

St. Paul Yacht Club

Anchor Line

STPAULYACHTCLUB.ORG

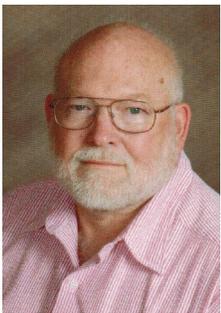
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100 YACHT CLUB ROAD B-1, ST. PAUL, MN 55107

AUGUST 2017 VOL. 27

COMMODORE'S REPORT

Greetings to all Yacht Club members.



We are over the hump of the summer season. The days are getting shorter, the nights longer, and that means we need to start thinking about fall pullout (I know, sorry). We are still working on a number of projects, and we're in holding patterns on others,

The sunken houseboat is still there, but the insurance companies are making

some progress toward getting it pulled. As the water dropped, we looked at the boat and dock structure. We are pretty sure that the hull is hard aground on the bottom and no longer relying on the docks to stabilize it, so we are starting to remove the damaged walkway and fingers to facilitate repairs. We're not out of the woods on this, yet, but we've stumbled on a path that might lead us out.

As you have probably noticed, the sun is coming up later and going down earlier. (It seems as though this happens about

this time every year.) That means it's time to plan those last late summer and early fall trips so you can burn up some more gas before it's time to pull (don't throw anything at me, it's not my fault) your boat.

We have a number of operations projects we are working on as time permits, too numerous to detail here, but if you see things that need doing, let Roger know so he can start a work order to take care of them.

Our next A & L will start reminding you of the things you need to get done before pullout (again, not my fault). One important detail is to get your Safety Check done before your pullout. We made good progress on getting all the boats checked this year, but we're still not at our goal of 100% yet.

One more "big" project is the COE plan to dredge some of the lower harbor channel. We are pretty sure this will happen before September 30, but that's about as close as we can get to a firm date for this. We will have to move a few boats before the dredge arrives. Hopefully we will have a day or two notice, but you should start getting prepped for a very short timeframe for notice.

Thanks for your support this year. Use your boats for river trips, burn some gas, and enjoy the rest of the season! Hope we see you on the river. — Denny Sando



Courtesy of Ronald Hilson

ROGER'S ARTICLE

As you should be aware now we have had the good fortune of receiving some dredging money this year. The last time we got any federal money for dredging was in 2008 and that was as a result of having the Republican National Convention across the river from us and their desire to have a usable marina here.

Our saga of the disappearing (and occasionally reappearing) Corps of Engineers funding starts back in the year 2000. Up until that time the COE would make an overall budget request for each budgetary cycle for a pool of money that would cover all their anticipated needs. The US is divided into 7 COE districts, ours is the Mississippi Valley division and as you can guess, it's dominated by the Mississippi and its tributaries. The COE is responsible for channel maintenance, operation and maintenance of the lock and dam installations, and dredging of selected harbors – one of which is ours.

In 2000 the fiscal rules were changed for a number of Federal agencies, including the COE. Instead of getting an overall budget with amounts that could be shared or moved around to cover a range of projects, each individual job now has to be budgeted and have an appropriation approved by Congress. The amount and purpose of each appropriation is set and monies cannot be shared between sites.

The COE still does a survey in the spring for our harbor and includes a plan and a request for funds (the last one I remember seeing was \$265,000) each year; unfortunately, in the inevitable scramble for money there are winners and losers, and with a few exceptions, we've been on the losing end. It should be noted that the COE hasn't "abandoned" us and they still follow through on their responsibilities; they guys with the money are the ones that cause the problem.

So, it was with a great deal of interest and surprise that I started hearing rumors earlier this year that this time – unlike business as usual – there was some money and the COE was actually going to come up and do some digging.

Why this time? Simple answer...something called the "Harbor Maintenance tax."

