



# THE MAINSHEET



Vol. 34 No. 12

December, 2005

Cheney Lake, Kansas

## From The Commodore

I would like to thank all of you for the honor of serving as your Commodore for the coming year. Jim Carlisle and all the past Commodores have left not only some big shoes to fill, but have also provided some great examples of what can be done when dedicated people put their minds to a task. When I agreed to serve the club about a year ago I had no idea that this year would come so fast, and that I would have the education I received last year on the Board of Governors as we dealt with budget issues, ice storms, a coastal navigation class, a Gary Jobson lecture, national regattas, and the great storm of July third. As we start a new year, I encourage all of you to get involved at your club and to enjoy our facilities, which are second to none in the entire Midwest. This year's Board is already off to a great start, and they are already planning a lot of activities for next year, so get geared up, spring will be here before you know it!

Alan Huffman

Best Wishes  
for a  
Merry Christmas

## This Month

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## And from Operations

**Mike Mason**

Holiday parties at the Afterdeck were greeted with a palm tree theme. The mantle of the fire place was decorated with cast palm trees candle holders arranged to resemble a low island on the horizon.. The fireplace was flanked with two large palm trees brightly and colorfully lighted. The larger of the two became a favorite place to pose for pictures.

Each of the red covered tables had a centerpiece of two tiki lamps flanking a palm tree candleholder on a green island. White-lighted palm trees flanked the band area. Lighted trees filled in spaces near the kitchen and near the stairs to the north loft. Fronds and lights were draped from the balcony rails.

The guests, anxious to start the evening, began arriving very early. The Afterdeck was soon filled to capacity with NSA members and guests

dressed to party. Corporate Caterers were present early and laid out humus, vegetable medley and pita bread for the guests to munch. Dinner began precisely at eight with beef burgundy, baked ham, three cheese mashed potatoes, sautéed green beans almondine, salad, rolls, and assorted cheesecake for desert.

At 8:30 the Lisa Hittle Jazz group began playing music. After eating came the dancing. Whether you wanted to dance or just visit with the music as a backdrop, guests found the music suitable. By midnight the last were leaving.

Thanks to the many of you who offered compliments on the decorations, the food, and the music. I slaved all day in the kitchens of Corporate Caterers to make the right selections. As for the music, it just takes practice, practice, practice. I would like to thank my wife who helped me decorate the Afterdeck as well as take down and store away most of the decorations. I also owe thanks to Kathy and Allen Huffman and Cindy and Gregg Greenwood who helped dismantle the decorations and store them away and clean up the Afterdeck.

## Board of Governors

Ninnescah Sailing Association  
Board of Governors  
December 1, 2005

Present: Honeyman, Huffman, Adams, Mason, Findley, Shull, Gerken, Johnson, Fitzgerald and Graves.

- Commodore Huffman called the meeting to order at 7:07 pm.

- The minutes of the November meeting were approved as published.

- Huffman requested that all agenda items for each meeting be submitted to him or Shull by the Friday before each meeting so an agenda can be sent out by email on the Monday prior to each monthly meeting.

- Gerken gave an extensive and excellent report on the program planned for youth sailing for the upcoming season. It involves a plan by the CSSA to combine the efforts of its participating clubs to provide sailing camps at each club with a common coach. Youth can attend camps at any or all the clubs, as they desire. The board accepted the report and will address participation in the CSSA program when the budget is formed in January.

- Shull, Graves, Fitzgerald and Gerken were appointed as a committee to work with Texi Randle in activating NEST so boats and other donations can be accepted prior to the end of 2005.

- Johnson reported that the yearly billings would be going out immediately and reminded all members that club rules require any boat kept at NSA must be insured. Please include your proof of insurance with your membership dues and information.

- Graves gave the financial report, which was reviewed, discussed and accepted by the board. He is working with the accountants to develop a budget document that he will provide at the January meeting for the board to use in creating the 2006 budget.

- Adams reminded members to secure their boats for the winter and remove the sails to avoid damage. Remove valuables and electronics to avoid theft and remove all food to avoid invasion by mice and raccoons.

- All boats remaining in the water need to be relocated to A and B slips immediately.

- Close all the gates when you leave.

- Call Patrick if you are planning to use the sprayer, and please remember to winterize it after use.

- And please use caution when moving boats around in the yard to avoid damage to other boats already parked.

- The board reviewed the property manager's contract for the 2006 season and approved the same.

- Honeyman emphasized the need to get all boats remaining in the water moved to A and B slips because the pump out station needs to be moved in between D and E for winter storage.

