



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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February 2007

Welcome sailors!



Ready to launch?

Not quite— those are not white caps on the water and that is not white sand on the ramp

As the New Year dawns on our sailing season I would like to welcome old and new sailors alike to the Blue Valley Yacht Club. It's always a great feeling to rekindle the old friendships and make new friends as we share our common passion for being on the water aboard a vessel powered by the wind.

Your Board of Directors has set out some ambitious goals for this year that include facility & infrastructure improvements. Once again our primary means of accomplishing these plans remain the steady hard work of committed volunteers. Throughout the history of the BVYC many people have contributed numerous hours developing the sailing club we now enjoy. Several of the key individuals responsible for various improvements to our organization in past years remain active today, and in fact do an enormous amount of the work required to keep the club viable. When you see one of our dedicated volunteers out at the club working to improve the facility, give them a big Thank You. It is truly because of their efforts that we enjoy the benefits of having a safe and accessible location to set sail from.

It is our desire to make the BVYC as inviting and user friendly as possible both to serve our current members as well as to increase membership by attracting new families and individuals to the club. Some of the proposals being considered by the BOD will reap future benefits by improving the club's utility,

making it more attractive to potential members. Any organization benefits by presenting an appealing image to visitors and patrons alike. Our goal is to make this facility safe and welcoming by continuing to improve what has been realized thus far. By increasing awareness of our association of sailors in the community we can attract the new members it is vitally important to have in order to ensure the group's viability in the future.

All that said, we are somewhat confined by the limitations of our budget, which is what makes the volunteer efforts of the members so important if we are to achieve what has been put forward. In the coming year there will be several projects ongoing at the club at various times. I encourage you to contact the Board members at any time if you have a desire to assist with any of the efforts, or if you have a question or comment.

Please be safe this season. Remember, always think it through before you do it and have a backup plan. Visualize, then execute.

I'll see you on the water.....

Wayne Martin
Commodore



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	Jeff & Jennifer Hancock 587-4936

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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.

Boats for Sale

We have a couple of boats for sale--now is the time so you have plenty of preparation for the Spring sailing season:

- 1) 1982 Catalina 25, Tall Rig, Roller Furler, Full Keel, Bimini, on trailer, 15 HP Mercury outboard. Standard interior configuration with cushions in very good condition. We spent a month last summer on the North Channel with this boat and she performed splendidly. \$6,000.00
- 2) 1980 or 81 O'Day Day Sailor, 18 footer. Excellent condition, on a trailer, spent most of it's life in a garage. \$1,000.00

Call Gene or Colleen at 776-7156.

Editorial

By Bart Bartholomew

I just returned from four wonderful days of skiing in Utah and looked at the Club calendar to find that I was supposed to have published a newsletter on 30 January. Oh well, better late than never!

You will note when you read this newsletter that the articles on pages 4 through 7 are articles that were written last season and never published. As a newsletter editor, my philosophy is that if someone took the time to write the article, then I will see to it that it gets published sometime. I truly think that these articles are worth the time it will take you to read them.

The board of directors has been trying to decide what form and what purpose our newsletter shall serve. As I write this my understanding is that all time-sensitive information will be sent to the membership via email. That leaves the newsletter as the source for photographs and reports on club events. I know most of you have digital cameras, please take photos and send them to me (along with an article that relates to the photo) and I am sure that we will have a newsletter that is worthwhile.

The Club's schedule of events indicates that this newsletter should contain the application form and the schedule of events. Both of these items have been posted to the clubs website. Please refer to them on the website, downloading and printing if you so desire.

I look forward to hearing from you as we enjoy another year of great sailing on Tuttle Reservoir. Remember to wear you personal flotation device.



Everyone wears a Personal Flotation Device at the Blue Valley Yacht Club

Let's race

Looking out over the frozen lake thinking of sail boat races is at best difficult but not impossible. I can almost feel the warmth of the sun baking my skin away as I wait the arrival of the long distance race or the forth-coming small boat regatta. See, now doesn't that just warm ya right up. Well if the sails need mending or the spars straightened you best get after it, spring is just around the corner.

Two long distance races, and at least a dozen small boat races will happen. I should have a schedule by next writing, as that is when my new work schedule comes out. I will have, as I did last year, a full schedule of races--all pending on wind ,sun and our 48 ft tide or mud flats! Pray for rain. I would like to see a few K State boats take part this year and please, anyone who\ would like to take part in the festivities come and watch the action in the harbor as the fleet competes right before your eyes. See the thrills and, yes, the spills as our yachts men give no quarter. Or just watch them bob around waiting on the elusive wind.



**Steve and Sharon Ketelsen in the "Escape"
in hot pursuit during September 2006 race.**

Come one come all to the greatest show in Manhattan.

Your sun burned, wind blown BVYC Race Director,

Captain Gene (and First Mate Colleen)



Silhouette from inside shelter

Previously unpublished articles

Newsletter Sep 06 input by Bob Mullen

Harbor Maintenance

As the fall season gets underway, the harbor is believed to be in good shape. Nevertheless, harbor maintenance continues. All moorings have been serviced within the last two years and a mooring refurbishment program has been initiated. In the refurbishment program, all chain, connectors and buoys are being replaced. As of this writing four moorings have been refurbished except for the buoys which will be attached next spring. Many thanks to members who volunteered for the harbor maintenance committee and who responded to the requests when called to help service the moorings.



