

# St. Paul Yacht Club Anchor Line

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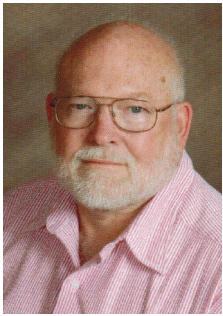
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100 YACHT CLUB ROAD B-1, ST. PAUL, MN 55107

OCTOBER 2018 VOL. 30

## 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). As I said, 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 your boat. We have a number of operations projects we are working on as time permits, but if you see things that need doing, let Roger know so he can start a work order to take care of them.

As we get ready for pullout, it's important 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. You need to schedule our pullout as soon as you can. There is a limit to the number of boats we can pull each day, so scheduling early will help avoid disappointment. Remember that not everyone can come out the last day of the schedule. Be sure you fill your fuel tanks and pump your holding tanks BEFORE you're hauled! Also, we need as many of you as possible to drive your boat to the lift well. It's very time-consuming for staff to move your boat with the workboat, and the fewer we have to fetch, the more we can haul each day. If you do your own engine winterizing, try to plan to do it in the lift well while you're still in the water.

As you know, the COE dredged some of the lower harbor channel. They appear to have left a rather large hump close to the Miller dock, so unlike earlier information, you should stay closer to the island than the end of the Miller dock. We will mark the safe water (such as it is) when the water drops down to a manageable level. Also, those of you with high vertical clearance slipping on the Dahlgren dock will need to check the bridge clearance before going upstream under the Raspberry bridge.

Lastly, know that we are doing all we can to mitigate the problems with low water (or, more accurately, high silting). It's clear that it won't be business as usual for the rest of this year and all of next year. We will do as much as we can to keep everyone in their favorite spots, but we may have to ask you to move to another slip if needed to accommodate another vessel with draft or height restrictions. Please try to be understanding as we try to maximize the harbor usage. Roger does a pretty good job of juggling slip assignments. Most anyone can juggle 3 balls, but it takes a real talent to keep 9 or 12 in the air at the same time.

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



## ROGER'S ARTICLE

As we approach the fall pull out season I can't help but label this as one of the more unusual years here; from April snows that delayed our launch to high water that filled our harbors with silt to blisteringly hot summer days and water so low we were scraping the bottom of the harbors. It's been a year of extremes and unusual twists. I guess the thing I take away from this though is actually, they're NOT unusual circumstances anymore...what was once unusual is now becoming common place.

Rainfall is an interesting statistic to look at; we are of course highly susceptible to water level extremes and the fact of the matter is that we are getting more concentrated rains more often. Not necessarily MORE rain in total over a time period; more concentrated rain in a short period, what is labeled a "mega rain". The DNR climate office has assembled a list of so-called "mega-rain" events - these are events in which six inches of rain covers more than 1000 square miles and the core of the event topped eight inches. Rainfalls of this magnitude and geographic extent have the potential to become catastrophic. Going back to the 1970s we can find a record of 11 mega-rain events, with fully eight of them since 2000 and four just since 2010. Since we are influenced both by the area of the Mississippi above us and by the Minnesota river to the south of us, we have a large watershed area to collect the water generated by these extreme events. On the Mississippi there is a series of dams that can slow down and control the water to an extent; on the Minnesota whatever falls in comes through quickly and unimpeded and it brings in trees, debris, and thousands of tons of the fine silt that we are seemingly always dealing with.

Not surprisingly, if you look at a similar selection of high water events on our section of the river you would find a similar relationship in that the extremes are becoming more common. Looking at the list of the top 15 on record, eight are from the last 20 years, and an amazing SEVEN are just since 2001.