- Mason reported that 54 persons have made reservations for the holiday party. The New Years party is still not confirmed because of apparent lack of interest. Call Mike if you're interested.

- Findley reported that the CSSA had developed their 2006 regatta calendar and that the Whitecap regatta will be at NSA in July and the CORN regatta will be Labor Day weekend. The CSSA will hold its annual meeting at the Afterdeck on November 4, 2006.

- Fitzgerald advised that the Texas Circuit J-24's would not return to NSA in 2006 because of high fuel costs.

- The board discussed the America's Cup boat at the Boathouse and will monitor the situation in case we can obtain the boat for display at NSA. The board also discussed volunteering to provide a work party to maintain the boat wherever the City locates it.

- The board also discussed incentives to members for acquiring new members to the club.

- The January BOG meeting will be at Quincy's at 21<sup>st</sup> and West on Thursday Jan 5, 2006 at 7:00 pm. The monthly board breakfast will be at the Beacon on east Douglas on Tuesday December 13, 2005 at 7:00 am.

The meeting adjourned at 9:15 pm.



There will be a New Years Eve Party in the Afterdeck!

There seems to be a growing interest in the project. Bring your favorite party food to share. We will have ice and a variety of soda with cups, plates, and plastic ware. We will begin gathering between 7:00 and 8:00 on New Year's Eve. Bring your appetites; there is guaranteed to be a preposterous amount of delightful things to eat. You might consider bringing CD's of your favorite party music. No reservations required.

# WIN THIS BEAUTIFUL GARMIN GPSMAP 276C !



***Yes, the Dr. Thorp Memorial Deck Expansion Committee is once again offering you a chance to win a great GPS instrument!***

The GPSMAP 276C is an all-in-one, versatile, color chartplotter and automobile navigator — perfect for land or water. This portable GPS navigator features a 256-color TFT display that's easy to read in bright sun along with a built-in basemap and auto routing to provide you with turn-by-turn directions to just about any marina for a day of sailing, or to **Milt Dowty** (who won our first 276C.)

## **GPSMAP 276C features**

• 3.8-inch diagonal, 480 x 320 pixel, 256-color TFT screen with adjustable LED backlight • Unit dimensions: 5.7"W x 3.2"H x 1.9"D • Adjustable marine mounting bracket • Stores up to 3,000 user waypoints, 50 reversible routes (300 waypoints per route) • Rechargeable lithium battery offering 5-15 hours of use (depending on backlight settings) • Built-in basemap with automatic routing and turn-by-turn directions • Accepts standard Garmin data cards and pre-programmed data cards Large numbers option for easy viewing • Alarms: anchor drag, arrival, off-course, proximity waypoint, and clock • MSRP is way more than \$700.00 • Many, many, many, many more features, but we can't list them all here!

**Tickets are \$2.00 each; 3 for \$5.00; or 7 for \$10.00.** Proceeds will go toward the Afterdeck deck expansion project. Winner will be notified & need not be present to win. CONTACT ANDY WOODWARD FOR TICKETS, 841-8318, or 773-4800 (work).

### ***From the Editors:***

**Please note the deadline schedule:**

- Announcements of scheduled events (such as dinners and races), ads, and any items that need to be typed must be received by Thursday, January 5th.
- Only items on IBM formatted discs or e-mail will be accepted until 6:00 p.m Monday, January 9th.
- Any late material will be published the next month.**

Bring or mail your material to the Editors, Mark Reeves and Mike Kilmer at 3240 Country Club, Wichita, KS 67208, (316-685-7425), fax it to Nancy at (316)265-8708, **or E-mail it to: nreeves@cox.net** (E-mail is actually the favored choice, since the material does not have to be scanned into the computer.)

## AFTERDECK - DR. TOM THORP MEMORIAL DECK EXPANSION

Please join in the support of this exciting addition to our Afterdeck. Make your choice below, and send to Ninnescah Sailing Association, P.O. Box 1587, Wichita, KS 67201.

Checks should be made out to Ninnescah Sailing Association, and annotated "Deck expansion."

I/we enclose a contribution of \$\_\_\_\_\_.

I/we pledge to donate \$\_\_\_\_\_per year for \_\_\_years (3 years maximum.)

I/we want to contribute \_\_\_all \_\_\_half of earned work credit for \_\_\_2005 \_\_\_2006 \_\_\_2007  
(check each that apply.)

