



Konza Sailor

Official Newsletter of the Blue Valley Yacht Club
Founded 1963
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August 2011

Kansas Sea Base 2011


By Henry Otto



For the tenth time in 12 years the Blue Valley Yacht Club and the Boy Scouts of America cooperated to put on Kansas Sea Base the weekend of August 12, 13 & 14. Kansas Sea Base is a merit badge program where boy scouts and girls and boys in Venture Scouting earn various water related merit badges, such as Small Boats Sailing, Motor Boating, Rowing, Board Sailing, Canoeing and Water Skiing. One year the program was not offered due to numerous competing Boy Scout Activities, and last year's program had to be cancelled due to high water.

This year because the road into the BVYC was under water we had to move KSB to the COE Park on the other side of Tuttle Cove. We were able to move because of the cooperation of BVYC member Greg Wurst of the COE and the COE's rangers and resident hosts.

Thirty-three (33) youth and fourteen of their adult leaders attended. The camp staff instructors consisted of 22 volunteers, including BVYC members Daryl Strouts, Richard Soash, Bart Bartholomew, Bob Mullen and Henry Otto. Sailing was the area of greatest interest this year with Daryl Strouts' Small Boat Sailing class having 11 students and Dave Sislo's Boardsailing class having 5, making up half the attendance.

Moving all the boats, docks and other equipment needed to put on KSB across the cove from the BVYC to the COE park proved to be as big or bigger a job than the staff had feared. The staff will be as glad to return to the BVYC next year as BVYC members will be glad to not get flooded out next year. However those flush toilets on the other side were mighty nice. 

(For many more photos of Kansas Sea Base 2011 go to <http://www.youtube.com/bartandmary> and select Sea Base 2011)

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Diane Barker
 Telephone: 785-539-9163
 Email: dogsbodyd@yahoo.com

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All members of the Club are encouraged to submit articles for inclusion to the newsletter.

Sailing... Come Heat or High Water

By Jim Crespino, Commodore

This is my second year as Commodore of the yacht club and it is the second year we have had to deal with high water at the club. Perhaps someone is trying to tell me something!

As I was digging through some old emails the other day, I came across one regarding a lack of activity at the club over the July 4 holiday weekend. And I have to say that there has definitely been a noticeable lack of activity this year. I guess a month of 100+ degree days and now weeks of high water has a tendency to keep all but the heartiest of souls at home. I have to admit that I've only been on my boat three times this year mostly because it has either been too hot to make sailing enjoyable or I just don't feel like treading water to get over to my dinghy. Call me a fair weather sailor!

Regardless of the heat and high water, there have been some notable activities going on this summer at the club.

First of all, Henry Otto held the first BVYC Youth Sailing lessons during the first of June for the Girl Scouts. The BVYC Youth Sailing Foundation is funded through donations that you can make on your annual membership form or by donating at some of the fund raising events that Henry holds from time to time. I'm sure he'd even take a \$20 bill as you pass him at the club! Your donations are used to help foster the next generation of sailors here in Manhattan or ports unknown.

Secondly Jane Mullen, our social director, has organized some excellent social activities such as the Sale and Sail and the Pirate Party. These social activities are an excellent opportunity to meet and greet new club members as well as catch up with your old friends.

Lastly the Sea Scouts, while not being able to use our grounds for their annual Kansas Sea Base sailing weekend due to the entrance road being underwater, were able to tow our dinghy dock to the State boat ramp across the cove and had a wonderful weekend of sailing opportunities.

There isn't much I can do to directly effect 100+ degree days or the amount of rain we get. I'm afraid we may all have to do our part over many decades to remedy that. However, as Commodore I plan to look into the feasibility of improving the entrance to our club to make it more accessible during all but the highest lake levels. I can't force anyone to sail, but I can do my best to make sure that the opportunity is available to you if you choose to do so.



Konza Sailor Editor's Note

Welcome to the combined spring and summer issue of the *Konza Sailor*. Thank you to all of our contributors, our newsletter happens because of your involvement, both the sailing and the reporting.

