



THE MAINSHEET



Vol. 36 No. 2

February, 2007

Cheney Lake, Kansas

From The **Commodore**

As I write this, we just completed the Board meeting for February and I'm looking forward to the Super Bowl Party at the Afterdeck. My Bears come in as underdogs but I am confident that the Monsters of the Midway can win.

The Board agenda stays very full with Club management activities. We have had members and guests at the last two meetings, which is great. We appreciate the feedback and the perspective. Based on that feedback and in an effort to make the electricity in the camping area fairly accessible to those who wish to use it, the Board voted to change the way the Club will charge for that use. The Board decided to drop the annual fixed fee for electric service access and instead will develop and implement policies, procedures, rules and charges for member and non-member daily access to the electrical service in the camping area. Your Board has spent a considerable amount of its time and effort to make this a fair and workable arrangement for all concerned. The Board wants to continue to provide our members with this resource and convenience. The Board is hopeful that the users of this limited resource will exercise the necessary judgment and cooperation to make this work. Should the management of this resource become more intense than it already has and the system put in place found to be unworkable, the Board will likely remove the power in that area of the Club. So, it's all going to be up to the users.

Over the past several months, several members brought to the Boards attention a problem associated with campers being brought into the Club area and left for extended periods of time unattended and blocking access to the sites having electric service. This issue was discussed with the Park Manager to understand the Park Rules and determine a proper course of action. The Park Rules require daily attendance of campers in the park and stays in one place are limited to 14 days. Before our season gets underway, the Board will develop and implement a procedure to notify Park personnel when campers are left unattended at the Club in violation of the Park Rules. The Park Rangers will then enforce the State Park Rules using their normal procedures for such violations. The Board would prefer that the members police themselves on this matter, but if not, will have the mechanism in place to ask the Park Rangers to intervene.

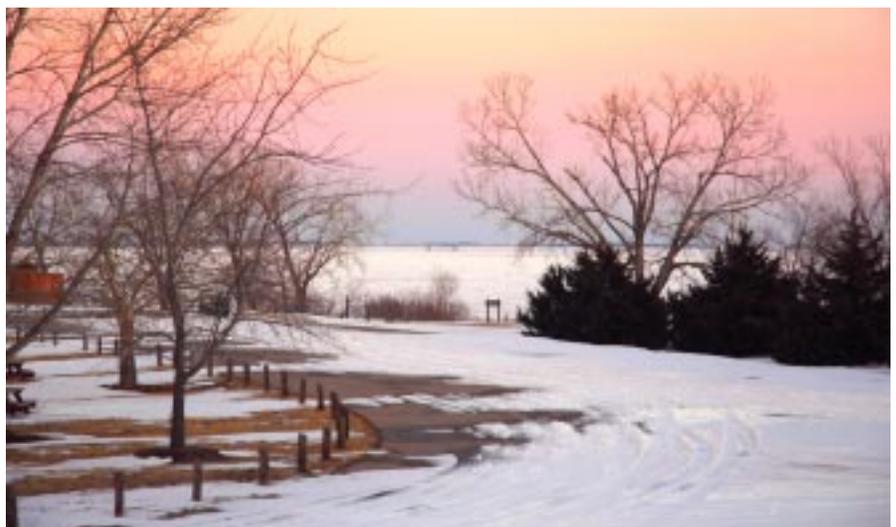
In the classified section of this Mainsheet, look for the details about the upcoming sale to be held through e-Bay. The Club will sell boats that have been abandoned on Club property and a boat that the Club owns but no longer needs.

The Long Range Planning Committee met in January and had a very productive meeting to begin the process of identifying the scope of projects to be addressed in the future and the constraints we will have to work within and/or overcome to further develop the club to meet the current and future needs of the members.

The recent snow and ice should help the lake to increase its level to some degree but we are still going to need some significant rain to get back to pool. We've been lucky in the past whenever the lake has dropped, let's hope our luck holds. Keep doing the rain/snow dance, it worked last month.

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Board of Governors

Ninnescah Sailing association - Board of governors Minutes
February 1, 2007

Board members present: Huffman, Garvey, Carlsen, Shull, Honeyman, Pierce, Woodward, Fitzgerald and Graves.

Members present: Olsen, Adams, Douthit, Johnson, Randle and the Knox's.

- The meeting came to order at 7:10 PM at Quincy's.

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

- Adams advised he had met with the Park Manager and discussed several landscaping issues, and was seeking bids for the fire alarm required in the afterdeck.

- Johnson reported dues and fees had been received from all but about 30 members as of the February 1, 2007.

- Graves presented the monthly financial report, which was reviewed and accepted. He also distributed the final financial report for 2006, which had been accepted at the annual meeting in November. The board approved paying Cheney Lake Association dues at the same level paid in previous years.

- Carlsen informed the board that a contractor was investigating the creation of a waterway to help control erosion and the placement of a sidewalk on the west side of the Afterdeck. He reminds members to check their boats every couple of weeks and to lock the gates. Do not leave used oil or batteries at the club.

- Garvey discussed the travelogue that Allen Archer is submitting about his transit of the Panama Canal and said it would be published in the mainsheet. She advised the board that there are currently 109 copies of the mainsheet being printed and mailed and she is investigating a cheaper and quicker way of printing and distribution. That number is below that necessary for bulk mail discounts.

- Pierce discussed the upcoming regatta schedule, which will be in the mainsheet this month. He said the classes for the CORN regatta hadn't been determined yet; he is contacting several regional classes about their possible participation.

- Huffman said there had been several inquiries concerning the rental of the Afterdeck, but none confirmed yet.

- Woodward requested the board members get him their committee member needs as soon as possible so appointments can be made. Johnson will distribute previous committee information to the Board for their use in making the decision. The Board members are to get those requests to Woodward by February 10.

- Honeyman said the lake has risen a few inches. The mooring balls will be checked closely this spring for any ice damage and will be replaced as needed.