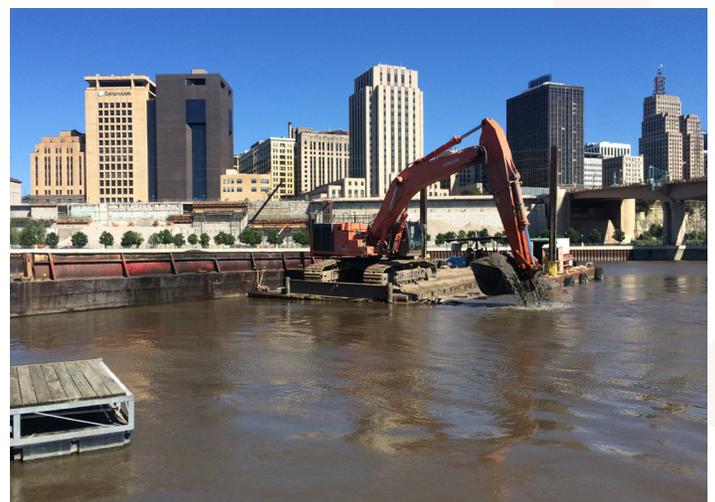
The Harbor Maintenance Tax is a fee collected from users of the maritime transportation system in order to fund the Army Corps of Engineers' operation and maintenance activities. These activities include regular dredging of harbors, maintenance of breakwaters, and operation of the locks. Despite the fact that adequate revenue is being collected (approximately \$1.7 billion

annually), Congress has restricted spending on harbor maintenance due to budgetary constraints. The result is crumbling infrastructure and harbors choked with sand and silt. The recent Water Resources Reform and Development Act (WRRDA) called for full use of harbor maintenance tax revenue and laid out incrementally larger spending targets between FY2015-25.

However, there is no direct link between the inflow of tax revenue to the federal government and the outflow of dredging funds. Tax collections are determined by the volume of trade, which has generally grown over the last two decades. Last year, tax revenues were estimated at \$1.7 billion. Expenditures are determined by the Congressional budget and appropriations process, which is increasingly constrained. Last year, Congress appropriated \$1.3 billion for trust fund eligible expenses. For this reason, at the beginning of calendar year 2017 there was an excess balance of approximately \$9 billion in the Harbor Maintenance Trust Fund.

Section 2101 of the Water Resources Reform and Development Act of 2014 (WRRDA) calls for increased spending from the Harbor Maintenance Trust Fund and lays out a series of funding targets between FY2015-25, with the goal of reaching full utilization of the tax by 2025. The ten year targets are:

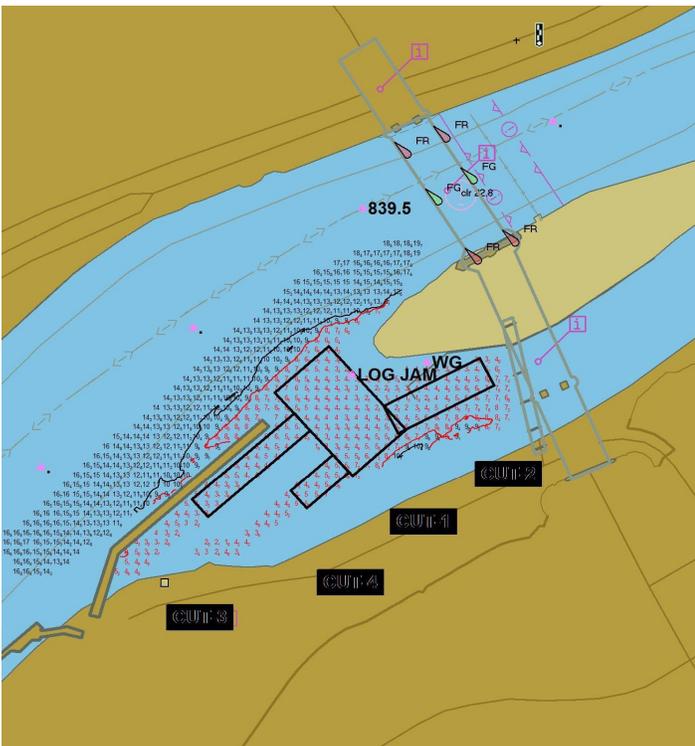
For fiscal year 2015, 67 percent of the HMT received the prior fiscal year.
For fiscal year 2016, 69 percent of the HMT received the prior fiscal year.
For fiscal year 2017, 71 percent of the HMT received the prior fiscal year.
For fiscal year 2018, 74 percent of the HMT received the prior fiscal year.
For fiscal year 2019, 77 percent of the HMT received the prior fiscal year.
For fiscal year 2020, 80 percent of the HMT received the prior fiscal year.
For fiscal year 2021, 83 percent of the HMT received the prior fiscal year.
For fiscal year 2022, 87 percent of the HMT received the prior fiscal year.
For fiscal year 2023, 91 percent of the HMT received the prior fiscal year.
For fiscal year 2024, 95 percent of the HMT received the prior fiscal year.
For fiscal year 2025, 100 percent of the HMT received the prior fiscal year.





