

**SPYC Board of Directors Meeting - August 29, 2022**  
**6:30 p.m. SPYC Clubhouse and via ZOOM**

**SUMMARY: MOTIONS MADE: SPYC Board Meeting August 29, 2022:**

**Approval of the Agenda:**

Additions/deletions from today's Agenda. No additions

**MOTION** to approve made by Brett; seconded by Lynn. Motion approved.

**Approval of previous board meeting's minutes:**

Minutes of July 25, 2023 previously **approved** via email

**MOTION** made by Andy, seconded by Lynn to increase budget to get the money we need for accounting - increase from \$10,000 to \$15,000. Motion Passed. (As of now, an accounting firm decision will be made between *Redpath* and *Smith and Schafer*.)

**MOTION** made by Lynn, seconded by Brett to approve Jimmy Layer as a new member. Motion passed.

**MOTION** made by Bill, seconded by Greg to buy a ladder, cost not to exceed \$600.. Motion passed.

**Tabled: Action Item:** Liveaboard operational motors; Standing Rule to be worked on by Andy, Brett and Greg. This item needs to be tabled as mentioned by Bill in the Commodore's report above.

**MOTION** made by Barbara, seconded by Lynn that a SPYC member can become a Life Member after being with SPYC for 20 years instead of 25 years and the criteria listed on how to become a Life Member is accepted. Motion passed.

**MOTION** made by Andy, seconded by Greg to bestow SPYC Life Membership upon Greg Jorgensen and Dave McKusick. Motion passed.

**MOTION** made by Bill, seconded by Greg to have Jeff pay \$1,000 by September 15th this year; and charge him the published rate in the future. Motion passed.

**MOTION** made by Bill, seconded by Lynn that we don't charge Bruce and Andrea for their second boat this year but charge them for the 18-foot runabout next year. Motion passed.

**MOTION** made by Bill, seconded by Andy that a policy for second boats in the marina be discussed over the winter period. Motion passed.

**MOTION** made by Bill, seconded by Greg that we change our contract language on boat inspection as follows:

**BOAT INSPECTIONS.** A boat inspection is required for **most** motorized boats in the water in SPYC harbors.

**\*This applies to all boats that have a sleeping cabin.**

\*Your boat does not have to pass a safety inspection, but must have any issues found with any of the below items repaired immediately.

An inspection fee of \$200 will be assessed to all slip holders to cover the cost of a staff review. The \$200 fee will be refunded in full if an authorized Coast Guard Auxiliary or Power Squadron Vessel Examiner performs a free Vessel Safety Check by June 15<sup>th</sup>.

Motion passed.

**ACTION ITEM:** We don't have a real job description for the work Curt was doing. Greg said he might have one. Greg, Brett, and Andy were appointed to work on a job description so it can be used to hire another employee to replace Curt.

**MOTION** made by Bill; seconded by Andy at 9:12 p.m. to adjourn. Motion Passed.

## **RE: Attached Full 8/29/22 minutes - Discussion Details**

### **SPYC Board of Directors Meeting - August 29, 2022 6:30 p.m. SPYC Clubhouse and via ZOOM**

**Meeting Called to Order:** 6:30 p.m.

**Pledge of Allegiance:** Recited

**Board Members Present:** Commodore Bill Tschohl; Vice-Commodore Mike Patten; Treasurer Lynn Adler; Secretary Barbara Haake. Members-at-large: Brett Cummings; Troy Janisch; Andy Ristrom; Diane Scovill; Annie Stone. Immediate Past Commodore Greg Jorgensen. Absent Nat Schumann with prior notice.

**Staff Present:** Marina Manager Kristina Cummings

**Guests:** Jeff Schwab; Bruce Johnson; MJ Babcock on ZOOM for a short time.

#### **Approval of the Agenda:**

Additions/deletions from today's Agenda. No additions

**MOTION** to approve made by Brett; seconded by Lynn. Motion approved.

#### **Approval of previous board meeting's minutes:**

Minutes of July 25, 2023 previously **approved** via email

#### **Open Comments from the floor:**

Comments can be made on items/issues NOT listed on the Agenda

Please limit your comments to three minutes each.

MJ Babcock via ZOOM wanted to know about the Liveboard Standing Rule for boats required to have motors. Bill said the item is on the agenda.