- Huffman told the Board that a notice of sale of the abandoned Ericson 29, Spirit 6.5 and Butterfly would appear in the Mainsheet this month. The boats will be listed on Ebay starting in March. Pictures and full information would appear in the Ebay listing. Club members are encouraged to bid if they are interested.

- Graves advised the dropped member had tendered a check on

1-31-07 in the amount of his past dues and first half 2007 dues. It was determined by the Board that the dropped member would be advised he would need to also tender the initiation fee to become a member and have his name placed on the slip list. Should the dropped member elect not to rejoin the Club, the Board agreed to waive the nonmember slip rental fee until two weeks after the cove thaws to allow the dropped member time to remove his boat.

- A change to Rule 13.O was discussed concerning the operation of air-conditioning in unoccupied boats. A draft will be presented at the March Board meeting for consideration.

- Fitzgerald reported on the meeting with the Park Manager concerning the camping area and the enforcement of the Park Regulations. The Park Officers will enforce the Park Regulations concerning length of stay as needed in the future. He also informed the Board that a discussion took place concerning the appropriate timing for the process required to renew and extend our lease with the State. He said we could make arrangements, independent of the State Park's arrangement with a Camp Host to assist us in the day-to-day management of our campsites having an electrical hookup.

- The Board revisited the electrical use fee for the camping area and charging a day use fee instead of a flat annual fee. After extensive discussion by all present and input from members present at the last meeting it was moved and seconded to repeal the \$100.00 annual fee approved at the November Board meeting, and to bring a day use proposal back to the board in March for consideration. Motion passed.

- Woodward discussed the progress with the insurance company regarding the fire alarm specifications, and hopes he'll have enough information for the Board to make some decisions in March.

- The slip/yard space agreement draft was discussed. Jeff Leonard and several Board members had suggested several changes. It will be circulated among the Board for comments and redrafted for consideration at the March meeting.

- Huffman reported that the Long Range Planning Committee had met on the 18th of January and established a list of identifiable needs and preliminary priorities concerning future club growth, cove maintenance, slip and jetty construction and other improvements. Several LRP members were assigned duties to gather additional information for consideration at future meetings. The next LRP meeting is February 22 at Quincy's. All Past Commodores are encouraged to attend.

- The KU/KSU/Kansas Water Office statewide lake sediment study was discussed. Fitzgerald, Woodward and the Park Manager are seeking information to determine if we can be involved.

- Huffman reported he had met with Guy McCormick concerning the photo contest, and Guy is going to put the rules and other information in the Mainsheet. Members are encouraged to participate.

- Honeyman reported that the project to flip the decking on the slips was halted because of the ice and cold weather. Action will proceed when the weather improves.

- The request from Reno County concerning the required list of boats on the club premises on January 1, 2007 was discussed. State Law requires the club as a Marina Operator to report to the



Board of Governors - contd.

County Assessor all watercraft on its premises as of January 1 each year. The Board decided to publish a list of member boats on the NSA website and put a notice in the February Mainsheet to request that members review the list and advise the Treasurer (John Graves) if their property was not physically present at NSA on January 1, 2007. The revised list will be submitted to Reno County by March 15 as required. A new procedure will be developed in the future to allow members to inform us of this fact in their renewal paperwork.

- The board reviewed several comments submitted by non-renewing members.

- Late work credit submissions by three members were approved and a request to allow work credit participation in 2007 was approved for a member who had been incapacitated in 2006 and was unable to complete his hours.

- NEST was discussed. The Board was advised by Randle that action will be taken by the NEST Board to issue a share of stock to NSA so it will become a subsidiary of NSA. NEST (Ninnescah Education and Safety Training Inc.) is a charitable corporation formed by several individuals for safety and sailing education and training purposes.

- Garvey advised the board she would create a list of Board Members responsibilities concerning Mainsheet items at each meeting and email it to the Members the day following each board meeting.

- The Board was informed that the Resident Agent for NSA, listed with the State of Kansas was an old member who is no longer with the Club and needed to be changed. Graves will confer with Jeff Leonard concerning his or his firm's desire to become the Resident Agent. Action will be taken at the March meeting. Graves will determine if NEST and /or NSA need to be registered with the State of Kansas as charitable organizations and report back to the Board in March.

- Johnson advised several members have not submitted the required insurance information. The Board directed him to place the names of those members whom we do not have proof of current insurance in the Mainsheet after all the renewals have been processed. If members forgot to include that information with their dues submission, they are reminded to get it to Allen Johnson as soon as possible.

- The Board discussed the USODA Great Plains Championship Regatta and authorized the Treasurer to open a separate checking account to deal with its administration.

- It was noted that Robert Umholtz had passed away. The Board extends its condolences to the family.

- The monthly board breakfast will be at the Beacon Restaurant on February 20 at 7:00 am.

The March Board meeting will be held Thursday March 1 at Quincy's at 7:00 pm.

The meeting adjourned at 10:00 pm.

NOTICE TO MEMBERS FROM ASSOCIATION TREASURER

Documentation of Liability Insurance:

Per Association rules, NSA requires proof of liability insurance for any boat located on NSA property. As in past years we have tried to collect this information through the membership renewal forms, however, as of February 1st, 28% of member boats were lacking this information.

If you have not yet provided this information to Allen Johnson, please do so as soon as possible. The board has instructed Allen to provide a list as of the end of February of those members that have not provided the required liability insurance information. **THIS LIST WILL BE PUBLISHED IN THE MARCH MAINSHEET!**

Reno County Appraiser:

Per Kansas law all marina operators are required to provide a list of the boats located on premises on January 1st and July 1st each year. This list must include the name and address of the owners. In order to comply with the law and ensure we are reporting accurately, the board intends to post the list that will be submitted to Reno County on the Association's website (name, boat and KA numbers). **PLEASE REVIEW THIS INFORMATION TO ENSURE IT IS ACCURATE.**

1. If your information is correct AND your boat was stored at NSA on January 1st, no action is required.
2. If you have concerns about the accuracy of the information, (ie: incorrect KA #'s or your boat should not be included) you must contact John Graves prior to March 1st at 721-9758 or email at johngraves@hotmail.com.