Bob Mullen on his way to load gear for another day of servicing moorings. Thanks, Bob!

There will not be any harbor maintenance during the fall workday on September 23rd. However, harbor work will continue in October. Remember that the operation of the club depends on the support of all members, and members are expected to attend the scheduled workdays or volunteer for other service. Those who cannot attend the workday and are on the harbor committee, or who have keelboats, are invited to join the barge crew in October when harbor maintenance continues. All who have previously assisted agree that work on the club barge is interesting. Keelboat owners even get to inspect their own moorings. Call the rear commodore at 539-4759 if you are available next month.



Tom Brocius inspecting a mooring chain

Reported Problem

There are reports that boats, tenders, PFDs, oars or paddles have been used without permission of the owners. We want to believe that there were misunderstandings on the part of some members rather than intentional unauthorized use. In some cases, the "borrowed" items were not returned. It goes without saying that you must have the owners' permission before using equipment, and you must ensure that the right owner gave the permission. BVYC does not have common use boats, tenders or PFD's. The tractor, dolly and tongue extender belong to BVYC and are for use by all members.



Club Spirit

Our club has BVYC cotton tee shirts that can be purchased from the club treasurer. All sizes are now in stock. There is only one club burgee in stock. The multi-colored BVYC polo shirts now worn by many members were purchased by special order and are not kept in stock. Call Shelly at 539-2374.

(Continued on page 5)

(Continued from page 4) by Bob Mullen

Insects

It appears that the Purple Matins have helped to keep the mosquitoes in check out at the shelter. The fly population also seems to be down this year. Those black flies can really be a nuisance for sailors. The Lindgrens and Mullens recently returned from the North Channel of Lake Huron where many mosquitoes and black flies call home. The slogan up there was "One hand for the tiller; all others for the fly swatters." Colleen and Gene even bought a second swatter! Those pesky flies remind me of a couple of stories – one on land; the other on water.

The first is about a young guy who wrote a book about his practical jokes. I forget his name but recall that he went to Cornell University, near my home. One of the stunts he related was while he was an Army clerk after World War II. Seems he was bored with the military paper mill so jokingly fabricated his own report. In those days the buildings (and even homes) had many fly stickers streaming from the ceilings. For his report, he drew diagrams of the sticker locations in the mess hall and enclosed the diagram with a narrative explaining the

number of flies stuck each day in the thick glue of each sticker. After dispatching many daily or periodic reports without any response he gave up the stunt. However, it was not long before his commander received correspondence from headquarters admonishing him for failure to submit his fly paper report.

The other story is about flies aboard our 22 foot sailboat while we were anchored at Milford Lake. Seems Jane had decided to combat the flies by hanging fly stickers near the bulkhead. In the middle of the night, probably in a fit of passion or dream, I flailed my arm near the bulkhead and became entwined in the fly stickers. A fight with the stickers progressed until Jane and I were both covered with the sticky glue. We were wrapped in the paper streamers, flies (many still alive) stuck to our skin or hair and with no hope of escape until dawn when we could swim to shore. Tethered together throughout the night gave meaning to the song, Stuck on You.

Hopefully, insects will not be a nuisance at the coming pig roast. It is reported that another Martin house will soon be installed on the club grounds. Fly paper will not be draped in the shelter, no matter what!



Report from Vice Commodore:

So much for those lazy, hazy, crazy days of summer! I haven't had time to be lazy at all nor have I had much sailing time on Tuttle Creek. Linda and I did, however, have a wonderful sailing time in Door County, Wisconsin the first of August.

I have kept rather busy at BVYC mowing, trimming, and other stuff that the Vice Commodore is supposed to do! Wayne and I got the new railings installed at the shelter. A wood shelf sits on top of the rails where you can set your drinks while bragging about your sailing skills. The sailboat motif was well received and we plan to continue the sailboat scheme on the entry gates. Watch for that cosmetic improvement. We still plan to install steps leading to the lower level from the shelter. Hopefully that can be done this Fall.

The B.O.D. is still discussing improvements to the porta-potty, which include enclosing it within a privacy fence. The fence would allow one to use it as a changing area. Stay tuned for further developments.



Fall Work Day is scheduled for Saturday September 23, and will be here sooner than we think! A task I would like to accomplish on Work Day is to move all the boats in the dingy park and mow & trim underneath them. If we can get that done, then maybe we could complete the same operation under the big boats and trailers. Also the wood shelf on the new railings needs to be stained.

Bring your garden tools, trimmers, paint brushes, gloves, etc. to Work Day and we will have something for you to do! Your interest and efforts in making the club more attractive will be appreciated.

Respectfully submitted,
Ron Frey



Meet Sharon Ketelsen

NAME: Sharon Ketelsen

those perfect days with good friends or family can't be beat.

