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St. Paul Yacht Club Anchor Line

STPAULYACHTCLUB.ORG 651-292-8964 100 YACHT CLUB ROAD B-1, ST. PAUL, MN 55107

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COMMODORE'S REPORT

Our boats are sleeping now under their blue or white blankets. I hope you all had as great of a season as I did! We had wonderful stretches of beautiful weather and pretty average water depths for 6 months. For those of you that kept your boats in till late October, you were able to enjoy boating in one of the nicest falls in recent memory. Thank you all for sharing and making pleasant memories in the summer of 2015! I want to send out a special thank you to the social committee and all the volunteers that put together some very nice events including a very memorable Commodore's ball. I look forward to spending the holidays with you in the offseason and continue our rich history of SPYC winter activities. There is plenty of fun to be had in our club even with our boats out of the water. I always enjoy visiting my peeps in the live-aboard community during the winter. I marvel at their independence and ability to weather out whatever mood old man winter is in on the Upper Mississippi!

Everyone here seems to do their part to stay connected in the off-season and I guess that is just another reason we are family. We obviously are not here just for the boating. We are here for our friendships and camaraderie. I have not seen a tighter, more caring group of people that rally around whatever we decide to do together all year round! Ruby and I have lived in our little home in the Como Park neighborhood for almost 30 years. We have been in this club for half of that time but have cultivated such close friendships here that this is what feels like home to me. I think this summer I slept in my bed at home maybe 10 times. The rest was spent on the Black Ruby and that says a lot about the quality of this Mississippi neighborhood, the SPYC.

I want everyone here to think of this as their neighborhood as I do and treat it with love and respect. I want us to be proud of our surroundings and keep it clean and organized like our yards. We

share these yards with each other here so we need to be diligent about holding our common areas to the highest standards within reason. Before our staff cleaned up the boatyard this summer, it looked like a junkyard. I don't want it ever to get to that point again as long as I am a member here.

Please do not bring down scrap metal that does not originate from this club to the boatyard. Despite what you may have been told it is not a disposal facility. This club makes much less money off turning in scrap than the staff labor it costs us to deal with it. If you have stuff to dump, use the pay dump across the street. If you have dirty oil, put it in the used oil drum and don't leave your dirty oil filter in the draining tray for someone else to deal with. If you have antifreeze, old paint or chemicals, bring it to the household disposal site up behind the Capital like I do. If you treat our club like your yard and neighborhood, you will hopefully be doing things that are respectful to fellow members and not expecting someone else to clean up your mess. Anything that you don't clean up here either costs you money for staff to do or worse yet just doesn't get done.

If you have work to do on your boat in the boatyard, remember this is privilege, not a right. Organize your work area and clean up after yourself. We have had some unfortunate situations with non-members taking advantage of that situation that will not be repeated in the future. I want to keep that privilege for our members and I need your cooperation to do so. Did you know our lease with the City of St Paul is contingent on having a clean, organized and safe boatyard?

Please remember our boatyard is not a storage facility for random things. If you do have something legitimate to store talk to Roger first. If you have a dingy or trailer make sure you pay the \$120 storage fee and tag your trailer as paid. Don't assume you will be billed, please take the initiative to tell Roger to add the fee to your statement. Those modest fees all go to the best cause we are part of! If we all take responsibility for our things like we need to do at home this can be as good as home and better! — Dave McKusick

ROGER'S ARTICLE

I hope your off-season is getting a good start. The boatyard is buttoned up and the yard staff is all gone so it's very quiet around here...a good opportunity to think about the future.

We've been grappling with dredging and water depth issues here for a long time. I think everyone is aware of the lower harbor water problems and our need to rely on expensive dredging to a greater level than we can really afford. I think we've explored all the dredging options to the point of exhaustion and it's time to look at a completely different direction.

