure will continue to protect the thousands of people and homes located in the valley downstream. The undertaking also includes the installation of a dam failure warning system that will operate during the project, improvements to the spillway gates, and the addition of two new campgrounds near the lake created by the dam, which is the second-largest lake in Kansas. The dam modifications are now under way and are expected to continue for five more years.

William Empson, P.E., the project manager, describes the design as complex and as one that takes into account environmental and community concerns. "There are thousands of small engineering and technical details [involved] in a project like this," Empson says. "It's just critical to get everybody on the same page."

The Corps chose to address seismic stability through ground modifications even though the probability of a significant earthquake in the region remains small. Kansas routinely experiences earthquakes of modest intensity and duration, and Empson estimates that the probability of an earthquake with a magnitude of more than 5.7 occurring there within 50 years is just 3 percent.

Nevertheless, the most recent study of earthquakes in the region conducted by the Corps in 1999 found that an earthquake of magnitude 5.7 could occur just 12 mi (19.3 km) from the dam, albeit only once every 1,800 years. The Corps believes that such a quake could significantly impair the dam and cause flooding, and residents would have only two to six hours in which to evacuate.

Empson points out that while the risk of earthquakes is low, the ordeal for Manhattan residents if an earthquake were to occur before construction was completed could compare to that recently experienced by the residents of New Orleans. "Even though the risk is very small, we're doing everything we can to minimize that potential as quickly as possible," he says.

Recognizing that the work on the dam would not be completed for several years, the communities downstream of the structure demanded that a system be developed to warn them of an impending dam failure. Designed by the Kansas City and St. Louis offices of URS, the system design relies on a comprehensive array of sensing instruments that monitor the dam for signs of earthquakes and damage and a wireless data acquisition and transmission system. The sensors include two accelerographs, five inclinometers to measure the lateral deformation of the dam, five strain gauge piezometers, five vibrating-wire piezometers to measure water pressures, a dam crest integrity monitor, and a time-domain reflectometry cable along the toe of the dam. Rows of sun powered lights help

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the Corps monitor the site at night. The alert system is battery operated and a backup generator can power the computer equipment. All computer control equipment is vibration rated and is mounted on base isolation units that will withstand shaking from a temblor. The equipment is housed in an earthquake-resistant building.

All of these elements have been wired into a frame relay network that is connected to two regional emergency operations centers, the Corps's office in Kansas City and URS'S St. Louis office. The Corps will rely on radio and satellite communications in the event of an emergency. What is more, six sirens with tone and voice capability have been placed throughout the valley; these form a stand-alone system and would be triggered by a command from a computer evaluating the sensors' signals. "We've taken the approach of getting the downstream community the information necessary to evacuate and get out of the way of the flood-waters," says Empson.

Having installed the alert system, the Corps can now address the ground modifications. This work will consist of stabilizing sand beneath the dam that could liquefy in the event of a large earthquake. An estimated 38,000 holes will be drilled into the sand, and 277,000 tons (251,293 Mg) of cement will be injected into them. Only the top portion of the foundation - or 30 to 60 ft (9.1 to 18.3 m) will be treated this way; jet grouting will be used for the upstream portion, and deep soil mixing, which is more economical, will be used on the downstream side.

One of the greatest geotechnical challenges concerned the need to drill through the upstream embankment and implement the jet grouting beneath the dam's rock fill. The Corps will have to drill to a depth of 220 ft (67.1 m) to construct a cutoff wall through the upstream slope of the dam, and it will be difficult to keep the drill vertical as the holes are created and to monitor construction of the columns.

The construction phase will also involve reinforcing the 18 tainter gates in the spillway east of the dam. Normally these gates are above the lake level and remain closed; water was discharged through them only once-during a flood in 1993. The gate reinforcement, which is being carried out by Alltech Engineering Corporation, of Mendota Heights, Minnesota, will consist of welding cover plates onto the arms and other members of the gates to ensure that they can be safely operated. Because lead paint covers the gates and associated equipment, the construction crew must complete a significant lead

abatement project before beginning the weld-ing work or other modifications. Once this is done, the gates' bearings will be replaced to ensure smooth operation.

Environmental issues included the need to protect two federally endangered species, piping plovers and least terns-both of which nest on the Kansas River several miles downstream of the dam. To avoid disturbing the birds, Empson's team agreed not to change the level of the lake and to make no changes in water releases for the duration of the contract. The team received the highest possible rating from the U.S. Environmental Protection Agency for its efforts to balance dam safety and environmental concerns.

According to research undertaken by the Corps and its consultants, this project is the largest of its kind for an operating dam. Work on the upstream work platform and cutoff wall will begin in late October or early November. The Corps will also be working with its construction contractor, Treviicos South Corporation, Inc., of Tampa, Florida, and an advisory panel to complete the design.

-Karen Trimbath

*Civil Engineering* NOVEMBER 2005

(Article submitted by Bart Bartholomew)



**Franz Samelson and Ken Conrow share their racing knowledge and experience with the youth racing team members. (Photo by Chris Ross)**