



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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October 2007

2007 - a year of ups and downs

By Bart Bartholomew

When I first joined the Blue Valley Yacht Club in 1990 and read in the handbook: "As Carl Hinrichs said when he was commodore, 'The Tuttle tides are longer and higher than at the Bay of Fundy,'" I had no idea of the significance of that statement. I thought I understood the statement in 1993 when the water rose to 64 feet above the normal pool elevation; however, I thought that might be a one time occurrence. I am now convinced that the changes in water elevation at Tuttle Reservoir are tidal; I just haven't yet figured out the frequency.



**Club shelter and flag pole
during 2007 spring tide**

For those of you who may not have ventured to the club grounds this past April and May, the tide was up! And, as tides go - - - the water went down. I happened to be "on the road" somewhere with our travel trailer when the horrendous task of cleaning up the grounds occurred. But as always happens at the Blue Valley Yacht Club, a number of stalwarts stood "up" to the challenge and cleaned the club grounds. When I returned all I saw of the driftwood and debris that had completely covered the club grounds were several small mountains of charred remains. I understand the Club owes Wayne Martin and Ron Frey a big thanks for providing the heavy equipment used in gathering the debris.

Of course, with the water "down" the sailing for the season commenced; and, during the summer months there were a number of "ups."

Again, if you haven't been to the club grounds recently you may not be aware of the aesthetic improvements that have been made. If you approach the club grounds and look toward the John Joehnk Memorial Flag Pole you will note a very colorful compass rose surrounding the base of the flagpole. I am quite certain that this compass rose and the other that decorates the concrete slab on the east side of the Club shelter are the work primarily of Henry Otto. Thanks, Henry for these very colorful additions to our Club facilities.



**Compass rose at the base of the
John Joehnk Memorial flag pole**

Another "up" is the addition of the curved stairs, handrail, and slab on the east side of the Club shelter. A few years ago when we were pouring concrete to make the walkway from the docks to the shelter, Wayne Martin used left over concrete and a trowel to make a quick set of curved stairs as part of the walkway. At that time I commented to Wayne that if he continues to make the Club grounds more aesthetically appealing we will soon have requests from members of the

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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.

Commodore Comments

By Wayne Martin, Commodore

As the 2007 sailing season draws to an all too rapid conclusion, I'd like to offer a few observations on the direction of BVYC. The Board of Directors has discussed and considered a number of facility improvements, among them bringing water and power onto club grounds and the possibility of constructing a dock with slips available. Unfortunately, without a large infusion of capital these relatively expensive projects are currently out of reach. While the BOD has not discounted addressing these issues in the future, we are required to deal with the reality that our annual budget of approximately \$10,000 allows only for more modest infrastructure improvements such as the stair & patio project. Maintenance on our moorings, grounds and equipment consume a large percentage of the budget, leaving amounts suitable for accomplishing less ambitious goals than water or electric service.

Improvements such as the shelter and the stairs/patio project add a new dimension to our facilities as we continue to make strides in the direction of beautifying our club. The possibility of improving our restroom facilities will be a topic of next year's deliberations, along with other small enhancements that will, as a whole, greatly upgrade the BVYC experience. We have a core of dedicated volunteers who are willing to give time in order to steadily improve the club, and those enthusiastic individuals have my gratitude and deserve recognition as the pillars upon which BVYC exists. Little could be accomplished without the work of members disposed to volunteer their time to our mutual endeavor. My thanks to all who assisted in the physical and social aspects of BVYC functions this year.

For those members who may not be in attendance at the annual meeting, three members of your BOD will discontinue their service to the club after the elections are held. **Shelley Hays**, Treasurer; **Henry Otto**, Secretary; and **Jeff & Jen Hancock**, Social Directors (and expectant parents!) deserve our appreciation for a job well done these past two years. A grateful BVYC salutes you!

We still have some sailing days left, so make the most of them. Fall sailing is some of the best, but watch out for those stumps. Hope to see you..... on the water.

Commodore Wayne



Fall Banquet
Friday, November 16
Union Pacific Depot
6:30 - 9:00 P.M.
\$20.00 per person
Food by
Bockers II Catering
(see page 6 for details)

2007 - a year of ups and downs

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Manhattan community to use our grounds as the site for their wedding ceremony and photographs. With the addition of the curved stairs, handrail and concrete slab, I think the grounds are one step closer to my prediction.