When you take into account that there are areas in the lower harbor that have NEVER been dredged (at least since I've been here from 1997) and there are areas that seem to need dredging virtually every year, you can't help but think about the possibility that we have an increasingly unworkable layout down there; in simple terms we need to have docks in the areas that are deep – and historically STAY deep – and we need to get out of the areas we can't afford to keep open.

Accompanying this text are some examples of redesigns of the lower harbor as requested by the SPYC board. These were done with accurate scale drawings, and while I would not consider any of them to be final, they are a good exercise in what might be a possibility going forward. In doing these studies I've tried to keep the following goals in mind:

- **Use as much of our existing infrastructure as possible and keep costs manageable.**
- **Preserve as much rentable space, both tie along and full slips as possible.**
- **Leave a path for future changes as may be required.**
- **Minimize or eliminate the need to drive additional spudpoles.**
- **Expand the entrance area to eliminate the current "bottleneck" that needs repeated dredging.**
- **Minimize any regulatory requirements or permits.**

I would caution that each design will cost the elimination of at least some rentable space, however I believe that we can reach a situation that would offer a space to virtually every boat that we had in the harbors this last season. I would also caution that we are dealing with an unpredictable situation with a lot of variables, and while we might solve one problem we may create or exacerbate another. I would stress as well that should we decide to pursue any variation of these plans it will require the cooperation of all our lower harbor boaters as we will need to relocate boats in a more logical

fashion according to depth requirements, overall size, and usage patterns.

At the board meeting of 11.23.15 an expenditure was approved to take the next step in this process which is to bring in a qualified consulting engineer to assist in the process. That investment should take us to the next level as listed below:



OPTION 1



OPTION 2



OPTION 3

PREPARING FOR WINTER



I NAMED MY BOAT... CONT.

The process Richard took to create his river home was a deliberate step into a bold, new life for him. He purchased this boat by design to transform it into a water home. The transformation of his new purchase into a vessel that could withstand Minnesota's harsh winters on the river, meant a total gut and rebuild for the boat. Insulation, heating unit, and many other necessary survival features were built into the boat. It was a labor of love and practicality. Richard was excited to step into this new neighborhood and he wanted to be comfortable when he did it. So he paid attention to the details as he made his new home. With this amount of care and craftsmanship it is no wonder Richard took his time naming his boat.

The process of naming his new residence took over a year. It wasn't his first chance to be part of the special opportunity to name a boat. In fact he had three chances in all to name boats with his family. However, Mom was the final word on boat names back in the day.

His Mom, Muriel Parker, was a long time member of the SPYC. Muriel, as part of the newsletter staff 20 years ago, had the great idea to host a column in the SPYC Anchor and Line that shared the stories on how members named their boats. We doff our caps to her and as we embark to create a section of the Anchor and Line devoted to the mystery behind the name of your boat. Even a boat name "Atsa My Boat" conjures up a number of images. We aim to find out why. Help us carry this on and send in the story behind your boat name. This should be a fun chance to discover new things about your neighbor.

Muriel and the family were able to enjoy boating through the club and Richard was bitten by the water bug early on in his life. Muriel named the first boat Proximity. This small cruiser was fun for them but they yearned to be able to be more a part of the river. This brought them to their next boat and it was a houseboat. Finally, with this boat they could stay on the river during the last light of day. That time of day seemed transcendent to Muriel who thought of owning a houseboat as a mystical experience. It only seemed right then, to name their houseboat after a mystical creature and so she did. She named the next two houseboats Sea Unicorn.

Richard's 4th time as part of a boat naming experience was the charm and his chance to do so on his own. It was a friend that suggested the name Apartment C16 to Richard. C16 reflects Richard's home mailing address. The idea hit the mark as Richard was searching to find a boat name that would reflect his new status as a live-aboard. Even his license expresses this as his address reads, 100 Yacht Club Road, Apt. C16. Ahhhh Welcome Home Richard.