## Timme Angsten Memorial Regatta – by Tim Fitzgerald

This Thanksgiving, I was fortunate to compete in the annual **Timme Angsten Memorial Regatta** which is sailed Chicago's Monroe Harbor in 420s. The same boats NSA just got to field some tough Jr. Sailing teams! Bring your dry suits! Is printed clearly on the NOR. This is a very prestigious event on the collegiate sailing circuit, similar to a college bowl game. Nobody from KU has ever taken home a trophy from this event so my girlfriend/crew Alli and I had our work cut out. We had a great opportunity right in front of us. Almost like when KU beat K-State last year in football. But hey, they got it done, and we threw the goalposts in the lake, so there was hope for us too.

Outfitted in lots of gear, and using KU Id cards as ice scrapers, Alli and I sailed 3 races on Friday. Temps never got above freezing, and winds were from 8-12. It got tough on crews as the cam cleats froze, and they had to hang on to icy lines upwind in 12 and puffs. No baby's game. We started hot and won the first race by about 15 yards. Very exciting. One of those things you only hope to do at a major event. We finished out the day sailing in snow as the lights lit up Lakeshore Drive, and after a 3 and 2 finish, we were 2nd, 1 pt. behind Boston College who was winning the regatta. (14 teams).

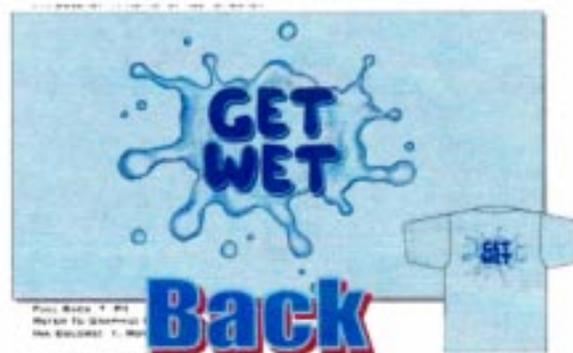
Day two was lighter winds, and warmer temperatures. We only got three races in that day and scored a 5,6,6. We hung in, but were looking for more breeze as the entire fleet roll tacked their way between puffs. We got passed by Vermont who put on a light air clinic to move into 2nd, and headed into the final day in 3rd. CYC did an excellent and festive dinner/dance at the Belmont Harbor station which all 14 teams attended. Good times.

We were poised to trophy, so long as I didn't screw us up. In super light air, we won the pin on a heavily port favored line, but were called OCS. Unfortunately we didn't hear this hail until a ways up the course, and used the largest puff of the entire race to return to the line and restart while our competition sailed away. We picked up 2 boats to take a 12, and finished out that two-race set with a 4.

My mistake allowed the Wisconsin team to close within 5 points of us since they had a very good set. Down to one race, we got a great start at the favored pin end, scapped for space at the marks and held on to **3rd overall** with a 3rd in the final race.

We took home a third place trophy, the best Timme's finish ever for KU sailing, and felt great about what we had done. Some great friends and competitors of ours we frequently trade tacks with, finished as far back as 7th. Easy to mess up.

For those with college still ahead of you, this is a great event to do at least once, but as for me, the second was much easier to prepare for. If you ever get to the Windy City during Thanksgiving time, make sure to make a pass by the yacht clubs on Lakeshore drive. There is no better spectator-friendly and competitive college sailing event than the Timme's! You'll be glad you made the trip!- *Respectfully, Tim Fitzgerald;Captain KUSAIL*



We have some GREAT looking Kansas Sailing shirts available to help you show your support for sailing around here! We are a club sport at KU, and have to raise all the money we need in order to travel to regattas, and educate new sailors. Our favorite way to do this is to make some great looking shirts! What better way to help the warm weather get here sooner!? We have all sizes and both long, and short sleeves available! Please email [Alli Jones](mailto:Allijone@ku.edu) and make your order today. [Allijone@ku.edu](mailto:Allijone@ku.edu) . Long sleeves are just 18\$, Short are 15\$. We can mail them anywhere in the country! Just let her know how many you want and we'll get them out to you immediately!



# notices:

## \* **Afterdeck Reservations**

If you are interested in reserving the Afterdeck for NSA activities or renting the facility for a private function, please contact Past Commodore Jim Carlisle via e-mail [jamescarlisle@aol.com](mailto:jamescarlisle@aol.com) or phone (316-721-8350).

## \* **E-mail MASEE**

Remember, the E-mail issue of the MAINSHEET usually arrives at your computer on the Tuesday following the Thursday BOG meeting. It is in color, and you can still print out your own copy if you wish. Every e-mail subscription we enlist will save the NSA time and money that we can use for other projects, and it will help keep your dues from increasing more.



## **CHENEY LAKE CABINS**

by Gregg Greenwood

The word is getting out, so get your reservations in early! During the summer most weekends were completely booked, and the fall bookings are running ahead of last year. We get a surprising number of walk up bookings during the summer. From single night bookings to long-term lodging, the Cabins are fairing well.

