

# Saint Paul Yacht Club

Board Meeting Minutes

April 22, 2019

St. Paul Yacht Club Clubhouse

Board Members Present										
Commodore	Vice Cmdre	Secretary	Treasurer	Board	Board	Board	Board	Board	Board	Past Cmdre
Steve Nelson	Greg Jorgensen	Bill Tschohl	Ralph DeLong	Lynn Adler	Brett Cummings	Bruce Johnson	Mike Patten	Stephanie Stoessel	Annie Stone	Dennis Sando
X	X	X	X	X	X		X	X	X	X

Call to Order: 7:00 p.m.; Pledge of Allegiance

#### Guests:

Fran Potvien, Terri Meredith, Steve Meredith, Thomas Marrone, Barbara Haake, Eileen Manning, MJ Babcock, Dave and Sadie Mathison, Carol Janisch, Dave Nelson, Bruce Klaenhammer, Dave McKusick

#### Determination of Quorum:

Yes, there is a quorum.

#### Open Forum:

Eileen Manning – March 23rd she was notified by one of our members that her boat was in the water at Watergate. No communication from Watergate about boat status, status or any communication on river levels, what was happening. She wanted to thank Roger for all the updates he's sent. (Diane Scovill notified Eileen that her boat was in the water.)

#### Minute Approval:

3/25/2019 minutes were approved and sent to the board and Roger.  
Minutes were distributed on the SPYC website by Roger on March 28th.

#### **The board meeting minutes will be posted to the website here:**

<https://www.stpaulyachtclub.org/members> The new board has made it a priority to approve and post the minutes in as timely a fashion as practical.

#### Electronic Voting Results:

Minute approval for 4/22/2019.

Motion to approve by Lynn Adler, Seconded- Annie Stone.

Steve Nelson-Approve, Bruce Johnson-Approve, Bill Tschohl-Approve, Annie Stone-Approve, Greg Jorgensen-Approve, Stephanie Stoessel – Approve, Brett Cummings – Approve, Lynn Adler – Approve, Denny Sando-X, Ralph DeLong-Approve, Mike Patten -X,  
9 approve, 2 no responses. Minutes approved.

#### Meeting Minutes approval process

The Board has 48 hours to review, comment and vote electronically. Votes will be tallied by the secretary at the end of the 2nd day after draft minutes are sent. (So, this Monday's meeting minutes were sent this Monday evening. Any corrections and any votes should be received by the secretary before end of day Wednesday. Vote tally would be added and included in the Electronic voting section of that month's meeting minutes if approved. If not approved or if fewer than six votes are received, the

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minutes would be reviewed, commented, corrected and voted on at the next scheduled board meeting. (There would not be two electronic/email votes.))

### **Reminder:**

Board agreement on early committee reports:

Committee chairs should setup a pattern where committee reports are summarized and submitted to the board at least the day before the board meeting. (Submissions shouldn't be deemed an early opportunity to discuss or vote on requests, but get materials in front of us so we can spend time on actions at the board meeting rather than summary reports.) It would be good to have an idea what is going on and planned for discussion before the meeting. It will also help us keep track of what we do want on the agenda.

### **Finance Committee – Ralph DeLong** Members: Jerry Quaal, Terri Meredith, Bill Tschohl

Finance committee met last year to set the budget for this year.

The April report is the first report that really gives us an indication of where we really are since our main revenue is due April 15<sup>th</sup>.

We have reduced slip and winter storage revenue/ dollars. We are \$35k below what we budgeted. Our expenses are \$2,700 higher than where we were last year. This is primarily due to flood expenses of about \$3200.

Cash on hand is \$136,000, which is about \$16k below where we were last year at this time.

Long-term debt is down \$53k and only has three years remaining. Balance is \$152k. Once paid off that gives us \$50k to utilize in the budget.

Accounts receivable is \$140k. Members owing money are encourage to contact Roger if they have any outstanding bill.

The big unknown is what dredging may be required and how much it will cost.