You can see from Henry Otto's and Ken Hay's articles that there has been some action out on the waves of Tuttle Creek this summer. There has also been considerable social activity, and we will have stories and pictures on the Sale and Sail and Pirate Party in the October issue. We have an update from Jesse Thompson now residing in Houston. We wish Jesse lots of smooth sailing with his Beneteau and hope he will keep in touch. If you have updates on past members, please consider sharing the news.

As the fall season approaches, those of us experienced with the vicissitudes of sailing Tuttle Creek know that fall offers some of the best sailing. The heat dissipates, the

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The Old and the New

By Bob and Jane Mullen

They are not really new and they are not old (comparatively speaking) but some joined the club under unusual circumstances and went unacknowledged until recent times. A few current members may have seen the Becks, Beckers, Catells, Dicks and Wells at some previous BVYC events. The group has already contributed sweat at the workday in April and now looks forward to meeting others at at BVYC. To be more recognizable, here are a few items of introduction.

Terry, Claire, and Connie Beck and daughter Emily and son in law Michael



At a charity auction a few years ago, Terry and Claire won a sailboat ride with the Mullens. They would return in later years for more sailing that soon involved the entire family including son in law Michael. All were guests at the 2010 BVYC fall banquet, and in early 2011 Claire and Michael started looking for a boat. They found the Laguna 24 buried in a snow pile in the Lindgren's yard, made the purchase and now have the boat moored in the BVYC harbor. Terry is a professor at KSU, Claire is a retired Army nurse now working at Fort Riley. Connie is a student at KSU and Emily and Michael are students at KU.

Chris and Gina Becker

The Beckers joined BVYC after the sailing season closed in 2010 and were "ready to go" in early 2011. They were eager participants at the Sock Burning at the Little Grill and then brought their "Harley" to the

workday to move the barge and docks. The lake is beckoning (pun) to their San Juan 26 and we are hoping to see a lot of the Beckers. After all, they have lived on the lake for more than a decade and have just found their niche at BVYC. Chris and Gina are self employed in research and development of computer software.



Eric, Connie and Philip Catell

Eric and Connie moved to Manhattan in 1980 so that Eric could attend grad school. They stayed and Eric now works for the city as assistant director of planning, while Connie works for Bergman Elementary School. They joined BVYC in 1980, drifted away around 1993 and rejoined last year during the high tide. Eric sailed with his father in the Bahamas, Grenadines and Virgin Islands. He and Connie sailed their Sunfish on mountain lakes of Colorado until moving up to their present boat, a Valant 18. We hope that this sailing season is more accommodating and that the Catells, including their MHS senior, will once again ply the waters of Tuttle Lake.



The Old and the New

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Gary and Linda Dick



The club was introduced to the Dick family when they heard about the BVYC Independence Day Party of 2010 and showed up en masse. A daughter, Michelle, even won the boat race conducted on dry land. Gary has been in the Tuttle Lake area since he completed grad school in 1987. He works in western Kansas as a crop consultant and was unsure if he could find time to sail. In April, 2010 he made the plunge (pun) and joined BVYC. He is a new sailor and owner of a MacGregor 25. The Dicks are actually residents of Colorado but visit the KSU, St George and Tulsa areas to see their children and grandchildren. When in town, they hope to socialize and sail with BVYC members and pick up some pointers on taming the Kansas wind

Brian Wells

Brian is the only member of the group who had a boat in the water last year. He made an offer on a Catalina 22 in a dead calm and then floated with the Tuttle high tide for most of the year. He learned to sail on American Lake at Fort Lewis, Washington about 13 years ago. He has owned two previous boats and now looks forward to sailing on Tuttle Creek Lake with girlfriend, Joyce. Both Brian and Joyce were at the work day with stories to tell about docking "Bee Happy". Brian missed some BVYC events due to his performances at The Manhattan Arts Center



April 9, 2011 Workday

By Diane Barker

Our spring Workday got underway with breakfast provided by Jane Mullen. Club members sipped coffee and orange juice and munched on rolls while they contemplated the long list of chores that Commodore Crespino had on the chalkboard. By 9 a.m., with the purple martins and house finches looking on, 24 BVYC members put down their coffee cups and went to work.

Here is a partial list of what we accomplished that sunny, brisk day.

- The barge was readied and with the help of Chris Becker's front loader, launched.
- The shelter railings were sanded and sealed or painted as needed.
- The dock hinges were repaired and the dock launched with the help of the front loader.