Mostly positive comments are being reported from visitors, and there have been many repeat customers. While contracting with one of the local businesses, one visitor is enjoying all that Cheney Lake has to offer and has been booked at the cabins since August and up through December.

We are looking forward to next season. Thanks to the Kansas Department of Wildlife and Parks Staff, especially the Cheney State Park Staff and the wonderful care of the Cabin Camp Hosts, Jim and Carolyn Savage, this season has been a success. We couldn't have done it without their help and the support of everyone visiting Cheney Lake.

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## **Park Manager Jerry Schmidt RETIRES After 32 years**

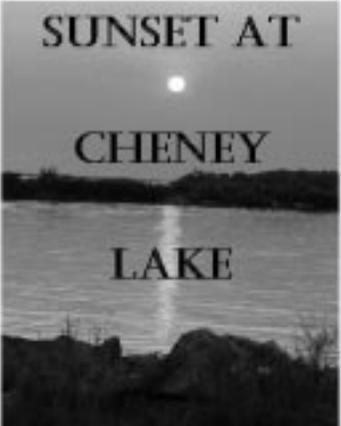
After 32 years working at Cheney State Park I have decided it is time to retire. I started here in 1974 as a summer seasonal ranger. That same year I was hired as a permanent Park Ranger and then after a few years I was promoted to Park Manager. As I look at that number 32 it looks like a large number but looking back it has really gone pretty fast. This has been a very challenging and rewarding job throughout the years. It has been a pleasure to work with and be associated with all of you. The Cheney Lake Association has had a major role since its inception in promoting the park; lobbying and securing funds for capital improvements; and donating money and labor on special projects. The improvements you see today would not have been possible without your help. It is even more important today to support this park, so please step up and do what you can to support Manager Jody Schwartz and the rest of the Cheney State Park staff so this park will continue to grow. Thanks again for all your support. I will miss everyone but I will be around from time to time to see how everyone is doing.

Park Manager Jerry Schmidt



**CLA :**  
**DEDICATED TO**  
**PRESERVING**  
**AND**  
**PROMOTING**  
**CHENEY LAKE**

We're glad you're here to  
join us in the good times at  
Cheney Lake



**SUNSET AT**  
**CHENEY**  
**LAKE**

Tel: 3165400165  
Email: [cheneylakeassociation@yahoo.com](mailto:cheneylakeassociation@yahoo.com)

# The Officers, Directors and Members of

## US SAILING

are pleased to present the

### ARTHUR B. HANSON RESCUE MEDAL

to

### THE CREW ON THE NINNESCAH RACE COMMITTEE BOAT

FOR THE RESCUE AS FOLLOWS:

A houseboat and a Catalina 30 were rafted to each other for a dinner on Memorial Day weekend in 2000 using a single anchor on Memorial Day weekend in Cheney Reservoir, KS. With the air temperature in the low 50's and the water temperature in the low 70's a storm approached quickly at 11:30 PM raising waves to 4-feet and winds of 70-mph. A quick decision was made to break up the raft and the skipper of the Catalina 30, James A. Pierce, Jr., went forward to raise the anchor, but wind and waves hit suddenly that sent Pierce into the water without a PFD, leaving Marlys Frogge (new to sailing) and Pierce's 5 year old son on board. Sound and visual contact were lost immediately. Frogge issued a Mayday on the HF radio.

Patrick Adams, had just arrived home at the lake when Jennifer Curfman was knocking on his other door relaying the Mayday. The location of the boats weren't given as Frogge was unfamiliar with the lake and there are no significant landmarks to help. Adams went to the dock and readied the Ninnescah Sailing Association's race committee boat (28' pontoon) along with Pat Coulter, Roy Schoenherr, Jennifer Curfman, and Terri Cramer and headed off. On their second attempted location, they saw the mast lights on the Catalina 30. Believing that those people were safe, Adams did some estimating about where the boats would have been anchored earlier based on the direction of the wind of the storm. They pulled up and shut off the motor to listen for sounds, and immediately heard, "Help! Help quick!" With their flashlights they could see, no more than fifty feet away, a head bobbing in the waves.

Curfman grabbed a PFD and line and jumped into the water to get to Pierce as quick as possible. The remaining crew pulled them to the pontoon boat and with the low freeboard

were able to bring them aboard relatively easy. The rescuers wrapped dry clothes around the hypothermic Pierce.