## Flag Officer Reports:

Commodore Bill Tschohl. We have one full time position available. We are using volunteers; some work a few days here and there. Volunteers are covered by our insurance. Bill's report (sent to us earlier) shows what we have done this year and where we are going. Lease is coming up, work on SPYC contract language. Get started early. Maybe we won't have substantial changes but it will get updated. Boats not capable of moving under their own power are defined by the DNR as a boathouse. When applying for a DNR boat license, it asks if it has a motor and can move on its own. SPYC needed a permit from the DNR and the City of St. Paul for its Clubhouse. We are approved by the city but maybe we need to check with DNR to make sure. (See DNR rule below for houseboats/motorcraft: **\*\*Reference State Statute Sec. 103G.245 MN Statutes that defines "watercraft that are designed and operated as motorboats" vs. a "boathouse".)**)

We hope the city will sign off on our Liveaboard boats as they are. If you can't move you are a boathouse. Good news - that is our answer for our Standing Rules: Challenges for Liveaboard boats. MJ - what about her boat? Bill said if you can't move your boat, you are a boathouse and you need a special permit. It is a state law regarding all waters. Bill said MN DNR is the prevailing "rule" for boats having motors. DNR states that a boat that is floating and used as a house structure is called a "boathouse". MJ said she understands. (More on this subject later in the meeting.)

The COE got \$500,000 to dredge SPYC Lower Harbor (SPSBH) and last Thursday, the 25th, the COE notified us that they will complete Phase 2 of the dredging next spring, otherwise it would have to start in late December 2022. Dredging that late would delay getting utilities for the Liveaboards. It's not what we wanted but a relief to wait til Spring. We only have Brian in the yard and some volunteers. We hope we can find more money: All insurance is going up in cost. Insurance covers more now than before. Have volunteers under worker's comp. Gas and electricity costs are up. Costs are passed on to the users. Finances need some additional money to get our books in order. Next year, going forward, we won't need to pull things apart. Marina Manager doesn't need to know everything. We are putting together a marina manual. Everyone in the marina deserves an apology for all the things we have going on. Hard on Brian and staff; also hard on our members. Don't want all of these (necessary) activities happening again. Operations had to close down the Upper Harbor four/five days a week. Thanks to members who are living with the challenges. Andy and Lynn said it has been a very challenging year. Greg - took up a lot of time but we can go boating again. Andy, this area (UH) has never been dredged since it was built. Accomplished a lot - will try not to shut down the harbor next year. Look at all we did this year - rip-rap, dredging, etc. Thanks for the fact that we don't have to do the Lower Harbor.

### Commodore's report 8/29/2022

What do Pirates do when they aren't plying the currents?

Aye Mateys,

We've all had some pretty great opportunities this past month for boating with fantastic friends, great weather and a much friendlier Mississippi. When you're not out navigating your ship, do you have free time to help around the yard this fall?

Yard help that volunteers their time will be covered under our insurance and need to be under supervision of either Brian or Kristina when working.

All non-volunteer help are payroll employees whether they are scheduled for a few hours of work, a few weeks or longer. Non-volunteer help will still report to Brian or Kristina, but are not subject to direct supervision of the work they are doing.

FYI - You can also always volunteer any time, if you need something to do just ask Brian or Kristina. Non-supervised volunteer projects can be anything you think needs cleanup, repair, paint, etc. Non-supervised, volunteer lead projects are not covered under our liability or workers compensation and should be planned in advance with Kristina. If in doubt, please discuss any volunteer activities in advance with Kristina.

When I haven't been navigating the river, which really hasn't been at all often enough this year, I've been working to get through a backlog of what I'll just term as rebuilding the club's business foundation. I know I've been on the board for many years, but it has honestly been eye-opening to realize just how much I thought I knew about the SPYC operations vs. what it really is.

When I started last spring one of my first actions was to discuss what I expected with Kristina and asked her to help, pull everything apart, question every invoice, etc. so we can setup processes that are repeatable. In our discussions, I had no idea what was to unfold this year, I expected and did get a lot of feedback from our marina members on some of the changes. What I haven't done well is explain what we've accomplished and what's next. (When I say we, I really have to say it's Kristina doing the heavy, miserable work, of pulling this apart and getting it together in a very solid manner that we have to be able to repeat so we are a vibrant, successful club for centuries to come. A lot of flack has come Kristina's way for sticking to the rules the board established and direction I've provided her. I'll say it again and again though, you can direct any feedback my way and I will do my best to share why our club interests have to rise above some of our discomfort.

Let's review the basics of our relationships across the marina and what lies ahead for us:

#### Parks Department:

We have had multiple conversations with City parks and partnered with them on clarifying a few items in our lease along with where we are. They have been extremely, extremely helpful and I can honestly say they want us to succeed as much or more than anyone.

Our lease has been amended multiple times and has some inconsistencies, redundancies, language that is easily interpreted, along with some items that probably won't ever happen. Our lease does need to be renewed, but we will be cleaning up the contract from top-to-bottom when we do that in 2023-2024.

#### MN DNR:

Our lease references the City's DNR permit for the marina. When we dug into that, we learned that it is not at all up-to-date. The marina layout on file was from mid-2000's. The permit doesn't have any fingers on the Miller dock, Shoreside LH between gate E and F has no docks or walkway. It is also missing the changes that occurred when we

built the clubhouse in the upper harbor, which is considered a boathouse. We're in the process of getting that updated with current configuration, slip types, etc.

