

Saint Paul Yacht Club

Board Meeting Minutes

September 28, 2020

Some at Clubhouse also Virtual: via Zoom Meeting

Board Members Present										
Commodore	Vice Cmdre	Secretary	Treasurer	Board	Board	Board	Board	Board	Board	Past Cmdre
Steve Nelson	Greg Jorgensen	Bill Tschohl	Jeff Tentinger	Peter Kramer	Brett Cummings	Kevin Goodspeed	Mike Patten	Bill Gibbs	Annie Stone	Dennis Sando
	x	x	x	x	x	x		x	x	x
9/28/2020 Minutes Approval										
x	x	x	x		x		x	x	x	

Call to Order: 6:38 p.m.

Guests: Dan DeLude, Dave Mcusick, Barb Haake, Marcia Seebert. Carol Pine, Ruby McKusick, Brian Erickson, Becky Weber, Pat Boulay, Bryan and Angi Bedessem, Maria Johnson

Determination of Quorum:

Yes, there is a quorum

Open forum:

Ruby: Question on dredging and Piranha dredge purchase– Covered under operations later tonight.

Agenda items:

Reports:

Finance: Status report from Treasurer

\$195k in checking currently. We've taken in about 38k from winter storage, which is a bit earlier than typical. Storage revenue will be a bit less as all members that paid the \$200 inspection deposit received a \$200 credit to their account of their inspection deposit.

-Summer billing changes / options including rolling harbor maintenance fee into slip fee charge. Discounts / Safety check fee – This is being looked into to help with clear bills that can be billed online and streamlined a bit through our systems. Harbor maintenance will be rolled into slip fees on the front-end, but will still be split on the back-end accounting side. Discounts \$50 if paid 30 days early and \$100 for full year. Need to develop changes list for review.

-Use of ACH payments going forward. Benefits / drawbacks and what our practice will be going forward. –ACH payments are where we have made arrangements/ contracted with members to make regular payments across a season vs. lump sum payments. This has historically been a good process for some to get caught up, but it unfortunately also works at odds with how we've streamlined the electronic payments for the majority of our members. It does make sense in some situations, but what makes the best sense as an option going forward. Need a recommendation as to how many ACH accounts we should have, limit and guidance on what makes sense for members. (How many do we have now? Do they pay as agreed? Other notes that could be useful to guide us on future ACH agreements.)

-Update on accounting firm search – Treasurer has been scouting for firms and have interviews setup for this week. Our statements are fine, but we need some timely updates of accounting.

-Winter water usage – Last year we did some digging and came up with a split on how much water is used over the winter 11/1 to 4/30 vs used over the summer 5/1 through 10/31. Last year the water bill over the winter was roughly \$20k while the summer uses about \$600-800 a month. We did get a \$10k refund due to limited sewer usage to offset some of our overall annual bill. (Kevin: there will be no trickling. Lines will be recirculating and lines to each boat will be electrically heated which will be through the

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electric meters we already have in place.) With that news we should look at the bills monthly over the winter and make sure we are seeing that improvement and don't have any surprises from large bills.

-Dockwa training occurred this month and our marina members were invited. About 15 members attended and the overall feeling was that it was worthwhile training.

Operations:

Staff and general update:

Yard maintenance work, resurfacing, other projects. 6-12" of material was added to the yard lot from the office all the way to where the natural rise at the back of the yard is. The material was free, but we paid a bit for Bolander to move and compact the material. The yard looks great. There is an area around where MJ's boat is being worked on yet to finish. When MJ's boat is moved there is enough material to finish that area as well.

LH Gas lines status: The new main gas line component was delivered last week and is currently installed.

Fall Haul-out status: Members should setup a date with Dan for haul-out. The last boat out is 3pm on any day. All boats should be pumped out before the day they are to be hauled.

Plans for shoreside docks for next spring lower harbor – 3-4 boats still need to be shifted downriver, due to the encroaching low area. These may move yet this year or early next year depending on where water levels are the next few weeks.

Harbor Maintenance:

Current and future plans in process. Status update.