Congratulations to the Rescuing Crew on the Ninnescah Race Committee Boat including Patrick Adams, Pat Coulter, Roy Schoenherr, Jennifer Curfman, and Terri Cramer for their strategic search pattern, technique of silent listening in the dark, rescuing and attending to the medical needs of the victim. S SAILING is pleased to present the Arthur B. Hanson Rescue Medal in recognition of this event.

Bill Munster - Chairman,  
Safety at Sea Committee  
By Direction

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On November 4, 2005 at the Ninnescah Sailing Association at a lecture by Gary Jobson in Wichita, KS, Mr. Jobson presented the Arthur B. Hanson Rescue Medal on behalf of S SAILING to (from left to right): Patrick Coulter, Jennifer Curfman, Terri Cramer and Patrick Adams .



Photo by Jim Carlisle.

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The following is From  
Patrick Adams:

Thank you for the opportunity to relate the circumstances of Jim's recovery. It may be that facts and cir-

cumstances of our experience can benefit someone else some day.

My lady, Terri Cramer, and I had dined in Wichita with friends that evening, and were driving west, home to the lake. I am the property manager for the Ninnescah Sailing Association, which leases land inside of Cheney State Park for our wet slips, boat yards, an Activities Center and a residence for me at Cheney Reservoir. (Safety Tip: It is good to have someone living around your Sailing Center who is familiar with and can access resources). On our way home, we encountered a pretty good storm front. The radio said the storm was producing 70 mph winds with quarter-sized hail in a little town west of our lake. So the front had hit the little town, gone over the lake, when I drove into it on the four-lane. There was terrific wind and rain, maybe a little hail, and I wanted to take shelter under an overpass, but all the other traffic had the same idea and there was no room under any of the bridges, so I crept on down the road.

It is a pet peeve of mine that our local media seems to "cry wolf" frequently, especially in the spring, when announcing bad weather. We do have severe weather here in the plains, and it bears watching, but our stations consistently exaggerate the situation so that folks might tend to become complacent. This particular storm was fairly limited in size, and isolated, but was fierce and cropped up quickly after sundown. As you know, Jim is a very experienced sailor, and lives at the lake near me. Without listening to a radio broadcast, he had no warning about the coming storm.

Jim had encouraged a friend of his into buying a big old houseboat. They had just commissioned it and the two couples were rafted together for dinner in a cove on the north side of the lake. Jim was the only experienced

## From Patrick Adams:

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sailor among them. I guess that by the time he realized they were in for a blow, he felt their anchorage was inadequate for their raft-up, being shallow and confined. I suspect they had thrown out only the Catalina 30's Danforth, and bumpered the houseboat along side. They were just going to be there for dinner, so why not. When the weather came through, Jim cast the houseboat off, and leaving Marlys at the helm of the 30 with the motor running, went forward to weigh the anchor. It was then that the gust front came through at 70 to 80 mph, with torrential rain, in the dark, and the boat rolled Jim off the deck. (Safety Tip: put on a PFD on deck in bad weather). With the storm howling and the engine running, Marlys did not hear Jim yelling at her as the boat blew away from him. He could not catch it, I don't know if she had it in gear or not.

Jim told me later that he quickly lost sight of the boats, and in the chop became disoriented. There are no shore lights in the area he was rafted, but with the waves washing over him, and all the rain, he could not tell a bright light across the lake from a dim light nearer him down the shoreline. He said it was indeed everything he could do to tread water in the chop. He tried to make a float out of his jacket, but like a lot of stuff you read about, that didn't work. I believe my friend was in the water for at least an hour and a half. He had no reasonable expectation of being picked up, knowing that the only two boats on the lake that night had limited experience. He could not tell which direction to swim, nor could he maintain a constant heading in the water, as the waves would disorient him as he struggled to keep breathing. He is a very strong swimmer and a tough person. But I am sure Jim thought that night that he was going to die.

Terri and I arrived home, having driven through the storm. The rain had mostly quit and the wind was still blowing, but probably only 15-20 mph. As I came in my back door, I heard someone at the front. It was Jennifer Curfman, a friend of ours and daughter of a club member. She was about 18 then, a beautiful and brilliant girl, a

certified Youth Sailing instructor with lifesaving training. She said, "Marlys is on the radio, she and Cooper are on Moby and the motor won't run. Jim is not on the boat. They don't know where he is." I told her I would meet her at the committee boat, a 28 foot pontoon we run races with. I grabbed my sail bag. (Safety tip: Always keep a bag ready to go when you need it.) Moments later Terri and I were on the dock at the pontoon boat.