The DNR permit language is not what we believed it is and will be challenging or impossible to meet all the requirements and include known boathouses we have at the SPYC. Reference State Statute Sec. 103G.245 MN Statutes

Subd. 4. Boathouses and boat storage structures. (a) The following definitions apply to this subdivision:

(1) "boathouse" means a structure or watercraft that is moored by spuds, cables, ropes, anchors, or chains that may be intended for habitation and has walls, a roof, and either an open well for boats or a floor from wall to wall and does not include watercraft that are designed and operated as motorboats;

"motorboat" means a watercraft that is designed for and is capable of navigation on the water and that has an adequately sized external or internal mechanical propulsion system for the type of watercraft

Due to this notice on the state statute from the DNR, we need to table the discussion on what we can as a board approve for an exception to boats not capable of moving under their own power. Our proposed live-aboard exception to the proposed standing rule change clarifying language that all boats must be capable of moving under their own power would be illegal as the State has never delegated that authority to us. Essentially, we do not have the legal authority to make any exceptions to a state law.

COE:

We had absolutely fabulous news that the COE had significant funding to remove a ton of excess river resources from our lower harbor. Thanks to Barbara Haake's hard work and never take no for an answer, the COE received \$500k from the federal Community Project Funding for 2022. We are all looking forward to the completion of that project. We started the year with a difficult proposition combining a steep learning curve and the mighty Mississippi flexing her muscles. The first phase of LH dredging occurred in June with the river at around 12', wind whipping around and docks breaking from trees that came off the Raspberry Island point. The COE was able to get the planned work done, though they did modify the original plans a bit due to some unexpected challenges.

Since the first phase, we've been the most anxious about when the COE would return to complete phase two. On Thursday, August 26th we learned that phase 2 of the lower harbor dredging project by the Army Corps of Engineers will be delayed until next spring. The COE will provide us same process we had set forth in terms for this year. We will get a 30-day notice before work begins next spring. At that point we will move boats and docks as necessary. The federal funding that the COE has can only be used for the lower harbor and can be delayed to 2023. The COE can show the delay to 2023 is appropriate with the required testing, public notice requirements as well as their standard communication plans. We at the SPYC are extremely grateful for this development as it was looking likely we'd be doing work in the lower harbor to rebuild docks in late October, early November. That timeframe was simply unacceptable to get our live-aboard community back in place with docks, power and gas lines, etc. quickly enough.

Our vendor partners:

Earlier I mentioned my conversations with Kristina this Spring really could be summed up in question everything. She was already trying to make sense of many things having started with us the prior fall and seeing discrepancies that were like loose threads hanging of a good sail.

Pulling quite literally everything apart, questioning every invoice, has taken a lot of time, but paid dividends.

Positive wind in our sails:

We cut our phone and internet cost by 60%.

We cut our trash service cost by 40%.

We cut our insurance cost by 12.5%

We cut our rug and rag service supply cost by 100%

Negative storms brewing ahead:

Our gas and electric costs are up about 8.5% from last year.

We will likely be 50% higher than normal for accounting services needed due to inaccurate and poor accounting discussed throughout this year. The finance committee is meeting Wednesday, August 31 to review two solid paths forward to address that, but neither is cheap when you're reviewing multiple years of accounting.

I expect that 2023 will be much smoother and allow more time to focus on setting up documented, repeatable processes. Kristina has been focused on getting this necessary work done well and I really applaud her diligence digging into this fine mess.

Our Staff:

In 2021 we established an employee manual and that has been very useful to both our staff and marina board members. It was a wise decision to get that clarity of purpose from our 2021 Board.

As mentioned much further above we did have a crew member that didn't work out for the full year. We have a number of volunteers as well as paid hourly workers that will help us out through the remainder of the year. We could always use more hands, on deck of course, hence starting with that request and information earlier.

Adding to the clarity of staff vs. volunteer work is good for us to all know as we navigate the years ahead.

Our SPYC marina members:

You all deserve an apology from me.

Looking at this year, I will own that I didn't see how much we had on our plate and we took on too much. We created a miserable year in many ways for at least some of our members. I truly apologize for that and will do everything I can to avoid us repeating known mistakes.

We really took a toll and caused undue frustration with multiple changes to billing the

past couple of years. Unfortunately, that caused us to lose some of our wonderful marina members and significantly frustrate far too many. We had good intentions with trying to utilize commercial tools that ultimately didn't or couldn't deliver results. I can promise that the changes to billing systems are behind us. I can't guarantee that there aren't going to be some waves here and there, but I can guarantee that nothing as significant as what we did the last couple years will happen again.

We had a long fight to get a working fuel pump installed this year. Once installed we had some bumps along the way that only got fully resolved this past month. That made for a tough year for our members trying to get fuel. The additional boats we've moved to the gas dock to maintain accessibility didn't help at all either even though it was necessary. Once our upper harbor dredging is done for the year, those two boats will not be slipped on the gas dock again.