DOCKSIDE GRILL - Dad's Leftover Turkey Pot Pie

12 servings - Total Time: 1 h 30 m

- Ingredients:**
- 2 cups frozen peas and carrots
 - 2 cups frozen green beans
 - 1 cup sliced celery
 - 2/3 cup butter
 - 2/3 cup chopped onion
 - 2/3 cup all-purpose flour
 - 1 teaspoon salt
 - 1 teaspoon ground black pepper
 - 1/2 teaspoon celery seed
 - 1/2 teaspoon onion powder
 - 1/2 teaspoon Italian seasoning
 - 1 3/4 cups chicken broth
 - 1 1/3 cups milk
 - 4 cups cubed cooked turkey meat - light and dark meat mixed
 - 4 (9 inch) unbaked pie crusts

Directions:

1. Preheat an oven to 425 degrees F (220 degrees C).
2. Place the peas and carrots, green beans, and celery into a saucepan; cover with water, bring to a boil, and simmer over medium-low heat until the celery is tender, about 8 minutes. Drain the vegetables in a colander set in the sink, and set aside.
3. Melt the butter in a saucepan over medium heat, and cook the onion until translucent, about 5 minutes. Stir in 2/3 cup of flour, salt, black pepper, celery seed, onion powder, and Italian seasoning; slowly whisk in the chicken broth and milk until the mixture comes to a simmer and thickens. Remove from heat; stir the cooked vegetables and turkey meat into the filling until well combined.
4. Fit 2 pie crusts into the bottom of 2 9-inch pie dishes. Spoon half the filling into each pie crust, then top each pie with another crust. Pinch and roll the top and bottom crusts together at the edge of each pie to seal, and cut several small slits into the top of the pies with a sharp knife to release steam.
5. Bake in the preheated oven until the crusts are golden brown and the filling is bubbly, 30 to 35 minutes. If the crusts are browning too quickly, cover the pies with aluminum foil after about 15 minutes. Cool for 10 minutes before serving.



ROGER'S ARTICLE CONT.

1. We should know the overall feasibility of moving the docks.
2. We should come out with a single leading design, which may be one we currently have or a modification that we haven't explored yet.
3. We should know if additional engineering and stress analysis is required.
4. Contingent on #3 above, we should know if we have to add and/or remove pilings or other stabilization methods, and we should have a reasonably accurate cost and time estimate.
5. We should have sufficient knowledge and documentation to forward a Parks Department and DNR notification, and to request any permits that may be required.

We have an established history and relationship with Barr Engineering, and they are also a preferred contractor with both the City of St. Paul and DNR which I believe would streamline any permit or approval process that might be required. We will be moving the study along with their assistance at all possible speed with a timeline in mind that would anticipate action in the spring of 2016 provided we can reach a workable plan.

I think all of us would view this as an important turning point in our continued development and survival as a viable marina; change – however inevitable – is frequently upsetting nonetheless and this is a course of action that none of us take lightly. — Roger Anderson



Photo by Roger Anderson

AHOY SPYC MEMBERS AND FRIENDS!

I want to say THANKS again to all who helped throughout 2015. Special thanks to Linda Kelley, Sue Walters & Shirley Patten for doing most of the shopping for the events – much time and hard work! Mike Patten, Bill Tschohl, Danny Todora for lots and lots of cooking. Tom Marrone, Terri Meredith, Diane Scovill (before her broken foot) Shawn Tierney, Bob Hill & Roni Brunner, Denny & Kathy Wallace, Barb & Ron Hilson, Debbie Kehoe, Maria Johnson and many others who helped organize, set up & clean up. When you see these people tell them thank you – without all their help the events would have never happened. It was a fun year of social events that were very well attended!!

The St Paul Winter Carnival is coming in January next year - we have a float entered in both the GRAND DAY PARADE JAN. 30TH & THE TORCH LIGHT PARADE FEB 6TH! It is a really fun time so mark it on your calendars and come to one or both!!