There were a number of people there. One was our Wildlife and Parks Law Enforcement Supervisor, my friend Jody Schwartz. He has been involved with recovering several drowning victims over the years. When we heard how long Jim had been in the water, we exchanged glances. Neither of us thought that we would find him alive. Our Club had provided the park officers with mobile HF radios. Usually when they need a boat, they call me or the county Sheriff. Other sailors had gathered around the dock. I asked Jody to monitor his HF on shore, and I loaded everybody on the pontoon and headed out. (Safety Tip: Always keep your rescue craft gassed up and ready to go.)

It was still lightning almost constantly, but the wind was "puffing down" and the chop was manageable, maybe two feet, but confused, not rolling down the lake. I told the crew not to hang on to the aluminum railing and awning of the boat due to the lightning, they were quick to comply.

I got Marlys on the radio. (Safety tip: make sure your crew at least knows how to use the radio.) Being new to the lake, she really had little idea where they had rafted up for dinner. She was in pretty good shape as I talked to her, considering she was very afraid of the water, had just been through a tough storm, and she was on a disabled boat with a five year old boy and she had lost her man overboard. Get this: When Scott Pickers, on his shakedown cruise on his big old houseboat, found out Jim was overboard and Moby's engine was out, he asked his wife to motor around in a circle, and jumped off his boat into the storm and swam to Marlys on the 30 to help her. Scott is a stud. He was able to help her with the

lights and radio, but the engine was no go.

On my way out of our slips at the club I determined that Marlys and Cooper were physically OK, with no motor, probably aground. The only rocks on our lake are a few jetties and the dam, so I figured they would be OK. I told her to turn on all her mast lights and I would look for Jim and get her later.

I know a few of Jim's favorite anchoring spots. One is near our club, and I made a quick run towards that cove. The frequent lightning made that trip short, as a flash revealed no boat there, even at quite a distance. So I turned and headed across the lake, and fairly soon made out mast lights, which I knew must be Moby. I had Marlys blink the lights to be sure I had her on visual. As she was not on the lee side of the lake, I figured she must have run aground not far from where they had been anchored, and so I felt I knew about where Jim had gone into the water. I calculated roughly where the wind would have taken him, and ran the boat to that area. I told my crew to be quiet, and listen. I shut the motor off and we listened. It was on the first or second stop that we heard a faint, "Help! Help quick!"

And with our flashlights we could see, no more than fifty feet away, a head bobbing in the waves.

My crew being enthusiastic but untrained, in an instant all manner of lines, throwables, and a Lifesling were flung off the boat. I should have anticipated that but did not. (Safety Tip: Don't throw crap in the water too early.) With all the lines in the water, I dared not restart the outboard. Jennifer said, "I can get him." In an instant she shucked off her pants, put on a life jacket, grabbed another, and dove in. She reached him very quickly and had him back to the boat right away.

We got him on board easily with the pontoon's low freeboard. We determined that he was unhurt, very cold, but alert. We covered him with our jackets, and I assigned Terri to keep him awake and warm as possible. I asked him if we should return him to shore or go get Marlys and his son. He said he was good to continue to the other boat.

## From Patrick Adams:

I then had the pleasure of calling Marlys and telling her "We have Jim on board and he is going to be alright". It was a defining moment in several people's lives. Our success was due to a number of factors, primarily Jim's incredible swimming endurance, but secondly, my pure good luck in guessing where he might be in the lake.

We reached Moby. I don't know if Scott was already back on his houseboat, or if we ferried him. His wife Lisa had done a great job of keeping that old boat in the area and off the shore, she could hardly see out the windshield. They had no idea where on the lake they were, so they followed us back to our Club after we pulled Moby off the mud. Our crew got on Moby, discovered her anchor and rode on deck, with a rafting line overboard fouling the prop. I pulled her free, with a man at her helm, we made a little convoy back across the lake.

On shore, Jody had summoned EMS, who checked Jim over at my house and declared him OK. I drove Scott and Lisa back around the lake to their truck, and finally we all went home and went to bed.

That ends my recollection of the evening. The club members who were with me were Pat Coulter, Roy Schoenherr, Jennifer Curfman, and Terri Cramer. On the houseboat were Scott and Lisa ickers. Judy Schoenherr made initial radio contact with Marlys from her boat in the slips. As far as correcting Pam's hearsay account, it is pretty good. The committee boat operated perfectly, the club does own another speedboat that was not operable that night, and I don't know that I would have taken it over the pontoon anyway. The pontoon has low freeboard, and an awning you can put people on for a good view. There are a number of shore navigation lights on the lake, none of which can be seen during a thunderstorm. As I mentioned, the Catalina 30 was not first on my "itinerary", we did not approach that boat until we had found Jim.