The Upper Harbor dredging, though necessary, was far too disruptive. I'd like to review how we can do better, in a shorter period of time, with fewer harbor closures next year. We had a positive result in keeping the harbor mouth open and dredging some slips that were practically unusable. The frustration level was heard and I expect next year if we close the harbor to traffic it will be for 2 or 3 days and not 5 like we had this year.

In closing, we are finished dredging for this year in the upper harbor. This is great news for everyone at SPYC and our staff. The crew will wrap up the dredge equipment and start prepping, re-organizing and shifting to the book of work ahead.

That's all captain's, first-mates and pirates! Have a fabulous month on the river!

Your Commodore, Pirate at Heart,  
Bill Tschohl  
Cell: 651-335-1719  
Email: commodore@stpaulyachtclub.org

Bill reiterated his summary for Standing Rules:

Boats docked in the SPYC Marina must be capable of moving under their own power. All boats should be able to safely maneuver under its own power. A minimum demonstration of this ability is to proceed out of the boat's assigned slip on its engine(s) to outside of the nearest harbor entrance or 100 feet, turning back and returning to its slip.

1. In cases where a vessel does not appear to have left its slip for a long period of time and the question of operability arises, SPYC Marina Management may require a demonstration of the vessel's operability.
  - i. At least thirty-(30) day's advance written notice must be given to the vessel's owner for such a request.
  - ii. In cases where a vessel is found to be inoperable, the owner shall have ninety (90) days to effect repairs.
  - iii. If after ninety (90) days the boat is still inoperable an extension of up to an additional ninety- (90) days to complete repairs may be granted if the vessel owner has, in the sole opinion of Marina Management, made substantial progress toward completion of repairs.
  - iv. If after the above timelines, the vessel is still inoperable, the vessel will be hauled out and blocked or placed on its trailer if one exists. (Haul out, blocking or placement on a

trailer will be at the owner's expense.) Any boat still inoperable at the end of the season may retain their slip per normal policy, but won't be launched until repairs are completed.

v. If the vessel is removed from the water to effect repairs, regular policies will apply. This section is not intended to apply to any brief period of repair common to most vessels.

vi. Marina Management may repeat this request to test operability as needed, but will typically only request this once per year.

vii. This vii is not possible according to State statute: **Reference State Statute Sec. 103G.245 MN Statutes.** *“Live-aboard Exception: Our Live-aboard members boats, as defined elsewhere in our standing rules, will not be required to demonstrate their boat is capable of moving under its own power. They will need to have a movement plan documented and available they can share with SPYC Marina Manager.”*

Below from State Statute Sec. 103G.245 MN Statutes.

Subd. 4. **Boathouses and boat storage structures.** (a) The following definitions apply to this subdivision:

(1) "boathouse" means a structure or watercraft that is moored by spuds, cables, ropes, anchors, or chains that may be intended for habitation and has walls, a roof, and either an open well for boats or a floor from wall to wall and does not include watercraft that are designed and operated as motorboats; (emphasis by this recorder)

(2) "motorboat" means a watercraft that is designed for and is capable of navigation on the water and that has an adequately sized external or internal mechanical propulsion system for the type of watercraft;

Vice-Commodore Mike Patten - No report

Treasurer Lynn Adler - We probably will do financial work this week. Will have everything listed., a full report. An accountant may help. Working off the 2022 budget. We did have to make some changes. We had a formula but we didn't have the \$30,000 more that was in it. Diane - is the social committee not allowed to spend any money at this time? Bill - you have a budget. Wait for later in the meeting when we talk about it. Diane - apparently it is not frozen. Bill wants to be on budget; asking for permission to go over it and then needing to explain "why?" The budget is weird right now. Hard to get a reasonable report. Lynn - we will get there.

Secretary Barbara Haake - no report at this time, will speak under other headings.

**Marina Manager Report:** Kristina Cummings

Financial

\$89,950 in open invoices with QuickBooks

Checking Account - \$310,179.22

Mud Cat Loan/ long-term debt - \$207,299.27

Sort-term debt/ line of credit - \$0

Completed

Ice Machine installed in Lean too in workshop

Dredging - Included and as updated in Commodore's report

In Process

New signs at gas dock, entrance, office and gates- See attached



New maps- See proposal attached  
New swag – meeting with company options  
New accountant – See proposal attached

Kristina has been working on a lot this summer. Signage: She is looking at our signage with consistent branding and colors. Many of our signs have Graffiti and are aged and inconsistent. This bid is a starting place. She listed colors - has a proposal from Signarama: The only sign we are looking for is “where is it?” and everything will go off from that. Upper and Lower Harbor signage. With SIGNARAMA she has a bid: Example: Seven signs for Entry sign; Fence signs; Stop sign; (2) Clubhouse signs; Gate signs; Gas Dock; plus six more signs: TOTAL: \$5,765.99.