This scheme has provided a useful roadmap to achieve a key policy goal - full use of the Harbor Maintenance Tax. For the first three years of this plan, Congress has met the WRRDA targets. As Congress begins work on the FY2018 Energy and Water Development Appropriations Bill, it should continue to follow the WRRDA targets and provide \$1.33 billion for U.S. Army Corps of Engineers coastal navigation operation and maintenance. Our funding came as a result of these actions, and if it's carried through as above it may turn back into an annual appropriation we can count on again going forward.

Wouldn't THAT be nice? — Roger Anderson



AHOY SPYC MEMBERS AND FRIENDS!

Big Thank you to the rib cooks and to all of the volunteers that helped with the Rib Fest!! Great turn out, great food and great music. It was a very fun night!! Chicken Feed is fast approaching – September 9. Watch for details coming soon!

Check the social calendar below, in the Clubhouse or on the website for any added events.

Looking forward to seeing everyone this summer!

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

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

SOCIAL CALENDAR

SAT, AUGUST 26TH *Marina All Stars*

• RIB COOK OFF

MON, AUGUST 28TH 6:30pm *At the Clubhouse*

• BOARD MEETING

SAT, SEPTEMBER 9TH *All Marinas*

• CHICKEN FEED

TUE, SEPTEMBER 5TH 7:00pm *At the Clubhouse*

• GENERAL MEMBERSHIP MEETING

FRI, SEPTEMBER 15TH *Lower Harbor*

• TGIF POTLUCK - *Troy Janish Host*

SUN, SEPTEMBER 24TH 10am *At the Clubhouse*

• CAPTAINS BREAKFAST

MON, SEPTEMBER 25TH 6:30pm *At the Clubhouse*

• BOARD MEETING

SAT, OCTOBER 14TH *At the Clubhouse*

• HALLOWEEN CASINO NIGHT

SUN, OCTOBER 15TH

• WINTER FEES DUE

MON, OCTOBER 23RD 6:30pm *At the Clubhouse*

• BOARD MEETING

FRI, OCTOBER 27TH

• LAST BOATS PULLED

Board Members Present At Board Meeting

Commodore	Vice Cmdre.	Secretary	Treasurer	Board	Board	Board	Board	Board	Board	Past Cmdre.
Dennis Sando	Lynn Adler	Terri Meredith	Ralph DeLong	Bill Gibbs	Troy Janisch	Tom Marrone	Mike Patten	Jerry Quaal	Sue Walters	Dave McKusick
X	X	X	X	X		X	X	X	X	X

BOARD MEETING NOTES - JUNE

Call to Order: 6:37PM; Pledge of Allegiance

Attest: Terri Meredith, Secretary

Guests: Barbara Haake, Ron Hilson

Minute Approval: 5/22/2017 meeting minutes:
Approved, none opposed.