I hadn't been drinking because I had to drive home. I damn sure had a drink afterward. I am flattered that Pam told you about the deal, although as I stated, my success was in large part due to dumb luck, at least I knew how to start a boat, and was not afraid of

the lightning when somebody was treading water alone in the middle of the lake. Living out here and working around boats and the water and the weather, I am used to dealing with stuff that other people may not be.

Jim has always been a good friend to me, and a wonderful neighbor. He introduced me to the Virgin Islands, scuba diving, yacht racing, and has helped me in many ways. Without question, he would have done the same for me in a heartbeat. But I could have never treaded water as long as he did.

## Jim Pierces Edits:

50 MPH Wind. 72 water temp. Not wearing PFD. Rafted with a friend on a powerboat. They were blown into shore as well. Jim went forward to clear up lines up forward wave hit and tossed him over. He shouted to GF and she couldn't hear him. The line was blown over and wrapped around prop making GF helpless. In water over 1-1/2 hours. Jennifer Curffman jumped into water to get to Jim.

## Zebra Muscle Update : Great News!!

Biologists have been testing all year for signs of ebra Muscles. None have been confirmed. The City of Wichita water facility has also confirmed with KDWP that none have been seen at the Cheney Lake facility.

**Annual Membership Application**  
Please make checks payable to:  
**CHENEY LAKE ASSOCIATION**  
10006 South Titan Road  
Cheney, KS 67025

**FAMILY :** Membership \$35.00  
 **SMALL FAMILY BUSINESS :** Membership \$60.00

**CORPORATE :** Membership \$120.00  
 **CORPORATE Sponsor** \$250.00

**VOLUNTEER**  **EMAIL INFORMATION**

Please indicate your membership choice &  
Check if you would like to be a volunteer and/or receive updates, newsletters and information by email.

Comments: \_\_\_\_\_

Name (\$) \_\_\_\_\_  
Address \_\_\_\_\_  
Phone (\$) \_\_\_\_\_  
Email \_\_\_\_\_

*We're glad you're here to join us in the good times at Cheney Lake*

10006 South Titan Road  
Cheney, KS 67025  
Phone: 3165400163  
E-mail: cheneylakeassociation@yahoo.com



**J/24's For Sale.** Many great J/24's are available for sale both Regionally and Nationally for very reasonable prices. If you are interested, contact Schoen Fitzgerald at 316-685-9225 or Dan Acridge at 316-687-2471. Call us or stop by the slips, we'd be happy to take you out to test drive one of these great one-design racers. J/24 "The ultimate One-Design"

**Santana 25** Quarter ton boat and trailer \$5,500 with some extras \$7,000. Great boat for pleasure or racing. Make offer. Boat located at 3416 W. university, Wichita, KS 316-946-0745.

**Missing Rudder** - I recently discovered my rudder for my Sweet 16 was missing, that is to say, someone took it from my boat out at the yard without permission. As of August 9th it was still missing and I haven't seen it since mid july. My yard space is 24 and my name is Tim

McManamey. The rudder is a little unique for an S16 in that it is half metal half wood. If anyone has information on the rudder they can contact me at 304-2606 or at [timtimmcmanamey.com](http://timtimmcmanamey.com).

**Chrysler Mutineer, 15' 1977** - with good sails and all new lines. Wheel bearings serviced in past two years. New reefing tube. Ready to sail! End of season deal - \$800 obo. 687-9240  
**25 ft. O-Day** and trailer 9.9 electric start Evinrude. Main, Jib, 130 Genoa, Big and roomy 25 ft. Bimini, cockpit cushions, ice box and refrigerator. Call Roger 620-663-5572 \$4000.

**17ft. Venture** — This 1970 venture 17 is in good shape and has been sailed regularly for the past 2 seasons. It has a cabin that can sleep 2. Running lights and electrical system work well. Jibs and main sail are in good shape. The halyards and sheets are in good shape. It has a trailer included and is easy to launch using a ramp in shallower waters. The swing keel draws about 17 when up and 4'9 when down. The Keel has been patched but is in good condition. It has a throw floatation cushion, two

oars, self-bailing cockpit and an anchor. I have a 4 hp Mercury outboard motor that is in good working condition that will go with the boat. Asking \$1,350. Damon Martin 316-204-7785 or 316-684-7213.

**Lost cutting board**-Kate Jensen lost a cutting board the progressive dinner. This cutting board was given to her as a gift by Mrs Koch of Koch Industries. The cutting board is made out of maple as is very well cared for it and has been bee waxed several times. It is 18 by 24 and has John Boos engraved on both front sides of it. If you picked up the wrong cutting board at the Progressive Dinner please return this to Kate. Her telephone is 729-6450 Cell 640-9039.