- |                            |                             |
|----------------------------|-----------------------------|
| (1) 26.01 ft on 04/16/1965 | (9) 19.02 ft on 03/29/2011  |
| (2) 24.52 ft on 04/15/1969 | (10) 18.79 ft on 04/16/1951 |
| (3) 23.76 ft on 04/18/2001 | (11) 18.71 ft on 04/10/2011 |
| (4) 23.20 ft on 04/30/2001 | (12) 18.38 ft on 03/24/2010 |
| (5) 22.37 ft on 04/13/1997 | (13) 18.00 ft on 04/06/1987 |
| (6) 22.02 ft on 04/16/1952 | (14) 16.80 ft on 06/02/1908 |
| (7) 20.13 ft on 06/26/2014 | (15) 16.70 ft on 10/02/2010 |
| (8) 19.15 ft on 06/26/1993 |                             |

What all this means to us of course is what used to be a situation that we had to be prepared to deal with once every 100 years became once every 20 years, then once every 5 years, and is now at an average of once every other year, and will likely keep progressing to the point where its EVERY year, or possibly even multiple times in a single year like 2010 – 2011 when we had three of the top 15 crests hit within a 13 month period. THAT is the new normal.

And of course the thing to remember is that the high water periods essentially mean the "normal" water level periods start to actually become low water periods because of all the additional silt they can bring in. And it's not just us; this extends all the way down the river system. A month ago when they opened the Hastings dam and flushed us from being at least a foot above normal pool to having boats on the bottom in their slips in less than 24 hours my guess is that they were trying to keep commercial traffic down the line going while they scrambled to get dredging equipment lined up to clean out the channel that had clogged up over the previous couple months.

From the standpoint of running a marina, what do we do? I think as boaters we have to confront the notion that putting your boat in the water April 15 and being able to use it any time you want through the end of October trouble free may be gone. There may be significant periods when the water is too low or too high to boat.

As a marina we need to deploy our assets correctly and have our docks in areas that have adequate depth and don't fill in every time there is increased current. We need to locate boats in slips that are properly sized for them and have an adequate safety factor so they won't be on the bottom even if they do open the dam again unexpectedly, or we get a six week dry spell. We need to be populated with boats that appropriately sized for the depths we can realistically offer on an ongoing basis, and we need our boats to move when boating conditions are good and help keep those areas open. Static boats silt in. We need to look at a realistic maintenance plan that WE control to keep the viable areas open and that would include mitigation plans like rip rap as well ongoing digging. We have survived on a combination of luck and spending some money on digging when things get bad. We need to evolve a more sophisticated and sustainable approach that relies on our own resources. The bad news is that stuff can all be difficult; the good news is it's all doable. — Roger Anderson

## DOCKSIDE GRILL -

### Roasted Chicken with Mushroom Jus

4-6 Servings

#### Ingredients:

- Chicken
- 2 cups reduced-sodium chicken broth
- ½ ounce dried porcini or other dried mushrooms
- 1 tablespoon vegetable oil
- ¾ cup quartered cremini mushrooms
- ¼-6 cups chopped onion
- 1 clove garlic, minced
- Pinch crushed red pepper
- Pinch dried thyme
- ¼ cup dry white wine
- 1 tablespoon cider vinegar
- 1 tablespoon butter, chilled
- 1 lemon, zested
- 1 tablespoon chopped fresh Italian parsley