Information briefed to those present, paraphrased from the below email sent to St Paul Parks.

St. Paul Yacht Club Dredge Activity Proposal

In an attempt to do our due diligence, and be responsible stewards of the river, the St. Paul Yacht Club is contacting all applicable agencies involved to demonstrate that we are complying to the best of our ability with Federal, State, or Local regulations as they relate to dredging.

Proposal: In an effort to be self-sustaining, the St. Paul Yacht Club is proposing to dredge approximately 3000 cubic yards of sediment from the bed of the Upper Harbor of the St. Paul Yacht Club for the purpose of maintaining the Harbor. The work is authorized by USACOE Nationwide Permits (NWP-35), Maintenance Dredging of Existing Basins and NWP-16, Return Water From Upland Contained Disposal Areas.

Water Sampling and Testing: The St. Paul Yacht Club had the sediment from the bed of the upper harbor sampled and tested by Pace Analytical and the analysis came back Level 1. (See attached). Notification to Manage Dredged Material has been sent to the Minnesota Pollution Control Agency.

Equipment Used to Dredge: To facilitate the dredging activity, The St. Paul Yacht Club Board of Directors voted to purchase a Piranha Hydro Mini Dredge. The dredged material will be piped to a designated US Army Corp of Engineers Placement Site (Upland area of the boat yard and above the high-water mark).

Management and reuse of Dredged Materials: The St. Paul Yacht Club will either build a containment area for the dredged material to be stored and dewatered. This containment area will be located in an upland placement site above the high-water mark of the River. Another option for management will be for the St. Paul Yacht Club to use Geo Dewatering Bags. After the sediment has dewatered and dried, the St. Paul Yacht Club plans to re-use the dredged material to raise the elevation of our boat yard.

Public Waters Work Permit: The Minnesota Department of Natural Resources Public Waters Work Permit issued to the St. Paul Yacht Club (Expired 2019) is in the process of being amended and renewed.

City of St. Paul Permission Request: The St. Paul Yacht Club (Lessee) is requesting permission from the City of St. Paul - Parks & Rec Dept (property owner of the U.S. Army Corp of Engineers Highbridge Placement Site) to use the boat yard for sediment storage, management and re-use of dredged material. Given that the Zoning in the boat yard is R4 Residential, the Level 1 dredged material falls under safe storage and re-use of dredged materials on the site.

St Paul Parks and Rec responded positively and appreciated the research and documentation that has been provided. They do have questions about volume and re-use of materials which will be followed up on.

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Status of purchase of the Piranha dredge, spare parts and equipment approved on September 8th. Has not been ordered yet due to a sense of open questions. Will make sure it's ordered tomorrow. Need to investigate the cost of piping and use the funds associated and approved for piping, geo-bags, etc. in our 9/8 motion to make sure an adequate amount of suitable piping is included in the order.

Next steps: Research Dino 6 – Hub's landing purchased a piece of equipment earlier this year to do some of their own dredging. We need someone to reach out to them and determine what their experience has been, whether they were able to complete their project and if they are thinking of hiring out/ renting the equipment to other marinas as had been mentioned as a possibility earlier in the year. Greg will reach out and see how they're doing with the equipment they purchased.

Old Business:

Grant Committee Proposal Status: Ruby McKusick / Annie Stone: Grant application is due November 1st for 2020. The larger model has a larger tank and is roughly 2k larger than the one we have (\$16k). The one we have in the lower harbor is much larger at roughly 26k. The estimate has some items to be completed, but they aren't crucial to the proposal. The grant money would pay 75% of the cost in a refund to us.

LD300 would cost \$16k. It would need larger floats due to the weight of the tank. Pipe, electrical, cost inflation to pipe the upper harbor would bring the total cost to \$40k. At this time there is very little competition for the remaining 2020 grant money.

Motion: SPYC to submit a grant proposal for a new pump-out and plumbing the upper harbor for \$40k estimated cost. Discussion regarding timing, details, etc.

Motion by Annie Stone, Seconded by Denny Sando– Vote: Aye -All Nay-none. Passed unanimously.