Boats in the slips were inventoried in early January and a couple of KA numbers did not match our current information. This is likely to be the case for a few boats located in the yards, so please check your information carefully. The board will rely on you to ensure your information is accurate.

If you have questions or concerns about either of these issues, please contact one of the Board members.

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 Alan Huffman via e-mail pastcommodore@ninnescah.org or phone 316-832-9662

* **E-mail MAINSHEET**

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.

* **Slip Exchange Meeting**

Slip Exchange Meeting March 4, 2007 2:00 PM at the Afterdeck. Questions, You need to be present to exchange slips or get one assigned to you. contact Allen Johnson at administrativesecretary@ninnescah.org

WELCOME ABOARD



Dale & Sherri Kennedy
5915 Anchor Way
Great Bend, KS 67530
620-793-6666
S2 7.3

Michael & Renee Eby
11920 W 156th Terrace
Overland Park, KS 66221
913-681-6819
Catalina 250

Joe & Renee Eberle
13710 E 13th
Wichita, KS 67230
316-733-9846
Laser

Mark & Cathy Bezinque
1439 N Crow Rd
Peck, KS 67120
316-524-1934
Clipper26

Ron Williams
2852 S Walnut
Wichita, KS 67217
316-721-3100
Buccaneer 27
Clipper 21

Bob & Lee Bright
210 E Walnut
Derby, KS 67037
316-788-1714
MacGregor 25

JD & Diane Hersberger
116 Windward Ct
Newton, KS 67114
316-283-7861
Starwind 19

John & Stephanie Baumfalk
216 N Brook Forest Rd
Derby, KS 67037
316-788-5249
Gulf Coast 21

Robert & Jody Garrett
1410 Arthur
Hutchinson, KS 67501
620-669-9879
MacGregor 22
Sunfish

Park Permits – 2007 Prices have gone down from 2006!!!

Get your permits early, **April 1st prices go up.**

Permit Type	Jan-Mar	Apr-Sep
Annual Vehicle	\$19.35	\$24.35
Senior/Disabled Annual Vehicle	\$10.75	\$13.25
2 nd Annual Vehicle	\$11.85	\$14.35
2 nd Senior/Disabled Annual Vehicle	\$7.00	\$8.25

The KDWP implemented a new automated permit processing system in 2006. Park Permits are now available at many new locations. Please remember many locations can only issue “Temporary” permits. These permits will say “Temporary”, in this case you must still bring your temporary permit to a qualified location to exchange it for a permanent permit.

Permanent permits can be obtained from:

Any KDWP Office

Snyder’s Marina (store opens March 16th call 316-542-0163 or 316-617-4889 or email snydersmarina@cox.net)

Permits are also available on-line from the Kansas Department of Wildlife and Parks:

http://www.kdwp.state.ks.us/news/license_permit_sales (some on-line permits print as “Temporary” and will need to be exchanged at a permanent permit location)

Annual Photo Contest

Time to buy film and get to work on your entry for the Annual NSA Photo Contest. The winner will be announced at the Annual Meeting, and framed for display in the Afterdeck.

The “rules” are:

- Photos must be taken this season. - Deadline: Friday, September 28
- Photographer must be an NSA member.
- Photos must be taken within Cheney State Park or on the water.
- **Entries are to be submitted to:**
 - Guy McCormick
 - 909 N. Maize Rd. #214
 - Wichita, KS 67212
 - Slip A-23
- There is a NO entry fee.
- Entries limited to 3 photos per person.
- Size - 8 X 10
- **Information required for each entry:**
 - Photographer’s name (separate from the photo)
 - Location where photo was taken
 - When taken - date, time
 - Identify any boats/ owners if possible
- Selection will be made by the PR Committee, who will not know who the photographers are until after the selection.

Questions? Call Guy at 721-2553

START SHOOTING!



Photos from the Superbowl Party

The Super Bowl party was very fun!! About 30 folks showed up to enjoy good food and even better conversation! The lake was pretty — very frozen! It was especially great to see David Curfman up and about and looking well! Many thanks to Gregg and Cindy Greenwood, Joan and Roger Gibson, Patrick Adams, Mike Mason and all who helped with this party. Watch the calendar for the next fun party on Memorial Day Weekend!



SLIP EXCHANGE MEETING

Sunday, March 4th, 2:00 p.m. in the AFTERDECK

Who should attend?

Members on the exchange list wishing to “improve” their slip assignment; and, members on the slip waiting list wanting a slip for this year.

Why is it important to attend?

NSA only makes permanent slip assignments at this meeting. If you need a slip for your boat, be sure to attend. If you can't make it, designate a representative to attend the meeting for you.

A list of members on the exchange list and on the waiting list, as well as rules for the meeting, will be published **on or about February 5th** on the NSA website

<http://www.ninnescah.org>.

Available slips will be disclosed only at the meeting.

If you have questions, contact Allen Johnson by phone [729-5757] or by email [administrativesecretary@ninnescah.org].

Cheney does NOT have Zebra Muscles

In the past couple of years Zebra Muscles have been a concern to most lake users. The Biologists at Cheney test the water regularly and Cheney does NOT have Zebra Muscles. Please!!! If you move your vessel from ANY body of water to another you can help prevent the spread of zebra mussels by thoroughly cleaning your boat as follows: 1) Drain the bilge water, live wells, and bait buckets; 2) Remove any attached vegetation or mud; 3) Inspect the boat and trailer for attached zebra mussels; 4) scrape off any zebra muscles; 5) dry boat and trailer for five days before entering another waterway,

OR wash boat parts and trailer with 104-degree water, a 10-percent chlorine and water solution or hot saltwater solution. (Do not wash at boat ramps)

And finish with a clean-water rinse.