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- Members labeled their trailers with names and KS registration using stencils and paint or stick-on letters and numbers provided by the club.
- A hearty crew on the barge toured the harbor and painted numbers on the mooring balls.
- The dinghy dock was launched.
- Netting under the shelter roof was repaired.
- The front gate was painted.
- The mast lift and boat lift were inspected.
- Flowers were planted.
- The canvas curtains were hung in the shelter.
- The K-State Sailing Club boats were moved out of the dinghy park.



BVYC Race Report


By Ken Hays

The 2011 BVYC racing season began on a beautiful day in May. On Saturday after a delicious brunch hosted by Henry Otto we had two races. The first was a grudge match in the Opti class between Bart Bartholomew and Daryl Strouts. With much jockeying for position it was tight all the way to the finish, but Daryl managed to come in second to last with Bart placing a solid second.

The second race was the annual Scott Liebler Memorial Long Distance Race. With the wind blowing 10 to 15 mph from the east it was decided to sail from the mouth of our cove to the marina on the east side of the lake and back, a distance of approximately 4.5 miles. Three boats entered the race Henry Otto in his Capri 22 with Daryl Strouts and Ron Frey as crew, Chris Becker and his wife Gina on their San Juan 24 with Bart Bartholomew crewing, and Gary Clark and his son Robert on their Hobie 17. Both Chris and Gary were novice racers. Congrats on getting out and giving racing a try!

The long distance race was a pursuit type race with a staggered start. This meant that the Capri would be first to start, then the San Juan just 23 seconds later, followed by the Hobie over 15 minutes later. Unfortunately for Henry, he was unable to make the start line at the appointed time thereby starting late and giving Chris a jump on the race. In the end it was a very tight race with the San Juan edging out the Capri by only 14 seconds, and the Hobie making up 11 minutes of its handicap. Congrats Chris and crew on winning the 2011 Scott Liebler Memorial Long Distance Race.

I hope more members will be encouraged by our

novice racers to come out and give racing a try, if not with your own boat then maybe as crew for someone else. Along this line, I will be sending out a schedule in the next few weeks for the remainder of the racing season. If you have questions or would like to crew on a boat, please feel free to contact me. 

Greetings from Houston

Hello BVYC sailors, I hope y'all are having a wonderful sailing season! For those of you who don't know, I finished Graduate School this summer and started work here in Houston in June. I am a geoscientist working for Chevron. I truly miss my days sailing on Tuttle Creek Lake, however, I have moved on to the beautiful blue...I mean greenish-brown waters of the Gulf of Mexico. I sold my 16 foot catamaran and recently purchased a Beneteau First 235 (see picture). The Beneteau is currently in dry dock, and as soon as I get some new bottom paint on her she will be ready for the water. I will keep the boat in a marina along Galveston Bay. From here I have access to the bay, ICW, gorgeous barrier islands, and of course the Gulf of Mexico (not to mention the occasional tropical cyclone). If any of you BVYC'ers find yourselves in TX, look me up, I'd be happy to take you sailing!

Jesse Thompson, Jessedavid.t@gmail.com



A few more action shots from Kansas Sea Base 2011

*Editor's Note (Continued from page 2)*

wind returns, and migrating birds keep you company. So while we have great sailing days ahead, it's never too soon to line up your winter reading. I've offered a suggestion with a review of Seamanship for when the boats are off the water and the lake is frozen. We'd like to hear winter reading suggestion from the membership, so send in your reading lists and reviews.

There will be two more issues of the *Konza Sailor*, one in October with a deadline for articles on October 14,

and another in December with a deadline of December 5. Our newsletter is written by the members, so please submit stories, articles and ideas as they occur. You don't have to wait until the deadline. Speaking of ideas for articles, I wish someone would write a story about the algae bloom that closed both Milford Lake and Lake Perry and how that affected Tuttle Creek. Any takers? What are your story ideas?

A special thanks to our Webmaster, Bart Bartholomew, for his exemplary work maintaining our site and making our newsletter look so good.