Roger: Deadlines are kind of soft. We've said no pay no launch, but that leads to a clogged-up yard. Collection agency hasn't been very effective. Some members that haven't paid bills are still here year after year and catch-up as they can even though they struggle every year. We have a tough cash-flow since we broke-even last year. Accounts receivable looks bad right now, but people do end up paying generally. It does hurt the cash flow when people pay slowly. If we have to borrow money to cover cash flow that adds and compounds expenses. No marinas are full these days. Expecting to find magic marketing and filling every slip probably isn't a reasonable expectation. About \$30k of the outstanding receivables will probably not be paid. It's not crippling to us at this level and something we don't want to see increasing.

### **Staff Report:**

We made it through the first part of the flood without anything breaking or major concerns. We moved boats back into the yard. The yard had started drying just before this new rain and new rise in the river. It's expected to go to 18' and that will be high, but ok. If the water goes down, we're ok. The yard will be wet and this could add a delay of another couple weeks before we can start launching boats again.

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Eileen commented that there are trees starting to get collected on the RI bridge. Roger hasn't seen that and it had been pretty clear so far. Roger thinks it happened in the last dozen hours and will have the crew take a look tomorrow. At this river level there wouldn't be much, if anything we could safely do to address it though.

We have advanced a plan to the City to share some cost removal with the RI bridge and then get the monies rebated against our rent. Speeding up clearing it from months down to hopefully weeks.

Excel will not let any of their employees work in standing water so they disconnect utilities when it's safe for their employees. (gas and electric)

Utilities are still on in the lower harbor, but expect that to change.

Lynn Gundstrom: Why can't we get a better ramp for gate G? Because she wasn't down there, she didn't see Tom's boat go down or what happened to it. If she had been there it may have possible to see it and let Tom know. She fell and hurt herself on the dock earlier this year and it's very unsafe. She is not happy she was unable to access her boat safely. She has video of Stephanie doing that. The rails were laid down on the dock under RI bridge and they have to crouch and then possibly trip on the railings laid across the dock like she did. Get a ramp that people could go across safely. The City has asked for people to vacate, but live-a-boards are still down there and have historically never left the harbor and stay there.

Tom: Previous decking used in 2014 or 2011 was rented and took a week to put together by Rick and Tom Marrone. It was rented and then returned so we don't have it laying around in the yard. The ramp needs to be much longer and stronger to make it safe.

Lynn: The high water does not mean they shouldn't be able to access their boats so people can go out on the dock. Request is to get a ramp and in place soon.

Denny, Ops: we would have to engineer build and be able to use a crane to swing it into place. It wouldn't be able to be done anytime soon.

MJ Babcock, Dave Nelson, Dave has a longer plank that could possibly be used.

Steve: this will need to be looked at, but it isn't going to be solved tonight. It's fair to want a safe entrance to the docks. This kind of high water creates a number of circumstances that aren't easily remedied.

Stephanie – Two weeks of not being able to be on our boats isn't workable. They need to be able to review the situation for access and be able to check on them from time-to-time.

Barb H. – Went across from the Miller dock, it wasn't fun, but she had people to help assist if she fell.

Denny: It may be more practical to put a ramp across where the miller dock gate is, Gate E.

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Greg J: The river is dangerous at these levels. Encouraging people to go out by putting a longer, strong and safe ramp in is going to encourage people to go out on the docks. Saying it is safe if we put a nicer ramp in is still encouraging people to go out into a dangerous situation.

Brett: maybe we could use some aluminum I-beams to make it lighter. How long does the span need to be at gate G? A: 40ft or more from where the gate opens at the top.

Tom Perry's boat:

Boat went down last Wednesday/ Thursday. The neighboring boat has been moved to a safe place. The finger over the sunk boat will be removed tomorrow. Roger has talked to Tom about salvage. Dave has also talked to Tom about waiting until water is down more and then pulling it toward shore and pumping it out.

The boat's insurer, State Farm, will not pay a penny for salvage until the cause is known. If the reason or cause is not covered, they will not reimburse a dime. If it sunk for a covered reason, they will reimburse the owner for raising it. Boat would be inspected by insurance adjustor once it is raised. Any idea why it sunk is speculation currently. It was noted by Roger that it could be it just needed better, working, testing, pumps. High-water alarms in boat's is another good suggestion. Denny looked at some catalogs and they range around \$100.