FAMILY: Husband Steve, retired Electrical Engineer, Nuclear Instructor

Daughter Shannon married to Jim McNamara and have four darling and adorable children

Daughter Shae married to Mike Dalke and have two darling and adorable little boys

LEARNED TO SAIL: By osmosis accompanying Steve as he got more and more into sailing. Started in early 70's with a Snipe on Branched Oak Lake while living in Lincoln. Sailed that for a year. Would actually sail from Fancy Creek to Carnahan each weekend no matter what the weather, day or night. I hated the dark floating stumps-scared me to death. Bought a new Aquarius 23 and joined the Fancy Creek Yacht Club. Learned fast while sailing that boat because all the husbands were young and crazy racers. Used to win the races with the Aquarius that was a much slower boat (supposedly) than all the others.

CURRENT BOAT: Catalina 25

BEST BOAT:- Crusader Class Sparkman Stephens designed 32 foot steel sloop built in Holland. It had a huge flush deck and we once sailed with 32 guests on board. It had a gin pole arrangement for lowering and raising the mast so it could be done easily in the canals of Europe. It was a very roomy boat designed for off-shore cruising and comfortable living. We were going to move to the sea. Sailed it one year on Perry from the PYC. It had a dark blue hull. One comment from a fellow club member: "I was sailing and looked up and thought 'my God' the Navy has come to Perry'."

BEST SAILING EXPERIENCE: I loved the couple times we have cruised on the Chesapeake, Mobile Bay and out of San Diego. Sailing Tuttle Creek on

WORST SAILING EXPERIENCE: The first day we launched our Catalina 27 at Tuttle Creek early 1980's and we had four children besides our two little girls with us and our little dog. We had just bought her in Annapolis and cruised the Chesapeake for a while. We launched at the Spillway ramp. (We won't go into the ordeal raising the mast the first time with the engineers a-frame system.) As we made our way across the lake to BVYC one of the little kids went below and shouted, "Cookie has potted on the floor." I flew down the companionway. No stupid dog was going to mess in my new boat.

I stepped into inches of rising water. I shouted, "Steve, this is no dog problem. Do something fast, we're sinking." Small children were put on the stern in their life jackets. The two larger children were put at the manual bilge pump and bailing. Steve was trying to find the leak. Long story short – a hose had come on in transit and was siphoning water out of the lake and into our boat. Once the hose was attached we simple had to bail out the 12" of water that had risen above the bilge into the cabin. Scary! Once at the mooring, we settled in and I started dinner on the Princess alcohol stove. We ended up with flames every where, melted shoes, etc. We survived that day and went on to sail that boat years and loved it. Those kids are all mid-30's to early 20's and still talk about that experience.

FUTURE: Outfit the Catalina 30 for great lake and coastal cruising, perhaps some island cruising, maybe even Mexico and Caribbean cruising, continue cruising our favorite place-Tuttle Creek



Commodore's remarks from summer of 2006

I hope everyone is having a good summer. We've been delighted to see quite a bit of activity at the club during the month of June. Sailing has been good for the first part of our season, but with the prospect of the Corps drawing Tuttle down substantially over the next two months some of the deep keel boats may have to consider an early pull out.

Our ramp allows for shallow draft and swing keel vessels to pull out even when the lake level is reduced to around 1068'. If memory serves that was the case three years ago when we took the Catalina 22 out in November. Although the trailer was well off the ramp and in the 'muck' we were able to retrieve the boat with little trouble. Heavier boats attempting removal with the trailer wheels sucked into the mud may risk breaking equipment or risking injury to those helping, so we recommend considering utilizing the Corps ramps, either across the harbor or at the marina.

Sailing with reduced lake levels also means the previously submerged or deep obstacles will become a hazard and we urge all sailors to proceed with caution and have a lookout when navigating the harbor. Having had contact with underwater obstructions during low water years I can attest to the fact that those impacts get your complete attention. Fortunately we were sailing at low speed and although our swing keel was knocked up the cable did not break. If the wind allows I recommend lowering your keel only after having left the harbor. Those same obstructions are also hard on motors and rudders so proceed with care.

The club grounds have looked very good this season and many of you by now have noticed the new railings at the shelter. These are designed to add a measure of safety to those using the shelter and, in combination with the stairs to be added later, will greatly enhance the functionality and use of the shelter. The BOD has a few other improvements planned for the year, including an enclosure for the "facilities" that will allow for more privacy and give people using the club a space to change their clothes or slip on a swimming suit. Once temperatures drop below those commonly encountered on the surface of Venus work on the enclosure will commence. Construction of the stairs will probably begin this fall since all local contractors are quite busy these days. If no contractor can be commissioned to undertake the project some BVYC members may take on the mission themselves, time allowing.

We trust that members like the changes made thus far and we welcome your input. If you would like to help with any of the upcoming projects don't hesitate to let us know. All BOD contact information is readily available on the website. While our budget does not permit rapid and titanic (pun intended) changes to be accomplished every year, with constant application we can make the club better each season. We hope you have enjoyed the facilities so far and look forward to doing our best to improve them with every passing year.

See you on the (rapidly shrinking) water.

Wayne



Late afternoon sun peaking through the clouds adds color to the Club harbor during the Fall 2006 Annual Pig Roast

