

Saint Paul Yacht Club

Board Meeting

October 26, 2020

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
Minutes Approval (N/A for general meetings if no motions are made.)										
x	x	x	x		x	x	x	x	x	

Call to Order: 6:30 p.m.

Guests: Dan DeLude, David McKusick, Barb Haake, Craig and Deborah Frethom, Carol Janisch, Jonathan Leck, Carol Pine, Troy Janisch, Rebecca Weber

Determination of Quorum:

Yes, we have a quorum

Open forum:

No discussion items from guests that aren't already on the agenda

Agenda items:

Reports:

Finance: Status report from Treasurer

Financials: \$200k in bank account. All accounts are currently paid up. We are working on and receiving payments for boats that are in storage and in the water. 90% of boats in the water are paid. Roughly 50% of land stored boats are paid up. Accounts Receivable are very low as most, if not all, boats were paid before launch, haul, etc. -roughly \$20k in total past due accounts.

Use of ACH payments, what our practice will be going forward.: We are continuing this though the winter via the Dockwa system with a checking account, similar to how it's currently done.

Update on accounting firm search: Interviewed three firms as candidates. If we don't see an improvement from our current firm, we have a couple strong firms to choose from.

Operations:

Staff and general update:

We had a boat fire in the lower harbor. The boat has been hauled and storage has been paid by the insurance company. Our speedbumps in the lower harbor were plowed out. Some were a little damaged a little, but they can be worked into a new system.

Water is being trickled in the lower harbor, do not shut off any of the water lines you see dripping.

Dockwa system usage/ contracts and payment: We are continuing to use the ACH system via Dockwa.

Fall Haul-out status: All boats are out of the water as of today.

Plans for shoreside docks for next spring lower harbor: This will be reviewed next spring when we finish with the remaining components of additional gas lines which will depend a bit on where boats end up slipping.

Other projects: Old accounts: Dan expects 50% of that is collectible. We're making hose holder brackets and all the steel is ordered.

Brian is staying on a little longer to get some loose-end projects finished up and closed out for the year.

Request: We should look into seeing if we can get a copy of titles for all boats, particularly those on land for storage. When people have walked away from boats, we are at a disadvantage starting with no information.

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We will need to have a new person in the spring to be the #2 guy around the yard helping Brian. Greg Denblecker has been a tremendous help around the yard. Dan proposed something as a gift to Greg.

Harbor Maintenance:

Current and future plans in process. Status update:

Piranha dredge was physically reviewed at a nearby marina and was determined to be not appropriate for our Mississippi mud. A group met with the Mudcat company representative from Wisconsin. There are some very interesting possibilities that could prove very useful. The plan is still to lease one next spring. This will be reviewed closely over the next couple of months. A small committee, Steve Nelson, Bill Gibbs, Denny Sando will be leading it and will ask for advice from others as necessary.

Nominating Committee:

Progress report, start of nominee search, etc.: Denny Sando, Dave McKusick, Pat Boulay will get started.

Old Business:

Grant Committee Proposal Status: Ruby McKusick / Annie Stone



Grant Committee
Report oct 26.pdf

10/26/20 Grant Committee Report All correspondence done via email and/or text message: Ruby McKusick, Dave McKusick, Annie Stone, Andy Ristrom, Danny Delude Committee has filled out the grant application with information to the best of their knowledge. The DNR will be meeting on our application this week. Ruby has followed up with gathering cost estimates. Stanchions are yet to be determined as to what we can get that is "off the shelf" and/or if Brian will need to customize if something is found that is close to our needs. All other estimates are done. Ruby has followed up with Waubaushe Machine & Welding (Phone: (705) 538-1459) and kept them in the loop with our grant application progression. Annie is following up with the DNR as to where our application is in the process. They will be having a meeting before the end of the month to review our application. They may be asking for additional compliance documents before the grant is funded. We would like to have any missing information on the grant application that they will be reviewing filled in by the commodore, office or operational personnel so that we can continue the application process without interruption. Once we hear back, the committee would like to hand over the operations/engineering of the pump out system to the OPS committee at SPYC. Our Goal Replace the current LD25 with a new LD300 in the well location with the intent to pipe in the upper harbor utilizing contract labor