We will need to review how we are looking at boat insurance around here. We may need to get actual policies and helping understand what coverage people have and if they need better coverage for boats in our harbor. It was another sad accident and we need to review how we can be pro-active to help our marina and members.

Roger: We have a lot of silt in the yard and will need dozens of loads of gravel to bring the yard bed back into good shape. Junk boats take up some of the best real-estate in the yard. We need to get through the process to get titles, crush and dispose of them. The junk boat problem is very typical of any marina around, but that doesn't make it acceptable. It can be very challenging to get titels and paperwork so we can dispose of them. We make progress every year, but then others get added to the list.

We'll have to get the pressure washer out to clean stuff up around the yard.

The potable water line that feeds the shore-side docks ruptured. Able hose and Rubber is making us a new hose. Once installed we'll have to take a water sample to St Paul Regional Water Service for testing. If it's contaminated, we'll have to flush the system and get it retested until the system tests clean.

***Relevant River level impacts:*** Previously mentioned, but repeated as we head to another crest.

8' is a lot of current and I recommend staying off the river. That's also the point where the current starts to bring in extra silt in volume.

14' is considered the first "flood stage". That shuts down Lilydale road and parts of Harriet Island Park.

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The ramps down to the docks start to have problems.

17' the discomfort starts; that puts the water onto the cement rails of the travel lift and closes large sections of the park.

At 17' we would have to look at the forecast and determine if we need to get boats launched or onto the levee. Launching is the better option, but it all depends on weather and how the yard looks with ice, etc.

18.5' closes the lift and puts the water into the lot down by the gas dock. We pull fuses on at least some of the electrical feeds.

19' shuts off all the dock utilities, closes all the ramps, water into the paved parking lots, and about up to the garage in the boatyard. Start thinking about moving boats.

20' we're taking boats out to Water St. and other local roads. Water is into the garage and close to the entrance gate. Pool & Yacht is flooded.

22' boat yard is closed and mostly under, actually becomes part of the river. Docks are reachable only by boat. Garage has 2' of water in it. Clubhouse is subjected to current.

23' the water is up to the office and is out on Lilydale road in front of the entrance gate. That's as high as I have seen it.

### **Committee reports and action items for approval:**

**Social/Marketing –Chair: Lynn Adler** Members: Kristina Cummings, Bobbi Daley, Denise Jorgensen, Andrea Raffaele, Linda Kelley, Annie Stone, Paul, Diane Scoville

Transient – We used to have a packet that Roger uses. Roger will get one to Lynn for review. Will be looking into get people involved to welcome transients to UH, LH, Dahlgren docks.

Signs for all the harbors- Market us as one marina, multiple harbors, LH, UH, Dahlgren

Flyers for event: Will be on gates, gas dock, etc. that are visible and laminated for weather. Commodores ball June 15<sup>th</sup>, all other events are out on the website.

Discussing a fixed transient fee instead of per ft. Weekend is \$xxx. Roger: they do pay per ft because they have to tell Roger so he knows where to put them. Flugtag may need a special rate.

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Special rate for smaller boats: Considering options to help fill some areas with smaller boats. Will be gathering a list of open slips to determine what they have to fill.

Harriet Island large events need to be used in marketing to help fill docks.

Annie: Annie works with "Gilda's Club Twin Cities" group and would like to have a family party here this summer. Similar, but separate from Greg J.'s Kids Boat Ride. (Kids boat ride has 10 boats with 20 volunteers or more.) She will need boats and volunteers for that.

Lynn is going to work with some tv / news connections to get some coverage for both and get us additional exposure.

**Sustainable Harbor Committee – Chair: Dave McKusick** Members: Roger Anderson, Andy Ristrom, Mark Mosby, Charlie Evans

Committee put together some drawings of plans to help shore up the harbors long-term. They will do more research in committee and will bring some action items to the board to help decrease the constant dredging.

Looking at UH sheet piling and going back to stuff suggested by the corps in the 70's. Rip-rapping the banks. UH clubhouse may be on or very near the bottom at normal pool. Working to get costs and bids for various items.

They are also considering where to put spoils, etc. so they have items to bring to the board to consider.

Brett: Looking at LH to reconfigure docks and ideas around that. Walkway off miller dock, Gate E. and how to help get docks off the mud. It may be a wait and see thing to see what mother nature does to the LH this year with the current flood.