One Sailor's Vision for BVYC

By Henry Otto


For nearly eleven years she had sailed away from the Blue Valley Yacht Club's docks on Sunday afternoons to race. She remembered her first race at Camp Opti when she was seven. Dead last place out of the four boats, but things had changed. She had sailed club Optis every summer moving up through the local fleet until her family had purchased Optis for her and her younger brother. With their own boats she and her brother had dominated the local Opti fleet and had even done well in some regional regattas. When she turned fourteen she joined Sea Scout Ship 5074 and started racing Lasers and Flying Juniors. After awhile the Sea Scout Skipper had trusted her with the Robert Hedley, the Star.



Today will be her last race before moving on to college. She and her brother are racing the Star today. Twenty Two and a half feet and 1479 pounds of pure racing machine carrying 285 square feet of sail with every sail shape control imaginable is under her and her brother's control in the prestart area. The boats sailed by club members and Sea Scouts jockey for that perfect starboard start on favored end of the line. As the time to start winds down there is a Catalina 22 between her and a perfect start. She and her brother adjust the backstays for a little more pocket in the main and fall off the wind for speed. Just before the line they pinch to windward and with their extra momentum establish an overlap on the Catalina 22 and she calls out "Dad, I have overlap, give me room."

Is this the future of the Blue Valley Yacht Club? In my vision the future of the Blue Valley Yacht Club lies with real versions of the fictional brother and sister above and the youth sailing programs at the club. A couple of years ago this vision got a healthy start with the creation of the Blue Valley Youth Sailing Foundation, a corporate structure designed to operate the different youth sailing programs at the BVYC. The main purpose of this separate corporation was to allow parents of youth sailors and other interested community people to participate in the corporate structure of youth sailing without diluting the BVYC's members' control of its board of directors. An added benefit is another layer of corporate liability protection for the BVYC membership. All youth sailing boats and programs boats are being transferred to the foundation.

The vision is for the Blue Valley Youth Sailing Foundation to operate programs for youth from 7 to 18 years of age. The youth will be able to start sailing Opti prams at age seven, an age when parents and children are looking for the right sport for them. The Opti program is designed for youth from 7 through 13 years of age. When the young man or woman turns fourteen they will be able to join the Foundation's Sea Scout Ship 5074. Ship 5074 provides Sunfish, Lasers and Flying Juniors and a Flying Scot for its members to sail. The Ship also owns a small keelboat, the Victoria 18, to provide experience on keelboats. The flagship of the Sea Scout Ship is the Robert Hedley, a Star, an Olympic Class pure racing machine that the Scouts can sail when they have proven their seamanship on the smaller boats.

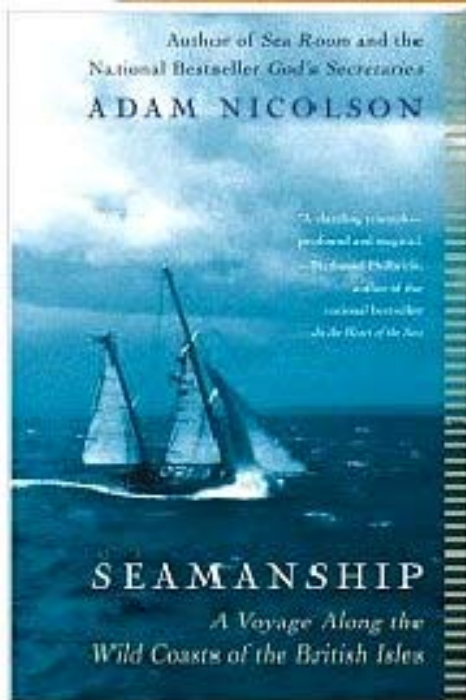
Sailing programs for youth from 7 to 18, is that too big of dream for the Blue Valley Yacht Club? Last year's high water and the resulting lack of youth sailing activities did slow the process, but the boats and equipment are in place. If we are going to attract young families we need to provide something for the younger kids to do. We have plenty of talented and knowledgeable sailors in the club to teach the kids. We just need the will and volunteers to make it happen like other area yacht clubs do. 

Yacht Club Social

6:30 p.m., Friday, August 26 at Spillway Marina
Call or email Ron or Linda Frey NOW for details
rlfrey@cox.net

Book Review

By Diane Barker



This non-fiction account of one middle-aged man's longing for the sea is pure poetry.