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Member Committee on Name Change report: Carol Pine

Barb Haake / Carol Pine –

Working to rename the St Paul Yacht Club to its original name St Paul Motor Boat Club
Committee report and request copied further below.



let'sreclaimournameeet'sreclaimournamep
stimatedbudget.pdf resentationtotheboard

Motion made to present the name change proposal on our February annual meeting election ballot.

Motion by Peter Kramer, Annie Stone seconded.

3 yes, 6 no: motion failed

Member Committee on Lower Harbor gate request report: Barb Haake

We've had a lot of difficulty with street racers, racer cars in the Raspberry Island area of our harbors. There have been times when this has been 160 or more cars. Police, park and city have been contacted and have provided contact info. The west side flats, Covington inn and MN Boat Club have been engaged in discussions with the SPYC on solutions. The option of a gate across the raspberry island bridge is a common solution where the above mentioned have agreed they would like.
Full report attached below with motion from committee.

Motion:

SPYC board of directors support the establishment of a gate at the Harriet Island Road entrance to Raspberry Island Bridge that is lowered during the hours both islands are closed to the public - from 11:00 p.m. to sunrise. If the Minnesota Boat Club or the City of St. Paul have scheduled special events on Raspberry Island or at MBC, said gate would be open during the hours of those special events.

Discussion: Members spoke to benefits of supporting this motion and how it is similar to creating a gate on a park which is more similar to other city parks than it is different. Members also spoke to detractors to adding a gate to a park.

Motion by Denny, seconded by Steve: 7 Aye's, 1 Nay, 1 no vote: motion passed

Barb will draft a letter to be presented to the City and our partners. Board will be able to review the letter. Letter will go to MN Boat Club to be presenting the letter to the City.

New business:

No new business

Board meeting adjourned at 7:50pm

Board moved to executive session to discuss staff performance.

Executive session was adjourned at 8:14pm.

Attest: Bill Tschohl, Secretary SPYC

Upcoming planned meetings:

November 23rd SPYC Board Meeting 6:30pm

December No SPYC meetings

January 12th 2021 SPYC General Membership Nominating Meeting 7pm

February 9th SPYC Annual Meeting and Election 7pm

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Attachments:

Current SPYC Standing Rules and By-Laws



SPYC-ByLaws2019.pdf



SPYC-StandingRules2
019.pdf

Committee Report:

LET'S RECLAIM OUR NAME: ST. PAUL MOTOR BOAT CLUB

October 26, 2020

REPORT TO THE SPYC BOARD OF DIRECTORS

LET'S RECLAIM OUR NAME: ST. PAUL MOTOR BOAT CLUB

REQUEST FOR A CLUB VOTE FEBRUARY 9, 2021

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FROM: CAROL PINE, BARB HAAKE AND ANNIE STONE

We are a volunteer team of Club members advocating that we Reclaim Our Name – the St. Paul Motor Boat Club – a name given to us on our Club's founding nearly 109 years ago in 1912.

We ask that this return to our original name be voted on by our Club's full members at the February 9, 2021 Annual Meeting. We recognize that a name change for any organization is a big decision and should be submitted to a club-wide vote

You may be wonder why we propose this return to our original name now – more than 100 years later.

We will review our reasons here, along with an estimated budget to Reclaim Our Name, should the vote pass in February.

Our current name, the St. Paul Yacht Club was given to us in 1934 when a few well-heeled members of the St. Paul Motor Boat Club, notably the Mayos and the Hubbards of KSTP, wanted to attract more of their wealthy peers to our club during the Great Depression. It was an admirable effort to keep our Club "afloat".

Now fast forward to today. Some of our members have told us that potential new members were surprised to discover that a so-called "Yacht Club" can be so welcoming and affordable. This is anecdotal proof that our current name sends the wrong message.