Operations - Social Committee Calendar

05/27/07 Sun - Old Fashioned Memorial Day Picnic and DJ Dance

06/16/07 Sat - Blessing of Fleet, Light Parade, and other Festivities

07/21/07 Sat - Progressive Dinner

08/11/07 Sat - Poker Run, Dinner, Street Dance

09/02/07 Sun - Labor Day Dinner

10/06/07 Sat - Low Country Boil and Bon Fire

11/04/06 Sat - Annual Meeting

12/08/07 Sat - Holiday Party



Ninnescah Sailing Association Board of Governors Proposed Meeting Dates and Locations 2006 and 2007

March 1, 2007	Quincy's
April 5, 2007	Quincy's
May 3, 2007	Afterdeck
June 7, 2007	Afterdeck
July 5, 2007	Quincy's
August 2, 2007	Afterdeck
September 6, 2007	Quincy's
October 4, 2007	Quincy's
November 1, 2007	Quincy's

Annual Meeting TBD	
November 4 or 11	Afterdeck

PRELIMINARY CSSA/NSA CALENDAR 2007

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Type</u>
Apr 21-22	CSSA Dogwood	Thunderbird SC	S
Apr 25	KBRS	NSA	K
May 2	KBRS	NSA	K
May 9	KBRS	NSA	K
May 16	KBRS	NSA	K
May 19-20	CSSA Spring Open	Windycrest SC	
May 23	KBRS	NSA	K
May 25-28	Level 1 Instructor Training (Fri-Mon)	Ninnescah SA	O
May 27	NSA Memorial Day Regatta	Ninnescah SA	
May 30	KBRS	NSA	K
Jun 2	CSSA Junior Regatta #1	Oklahoma City BC	J
Jun 6	KBRS	NSA	K
Jun 9	CSSA Hmmmfest	Central Oklahoma SC	A
Jun 13	KBRS	NSA	K
Jun 14-17	USODA Great Plains Championship	Ninnescah SA	J
Jun 16-17	Lighthouse Reg - CB; & FSCT Dist	Oklahoma City BC	C
Jun 17-22	Santana 20 Nationals	Windycrest SC	O
Jun 20	KBRS	NSA	K
Jun 23	Summer Solstice Regatta (S16 & LASE)	Quivira SC (S16 & Laser)	O
Jun 23-24	Lighthouse - KB; & MLG24 Dist	Oklahoma City BC	C
Jun 27	KBRS	NSA	K
Jun 30	CSSA Junior Regatta #2	Windycrest SC	J
Jul 4	KBRS	NSA	K
Jul 4	Colossus Cup	NSA	
July 7	CSSA Junior Regatta #3	NSA	J
Jul 11	KBRS	NSA	K
Jul 14-21	Texas Race Week TCYC, LYC,	HYC	K
Jul 18	KBRS	NSA	K
Jul 21-22	CSSA Whitecap	NSA	S
Jul 25	KBRS	NSA	K
Jul 28	CSSA Junior Regatta #4	Thunderbird SC (tent.)	J
Aug 1	KBRS	NSA	K
Aug 8	KBRS	NSA	K
Aug 11-12	CSSA Jr Championship Regatta	Walnut Valley SC	J
Aug 15	KBRS	NSA	K
Aug 22	KBRS	NSA	K
Aug 25-26	Cheney Cat Chase	Hobie Fleet 27	O
Aug 29	KBRS	NSA	K
Sep 2-3	CORN	NSA	A
Sep 5	KBRS	NSA	K
Sep 8-9	CSSA Masters Regatta (55 & up)	Walnut Valley SC	A
Sep 8-9	Sweet 16 Nationals	Perry YC	O
Sep 12	KBRS	NSA	K
Sep 15	KBRS	NSA	K
Sep 22	KBRS	NSA	K
Sep 22-23	ROCK (chg name ?)	Tsa-La-Gi YC	A
Sep 29	KBRS	NSA	K
Oct 6	KBRS	NSA	K
Oct 6-7	CSSA Indian Summer	Oklahoma City BC	S
Oct 13	KBRS	NSA	K
Nov 4 ??	CSSA Hiram Douglas LD Race	Thunderbird SC	A

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, March 1st.

-Only items on IBM formatted discs or e-mail will be accepted until 6:00 p.m Monday, March 5th.

-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.)

Allen Archer is sailing with Chuck Roach from Baja to Houston and this is the first installment of their log journal.

Jan 12, 2007

Captain's log star date, well, Jan 12, 2007. The big day is here. At 0-dark early Ginny Padgett took Judy to the hospital and me to the airport. Yes, Judy is getting her knee operated on this morning and here I am off on a 2-3 month cruising adventure. Yes, I feel guilty not being there for her but Ginny promised to take good care of her.

The weeks of sorting and packing are done and I just hope Chuck doesn't think I brought too much stuff. Can't think of anything forgotten except the fanny pack Judy wanted me to bring. Fanny Pack: the accessory that just screams, "I'm a nerd and all my money is in here." I bought two large sea bags at AAA that can easily be slit open by unscrupulous baggage handlers.

In checking the weather, Tucson is chilly – high in the 50's and Guaymas has rain, high in the 60's. And I thought we were headed for the tropics.

Before I go any further, for purposes of this log, my prose, will be in normal font. *I'll ask Chuck to contribute in italics* and , so you'll know who's doing the narration. It is our intention to email copies of this log as often as we can to Sally who, in turn, will make mass distribution.

The crew: Our captain, Chuck Roach, is from Wichita, KS and has extensive sailing experience. His most notable cruise was a two-year voyage with his wife and two kids from England to Louisiana via the Iberian Peninsula and the Caribbean. He also sailed from Key West to Cuba in an 18 ft. Blackwatch just to say he did it. He has owned his current boat, Sonrisa, for about 7 years keeping it in British Columbia. He sailed it down the west coast two years ago to where it now rests on the hard in San Carlos, MX.

Allen Archer is also from Wichita and has years of sailing in the form of racing in the Midwest and in the Pacific Northwest.

Your scribe, David Duncan is from Richmond, VA and has done only coastal cruising in the Chesapeake area with occasional charters in the Virgins and British Columbia. I have owned, in order, a Venture 25, Hobie 16, Hunter 37, and an Island Packet 37. I am currently boatless.