**Above: Curved stairs and handrail
The stairs connect to a concrete slab decorated
with the second compass rose**

Two other “ups” were the Annual Pop-corn Rides coordinated by Bill Schapaugh in June and another highly successful Kansas Seabase weekend in August coordinated by Henry Otto. Both of these activities serve as excellent recruiting tools for members of our club. If my memory serves me correctly we currently have members who were first introduced to sailing and our club through one of these activities.

Race Director Gene Lindgren was successful in scheduling and conducting a few races during the season. Scheduling these activities was very difficult due to fluctuating lake levels and fluctuating and varying schedules of interested racing captains.

Finally, just as the long-awaited, clear-skied, breezy autumn days arrived, the lake went “down.” When the lake level reached the low seventies, a number of the keel boat captains removed their boats from the lake while it was still possible. And then, you can guess what happened, the lake level once again came “up” and “up” and “up.”

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**Below: Kansas Seabase Scouts anxiously await
their turn at windsurfing
(Photo courtesy of Annette Lawless)**



At the end of the chain

By Bob Mullen



Photo #1: Daryl Strouts next to an old truck engine used on early moorings

Articles in previous newsletters have referred to the harbor committee and mooring maintenance. However, members continue to ask about the type of anchors used in the BVYC harbor. This year the harbor committee serviced more than half the moorings and several photos were taken of the various objects used to anchor the 28 club moorings.

When the club moved to its present location all moorings were constructed using auto and truck engines and transmissions. As moorings were added, compressors and large wheel rims were used. In the 1990s a mold was made to make concrete weights; a few years later current member Gene Lindgren began to fabricate mushroom type anchors from junk material such as heavy axles. This year,

current member Steve Kettlesen obtained three 254 pound flanges for use on club moorings.

There are some disadvantages associated with several of the anchors but they seem to do the job in a satisfactory manner. Auto engines are no longer used because they are laden with oil; concrete blocks lose a portion of their weight when used as anchors, and some of the home made mushroom anchors have poor weight distribution. Generally, boats moored in the harbor have not dragged the anchors, but during periods of high lake levels, scope on some moorings has been reduced and boats have more or less bounced the anchors to different locations. This year mooring #17 dragged anchor when an additional weight on the mushroom was severed.

The photos show the types of anchors used: photo #1 shows Daryl Strouts next to an old truck engine

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Photo #4: Bob Mullen with a huge, special anchor used on mooring #27

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used on early moorings. In photo #2, Diane Barker displays concrete blocks usually used to augment the weight of another type anchor. Doug Gibson manhandles a typical Lindgren mushroom anchor in photo # 3. Photo # 4 shows Bob Mullen and a huge special anchor used on mooring #27. In photo #5 Ned Gatewood prepares to wheel a 254 pound flange that will be attached to the anchor in the background.



Above:

Photo #3: Doug Gibson manhandles a typical Lindgren mushroom anchor

Editor's Note:

Thank you, Bob Mullen, for the great photographs and for the many hours and hard work that you have once again devoted to the moorings throughout the sailing season.
Bart, Editor



Above:

Photo #5: Ned Gatewood prepares to wheel a 254 pound flange that will be attached to the anchor in the background

Below:

Photo #2: Diane Barker displays concrete blocks usually used to augment the weight of another type anchor



2007 - a year of ups and downs

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I feel certain that there will be one more “up” as this year draws to a close. Read below for details about our annual Fall Banquet. Social Directors Jeff and Jenn Hancock have been hard at work planning the event.

Until next year, I wish you “smooth sailing” in all that you do.



At left:

The Club harbor as the water once again almost reached our shelter on October 18

Annual Fall Banquet

will be on

Friday, November 16, 2007

6:30 to 9:00 P.M.

at the

Union Pacific Depot

food will be by

Bockers II Catering Service

cost is

\$20.00 per person

Menu:

Main course: Chicken with rice, baked potato and mixed vegetables

Dessert: mixed fruit dish

Program: The program at this event will include the election of next year's officers, an awards ceremony and a great opportunity to mingle with your friends of the Blue Valley Yacht Club. This year's sailing season has been eventful including high water in the spring, a rescue by Bart Bartholomew and the Corps of Engineers, and a greeting committee at the gate...Mr. Snake. From a shelter under water to the new patio and compass roses. From burning socks to a who needs socks. This has been a year of great accomplishments for the Blue Valley Yacht Club. Come and help celebrate the end of this great season, while we look forward to next year's great season.