Staff Report:

Roger Anderson reported the following: he has received the bid for replacing the damaged gas pump and will submit to the insurance company and doesn't anticipate any problems with that; someone is coming tomorrow to work on wiring and expects that it will be completed by Thursday; they have modified the dock area and installed a buffer zone and extended finger to help prevent this from happening again.

State Farm has agreed to accept responsibility for removing the sunken boat but it will probably not happen until after July 4th; he notified State Farm that the other boat appeared to be taking on water and someone came down to pump it out after that; their attorney has advised us that the other boat will be removed when the sunken boat is removed. Everything has been launched that needs to be launched; some that are not launched are out for mechanical reasons; someone recently came to look at Wyatt's Time and could be a serious buyer; three other boats will be crushed; another one will probably go to sheriff's sale.

Several people have been coming in to pay for their trailer storage and we need to do a sweep of the lot to check for that soon. About 60% of boaters have turned in their safety inspection documentation and none have been flagged as unsafe. Bill Gibbs asked if we require that boats pass the inspection or to just turn in the completed inspection. Roger responded that we require boats to have a safety inspection but not necessarily pass.

However, he does get involved to try to take care of those that do not pass. Denny Sando said that we may need to discuss this further and that he had seen three or four that didn't pass our minimum standards but that those owners have followed up with him to let him know that the problems had been taken care of. Jerry Quaal asked how many of the 40% that didn't complete their safety inspection were year round boaters and Denny said that there were a few and there were also some from the upper harbor.

Finance:

Ralph DeLong reported that our income is close to where we were last year; spending is up \$20,000 over last year; expenses are up a bit over last year from purchase of new motors for the work boat and new furniture; Lynn Adler clarified that some of furniture purchase came from left over social club budget from last year. Roger Anderson confirmed that. Mike Patton asked if we carry over unspent budget amounts from the previous year and Roger said that we do not typically do that but last year's board approved the furniture purchase from that unspent budget.

Standing Rules/Bylaws:

It was confirmed that board has approved the new bylaws wording to address tied voting and Mike Patton handed out the updated copy that was approved in April. The next step is to send this out to the voting membership and Roger Anderson will handle that. Bill Gibbs asked if we had ever had a tied board vote situation before and Denny Sando said that he was not aware of it ever happening here before.

Social, Membership, Marketing:

Lynn Adler reported that they fed about 80 people at last Captain's Breakfast which was more than usual. There is a Stir Fry event this Saturday at the lower harbor gazebo. Tom Marone will move equipment down there on the work boat and Roger Anderson will put together a poster. Roger also will work on replacing the tarp on the gazebo with a more custom made cover for it.

Denny Sando said that he thought the recent movie night in the clubhouse went well except for sound and thought we should schedule more movie nights. Lynn also reported that Debbie Kehoe cleaned up the clubhouse on the Saturday morning after the movie night and we should thank her as it was not her responsibility to do that.

Lynn Adler also reported that she is working on full membership with a couple people but one is nervous about safety and needs to decide if she's going to stay. Roger said that there is the option to move to the upper harbor but Lynn said that this person really likes the downtown view from the lower harbor. Roger said that there has been increased security in the park as well as lighting repairs and he thinks the increased activities in the park are helping to prevent some of the crime problems. He said he sent a letter to Mike Hahm from the parks department with an estimate for adding speed bumps near Raspberry Island.

There is then some discussion on who will be paying for those and that there was no board vote or approval for that expense. Tom Marrone thought that we should not set precedence for covering a cost like that but suggested that maybe we could share the cost



with the city. Roger suggested that we wait to see how the city responds before making any final decisions on who pays for the speed bumps and he thought there would be a lengthy process before anything got approved by the city. Denny suggested that we see how the city responds and then bring it back to the board.