To all at SPYC, your family and friends Merry Christmas and a Happy & Healthy New Year!!

ladler@c-b-m.com or 612-599-4545.

Lynn Adler – Slip UH63
Board member and Social chair.
Skipper of the good ship *Livin' La Vida Loca*

FRI, DEC 4TH 6:00pm Pool & Yacht Club
• SPYC HOLIDAY PARTY

SAT, JAN 30TH 2:00pm-4:00pm St. Paul, MN
• THE GRAND DAY PARADE

SAT, FEB 6TH 5:30pm-7:30pm St. Paul, MN
• TORCH LIGHT PARADE



01/31/2015 10:49

WET YOUR "BOAT" WHISTLE - Cranberry Jell-O Shots

They're just as jiggly as that can-shaped jar of cranberry sauce found at your holiday table, only this treat people will be clamoring to try.

Makes 20 Servings

SUGAR-COATED CRANBERRIES

- 1/2 cup water
- 1 1/2 cup sugar, separated into 1 cup and 1/2 cup
- 1 package fresh cranberries

CRANBERRY JELLO SHOTS

- 3 cups water, separated into 2 cups and 1 cup
- 2 packets cranberry-flavored Jello (3.4 ounces)
- 1 cup vodka

Preparation:

For the Sugar-Coated Cranberries: Pour the water and 1/2 cup of sugar into a saucepan over medium heat, stirring until the sugar has dissolved completely (hooray—you've created a simple syrup!). Let it cool for about 15-20 minutes, then add the cranberries, mixing so they're all thoroughly coated. 2. Remove the cranberries from the simple syrup using a slotted spoon, tapping away any excess syrup. Place them in a gallon-size resealable plastic bag, then pour the remaining sugar on top. Seal the bag and shake the cranberries to thoroughly coat them. 3. Spread them out over a large plate or baking sheet and place in the refrigerator for 20-30 minutes, just to let the sugar harden and the berries cool completely.



Directions:

For the Jello Shots: Place 1 cup water and the vodka in the fridge to chill. 5. Pour 2 cups water into a saucepan and bring to a boil. Add the packets of cranberry Jello, and whisk until the Jello has dissolved. Remove the pan from the heat. 6. Pour the cold cup of water and cup of vodka into the Jello mixture, stirring for about 2-3 minutes. Place in the refrigerator to set for at least 20 minutes.

Board Members Present At General Membership Meeting										
Commodore	Vice Cmdre.	Secretary	Treasurer	Board	Board	Board	Board	Board	Board	Past Cmdre.
Dave McKusick	MJ Babcock	Roni Brunner	Greg Jorgensen	Lynn Adler	Dave Nelson	Bill Gibbs	Terri Meredith	Lynn Gunstrum	Bill Tschohl	Pat Boulay
X	X	X		X	X	X	X	X	X	X

BOARD MEETING NOTES - SEPTEMBER

Attest: Roni Brunner, Secretary

Guest: Denny Sando, Barb Haake, Ron Hilson, Tom Marrone, Ben and Pam Wellumson (potential new members)

Barb and Ron will be leaving soon for their winter home and wanted to thank everyone for a wonderful season. They are looking forward to next year.

Present: Roger Anderson: 1) Call to Order: 6:30 p.m.

Minute Approval: Minutes approved for the August Board & September General Membership meeting. Motion by Bill Tschohl - Second by Terri Meredith. Motion – passed.

Committee reports:

Finance Committee (sub): For a detail report on finances; please contact Marina Manager. Committees are encouraged to submit their financial request by Oct. 9, 2015 for the Finance Committee to review. At the Oct. board meeting a preliminary budget will be reviewed with the Nov. board meeting being the final approval month for all budgets in fiscal year 2016.

Reminder from Finance Chair: Greg Jorgenson (Bill Tschol subbing for Greg J) The board approved a procurement policy at our July 27, 2015 board meeting which states that all purchased over \$1000.00 must be approved by the board prior to purchase.