#### Directions:

- 1. For chicken:** Preheat oven to 425 degrees. In a small bowl, combine sage, thyme, crushed red pepper and the salt. Sprinkle over both sides of chicken pieces and rub in with fingers. Place chicken, skin sides up, on a foil-lined rimmed baking sheet. Bake 45 minutes. Remove chicken from pan; pour off and reserve pan juices. Return chicken to pan. Bake until browned and an instant-read thermometer inserted into thickest parts (not touching bones) registers at least 175 degrees and juices run clear, about 10 minutes. Cover and keep warm.
- 2.** Meanwhile, for mushroom jus: In a small saucepan, bring broth to boiling. Add porcini mushrooms. Remove from heat. Cover and let stand 15 minutes. Strain through a fine-mesh sieve, reserving broth. Rinse porcini mushrooms, drain them well, then chop and set aside.
- 3.** In a medium saucepan, heat oil over medium heat. Add cremini mushrooms and onion. Cook, stirring occasionally, until liquid has evaporated and mushrooms are lightly browned, 5 to 8 minutes. Add garlic, crushed red pepper and thyme. Cook 1 minute more. Remove pan from heat. Carefully add wine; return to heat and increase to medium-high. Cook and stir, scraping up any browned bits from the bottom of pan, until wine has nearly evaporated, about 2 minutes.
- 4.** Add reserved mushroom broth, juices from the baking pan and chopped porcini mushrooms. Bring to boiling. Reduce heat and simmer until slightly thickened, 15 to 20 minutes. Stir in vinegar and butter. Season to taste with salt and black pepper.
- 5.** Serve chicken with mushroom jus, garnished with parsley.



## WET YOUR "BOAT" WHISTLE -

### Caramel Apple Jell-O Shots

#### Ingredients:

##### For The Green Apple Layer

- 7 green apple Jolly Ranchers
- 1¼ c. vodka
- 1 cup water
- 2 (.25-oz.) envelope unflavored powdered gelatin
- 1/3 cup granulated sugar
- 1/4 cup Sour Apple Pucker
- 1 cup whole milk

##### For The Caramel Layer

- 1 cup apple cider
- 1 (.25-oz.) envelope unflavored powdered gelatin
- 1 cup caramel vodka
- 1/4 cup granulated sugar
- 1/4 cup caramel
- 1 green apple, thinly sliced

#### Directions:

##### Green Apple Layer

1. Place Jolly Ranchers in a mason jar and pour over vodka. Secure lid then shake jar. Refrigerate until candy has dissolved, about 2 hours. Strain vodka to discard any leftover candy solids.
2. In a small saucepan over medium-high heat, bring water to a boil. Turn off heat and whisk in gelatin. When completely combined, whisk in infused vodka, sugar, and Sour Apple Pucker.
3. Fill each shot glass up about halfway with mixture. Refrigerate until set, about 2 hours.

##### Caramel Layer & Assembly

1. In a small saucepan over medium-high heat, bring apple cider to a boil. Turn off heat and whisk in gelatin. When completely combined, whisk in vodka, sugar, and caramel.
2. Pour mixture over green apple layer in each shot glass. Refrigerate until firm, about 2 hours more.
3. Garnish with green apple slices.



Board Members Present At Board Meeting										
Commodore	Vice Cmdr.	Secretary	Treasurer	Board	Board	Board	Board	Board	Board	Past Cmdr.
Dennis Sando	Jerry Quaal	Terri Meredith	Ralph DeLong	Lynn Adler	Bill Gibbs	Mike Patten	Bill Tschohl	Steve Nelson	Bruce Johnson	Dave McKusick
X	X	X	X	X	X	X	X	X	X	X

## BOARD MEETING NOTES - AUGUST

**Call to Order:** 6:30PM; Pledge of Allegiance

**Guests:** Steve Meredith, Ron Hilson, Gary Hietala, MJ Babcock, Stephanie Stoessel, Tom Suprenant, Dan & Elizabeth Bundrock, Andrea Winbush, Brett Cummings, Bruce Kkaenhammer, Bonnie Jean Mackay, Gary Hallberg, Andy Ristrom, Diane Scovill, Dave Nelson, Annie Stone, Tom Marrone, Dan DeLude, Dennis Asmussen, Fran Potvien, Troy & Carol Janisch, Barbara Haake

**Determination of Quorum:** Yes

**Open Forum:** Dave Nelson - spoke about the 1939 legislation related to COE dredging and the need for us to legally test that.

Dennis Sando - said that COE never said they weren't responsible, they just aren't getting the funding. He has no objection to trying the dredging committee trying to get the funding but would prefer that the committee does not go through the city for this.

Barbara Haake – thinks that we must work with the city.