Clubhouse:

Dave McKusick reported that all of the new clubhouse furniture has been installed, including the replacement of table tops so that everything matches. It will be more durable and probably good for at least 10 years. We can now seat 75 people. He will also be touching up the chairs with a furniture marker. We have ended up with some extra chairs and might use them for repair parts. The old table tops have been put on pallets and are in storage for now. He suggested that some of this could maybe be used in the office and Roger Anderson said he would give that some thought. Dave also reported that the ceiling fan motors are burned out and they will look for replacements.

Denny Sando asked about the quote for the customized enclosure for the deck in the winter. Dave said that there would be a working clubhouse committee meeting soon to clean off the tape residue from the enclosure that was done for last Christmas party and that we don't want to continue to enclose it that way. He thought that it would cost about \$3,500 - \$4,000 to get a customized enclosure and there would be a two week lead time.

We still have the carpet from the last time and we could get that bound and seamed to make it one piece. Lynn Adler said that people liked having the Christmas party at the clubhouse but not every year so it probably wouldn't be there this year. Roger Anderson said that there are weather issues related to having that party at the clubhouse.

Roger also brought up the towel issue in the clubhouse and said that he had spoken to our vendor about the issues we're having and will increase our order to replenish. One of the problems is that if there are no dirty towels to pick up then they are not cleaned and returned. Sue Walters said that clean towels had been found in the shop before. Roger said that this should not be happening. It was suggested that we should get bins for clean and dirty towels so that everyone knows where they are to be found and returned.

Tom Marrone suggested that we buy our own towels and take responsibility for cleaning them ourselves. Bill Gibbs agreed that this might be a good idea. Dave expressed that he thought this would create a new set of problems for us and did not like the idea of relying on members to launder the towels. He preferred to work through the issues with our current vendor and he liked the idea of getting bins for the towels and would like to try that and see how it works. He will purchase the bins and get them in the clubhouse.

Dave also talked about the TV in the clubhouse and said that he'd like to see it replaced with one that fills the whole space and one that had an integrated system for PA, stereo, Apple TV and he will talk to some people to get a cost estimate. Denny mentioned that they are working on repairing the broken lock on the clubhouse double doors and Roger said he brought the lock a locksmith earlier today.

Strategic Planning:

Ralph DeLong reported that we now all have a paper copy of the current plan (in our meeting packet). He thought that the first five pages are redundant and that it is basically a summary with no information on how to proceed. He will gather the committee and review the plan, pull out core issues and then send those to the membership to request a ranking. The committee will then review that ranking, associated costs and time frames, and put together a plan.

Old Business:

Denny Sando reported that Wi-Fi is now working on the Dahlgren dock.

Mike Patton reported that the full price for the new ramp material for summer use is \$2,000 and is continuing to look for additional quotes.

Denny reported that the DNR has said that there is one battery model that meets new requirements but he hasn't been able to find it yet. For now, he recommends that we supplement with higher sensitivity models than those required by new law.

Roger Anderson & Tom Marrone reported that there has been no action on a new phone call system yet.

Bill Gibbs asked about the stray electricity issue that was previously discussed. Denny reported that the Auxiliary has determined that they will not pursue this project because of liability issues, but said that they will send their information pertaining to this to Denny. Bill said that he sees cords hanging in the water in slips as he walks the docks and he pulls them out. Denny agreed that this is dangerous because the rubber cords can still leak electricity into the water.

Mike Patton said we need a dock master and quarter masters to address these issues. Denny said we did not appoint those this year. Jerry Quaal suggested that this is something that should be written about in Marina Update and Lynn Adler suggested that Denny/Roger write about this for the next issue of Anchor Line.

New Business:

Lynn Adler brought up a problem she has been told about of new boaters that don't know the gate code when it has been changed. Someone mentioned that the new code was pictured on our Facebook page. Roger said he would look into getting that removed. There was additional discussion of people not getting or reading email's about the code change. Roger said that there is no way to make sure everyone knows about the code change every time and we just need to continue to communicate it as we have been doing and deal with the transition.