Diane - Does Parks and Rec have a signage group that does its signs? Kristina - No. Kristina said reflective lighting is not necessary (and more expensive). City Parks has more to do with the NO WAKE signs. We are just working on our signs. Will have signage for the facilities in the Upper Harbor yard. Sign for the gas dock - same size but will only say 24-hour gas along with our logo. Aluminum backed signs. Both Andy and Lynn said they can check prices, too. Kristina said she did not do it for Dahlgren Docks. Miller Dock sign in the garage right now.

Advertising: There is a company out of London that does marina marketing and maps and advertises and it doesn't cost anything. Advertisers pay the costs...on the website, too. Problems can be that they make their money by wanting our information. Andy said “Be cautious on this.” We need to work better with the city for marketing. Visit St. Paul; Come down to the waterfront. Bill, if they ask for a vendor list, we don't have one.

Interviewing accountants for SPYC: The proposal from Smith and Schafer includes completing any outstanding tax filings and also spending 1-2 months working with the office to get quickbooks set up for efficient use and budget tracking going forward. Once this effort is complete the general accounting services will end but they will continue to provide year-end tax accounting reports and tax filing on an annual basis and there will not be any monthly costs.

S&S said they would “Clean up our accounting including 2021 and 2022 and file our 990-T for \$1920.” They would like to work with us going forward. Redpath will finalize its proposal tomorrow (Tuesday the 30th). When things get up and going, the accounting firm will do our tax returns.

Kristina noted that our current annual revenue is about \$50,000 below the threshold where a full audit is required annually. Considering our recent growth this will likely be required in the near future and Smith Shafer will also be able to provide this service.

Lynn: Smith and Schafer are big and they are not looking at us as being little. (NOTE: Smith and Schafer proposal/cost to SPYC under Finance Committee Report below.)

Winter contract for storing boats at SPYC. Can use the same summer contract adding in winter information. Won't have the total cost on it - just give them a formula line. Need to get people to sign it. There is a Adobe/Dobie signer option. Like DocuSign for a small business - \$258 to get our contracts up-to-date. Can sign on phone or paper. Bill wants to add definitions for some of the words: “*Liability in the yard vs in the water*”

## **Committee Reports:**

Social Committee: Bill Tschohl

Clubhouse committee: Tom Marrone, Bill Tschohl, Nate Schumann

Clubhouse Committee Report 8/29/2022:

The clubhouse is in really great shape. We'll be doing a top-down review this fall to inventory maintenance and repairs we'd like to include in our 2023 budget plan. This will include paint, tile, mechanicals along with items that can or should be improved or replaced. If you have any ideas for improvements please send them to Bill, Nate or Tom. It was exciting to finally get an ice merchandiser on-premise again! It is located in the lean-to part of the workshop and stocked with ice we are sourcing inexpensively compared to the local ice delivery companies. The ice merchandiser was damaged in shipping so we may end up with a replacement ice merchandiser or a discount on the invoiced price. Kristina has been following up on that. As always, if you see anything that needs a touch of work please let Bill, Nate or Tom know.

Finance Committee: Lynn Adler (Kristina) Finance

The finance committee has met with one company and has another scheduled Tuesday the 30th of August. We need to hire one of them to assist us in cleaning up records and filings for 2019 through 2022. In order to do that we expect we will need about \$15,000. About \$12,000 of that will be incurred in 2022, with the remaining spread over the next 16 months. SPYC had budgeted \$10,000 for the year and we have spent about \$2,900 of that on our current accounting firm, leaving us with \$7,100 of our budget. In order to cover the expected costs in 2022 we will need an additional \$4,900. We expect this will pay for itself with a renewed ability to accurately budget and rely on our accounting. This should also lead to lowering our overall professional services annual costs to somewhere less than \$6,000 annually vs. the historic \$10,000, saving 40% over historic averages. Suggested motion: Increase professional services -accounting budget from \$10,000 to \$14,900 for 2022.

Bill said we will do a motion later. Report? Currently, Finance (Bill) has a proposal from one company Smith and Schafer. He doesn't think anyone can do better. About \$15,000. 990-T for 21 and 22. Have about \$7,000 left in our budget. Very critical. Bill could be more comfortable with Smith and Schafer. Tuesday (the 29th) we will meet with Redpath, \$4,900 more. In later years, it could be \$5,000 or \$6,000 more.

Smith and Schafer Accounting Services Proposal (charges)

Quickbooks, Monthly Reconciliation and Overview, Financial Packet for Board of Directors; ALL for a monthly fee of \$775. *To begin with we need to add in Accounting Cleanup to current (2020, 2021, 2022) - Total \$9,480 PLUS 990-T filings (2020 & 2021) for \$5,000. Overall total: \$14,480.*

**MOTION** made by Andy, seconded by Lynn to increase budget to get the money we need for accounting - increase from \$10,000 to \$15,000. Motion Passed. (As of now, an accounting firm decision will be made between *Redpath* and *Smith and Schafer*.)