Dennis Sando – due to recent experience with the city, we must be careful how we approach this.

Stephanie Stoessel – asked if we could discuss the “eviction” letter regarding working engines.

Dennis Sando – clarified that it is not an eviction letter, it is a reminder of responsibilities regarding DNR requirements.

Andy Ristrom – asked if the DNR has approached us about this and Dennis said that they have not and that we want to avoid that from happening.

MJ Babcock – wanted to clarify that she would like a draft of the meeting minutes to be distributed before they are approved so that people will know what the current issues are. She said as long as it is marked as a draft copy, it is allowable. Dennis said that he would work with Roger to see how we might implement that.

Someone asked if we are required to have a working motor on the clubhouse and Dennis said that we do not because we have a permit.

Gary Hallberg – asked if we are going to take a vote on whether to offer financial assistance to those needing to move their boats. Dennis said that it is the owner's responsibility and the we will use our work boat to assist where possible.

Dan Bundrock – thought that expecting paying customers to be responsible for the moving of boats from a slip that they can't use was interesting. If they have paid their bill and the club takes no responsibility then they should have a say. Dennis said his opinion is noted.

Ron Hilson – reminded everyone that when we had a flood and had to move all the boats from the yard, everyone in the club was assessed for that expense. Why wouldn't we help pay now for some boats that are in trouble now. Dennis said that we would take it under advisement.

Brett Cummings – asked about what the plan was for these slips for next spring. Dennis said that it will depend on what the water conditions are and the it was conceivable that we will need to some reconfiguration.

Dan Bundrock – suggested that we cover the cost of dredging ourselves and assess members accordingly.

Barbara Haake – asked for confirmation that we can have an adhoc committee to pursue the COE funding needed to resume dredging. Dennis confirmed that Bruce Johnson will lead that committee. Barbara would like everyone to support our legal right to have the dredging done. She would like to work with St Paul and environmental groups, and would like us to think positively. We may not get it done immediately, but doesn't think reconfiguration may be necessary.

Bill Tschohl – said that current low water condition is not unique to us and that it is being reported all the way to Iowa also.

Steve Meredith – said that after the last meeting, he called his insurance company to find out if he had any coverage for moving his boat if he was stuck in his slip due to low water. His carrier told him that there should be coverage and would be considered the same as running aground. He suggested the people contact their insurance carrier for assistance with costs associated with moving their boat. He had been stuck in his slip the first year he came to SPYC and he worked with Roger to find a slip with deeper water.

Somebody asked if a list of people who were approved to work on our boats and Dennis suggested they contact Roger.

Tom Suprenant – in regard to the letter that went out about working engines, when he bought his boat the engines didn't run, and navigation lights didn't work. He follows the rules but the club has not enforced rules for years and it is poor timing to enforce them now. He has strong connections with the city and has been involved with politics for a long time. He wants the boat to keep an open mind, and to remember that things can change. He said that complying to rules that haven't been enforced will cost money and then we may not even have a slip available for them. He asked that the board reconsider the October 15th deadline. We have a larger issue now with grounded boats.

MJ Babcock – asked if is it possible for board to vote now on moratorium on that letter until we get bigger issue resolved, and said that we need to keep members, not get rid of members. Dennis said he understands that but we must also be in compliance with DNR rules.



Someone asked if the lower harbor goes away, are we aware of how much money we would lose. They said that Barbara Haake said it would be \$300,000.

Dave Nelson – the upper harbor needs dredging too.

Diane Scovill – said that she doesn't think anyone wants to see anyone go away and this is not about the upper harbor forsaking the lower harbor.

Gary Hallberg – said it's hard to believe when he sees the dredging that is happening in the upper harbor. Dennis said that the only reason that had to be done was to pull boats.

Dennis Sando said it was time for the meeting to proceed with the remainder of the agenda.