Jan 13, 2007

Kudos to Delta. Arrived only 20 minutes late with no lost luggage. Chuck and Allen were waiting in baggage claim. Chuck's friend, Buck Wyles was there to pick us up and take us

to his and Sharon's lovely desert home. Buck fixed a lovely dinner and it was time to retire.

We spent the day looking at cacti. I didn't realize there was such variety. Tucson is at an elevation where the giant Saguaro (pronounced swar-o) grow in abundance and in fantastic, grotesque shapes. At a local cactus nursery some of the varieties resembled underwater coral formations. Buck, Sharon, Chuck, Allen, and I took a short hike through a cactus park and Buck was kind enough to show us the wrong way to pick up a piece of Cholla cactus. After Sharon got the piece unstuck from his finger and kissed the owee, we, of course gave Buck a little grief for his efforts. He took one for the team.

Chuck cooked a great dinner, we had a great time socializing and then it was time to retire. Buck and Sharon really rolled out the red carpet for us and we are very grateful for their hospitality. Tomorrow we board the 8:45AM bus for Guaymas. It's kind of unsettling to think we will probably not know the results of the Super Bowl, the NCAA's or other like-wise earth-shattering news until March. The crew is getting to know each other better. We might know each other too well in two months.

Jan 14, 2007

Things keep going amazingly on schedule. The Tufesa Bus arrived on time and, 7 1/2 hours later, deposited us in Guaymas (pronounced wye-mas) on time. I have to say the scenery in-route was anything but inspiring. Just cacti, sagebrush, and mesquite trees. Lots of barren craggy mountains in the distance offered relief to the sameness of the trip, The bus featured television playing B-movies in Espanol, of course. Allen was unfortunate to be seated next to Senora Lardass who, with her mass of luggage managed to take up her seat and most of Allen's.

Illegal aliens. On a political note, we are now all illegal aliens. The bus stopped at the border and all 40 of us passengers (36 natives and four gringos) hauled our bags off the bus, got waved through by the custom agents packing heat, showed no identification, hauled our bags back on the bus, and went on our merry way. A few kilometers further up the bus stopped again at Immigration but no one checked us out so we surmise we are illegal. Do you suppose we can get illegal jobs, collect benefits and get the government to change all their signs to English? I think not too. I just feel that we are here doing the jobs Mexicans can't or won't do – spending pesos.

A gentleman named Jorge picked us up at the depot and took us north a few kilometers to a resort town named San Carlos. A friend of Chuck and Sally had graciously offered us their condo for our stay there while we prepared Sonrisa for her voyage. When I say condo, don't be misled. This place is not in the "condo" category as we mortals generally think of the term. This place, easily 6,000 sq. ft. has six suites with pri-

vate baths that are, quite simply, enormous. It faces San Francisco bay (no, not the one in California) and offers spectacular views of same. It has an indoor pool, a steam bath, pool table, two kitchens, and more. It even has a honeymoon suite. The previously mentioned Jorge, is a full time caretaker and the place comes with a maid. Truly, it was intended that I live like this all the time.

Jan 15, 2003

The crew spent the day at hard labor. Our captain is a harsh taskmaster, flogging the crew for the slightest infraction and, if the beatings continue, the crew may be forced to cast the skipper adrift in the dinghy and retire to some tropical isle inhabited by nubile and overly-affectionate maidens. No, wait! Mel Gibson has already done that story.

We busied ourselves with boat chores including scrubbing the deck and hull, attaching the jib, repairing certain mast aloft items, and other mundane chores too boring to mention,

We cannot connect with our loved ones at home via phone. Allen has not discovered the code for dialing out of Mexico. We may have to wait until Puerto Vallarto before we can talk to our wives. I think we all miss the contact. The last time I felt this remote was when I spent that year in Viet Nam.

Jan 16 (Tuesday)

Not much to report here. The drudgework continued under Skipper Simon Legree. But he says the floggings will continue until morale improves. What a sweet guy! Sally, is Chuck this nice when you go cruising?

Jan 18 (Thursday)

Well, this is it! The big day is tomorrow. We think we are all set to see the boat towed from the boatyard to the marina, cast off the dock lines and head SSE down El Mar de Cortez. Chuck had a pair of kayaks on the deck that became gifts to our condo hosts when none of the crew expressed a desire to use them. Chuck didn't seem too broken up about taking them off the boat, and it did give us a lot more deck space making Sonrisa look more like a real cruising boat than just some guys out to play.

Jorge, the condo manger, did let us use his phone yesterday so we could check in with our loved ones a home. That was nice.

Jan 19 and 20;

Getting the boat from the boat yard to the marina is a real trick to see. They use a tractor-pushed lift that slides under the boat and then hydraulically lifts it so it can be pushed to the marina. Then it's just slid down the ramp and into the water. After a bit of waiting around that is just what happened.

So then we just jumped in the boat and took off for warmer climes, right? Well, not exactly. First the engine wouldn't start and Chuck had to go back to the boat yard for a replacement.

Baja to Houston - *Contd.*

Then, the battery was the wrong type and so, back to the boatyard. Finally, the engine proved to be stubborn but after bleeding the injectors and checking here and there, Chuck managed to get it to crank and off we went – actual departure time around 10:30AM.

The first three or four hours out into the Sea of Cortez went OK. The winds were cooperating and we just congratulated ourselves on our superior seamanship and luck. Then the winds just died some 26 miles from port. It wasn't calm by any means. The tossing and rolling caused a bit of queasiness in all of us, Allen most of all. No one heaved but it was close. The Skipper then made the obvious decision to motor only to find out it ran a little hot. He literally dived into the engine house to trouble shoot the cooling system. Raw water pump fine; replaced impeller then put the old one back in; replaced a gasket, other things that took maybe two hours but nothing worked. Finally we had no choice but to bob up and down like corks. At dusk, Chuck made some sandwiches (did I mention we had no lunch, but no one seemed to care) but appetites had all but disappeared. Captain Chuck then assigned watch assignments with Allen to stand the 8:00PM to midnight, yours truly midnight to 4:00AM, and Chuck 4:00AM to 8:00AM. We ran up only the jib because the main halyards were fouled (could anything else go wrong?) and Allen stood watch. The decision was made to return the 26 miles to San Carlos to get the engine fixed.