Membership: Mike Patten and Lynn Adler: Jimmy Layer is requesting to become a member. Kristina said she will get the check and form from him first but is now asking

for a board approval: She would like a motion to accept Jimmy Layer now. **MOTION** made by Lynn, seconded by Brett to approve Jimmy Layer as a new member. Motion passed.

**Marketing:** Lynn Adler and Mike Patten Already have report

**Vision and Strategic Planning, Procedures & Contracting:** Bill Tschohl, Brett Cummings and Andy Ristrom. Contract is standard.

**Operations Committee:** Andy Ristrom, Greg Jorgensen and Brian Koskie.

Operations

Our gas dock needs a ladder in case anyone falls in the water. If there is a boat there it would likely have a boarding ladder, but there is not always a boat on the dock. We need a motion to purchase or build a ladder to be installed on the gas dock. Cost not to exceed \$600..

Examples we could purchase:

[https://www.amazon.com/Extreme-Max-3005-3464-Sliding-Ladder/dp/B0815W64CK/ref=sr\\_1\\_20?crd=6WZURE8V11KG&keywords=dock%2Bladder%2B7%2Bstep&qid=1661803834&s=sporting-goods&srefix=dock%2Bladder%2B%2Csporting%2C100&sr=1-20&th=1](https://www.amazon.com/Extreme-Max-3005-3464-Sliding-Ladder/dp/B0815W64CK/ref=sr_1_20?crd=6WZURE8V11KG&keywords=dock%2Bladder%2B7%2Bstep&qid=1661803834&s=sporting-goods&srefix=dock%2Bladder%2B%2Csporting%2C100&sr=1-20&th=1)

Greg: The motors are running at the gas dock. We need a ladder. One price: \$459. Greg helped a person filling their gas tank. The person slipped. Once we had an explosion on the dock and we needed to have life jackets on the gas dock for workers. Andy - thought we put a ladder there. Answer: No, we didn't. Greg said it shouldn't take very long to put it on the dock. It can stay in the water - we can pull it down or keep it in the water. Your weight will bring it down. Suggested costs are \$262 up to \$600. **MOTION** made by Bill, seconded by Greg to buy a ladder, cost not to exceed \$600.. Motion passed.

Diane - we all need a ladder on our docks. Andy: We should ask Brian - does he have any issues with ladders? Barbara said putting a ladder at the end of the dock could damage both the boat and the dock when a boat comes into its slip and hits it. Andy: Check with Brian and come up with a standard design.

Andy - Operations. This year we got the additional Floating piping, flex-couplers and floats, as well as flex piping that goes to the bags and we own it all except the last 300 feet of piping for the extreme end of the UH. Need some more bags next year and Andy hopes the price will go down. Additional floats and flex pipes are needed for when we need to reach the last 300'. Polymer will be two totes next year. He has some five gallon buckets we could use temporarily for storing the leftover stuff as it has to stay in a heated building but we don't need to take up all the space of a full tote. Cost for next year summary: Geo bags, Polymer, too. Should have two stairs - \$1,600 each. Flex pieces. It floats. Not rigid. Look at gas dock/plates. Next, get rid of the sediment this winter. We are good for storage of the dredging equipment. Andy - we got as far as we wanted - filled four geobags. It went well.

**Public-Government Relations Committee:** Barbara Haake

Barbara attended Rebecca Noecker's Fundraiser Sunday August 28, 2022. Barbara checked in people who attended. Good time - met a lot of nice people. Rebecca is running this fall for St. Paul City's council again. She has been a big help to SPYC/SPSBH. She sent notice of this fundraiser to the SPYC board and Liveboards a few weeks ago. She met some other westside neighbors.

Bylaws: No report.

## **Old Business:**

**Tabled: Action Item:** Liveboard operational motors; Standing Rule to be worked on by Andy, Brett and Greg. This item needs to be tabled as mentioned by Bill in the Commodore's report above. (Also, discussion on MN DNR rules for "Boathouses" in these minutes.)

### No Wake signs near High Bridge:

TBD on sign costs and timeline. Bill asked Kristina to reach out to Tyler and see if maybe we could hire the City Public Works to make our signs so they are reflective and follow the standards for signage. They will be posted on our structures, but it really is not our rule to enforce. If they are making the sign, it's possible we could also get them to make more than we need so the city can update the sign below the Wabasha Street Bridge as well.

### Irish Fair - any issues?:

We did not have any issues with Irish Fair that came to Bill's attention. The security was great and from the sounds of it from the security I talked to, our members were very nice to them this year compared to some previous experiences they have had. (In past years, some of our members were frustrated with the security and were not kind.)

### Information gathered for new accountant:

We have interviewed two firms. The finance committee is meeting Wednesday to make further decisions on which to go ahead with and the costs involved. A motion will be circulated the first week of September with that information.

### Written Reports on why boaters have left SPYC?

Simple summary: There are three reasons boaters have left the SPYC. 1) Costs: The current costs have risen above what they are willing to pay. 2) Challenges to boating: The marina challenges with silting, staff changes or poor slip availability have caused them to consider other locations. 3) Other recreational opportunities: Some boaters have simply decided that their money is better spent on other activities i.e. RV, Vacations, general travel.