**Minute Approval:** 7/23/2018 meeting minutes: motion by Mike Patten; seconded by Dave McKusick; no changes; none opposed.

Barbara Haake asked if the minutes would be posted on our website and Dennis said he would get it done as soon as he can.

**Staff Report:** Dennis Sando said that Roger Anderson is not here so there would not be a staff report.

**Operations:** Dennis reported that there had been a very successful painting party on Saturday and thanked those who showed up. It was about 95% percent done in one day. They got the yellow trailer running and new lights in the shed.

MJ Babcock thanked Brian for getting lights in lower harbor working. Dan DeLude asked everyone to return carts to their proper gates if we see them out of place and to place them inside the gates where they are secure. He also thank those who helped with the painting.

Dennis Sando said that they are working on getting the dredging of the harbor mouth completed so that they can retrieve boats.

Bill Tschohl asked about any further issues with the upper harbor pump out station. Dennis said that the memo that had been sent asking people to not pump out their bilges seems to have helped and asked that everyone continue to refrain from doing that.

**Finance:** Ralph DeLong reported that we were doing pretty good up until now, but the dredging will change things. We are down about \$4,000 with gas receipt over last year; summer dockage is up \$25,000 over last year; expenses are down about \$14,000; expenses are starting to come in and with include dredging; long term debt is under \$190,000 and should be paid off in 4 years.

Jerry Quaal asked about the accounts receivable balance. Ralph said that Roger said it is related to the abandoned boats that are sitting in the lot because we are carrying debt and once they are sold, the balance will go down. He said Roger has more details on that if needed.

**Bylaws / Standing Rules:** Mike Patten said that there was nothing to report.

**Social, Membership, Marketing:** Denny Sando said that the Chicken Feed was coming up on Saturday, September 8th. Lynn Adler said she would send the shopping information she had on that to Steve Nelson.

Dennis said that the Rib Cook Off was a success and that well over 100

people were fed. Bruce Johnson and Bill Gibbs did a great job. Lynn said that the Pirate Event was scheduled for September 16th. There will be a captain's meeting at noon and they will start loading boats at 1:00. Greg Jorgensen will match boats to families and their needs.

**Clubhouse:** Bill Tschohl reported that the ceiling fan has been repaired and is working again; we are having a problem with our towel service with Cintas and they are looking into other options; the gas lines for the stove have been installed; they are looking into the phase 3 for the clubhouse; he recently saw one of our propane tanks along the road and they are considering locking them to the grills; hopefully with the new gas lines, we won't need to have so many propane tanks any longer.

**Strategic Planning:** Ralph DeLong handed out the current version of the strategic plan and said that we would discuss at our next board meeting. He said that the plan needs to address the dredging committee and it is a waste of time to go to the city if we don't have a clear plan of where the club wants to go. We need to have an agreed upon plan before going to them. He said that the strategic planning committee had identified 5 items and we need to prioritize them and get working on those issues. Dredging is a problem for us but we have no control over the funding. He thinks we can get things done but we need a plan.

MJ Babcock said that she was really disappointed to hear this report; a couple years ago we did focus groups and did have a work plan and she doesn't know what happened to that; you haven't gotten together with me for my input Ralph; I sent you information and it had a work plan and I don't know who your committee is and board members who are here tonight put in time on that and we were very detailed;

Dennis asked MJ to send copies to Ralph and she said she would.

**Old Business:** Dennis Sando said that he had working engines on the agenda but we have already discussed and he would take the deadline under advisement; Bill Gibbs said that the original plan always included letting Roger to have the freedom to consider reasonable exceptions to deal with individual circumstances; MJ Babcock thinks the situation now with boats not being able to move makes the deadline unreasonable; Bill said that is a separate issue; MJ said she respectively disagrees; Bill said ignoring the DNR requirement puts the club in jeopardy; MJ said we've allowed it for 100 years; Lynn Adler said the board can talk about it.