Jan 21, 2007:

I arose at midnight for my shift to find Allen had found a bit of wind and we had closed to within 21 miles of port. I noticed a bit of lightning off in the distance but Allen thought it was far enough to be in Arizona. One hour later the squall hit. First, a few drops of rain, then a 90 deg. wind shift with a blow of maybe 35 mph. I had never sailed at night and the first time really was an experience. Chuck came up to help reef the jib and get the boat under control and we just ran merrily along at 5 kts. for about an hour. Then, of course, the wind just stopped again.

Chuck sent me to bed and I awoke to find we were just 6 miles out with favorable winds to the harbor. Chuck is not engaged in trying to solve the engine difficulties and has decided to bite the bullet and buy another battery. We spent that night in San Carlos while Chuck, scraped and bruised from wrestling with the diesel, struggled to get the cooling system working. Meanwhile, naturally, we took the opportunity to shower for the last time in who knows how long. On my turn in the marina showers, which were quite nice, I managed to hook a wrong turn and did my shower in the "Muheres" room instead of "Hombres." As luck would have it, a woman did open my shower stall door just as I was toweling off and was treated to the "Full

Monty." I never saw her face but I bet she had some tales to tell her cruising companions.

Jan 22, 2007:

Allen dinghied in to forage for breakfast treats, send an email home to advise loved ones of our status and off we went to sea. We seem to be really, really off this time. The seas are rough and the air is quite chilly. I need all the layers I have to stay comfortable. No queasiness this time under heavy rolling seas, 15 knts wind and sunny skies.

Jan 23, 2007:

Holy crap! What could I have been thinking when I agreed to go on this voyage to Hell?! We have 12 ft. waves, 20+ knots of wind and the boat is gyrating like some evil out-of-control carnival ride that the operator left in "continuous vomit" mode and went on vacation. Allen blew lunch and me too, almost. And the cooling system is still not behaving. Sleep is all but impossible as is eating. I'm sure the folks back home envy us for all the fun we're having. Why oh why did I ever think I was a sailor? I'm a coastal cruiser – set out for the day, drop the hook or go to another marina, don't sail when it's nasty, that sort of thing. This just sucks.

Peeing at sea: We are men, you see, manly men; men sailor men; men among men. We go standing up. Right in the ocean from the side of the boat. That's our style and the world is our urinal. Not here! Not in rolling seas. It's far too dangerous to go forward and get relief between the shrouds so that leaves the head. We have evolved different techniques. Chuck, ever the inveterate seaman, claims to go standing up and doesn't miss his mark – I don't believe this for a moment. Allen and I do the sissy, sit down thing as our standard mode that still requires finesse, agility, and tolerance to pain. After lunging to the door over a pitching floor and managing to get inside the head, one has to plant one's feet athwart ship as far as possible while holding on to the only thing available – the towel rack. Picking a time when the boat is only rolling through a 60 deg. arc, one then makes a grab for the first layer below the waist. "Ow!" Shoulder slams into side of boat. Retry to grab the belt buckle and Wham! "What the!," Another shoulder into the boat, same exact now tender spot. Finish unbuckle, unzip and after a couple of more whaps on the shoulder, pivot smartly to the left and plop on the seat. Flusher handle brutally bruises port side buttock. When done do the 20 cranks with the flusher and repeat in reverse with more blows to the shoulder. Obviously, when in our bunks, we wait until the last possible moment to tackle this chore.

Jan 24 – 25:

The night was again a nightmare but by dawn the wind had died down a lot and the seas were starting to calm down. The good news is

that we are clocking off 130 miles/day. When I looked at the Sea of Cortez on the map it looked not so big but this sucker is over 700 miles long and, in some places over 150 miles wide. That's like driving from Richmond to Jacksonville. We started at about the middle and sailed mostly south., Chuck is trying to keep our spirits up and has decided to let us catch our breath at an anchorage called Los Frailes (The Friars) near the southern tip of the Baha Peninsula. We have seen no signs of life for almost two days. No boats, no planes, nothing. We spot land in late morning and anchor about 4:30 in the afternoon. There are five other boats in the anchorage and Mexican fishermen on shore.

Yes, Sally, Bob on the Beach is still there – at least his trailer and boat are. After spying on our neighbors with heavy lenses (and they, on us) we have a great meal, enjoy a pleasant Mexican sunset and a more-or-less flat boat.

Spirits much higher, fully rested and bellies full, we depart for Puerto Villarta or P.V, as we cruisers call it under power, clear skies and a totally flat sea. Could this be the same body of water we just went through hell to get across? We will be at sea at least two nights before reaching P.V.

Sleeping at sea: Or should I say, trying to sleep at sea? Chuck has us organized into three nightly shifts: 8PM til midnight, midnight til 4 AM and 4AM til 8AM. There are only two places on the boat where sleep may be attempted – the forward V berth and the aft quarter berth. I've tried them both and neither work very well. Of the two, the one that works least worst for me is the quarter berth. I can dive in head-first, get wedged in between pillows, baggage and anything else handy, and almost keep from being thrown around when the boat heaves in its ever-erratic fashion. I can dive into the V berth too but not with as much success. I wager none of us got over 3 hours sleep a night on our two-night crossing.

Hygiene at sea: Almost non-existent. All optional hygienic tasks have been abandoned. I've been in the same clothes for 4 days and smell like a goat with traces of green onion. So this is how the French feel? We're just so European. OK, I still brush teeth and deodorant helps. Chuck says showers are for sissies but the one on the boat doesn't work because it doesn't have a shower drain pump. I blame Sally for this. She should have INSISTED on this feature. It'd be useless at sea anyway. Just more opportunities to get slammed around in the head.