### Silent auction plans?

This was going to be reviewed in marketing and should be part of their report when ready to discuss further.

## **New Business:**

Staff - Bill: Volunteers needed - Need a new employee to replace Curt. Bill talked to Brian right before this meeting. Update on lower harbor phase two dredging. Comes

down to doing it in the spring. We will get notice in spring 2023 when the COE will be back: It will be the same workload that would have had to be done this fall of 2022.

COE Phase 2 Dredging SPSBH aka SPYC Lower Harbor delayed to Spring 2023:

Barbara brought up the fact that the COE has a current contract with LSM to do the dredging at less than \$10 a cubic yard, a price that was good until the end of 2022. Now, in the spring 2023 it could go up - anywhere from \$15/CY or higher. We don't know the CY cost yet and we "only" received \$500,000 from Congress to remove all of the sediment from the Lower Harbor (SPSBH). Phase 2 may only accomplish half of the work in 2023 that we needed done in the LH to clean it all out of sediment/material if the COE had finished the work in the fall of 2022.

Barbara has done calculations on the income SPYC would receive IF **all** 59 slips (that we had in the past) are (hopefully) recovered:

Barbara's report: The income SPYC will get when the dredging cleans out SPYC's Middle Harbor.

SPYC Board Meeting August 29, 2022

RE: Increased income after dredging SPSBH/SPYC Lower Harbor

Value of SPYC's Lower Harbor aka St. Paul Small Boat Harbor (SPSBH)

**Explanation: Dividing up the SPYC's Lower Harbor into a Middle Harbor with 59 slips from its Dahlgren Dock's with its 28 slips.**

Using 59 slips in the Middle Harbor, at an average length of 40 linear feet for each boat:

*Summer Slip Fee*, \$61 per foot x 40 = \$2,440

*Winter Slip Fee* (stored in the water or in SPYC boatyard, \$33 per foot x 40 = \$1,320

*Harbor Maintenance Fund*, \$6.50 per foot x 40 = \$260

ADD ON for each slipholder/boat:

*Clubhouse fee*: \$135 )

*Common fee*: \$160 ) = \$395/each slipholder/boat

*Membership fee*: \$100)

\$2,440+\$1,320+260+\$395 = \$4,415 per slipholder/boat in the Middle Harbor

**After Dredging, the Middle Harbor would have 59 slips available-  
59 slips x \$4,415 for summer/winter = \$260,485 a year income to SPYC**

CURRENTLY, with "maybe" 20 slipholders in the Middle Harbor, SPYC's income is only \$88,300 a year.

IF Lower Harbor is entirely dredged out, SPYC will gain another \$172,185 INCOME by renting out 39 additional, cleaned out slips.

**NOTE: It is very worthwhile for SPYC to fight hard to get its MIDDLE HARBOR totally dredged!!**

SUMMARY:

Middle Harbor current income (20 slips), approximately: \$88,300/yr

**TOTAL Income AFTER dredging Middle Harbor (59 slips), approx:**

**\$260,485**

Income GAINED: \$172,185 after dredging

(28 slips at Dahlgren Docks if all rented, income would be;  $28 \times \$4,415 = \$123,620$

Nominate criteria for service time to become Life-Members. Bylaws, voting members  
Bill: Currently to become a Life Member a person has to have been at SPYC for 25 years.  
It is suggested that we reduce the 25 years to a lower number. Comment from a board member: *“I would like to see an additional criteria added relating to length of tenure at SPYC; something in the neighborhood of 20+ years perhaps. I think the long tenure, along with the giving of time and talents to help the club, shows true commitment to the success of the club. In my opinion membership brings certain benefits but also some obligations to participate in the betterment of the club. I would like to see life-membership designated to those who have gone above and beyond and made a long-term commitment to our future.”*

By-Laws:

Paragraph 2 Life Membership may be granted to a Voting Member by decree of the Board in accordance with our Standing Rules. A Life Member shall be exempt from the payment of annual dues. Life Members shall have the same privileges as an SPYC Voting Member.

Standing Rules: There is no mention of a process for nominations nor criteria for Life Memberships.

Motion: The following will be added to our Standing Rules establishing criteria for guidance on Life Memberships.

Life membership is an honor bestowed by our club to individuals whose contributions have provided a benefit to the club over an extended period of time.

There are four areas of service in the Club:

- a. Board service
- b. Committee service
- c. Volunteer service
- d. General service (includes other services that may be seen as relevant.)

This can include:

Contributions with other relevant clubs such as Friends of Pool 2, US Coast Guard Auxiliary or other area, river centric groups.

Legislative lobbying activity including legislation beneficial to the club or community.

Contributions deemed beneficial to the club by our members, but not included above.