Tabled for after the grant response: Motion: SPYC to purchase the pump-out, LD300 for \$16,072 +tax/ shipping to be used in the upper harbor.

Tabled for after the grant response: Motion: SPYC to plumb the upper harbor for pump-out for an estimated \$24k.



Grant Committee
Report sept 28.pdf

Member Committee on Name Change report: Carol Pine/ Barb Haake

Barb Haake / Carol Pine– Update from member committee on status of work to prepare motion to present a name change request to the SPYC members. Working to rename to: St Paul Motor Boat Club.

Reclaim our name campaign – Member of a volunteer group at the club advocating for the St Paul Yacht Club change our name back to our original name. Recognize that the name change is big deal

1- Asking for feedback and ideas

- a. Original name was used in 1912, changed to St Paul Yacht Club in 1934.
 - i. Some new members are surprised we are a very affordable and welcoming when they had an expectation of something different based on the name impression.
- b. Definition of Yacht is simply a boat with a cabin, head and a galley. We aren't talking definition; we are talking perceptions and what the name reflects.

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- c. Does our current name do anything with our current community relationships? We need leaders in our city, county, state and federal governments to help us with funding. Choosing between us with the Yacht Club name and a playground for kids
- d. Name, St Paul Motor Boat Club, has a history and is a valuable asset to the club.
- e. If we pursue national historic designation, changing to the old name would assist with that.
- f. Return to our original name can mark a new page for our club.
- g. Costs estimate is \$1,600 which would include seven new gate signs. Effort will be executed by club members - new logo design, adapting website, etc. No direct board involvement is needed. No rebranding or advertising launch. Quiet launch of what they believe is a fundamentally good idea.

Treasurer feels the costs could be a bit higher depending on what is the real cost of a sign today, what are some more of the subjective costs?

We also have signs on the gas dock, yard entrance, office, shop, lower harbor and Raspberry island post, boat show display booth that may not be accounted in the \$1,600.

Peter- Please send the proposal to the board for them to consider at next month's board meeting. Need formal proposal to present the question at the February election.

Secretary will follow-up on process to get a motion, likely an initiative on the February general election ballot.

Member Committee on Lower Harbor gate request report: Barb Haake

Barb sent a summary of the history of incidents that have occurred in and around the Lower Harbor parking lot to the board and lower harbor residents earlier this week. Harriet Island road can not have a gate because it is a regional park. There may be an option to put a gate on the entrance to the Raspberry Island bridge. The City has said no to speed bumps on the bridge. The city has put up signs "Park closed 11pm to sunrise." Note: Raspberry Island is 1/3 owned by the boat club, 2/3's by the City Park so a gate there may be more tenable than one that blocks all traffic under the Wabasha bridge. The West Side Flats, Boat Club and their boards are in support of a gate to lessen the impact of traffic outside of normal hours. We need to review this further since a gate in a public park isn't something, we may really want to present at this time with the city already dealing with many quality of life issues across the city. We've been listening to the cops and city's advice and engaging them to little avail. They have added signs with city directions that the park is closed 11pm until 7am. There has to be another way. Overall, the board recognizes the issues present, but really don't feel that now is the time to be asking the city to install a gate at the city's cost to limit access to a public park. Will continue discussions on mitigation and addressing this through less directly obstructive means.

Raspberry Island is 1/3 owned by the boat club, 2/3's is City Park so a gate there may be more tenable that one that blocks all traffic under the Wabasha bridge.

New business:

None

Meeting was adjourned at 8:47pm.

Attest: Bill Tschohl

Upcoming planned meetings:

October 26th SPYC Board Meeting 6:30pm

November 23rd SPYC Board Meeting 6:30pm

December No SPYC meetings

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January 12th 2021 SPYC General Membership Nominating Meeting 7pm

February 9th SPYC Annual Meeting and Election 7pm

Notes: For follow-up at our next meeting, awaiting further review:

Slip rate changes

Continuation of Boat inspections

Park crime, noise and disturbances

Attachments:

Current SPYC Standing Rules and By-Laws



SPYC-ByLaws2019.pdf



SPYC-StandingRules2
019.pdf