When Adam Nicholson convinces his wife that he needs to go to sea for 6 months, he knows he's responding to a restless obsession to encounter the wild Atlantic coast of the British Isles. What he cannot know is how this adventure will reveal the rift between those who go to sea and those who don't, and what seamanship really means. Nicholson hires George Fairhurst, an expert sailor with half a million sea miles sailed, credentialed as an Ocean Yachtmaster and Yachtmaster Instructor, to guide him through finding and refitting a boat and to teach him to handle her on their 1,500 mile voyage from Falmouth up the west coast of Ireland, through the Hebrides and on to the Faeroes.

George finds the boat, a 42 foot wooden ketch, languishing in a pontoon berth in a marina in Lymington on the Solent "like a duchess in a supermarket". She needed refitting by a boatbuilder in Cornwall, chainplates, shrouds, and winches moved, new sails, but she proves a seaworthy choice. Here the author describes his *Auk* as they found her

Immensely wooden, larch planks on oak frames, superbly fat around the middle, with volumes of room below, enough berths to sleep eight, the perfect candidate, a substance in her big rounded stem and stern. She was descended, via a good few cream cakes, from the sailing lifeboats of nineteenth-century Norway, designed by the great naval architect Colin Archer - his parents were Scottish - to be safe in a storm. Her forbears had been built to wait offshore in the North Sea and, as bad weather struck, to take fishing boats in tow and claw off a lee shore, holding them like a gaggle of ducklings behind them. . . She was as strong as you like and only fourteen years old, built as an apprentice piece in a yard at Heiligenhafen on

the Baltic. Here was the boat for the ocean margin.

The cast of three is assembled, the stage set for their passage to Ireland which starts pleasantly enough but ends with them headed at night by force 8 to 9 winds with freezing rain. This crossing from Falmouth to Baltimore, on the southwest coast of Ireland across the Celtic Sea took 43 hours, not all of them grueling. They visit the remote Skellig Rocks that rise 715 feet above the ocean. They are visited by a crusty Breton who ties his wreck of a twenty foot lobster boat up to the *Auk* after barely surviving a blow off Valencia Island on the Kerry coast. There are beautiful days of sailing from the Argyll Islands past Inishbofin to Achill Island. On they sail through Tory Sound and up to Scotland, Islay and the Island of Mull where they meet family. They sail to the St Kildan islands and scuba dive in St Kildan's cave.

Throughout this amazing voyage, Adam and George have been forging their relationship. Adam is student and employer and supposedly wants to learn the seamanship it takes to be as competent a skipper as George. But Adam's attention is distracted by the film crew that has joined their excursion. While Adam and the film crew go exploring all along the route for wildlife, monasteries, fossils, archaeological sites, George minds the boat. The tensions mount when they get to the Faeroes much too late in the season just to accommodate the film crew. Adam gives a beautiful and accurate account of the fix they were in as they approached the islands from the east.

*When the tide runs, it is not in fact the water that moves. The bulge of water that the moon and the sun's gravitational pull creates on each side of the earth remains pretty well where it is. The movement is of the solid, rocky earth inside that stretched envelope of the ocean. So it isn't the tide that is moving: it is the earth revolving within its skin of water. As we neared the huge black bulk of the Faeroes at night, with a powerful westerly wind coming over them towards us, and an equally powerful west-going tide pulling us into the channels and gaps between the islands, it was not difficult to think that the islands were heading towards us. The tidal atlas for the Faeroes shows deep, ragged red flags of turbulence in the mouths of the sounds, around the headlands and tailing out for many miles into the Atlantic on either side. In the presence of these huge, planetary forces, what was the *Auk* but a bobbing piece of flotsam? The islands were coming for us like a herd of bison.*

What emerges from this ripping tale of two men and a boat encountering the Atlantic is a definition of seamanship. Adam knows the disappointment he was to George, how he never quite stepped up to the responsibility, never learned all that George had to teach. A skipper might know every board, spar, shackle and sheet of his boat out of sheer joy and appreciation of what a miracle a boat is, but seamanship demands more. It means taking on the burden, the risks involved in keeping other people alive.

Nicholson is the author of six books, including God's Secretaries, an account of the making of the King James Bible. His awards include The Somerset Maugham and William Heinemann Prizes.