The Life Member nominee must have an outstanding contribution in at least one of these areas and at least some contribution in two of the other three areas with no less than five years cumulative across all activities included in the nomination. Service years that are paid positions, somebody doing their job whether for the SPYC or another entity should not have that included.

Life member nominees must have 20 years cumulative at the SPYC

Nominations must be in writing with detail on their service contributions and years of service. Nominations do not need to be all inclusive with extensive detail. Nominees become Life Members when the SPYC board approves, by majority vote, their Life Membership. All new Life Members will be contacted by the Commodore, if they are not already present at the board meeting when their nomination is approved.

Feedback: 5 years too short. **MOTION** made by Barbara, seconded by Lynn that a SPYC member can become a Life Member after being with SPYC for 20 years instead of 25 years and the criteria listed above is accepted. Motion passed.

Bill: Nominated Dave McKusick for SPYC life membership. Diane - We need a list of members who have been with the club for 20-years or more. Barbara - Remember that Ruby McKusick has also paid a separate fee for her individual membership; when would Ruby get to be a Life Member? **MOTION** made by Andy, seconded by Greg to bestow SPYC Life Membership upon Greg Jorgensen and Dave McKusick. Motion passed.

#### Small boat slippage fee

Jeff Olson - In the past, Jeff had put in an application to slip his fishing boat at SPYC. He had a slip fee of \$550 and this spring received a summer 2022 bill for \$1,600. He had asked why such a big increase in his slip fee? The question is "How much do tie-alongs cost in this marina compared to others?" Brett - We don't want exceptions. A Rule is a rule. We have set prices and we need to follow them. Diane: She understands his (Jeff's) question. Some people have been here for a long time and are our neighbors. Brett - We can't get into price points if someone has been here for a long time. Bill - (Jeff is not a member). Diane - a little elasticity could be used. Greg, no answer yet: Charge him "x" amount this year; full price next year. Kristina - special exceptions are hard to deal with. Troy - This was a big increase for Jeff: Give him a special price this year; raise it to the real cost next year. Diane - interim price now but the published rate next year. **MOTION** made by Bill, seconded by Greg to have Jeff pay \$1,000 by September 15th this year; and charge him the published rate in the future. Motion passed.

RE: Bruce Johnson, a Liveaboard who also owns a second, smaller boat (speedboat) can't really tie it behind his houseboat because of the fast current in the harbor. He would put in an open slip but there are no such slips in the LH. The LH does have a unique corner slip and it is shared by three boats right now. Brett - Pay for whatever the length of the boat is. Kristina commented: The "odd, corner slip" has a dock 50-feet long on one side; 40-feet long on the other and at the end it is 20-feet wide. Could put two or boats in that slip. Mike: If there is an open slip, let him have it but the corner angle slip could have two boats in it. Brett - don't start a trend that if there is no empty slip and if we have some open area, just go into it. If someone wants to share an angle slip, let them do that. Greg: We could charge \$2,800 for the summer, put four boats in and each person pays \$700. Comment: Can't get four boats in there. Bill - we need to talk about second boats - we have them in both harbors. **MOTION** made by Bill, seconded by Lynn that we don't charge Bruce and Andrea for their second boat this year but charge them for the 18-foot runabout next year. Motion passed.

**MOTION** made by Bill, seconded by Andy that a policy for second boats in the marina be discussed over the winter period. Motion passed.

**MOTION** made by Bill, seconded by Greg that we change our contract language on boat inspection as follows:

BOAT INSPECTIONS. A boat inspection is required for **most** motorized boats in the water in SPYC harbors.

**\*This applies to all boats that have a sleeping cabin.**

\*Your boat does not have to pass a safety inspection, but must have any issues found with any of the below items repaired immediately.

An inspection fee of \$200 will be assessed to all slip holders to cover the cost of a staff review. The \$200 fee will be refunded in full if an authorized Coast Guard Auxiliary or Power Squadron Vessel Examiner performs a free Vessel Safety Check by June 15<sup>th</sup>.

Motion passed.

**ACTION ITEM:** We don't have a real job description for the work Curt was doing. Greg said he might have one. Greg, Brett, and Andy were appointed to work on a job description so it can be used to hire another employee to replace Curt.

### **Upcoming Dates for 2022:**

Monday, September 4, 2022 Labor Day

Saturday, September 10, 2022 4pm Giant Chicken Feed

Tuesday, September 13, 2022 7pm General meeting

Friday, September 23, 2022 6pm TGIF and Movie Night

Monday, September 26, 2022 6:30 p.m. SPYC Board Meeting

Saturday, October 8, 2022 6pm Halloween Party TGI

### **EXECUTIVE SESSION - Closed Meeting:**

Recessed the regular meeting at 8:54 p.m. to go into an Executive Session to discuss Staffing.

Special Session ended at 9:10 p.m.

**Adjournment:** Of Regular Meeting -

**MOTION** made by Bill; seconded by Andy at 9:12 p.m. to adjourn. Motion Passed.

**Minutes** submitted by Barbara Haake, Secretary