Motion to adjourn:

Motion by Lynn Adler; seconded by Mike Patton.

Adjourned: 7:43 PM

Next Board Meeting: Monday, August 28th, 2017 at 6:30 PM



DOCKSIDE GRILL -

Honey-Garlic Shrimp Stovetop Rice Casserole

4 - 6 Servings

Ingredients:

- 2 tablespoons vegetable oil
- 1 medium yellow onion, diced
- 1 1/2 cups long-grain white rice
- 3 cloves garlic, finely chopped, divided
- 1 teaspoon finely chopped peeled fresh ginger
- 1 teaspoon kosher salt
- 1/4 teaspoon red pepper flakes (optional)
- 2 cups low-sodium chicken broth
- 3/4 cup plus 1 tablespoon water, divided
- 12 ounces frozen broccoli florets
- 12 ounces (21 to 30 per pound) frozen uncooked, peeled and deveined shrimp
- 1/4 cup honey
- 3 tablespoons tamari or soy sauce
- 1 teaspoon cornstarch

Directions:

Heat the oil in a large Dutch oven over medium heat until shimmering. Add the onion and cook, stirring occasionally, until softened, 8 to 10 minutes. Add the rice, 2 cloves of the garlic, ginger, salt, and red pepper flakes if using. Cook, stirring occasionally, until the rice makes a crackling sound, about 3 minutes.

Add the broth and 3/4 cup of the water and bring to a boil. Reduce the heat to medium-low, cover, and simmer undisturbed for 10 minutes. Add the broccoli and shrimp and stir to combine. Cover again and simmer until the rice is tender and the shrimp is cooked through, stirring every 10 minutes, 25 to 30 minutes more.

Meanwhile, place the honey, tamari or soy sauce, and remaining 1 clove garlic in a small saucepan over medium heat and bring to a simmer. Place the cornstarch and remaining 1 tablespoon water in a small bowl and stir until the cornstarch is dissolved. Pour into the simmering sauce and stir until thickened, about 30 seconds. Remove from the heat. When the rice is ready, drizzle with the sauce before serving.



WET YOUR "BOAT" WHISTLE -

Raspberry-Rhubarb Collins Party Punch

For the simple syrup

Ingredients:

- 2 cups chopped rhubarb
- 1 cup frozen raspberries
- 1 cup raw cane sugar
- Juice of 1/2 lemon

For the punch

Ingredients:

- 2 cups gin
- 1/2 cup fresh lime juice
- 1 liter soda water
- 3 cups ice
- 1 lime, sliced for garnish
- 2 stalks rhubarb, sliced for garnish (optional)

Directions:

1. Place rhubarb and raspberries in a large pot. Pour in sugar and lemon juice. Top with 2 cups of water.
2. Bring to a boil, then simmer for about 15 minutes. Do not stir. Turn off heat and allow to infuse for an additional 20 minutes.
3. Strain the syrup through a fine mesh sieve lined with a clean tea towel, coffee filter or cheesecloth. Cool completely. Refrigerate until ready to use, up to 5 days.
4. To mix the punch, combine 2 cups raspberry-rhubarb syrup, gin, and fresh lime juice in a punch bowl or large pitcher. Pour in the soda water and tip in the ice. Add sliced lime and rhubarb and stir to combine.
5. Taste the punch and adjust to suit your liking. Tip in more rhubarb syrup if you like a sweeter punch. Serve well chilled.

Notes: Feel free to substitute strawberries for the raspberries or make the syrup with just rhubarb. It's your decision!



PHOTO GALLERY





St. Paul Yacht Club

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SPYC CONTACT INFORMATION 2016

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Board Member - **Jerry Quaal** - jerry@djgreen.com

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