Large white things: On our first night at sea – the false start – Allen claimed to have seen large, porpoise-like things swimming alongside and under the boat. Of course he was hallucinating, mad with sea fever or something. Why next he would claim sightings of mermaids and sea monsters. He was mad as a hatter. Then the next night on my shift, I saw them too and I know I'm

Baja to Houston - *Contd.*

not crazy. They seemed about 10 ft. long, all white with no dorsal fins. Now Chuck thinks we're both nuts.

Jan 25 – Jan 27:

We started from Los Frailes for P.V. about 0700, leaving a great anchorage where it was nice to be on a sort of stable boat for a few hours. We all slept like logs. The seas are dead flat causing us to motor almost a third of the 260 nm trip. Could this be the same ocean?

Overnight the wind picked up and we were able to sail the rest of the way – two nights and three days to P.V. After a night at sea we found flying fish on deck and, get this, squid. That's right, calamari just jump right onto the boat. Chuck put the now dead critters in a baggie for future use as bait. Along the way we stumbled upon the legendary graveyard of the red snapper. Stories are told about brave explorers looking in vain for this place where the snapper go to die. I mean, what else could it be with literally hundreds of bloated dead fish floating on the surface befouling the air for miles?

On the approach to Bahia Banderas, Chuck hooked a fine spotted jack that became our supper. We also spotted a whale, dolphins, and turtles on the way to our anchorage at La Cruz.

The morning of the 28th, Sunday, we motored the five miles over to Nuevo Puerto, some 8 miles north of Puerto Vallarta, found a place to tie-up and bussed in toward town to raid the local Sam's and Walmart. This is indeed civilization. It was good to get ashore after over a week on the boat. My leg muscles had atrophied so walking took a bit of getting used to. Inside the shower, it seemed like the whole building was rocking and rolling. Tomorrow we plan to bus into P.V. browse around see the sights then gas up and head south on Tuesday, Jan. 30.

We tied up next to a very accommodating sailor named Weston, or "Old Split Ear." Weston is in his mid-50's and has been living on his boat, the same boat, for 37 years. We had him come aboard in the evening to regale us with his salty tales of near-death marine experiences, rescues at sea, maidens he's had on board, that sort of thing. He does indeed have a split ear – a horizontal split. He claims to have no idea how he got it but only that it happened at sea and admonished us to not try this at home.

Watching life in the marina is a fascinating experience. I can honestly say that from our deck in Richmond I have never seen a panga motor buy with three people and a seal as passengers, one of them feeding the seal small fish. By the way, a panga is a 14 ft. skiff used by the locals to fish coastal waters.

We spent today looking for parts for the boat, food, etc. We hopped on and off busses trying to find stuff. We certainly know how to use the public transportation system. Our plan is to leave early tomorrow (Tuesday, Jan 30) but

the marina manager won't check us out until 9:00AM tomorrow. He wants to wield his power over us as long as possible. It was comforting finally getting to understand how the phones work. Allen's cell is worthless unless someone calls him. The thing is you buy a phone card at a local store that entitles the user to so many minutes. After inserting the card and dialing the number, the phone display shows how many minutes are left in the call. Anyway, It was great talking to Judy and getting the news from home – at least some of the news was good. Judy, I wish I was there for you now.

The road to Z-Town.

January 30 – Feb 3, 2007:

After Capt. Chuck did the paper shuffle with the marina officials and a fuel stop in the Puerto Vallarta marina, we were off again at about 11:00AM. Our destination, after a four day, three night passage is Z-Town or Zihuatanejo. The cruise book calls the town "legendary." "Avid sportsfishers come here to fish all season long: causal cruisers find it and spend the rest of their lives!" Well, we shall indeed see. It will also be the first chance since P.V. to call and check up on loved ones.

What can I say to describe night sailing in perfect conditions? We are making five knots under genoa alone. The sunsets are an indescribable cascade of textures and colors, ever-changing as the sun sinks into the ocean. The West Coast of Mexico is very sparsely populated looking, I suppose, like California must have looked like 150 years ago. We see only a few lights and beacons signifying the presence of other humans on the planet, otherwise, the ocean is just empty. A sea bird of some feather rests on our spreader bar to be joined later by another and they both just roost there most of the night until they depart just before sun up leaving a mass of guano on *Sonrisa's* foredeck to be removed. We are blessed with a full moon so the shoreline, some 10 miles distant, is still visible on the horizon.

At times we have rolling seas and twenty knots of tail wind. Other times we have no wind at all and turn on the iron genny. One evening we motor all night. We spot an occasional whale spouting in the distance. On another evening, just before dusk, *Sonrisa* is joined by a pod of 12 – 15 dolphins that seemed to get some pleasure out of our bow wave. For maybe an hour they took turns, maybe 3 or 4 at a time surfing just under the bow of the boat while the others jumped and swam about just a few feet away. Our guess is that it must have felt like a back massage to them.

We see a few commercial ships in the distance too far away to be of any concern. But once, during my shift, I noticed a passenger liner moving rapidly up dead astern but she changed course to miss us passing a quarter mile to port.

By the time we reach Z-Town we will have put over 1,000 nm under the keel. 1,014 to be exact. Z-Town certainly lives up to its billing.

A tranquil, small bay surrounded by steep hills with villas overlooking the water. Lots and lots of boats of all stripes populate the anchorage, both sail and stink pots. The waters are constantly plied by pangas and dinghys going to and from the shore scattering the literally thousands of pelicans lurking for handouts. On our way into shore last evening we narrowly missed a pelican guano bomb but with the sheer numbers aloft it's a wonder we weren't hit several times. And believe me a pelican bomb is a major piece of, well, stuff.

We had dinner at a wonderful little sidewalk café and enjoyed just being ashore although we all felt the nauseous illusion of solid earth feeling like a rocking boat. The town near shore is filled with crowded little shops selling all sorts of touristy trinkets, but some seemingly high-end stores too, selling clothes, jewelry, and the like. It was great to be able to talk to Judy and get all the news from home.

Today (Sat, Feb 3) Chuck will forage for boat parts and food to get us to Acapulco

To be continued...