The fact is, we are among the most affordable marinas in our region. And yet our current name suggests that we are costly, exclusive and not open to people of middle class means.

We do understand that owning a boat and being a member of this club is a privilege that not everyone can afford – even with our affordable rates.

But why should we put off potential new members of this club who – because of our "yacht club" name – may very likely assume that membership is financially unattainable?

Paying membership – and the reliable revenue stream that it provides -- is the life blood of our club.

To those members who pull out their dictionaries, we recognize that the definition of a yacht is very broad – simply defined, it is a boat with a cabin, head and galley. That definition can include a huge flotilla of boat types and sizes.

We are not talking about the DEFINITION of a yacht here, we are talking about the PERCEPTION of a "yacht club" which, to most minds, connotes wealth, exclusivity and privilege.

Ask yourselves, does our current name really reflect that we are a welcoming and affordable club? We don't think it does.

Second, ask yourselves another question, Does our current name do us any favors with our community relationships? The answer, in our opinion and experience, is no.

We need the decision-makers in our city and country governments on our side for many reasons, not the least of which is support for legislated dredging of the lower harbor by the U.S. Army Corps of Engineers. Ask yourselves, how readily will our public servants

give their support. cooperation and tax dollar funding to a so-called "yacht club" when the choice is between us and funding, let's say, a local park playground?

Our current name is not sacrosanct and we believe that our given name, the St. Paul Motor Club, is both historic and more accurately describes who we were then – and who are today.

There are other advantages to Reclaiming Our Name:

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*Our given name has vintage appeal and underscores our legacy. It is unlike any other boat club name in our region and it is ours alone.

*Our given name connotes longevity and staying power. In this era of dramatic change and the disappearance of many organizations – both for-profit and non-profit – we represent nearly 109 years of continuous operation and reliability. Just as our dock system and club house are valuable, tangible assets, so is our historic legacy an asset.

* Furthermore, if we decide to pursue application for state or national registry status to ensure that our marina will exist in perpetuity and continue to be maintained, returning to our original name will clearly be a plus in that application. A note about this point: our member Diane Scovill is exploring the implications of historic registry designation. There are many pluses, but we want to be sure that there are no disadvantages.

* Finally, with our return to our given name, we can mark this decision as a signal of a new and exciting era for our 109-year old club.

IT IS RESPONSIBLE TO ASK:

WHAT WOULD THIS RETURN TO OUR ORIGINAL NAME COST?

We have looked at all the immediate costs in changing our name and reviewed them with our club treasurer. Our estimate is \$_____ and we are firming up the largest expense, which is new gate signs. (dollar amount to come from Danny tomorrow or Thursday)

Those of you in marketing and communications may be surprised by this low budget.

First, our entire effort will be executed by our club members. For example, we have plenty of club talent. Should the Reclaim Our Name vote pass in February, Ruby McCusick (who designed our 100 year history book and updates of our logos) will adapt our logo to reflect our name. By the way, our 100-year history book was a total volunteer project and the results, I think you would agree – are excellent. Lynn Adler, who made the printing of our history book possible, has agreed to adapt our website language to ensure that google searches for marinas will bring people to the St. Paul Motor Boat Club website.

In reviewing the logistics of this proposed name change, Danny has assured us that his part, which we laid out in detail together, is easily done within his current job description. We do not anticipate any need for direct board involvement...unless you choose to be involved.

Second, we are not proposing a costly branding campaign common to larger organizations or an equally-costly advertising launch. We will spread the word about Reclaiming Our Name by

word of mouth, e-mail communications and the occasional local newspaper article. That's it.

Our Club does not have the funds for a big launch, nor is it required, we believe.

We are recommending a quiet launch of what we believe is a fundamentally good and long overdue idea.

We have reviewed the estimated budget with Danny and our Treasurer Jeff, and it is attached.

We welcome your further questions and comments as we communicate these points for our full membership between now and February 9.