Staff (Roger Anderson): Due to the great weather people have been slow to schedule their pull-out. Members are encouraged to contact marina manager and schedule your time soon. At this time, all marina equipment is ready. The debris and scrap metal from the yard has been cleaned up for the season. We have several live-aboards who have not complied with our live-aboard requirements per Club By-laws. Both members have been sent letters and MJ Babcock has agreed to visit with each of them on behalf of the board. The boat owner who purchased one of the old boats in our yard has been given another letter stating that he will be evicted on October 1st due to his lack of compliance with the previous letter.

New Membership Applications: Troy Janisch & Linda Miller have applied for membership to the club and have submitted the required application and monies. Discussion of new membership applications were tabled until the board could review the 2015 Standing Rules. This will take place at the October meeting of the board.

Operations Report (Dave McKusick): Five boats on the Miller Dock and five boats on Shore-side will be getting new meters and regulators per last month's board recommendations. These items will cost approximately \$190 for the meters and \$29 for the new regulators. Current major unknown are the gas lines themselves. Until the work team can begin installation we won't fully understand what needs to be undertaken. There was some discussion

about moving all live-aboards closer together during the winter to help keep utilities closer together and marina management has been asked to put together a plan for board review.

Additional item: We will keep the gas dock attendant operational between 10 – 2 p.m. for the next couple of weeks.

Bylaws: Minor typos were made and a motion was made by MJ Babcock and second by Lynn Adler to accept typos changes to the By-Laws 2015 for SPYC. Motion – passed.

Standing Rules: All board members are encouraged to review the rules over the next four weeks and we will have our discussion at the October meeting.

Membership – Marketing – Social (Lynn Adler):

Events: The Chicken Fest was a huge success and the club made a little money after paying for expenses. The Shriners event provided the club had some press and five families enjoyed their day on the river.

Upcoming Events: Halloween party is Oct. 10th with spaghetti and meatballs. Christmas party is in Dec. please watch our Facebook page for updates and information. Lynn Adler will update Facebook tomorrow with information. There was some discussion around the social committee contributing any extra money from their line item under social committee towards the purchase of additional clubhouse furniture. Questions were raised with regards to the communication by social committee with clubhouse committee chair and the board prioritization of club requests done at our June 2015 meeting. Lynn Adler stated she would visit with the clubhouse committee chair: Robert Hill and no action or recommendation was made by the board.

Harbor Maintenance (Dave Nelson): Committee made recommendations their long-term dredging ideas. There was some limited discussion and a motion was made by MJ Babcock to place the topic of dredging and clubs solutions as part of the overall strategic planning and budgeting process. Motion Seconded by Roni Brunner. Motion passed.

Strategic Planning Committee (MJ): Meeting on October 20th for the committee and the board will meet at another date. All Committee chairs; please forward your requested action plans etc. to MJ Babcock.

Clubhouse Committee (Dave): No update

Harbormaster Update: Tom Marrone and Ron Hilson gave quick update on a few minor issues.

Reminder to all: The hose reels are still available for members free of charge for their hoses.

Motion to Adjourn by MJ Babcock and Second by Lynn Adler.

Adjourned: 8:00 p.m. **Next Board meeting:** Oct. 26, 2015 at 7:00 p.m.

I NAMED MY BOAT...TO MURIEL PARKER

Written By: Diane Scovill

“You named your boat what?!?”

The nautical tradition of naming your boat has been with civilization for centuries. Add to that tradition of naming, the curious way Russians refer to their boats as “he,” westerners use “she,” and the Japanese, well, they end each boat name with maru. Go figure. So where does the tradition of naming your boat originate? While we are asking about naming things, why do people name their boats but not their cars?