There is concern about every harbor and everything is under review. We do have to put money where it can have a sustainable affect rather than things that are yearly expenses we can't control and don't have the money to address. Committee is early in on its work and working to help in a sustainable way.

**Operations – Chair: Greg Jorgensen.** Members Denny Sando, Roger Anderson, Pete Johannsen, Andy Ristrom

Keys: will get a set of keys that he can use / loan as he deems necessary.

Equipment: We need a second yard tractor for the yard. Old Yeller and the other one we were given a couple years ago don't work currently. Something in addition to the JCB is needed to keep the work of launching boats moving efficiently. Currently looking at about \$15,000. Would need a loan to get since we don't have sufficient free cash.

He would like to make a motion for us to move to address the deficiency. We rented equipment that was very useful, but buying it new would be expensive.

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Roger: Leasing – we talked about that last year. It may be a good thing to do, but it would be newer more expensive equipment and would require a year-round lease.

We could use a farm type tractor to pull the heavy stuff more inexpensively.

Existing equipment is older and less serviceable because it's hard to get parts. Roger would not recommend committing resources to this with so many flood impacts unknown at this point.

Denny: It's an opportunity to upgrade what we have. Buying old/ used 15k probably isn't something we should be looking at if we could spend \$1k to fix old yeller. A farm tractor can't be used to do anything but tow. Normal operations require lifting the trailer 2-4 feet. We need something that can tow as well as lift the tongue of the trailer. Front end of the trailer is probably 6-7k.

Steve: we lack consensus and money for new equipment. Leasing doesn't make it inexpensive. Purchasing used equipment is very hard if we go shopping without authorization to buy, wait for inspection and then wait for a board meeting to approve.

*Motion: If old yeller is not fixed by Monday, April 29th, Operations has permission to shop for a piece of equipment. If they find a piece of equipment it must be reviewed by a mechanic, operations committee, Andi Ristrum from Bolander. After all those inspections they have permission to move to purchase the equipment. They will notify the board with a description, pictures of the equipment and dollar amount spent, no higher than \$15,000.*

Motion by Bill, Seconded by Lynn:

Discussion: Stephanie: Would board need to be notified? Would that give them ability to purchase or slow it down to almost impossible to buy anything until the next meeting of the board? Consensus was to change the wording of the motion to reflect that we want the equipment reviewed by a mechanic and Andi along with operations, board would be notified as a courtesy so we know what is coming.

Greg: how long would it take to get old yeller fixed? Denny: probably a week for a mechanic to look at it. Denny: if equipment can lift the tongue of the trailer it would solve his largest concern.

Ralph-Treasurer: We are not in a good financial situation right now. We are way behind where were at this time last year. We also have a lot of unknown flood impact expenses that could incur borrowing.

Steve: we could also be put in a situation where we could be stuck renting or hiring out equipment as we did during the flood move.

Roger doesn't have the bill from Cross-country yet, but expects it to be about \$1,200.

Stephanie called the question:

Voting, Opposed/ Nay: Denny. Abstaining: Ralph. Supporting/Aye: all other board members.

Motion passed.

Other operations items discussed:

Bobcat was rented for \$2,200 a month and has been returned.

Trailer / yard storage items will be tagged and followed-up on so we can know what is in the yard.

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Going to work on getting water out to the far end of the yard. Spigots and power would be helpful for some of the boats further out that have to run 120' of hose.

Looking to put some emergency submersible pumps in a few spots in both harbors.

Pressure washer leaks and Any will be taking a look at them.

Coast Guard inspections aren't followed 100% and looking to see what can be done to help with that. Non-complying members have risks they may not be aware of and don't seem to mind losing the \$200 deposit they would get returned to them if the inspection was completed.

Looking at getting water detectors in boats

Want to establish signage in harbors for various marketing / social reasons.

Marking slips when we are expecting transients. (Balloons)

**Finance Committee – Ralph DeLong** Members: Jerry Quaal, Terri Meredith, Bill Tschohl

\*\*See Treasurer's report above just after minutes approval section.