Cabins – Cheney Lake

Greg Greenwood
Friends of Cheney

The Cabins had another good year. The occupancy rate was about the same as in 2005. They are holding up well and continue to be a great alternative place to stay at the Lake. We continue to receive nice feedback from people staying in the cabins. Many thanks should go to the Cheney Park Staff and our great camp hosts, Jim and Carolyn Savage for their efforts in keeping the cabins nice.

The Friends of Cheney Board is looking in to the possibility of putting some Cabins on the east side of the lake. Numerous questions must be answered, a location found, and permits obtained before we can proceed with installation of these Cabins. Therefore no timetable has been set for these Cabins but it will hopefully occur in the not too distant future.

THE MAINSHEET Classifieds



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"

Cal 9.2 (30ft). FOR SALE BY OWNER: 1982. Looking for a nice big boat with a slip and trailer? Check this out: New main and Jib in 2000. Spinnaker and Flexible Furler. Universal Diesel. New running rigging. Bimini and cockpit cushions, refrigerated icebox and suitcase A/C. CD player. Custom road trailer. Slip transfers with Board approval. Price reduced to \$27,500. To see this boat in the water, call Patrick at 540.3674

S/27.3 - 1984 24' cruiser. OMC Saildrive. Main, 100%, 150%, and storm jib. Tandem trailer. Slip transfers with BOG approval. \$5,000. Call 316-540-3674.

Radio Controlled Model Yacht, East Coast 12 Meter. Ozmun Hull. This is a 1/12th scale model of a 1962 Americas cup defender. The hull is 5ft long with a 23lb displacement. Call 993.8959 or e-mail jw@jonathanwooddesign.com for more information or pictures or to come check it out in person. Over \$2500 new, asking \$1200 obo. *Jonathan Wood.*

San Juan 21 Mark 2 1978. All sails, main, working jib, genoa, spinnaker with all spinnaker gear. Was raced in 1999 North Americans. Electrical panel for stereo, cabin lights, anchor light, running lights, depth meter, knot/trip meter. Vents, bottom paint, bow pulpit, Fleet Captain trailer with spare tire. 2 rudders, one is kick-up. Mid boom sheeting, split back stay. Well maintained, \$2,500. See at the lake in Lot #662. Contact Patrick (316) 540-3674 or Francis Toews (316) 253-1903, fntoews@swbell.net

Starfish - 1978. Red Regular with trailer. Best Offer. Bobbie Keltner. 316-722-5621

Merit 25 - 1983. This sailboat was previously owned by Frank Hopper (listed this way with his permission). It has many nice features such as Epoxy barrier coat with Interlux CSC Micron bottom paint (2004), 90% Sittle, 110% Horizon, 130% Ulmer-Kolius furling sail with Aaroluff, 155% Ulmer-Kolius mylar genoa, Ulmer-Kolius full batten main, Extra Horizon main, Tri-Radial Ulmer-Kolius spinnaker (.75 oz) with Chute scoop, Harken roller/furler, Johnson Sailmaster 9.9 motor, signet digital depth meter, Plastimo tactical compass, Windex spar fly, Boarding ladder, Spinlock line clutches, Kenyon mast and boom. Dual axle custom-built trailer with extension tongue (allows trailer to be about 15' further in water than with regular tongue) and surge brakes. It is located in Hoisington, KS which is 10 miles north of Great Bend. Please contact Greg at

gmlowe@yahoo.com or call me at 620-564-3515 from 8-5pm M-F or at 620-708-4102 in evenings (please leave a message if I'm not home). Price set at \$7000.

O Day 25 - 1978 Cruiser with BMW D-7 inboard diesel (rebuilt 2005) and E-Z loader tandem axle trailer with tongue extension. Shoal Draft/swing keel with Main, Jib, 150 Genoa and Storm Jib. Spacious enough for 6 adults, comfortable with ice box, stove, sink enclosed head, radio, stereo, depth finder, compass and in good condition. New deep cycle batteries in 2006 and new charger. Moving up to a larger boat, so slip is not transferable Asking \$6,500 USD Ed Evans. 316-841-2734

Too Many Water Toys, Now for sale by owner. 2000 Windrider 16 with Rudder extensions, bilge pump, spray diverter and factory fitted galvanized trailer blue color. \$2000.00. Melges M16 scow, and trailer nice older race boat. Fun upgrade from a Sunfish or laser. \$1100.00. International 470 on trailer. This boat is project and still needs paint and a rudder. \$1100.00 16 foot fiberglass lake tandem kayak yellow top white bottom \$325.00. Good for kids. 8 foot Kiwi River Kayak yellow, red skirt and paddle. Used 4 times, like new \$375.00. Bad for little Kids. For more details on these

MAINSHEET

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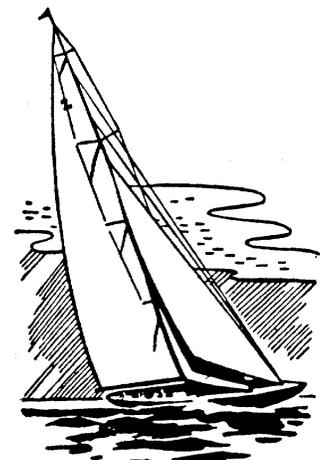
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please call 620.793.6666 or e-mail me at dale.kennedy@aquila.com. Looking for Soling or E-22. These are located at Great Bend, Ks

Three boats for sale by NSA!! NSA will be selling three boats to the highest bidder on Ebay in March. For sale will be a 79 Ericsson 29, a 79 Spirit 6.5 and a Butterfly. All boats have trailers. The Ericsson was submerged at the dock a couple of years ago, and would be a great project boat. The others appear to be in sailable condition. The listings will begin approximately March 5th, and run for 10 days. They are currently located in the South storage yard. Any questions call Alan Huffman 316-706-8042.

24' Bruce Roberts design hand-crafted wooden sloop. Inboard Volvo diesel 7.5 hp saildrive, trailer, Murray winches, winter cover. Lovingly built by the owner. Can be seen in the West boatyard. Call Patrick at 316 540 3674 to check this boat out and make an offer



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