**O-Day 25** - 1978 Cruiser with BMW D-7 inboard diesel (recently rebuilt) and E- Loader dual-axle trailer. Shoal draft/swing keel with Main, Jib, 150 Genoa and Storm Jib. Spacious enough for 6 adults, comfortable and well appointed ice box, stove, sinks, enclosed head, radio, stereo, depth finder, compass and in good condition. Brand new batteries and charger. Slip NSA transferred with approval. Asking \$6,500. Call David Nevill 316-773-2274.

**International 14.** 2 mains, 2 jibs, 1 kite, double trapeze, 9 ft retractable bow sprit, dolly and road trailer. This boat is a blast and a great challenge. ery fast and will teach you a lot! Tons of Harken hardware, Pictures available at <http://i14ks.tripod.com/sailing> . Asking \$400.00. Call Tim: 316.650.3636.

### The Following ads are from the Walnut Valley Sailing Club - Windward

**MacGregor 25** 1986 One owner, very good condition. Depth finder, compass, sailcover, trailer and motor. \$5200 OBO. Gary Pierce 686-8823 or Gene Nold 636-2091

**Want to buy Old Sunfish** or similar boat. Mike Hand. 316 684 9690.

#### MAINSHEET

#### Classified Advertising Policy

Members and Non-members are invited to use this service at no charge to advertise boat related items. Call or mail your ad copy to the Editors at: 3240 Country Club, Wichita, KS 67208, (316)-685-7425. [mainsheetninescah.org](http://mainsheetninescah.org). Your item will appear in two consecutive issues and on the w.w.w. unless you advise otherwise. Please let the editors know if the item is sold or if you want your ad discontinued after the first insertion.

## ON-LINE PARK PERMIT SALES

When you buy your park permits this year you will see quite a change. Everything will be sold through a computer system at the booths, in the office and at the Marina. You will receive annual permits that you will assemble and stick on your vehicle. Once you are in the system the process will go fairly quickly but be prepared to wait a little longer on a Holiday weekend. I would suggest you buy everything in early spring. In fact, take advantage of the reduced prices and buy before April 1. You can buy on line also.

Any daily permits will be in the form of a hand dated cash register receipt. Most of our camp hosts will have hand held machines and will only be able to sell the daily vehicle, camp and utility permits.

There is an additional cost for each permit. This fee goes to the company that has developed and monitors the system.

The **fees** are as follows:

Annual vehicle, second vehicle, annual camping and 14 day camping the fee is \$1.15 for each. For daily vehicle, daily camping and utilities it is \$.50/day/permit.

If you have any questions you can call any of the Department offices.

Park Manager Jerry Schmidt



ADDRESS SER ICE REQ ESTED

Mike Kilmer and Mark Reeves  
P.O. Box 1587  
Wichita, KS 67201

**CoEditors**



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<http://www.ninnescah.org>

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- Webmaster [webmaster@ninnescah.org](mailto:webmaster@ninnescah.org)

### Board of Governors

Commodore	Alan Huffman	832-9662	<a href="mailto:members@ninnescah.org">members@ninnescah.org</a>
Vice-Commodore	Kevin Findley	744-6788	<a href="mailto:sailing@ninnescah.org">sailing@ninnescah.org</a>
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Past-Commodore	Jim Carlisle	721-8350	<a href="mailto:inform@ninnescah.org">inform@ninnescah.org</a>
Treasurer	John Graves	721-9758	<a href="mailto:treasurer@ninnescah.org">treasurer@ninnescah.org</a>
Secretary	Rich Shull	722-9086	<a href="mailto:secretary@ninnescah.org">secretary@ninnescah.org</a>
Operations	Mike Mason	722-0207	<a href="mailto:events@ninnescah.org">events@ninnescah.org</a>
Yardmaster	Neil Carlsen	540-3868	<a href="mailto:yards@ninnescah.org">yards@ninnescah.org</a>
Harbormaster	Jim Honeyman	945-7575	<a href="mailto:harbor@ninnescah.org">harbor@ninnescah.org</a>

### Administrative Secretary

Thumper and Allen Johnson 721-6466 [records@ninnescah.org](mailto:records@ninnescah.org)

### Property Manager

Patrick Adams 540-3674 [security@ninnescah.org](mailto:security@ninnescah.org)

### Mainsheet Editors

Mark Reeves 685-7425 [mainsheet@ninnescah.org](mailto:mainsheet@ninnescah.org)  
Mike Kilmer 264-3975 [mainsheet@ninnescah.org](mailto:mainsheet@ninnescah.org)



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