REQUESTED SPYC BOARD ACTION:

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To approve a vote by the full SPYC membership at the February 9, 2021 Annual Meeting to Reclaim Our Name: St. Paul Motor Boat Club

Committee Report:

Raspberry Island gate:

10/26/2020 BOARD AGENDA: PLEASE READ - Gate at Raspberry Bridge from West Side Flats & Covington

BH

Barbara Haake

Sat 10/24/2020 8:01 AM

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To:

- You;
- Denny Sando;
- Mike Patten;
- Steve Nelson;
- greg jorgensen;
- amtravlr@gmail.com;
- Brett Cummings;
- Bill Gibbs;
- kevingoodspeed@ymail.com

+2 others

Cc:

- becky weber;
- Mary Rossi;
- Tom Surprenant;
- Stephanie Stoessel;
- Will Steger;
- carol pine;
- David Nelson;
- BonnieJean MacKay;
- Debra Kehoe

+19 others

Gate Raspberry Island Bridge Covington Inn 10-1-2020.docx
13 KB

2 attachments (187 KB)Download allSave all to OneDrive

TO: SPYC Board of Directors

FROM: SPYC's Lower Harbor Boaters, supporter of below agenda item: Barbara Haake (651.442.1022)

DATE: October 24, 2020

RE: 10/26/1010 SPYC Board Meeting AGENDA ITEM - Please read .

As you all know, there has been a lot of noisy/disruptive activity (due to cars/individuals) at Harriet Island's East End - on Harriet Island Road and on Raspberry Island Bridge - that occurs every spring/summer/fall season.

Because of this, we (liveaboards and recreational boaters at SPYC's lower harbor) have approached the Minnesota Boat Club (MBC: Owner of the upriver 1/3 end of Raspberry Island) and other entities that are located at Harriet Island's east end - i.e. West Side Flats and the Covington Inn - to garner support to have a gate installed at the Harriet Island Road entrance to the Raspberry Island Bridge. Said gate would be lowered during the hours Harriet and Raspberry Islands are closed to the public - 11:00 p.m. to sunrise.

The Minnesota Boat Club (MBC) supports our endeavor and asked for letters of support for a gate to be placed on the Raspberry Island Bridge (to prevent gatherings on Raspberry Island and the racing of cars over the Raspberry Island Bridge).

We have supporting letters from Covington Inn and from West Side Flats (in fact, West Side Flats would support a gate being installed on Harriet Island Road itself, just under the Wabasha Bridge). Covington Inn prefers NOT to have a gate on Harriet Island Road because it could hinder its Inn customers from easy in/out access to the Inn.

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We, the liveaboard community at SPYC's lower harbor respectfully request that its SPYC's board of directors also writes a letter of support for a gate to be installed at the Raspberry Island Bridge entrance from Harriet Island Road.

Suggested Motion: SPYC board of directors support the establishment of a gate at the Harriet Island Road entrance to Raspberry Island Bridge that is lowered during the hours both islands are closed to the public - from 11:00 p.m. to sunrise. If the Minnesota Boat Club or the City of St. Paul have scheduled special events on Raspberry Island or at MBC, said gate would be open during the hours of those special events.

Thank you for your consideration of the above.

Submitted by SPYC's lower harbor community - its Liveaboards and its Recreational Boaters

Please read the above attachments of support for said gate and below, an email from Liz Miller, Owner of the Covington Inn.

FROM Liz at Covington Inn:

October 1, 2020

To Whom it may concern,

The Covington Inn Bed and Breakfast at Harriet Island east is 100% on board (pardon the pun) with a security gate by Raspberry Island. This year we have had the highest amount of trespassers here at the inn and I thank goodness for my security cameras alerting me in the middle of the night.

If a gate would help deter trespassers and hot rod racers from coming here and disrupting my business, then I'm in complete agreement.

I thank you for your time and consideration,

Liz Miller, Innkeeper/owner

Barbara Haake; 3024 County Road I; St. Paul, MN 55112; Phone: 651-442-1022