Well some people name their cars and that, on its face, is unfortunate. However, the chance to name your boat is one of the best naming opportunities out there. While naming your boy Sue may cause problems for him, naming your boat Sue Me, if you happen to be a lawyer and your name is Sue... well that's just fun. It also tells a little bit about the boat owner and thus, naming your boat is a unique chance to enlarge your street or water cred and share something about you with the community at large.

While cars may look similar to each other it is usually possible to tell each one apart. If it gets tough to find your car, the license plate is a dead giveaway as to the owner. Thousands of years ago this was not the case for a boat. Boats were built way back when for commercial or military purposes. Each wooden vessel was pretty much the same as the other, including the sail, or the flag denoting the owner. If someone owned more than one boat it was even more difficult to discern which boat was which. The authorities at the time had a heck of a time collecting taxes on the correct ship without a proper boat name. Thus, a boat name as an identifier, was similar to an airplane's flight number. The name would signal the boat's origin and purpose...and of course, identify said boat for taxation, which is inevitable right?

“I like big boats and I cannot lie”

In this instance, size does matter when naming a boat. This is still part of the commercial aspect of the history of boat naming and so larger boats have carried the tradition on to recreational boats. So your boat name as a recreational boater, carries the nautical genetics so to speak, of this long tradition.

Another piece of the nautical genetics we carry on today is the use of a female identifier when we refer to boats and ships. This originated it is believed, from places with feminine identifiers embedded into the language. This and the idea that referring to the boat as a “she” would bring comfort on long voyages to the male occupants on board. As for the Russian use of male identifiers for their vessels? This tradition is not yet clear to this writer.

“Ship Happens”

Now the tricky part of naming your boat. How do you change the name of a boat if you have purchased a pre-owned boat with a name that doesn't reflect your inner boater? “Unsinkable II” has a nice ring to it but not if you are an insurance agent. Renaming a boat hundreds of years ago, would draw a great deal of attention to the boat and the owner. It meant a large transaction took place and could mean much more scrutiny about both. A big fuss was considered unlucky. Keeping the same name would imply that all documents and affairs were in order. This changed a bit when faith based groups were acquiring pre-owned boats back in the day. They were fine with renaming the boats after Roman Gods, Greek Gods, Egyptian Gods, or in later days after the Saints. All done in an effort to safeguard their boats from peril and reflect their inner boater. Renaming a boat has its own maritime genetics. What was once viewed as an unlucky practice has now been modified to be less unlucky IF you make certain to follow the maritime code. Just what is that code?

“Neptune God of the Sea”

How you rename your vessel matters. Each and every one must be certain not to upset the Gods in the quest to create the perfect moniker for their boat. Neptune is the ultimate god of the sea, and he is a jealous ruler. If you can avoid antagonizing him all the better. A few things would be important to know before you name your boat. If Neptune is the god of the sea, are lakes and rivers exempt from honoring his rule? If you change a name, then change it back again, is Neptune okay with that, or is he twice as angry? Neptune's wrath can be ugly. It will be important to understand just what is necessary to appease all of the water Gods when you rename your boat.

Suggestions for renaming your boat; take your time. Find someone that is knowledgeable about this nautical tradition. Ask some of the modern day agents of Neptune what they think the proper steps should be to get it right. A group of Neptune's agents: the U.S. Coast Guard. These folks will make certain you are following the correct procedure in all of your naming and numbering endeavors. Another agent of Neptune in this day and age, is Commodore Dave McKusick. His naming and re-naming ceremonies will help to appease the gods and gain good favor for you and your vessel for as long as you are together.

Richard Fellsheim, and Apartment C16

Speaking of maritime traditions, someone who knows a thing or two about them is Richard Fellsheim of Apartment C16. These two things have had a long maritime history of their own at the Saint Paul Yacht Club. One is a skilled river captain and the other entity is his home. What, an apartment at a marina? Yes, if you mean the 48' Chris-Craft Aquahome boat he named Apartment C16.