**Clubhouse Committee – Bill Tschohl.** Members: Richard Felscheim, Paul Glynn, Steve Meredith, Mark

Mosby

Not much movement and holding on any larger expenses until flood costs are better understood.

**History - Chair Ruby McKusick.** Members Mark Mosby, Charlie Evans, Maria Johnson.

Nothing to report currently.

**By Laws - Chair Mike Patton.** He will gather a committee if issues arise requiring the group.

Nothing to report currently.

**Government Relations - Co-Chairs Bruce Johnson and Brett Cummings.** Members: Diane Scovill, Andy Ristrom, Barb Hake, John Senglaub, Dave Nelson, Troy Janisch.

Casting a wide-net with City, County, State, organizations. They have made positive connections with the Mayor's office along with Upper River Services in getting their support of our direction and support for dredging.

They are also working to tie-our brand and identity to the development across the river and adding that to conversations.

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### **Gardening Committee:**

Stephanie – Weather and water permitting they would like to have a gardening day Saturday, June 1<sup>st</sup>. 9-12pm. Plant perennials that are hardy to the area. Move some plants. Thinking about asking for people to bring plants. Lower harbor has some areas that would be nice for some hostas. Jerry Qual runs a commercial greenhouse and could see what plants we can get from their as well.

***Motion: Provide the gardening club with a \$250 budget for self-watering planters and other items necessary.***

Motion by Stephanie, Seconded by Lynn and Annie.

Discussion: Some tools are available around the yard. Denny offered some plants from his home garden that could be reviewed for donation.

Vote: Motion passed unanimously.

(We didn't directly cover these items in this order, but touched on many of them. I added notes where appropriate.)

### **Old Business:**

- 1) A number, 6, of live-aboards have not put in a deposit nor communicated a plan as to how they are going to address the issues they were notified of. No plans have been filed by them. One boat in the Upper Harbor likely will not be launched due to state of the vessel.

3/25 update: Some have paid, but Roger would need access to get a list of who has paid or addressed notice items. (power and internet are down at the office. Priority has been flood prep.) Steve will follow-up with them and see where they're at. April 15<sup>th</sup> is going to be dependent on weather, etc. This is tabled for now as there is no way to move anyone at this point.

4/22 update: Not addressed during general meeting.

- 2) Letter to the City of St Paul regarding Raspberry Island bridge debris removal. Fund up to \$30k, which would be agreed to be rebated back from the City against our rental payment. Add verbiage that the regular maintenance we do is not included or part of that. We would continue to do that separately until or if the debris becomes larger than we can safely manage. Board is in agreement that they would like Steve to move the conversation forward with St Paul Park and Recreation. Mark Hahm.

3/25 update: Our Commodore, Steve, club, has sent the letter. Parks has communicated verbally and been very accommodating, but has not responded with a letter. We wouldn't expect a firm response yet as the flood is taking precedent and is their and our focus as it should be.

4/22 update: Awaiting response from the city. We may not hear back until after the flood.

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- 3) We have also notified the Minnesota Boat Club (rowing club) that we can no longer host their trailers and boats free of charge and we are formulating a rental agreement going forward for this season.

3/25 update: No update since their initial response that they would pay, but figuring where to put what.

4/22 update: Not discussed during meeting.

- 4) Signs: Will be adding physical address signs to each gate so people will know the address the city has for emergencies.

3/25 update: no update, flood prep is priority.

4/22 update: Operations and marketing are both looking at this item.

- 5) Gates and railings need to be painted at some point this year. Need volunteers.

3/25 update: no update, flood prep is priority.

4/22 update: not discussed at meeting.

- 6) Signage for each harbor – Greg Jorgensen mentioned signs for each harbor had been passed, but has not been completed yet. Would like to see it done this year. He will look int design and costs with operations and marketing.

3/25 update: no update, flood prep is priority.

4/22 update: marketing and operations are working on a plan in committee.

### **New Business:**

June 9<sup>th</sup> is National Marina day (Could be celebrated any day between June 9<sup>th</sup> and Labor Day).

Motion to adjourn: motion by Mike; seconded by Lynn; none opposed.

Adjourned: 9:04 p.m.

Next board meeting: May 27, 2019 at 6:30 p.m.

Attest: Bill Tschohl

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