**New Business:** Bruce Johnson said that he is working with the dredging committee and they've brought together several influential members to work on this and he asked about an earlier comment about why we need to be careful about working with the city.

Dennis Sando clarified that we need to be cautious with a couple people with the Park & Rec, and to keep in mind that this could affect our lease renewal.

Bruce asked if they needed a motion for the committee to continue their work and Dennis said that he gives them permission to continue and that a motion is not required.

Mike Patten said that the committee needs to keep the board informed.

Ralph DeLong said we need to see their proposal.

Dennis said that he expects to see their proposal and Bruce said they are working on that now.



Bill Gibbs said that he doesn't know why this can't remain in the Operations Committee.

Dennis said that the Operations Committee has enough to deal with and he expects that anything the committee comes back with will go through the board.

Bill Gibbs said that we've had multiple dredging committees before and asked if there are any parameters now.

Dennis said that the ad hoc committee will come to the board with their recommendations.

Bruce said that they are looking at this in a more political way than before.

Dennis said that this has been done before without success but if they want to try again then we'll give them a chance.

MJ Babcock said that the Park & Rec is critical for the strategic plan and we need to build relationships.

Dennis said that she was in the room when they suggested that we may not get our lease renewed and we need to work around this and work with others at the city for success.

Bill Gibbs asked if we are going to move forward with other action plans for lower harbor like reconfiguration. He thinks we should be talking about that and not let it go for another month.

Ron Hilson said that we can't reconfigure anything now.

Ralph said this needs to be set out in our strategic plan.

Dennis said that we need to let Bruce go forward with this committee and we may have better luck than we've had in the past.

Dave McKusick said it is the board's responsibility to move boats to deeper water and wants to know if we are going to vote on this. Everyone wants to know what we are going to do about this and we're just being told that Roger is working on it.

Ron Hilson said that the Operation Committee has been working with Roger on the list of boats that need to be moved and where each boat is going.

Dave said if there is a plan then we need to discuss that plan. He wants to know what that plan is.

Dennis said that Roger is working on where each boat is going.

Dave said that the board needs to know about this and it should have been reported on as part of the Operations report earlier.

Bill Gibbs asked what is plan for the future of those slips.

Dave said that in his opinion, we should not be dragging any boats and that we should wait for the water to rise before we move them. Until then they are safer sitting in the mud.

Jerry Quaal said that this is a serious issue and we can't wait another 4 weeks before discussing again. He suggested we meet again in 2 weeks.

Dave said he doesn't just want to keep going to meetings. We need to know what the plan is and tell people what the plan is.

Ron Hilson said we can't wait another month to get boats out.

Watergate can get 5 of the 6 boats out and Gary is the only one too big for them to move.

Dave asked if it is logical to move them if it could cause damage to the boats. He thinks each boat owner must take responsibility for their own boat and work with their insurance company to find out what coverage they have.

Dan DeLude asked if Tony's boat has been inspected for any damage after it had been moved.

Lynn Adler asked how many boats need to be moved.

Dennis said that are 6 or 7 in the lower harbor and he has a map.

Lynn asked Fran Potvein if he was stuck in the mud. He said he can't get out. Lynn said that Maria and Mark Sauer are also in the mud.

Dave said it would be nice if Roger were at the meeting with the map so he could tell everyone which boats are impacted by the low water.

Andy Ristrom suggested that Roger send the map to the board.

Bill Gibbs asked who is paying for removal.

Dennis said that is part of the issue and asked if we really want to accept liability for moving other people's boats.

Dan DeLude described who was stuck and where they can be relocated on Dahlgren dock. He said that there are two bridges to be careful of and that you can get stuck if you go around the island. He said we won't move them because it's too dangerous, but to keep in mind these issue when you start moving boats around.

Dennis said that the bridges can be extremely variable depending on logs in the area.

Dan said that you should use the second span.

Steve Nelson said this is good information to distribute.

Dennis said that the conditions could be different tomorrow.

Dan Bundrock said the conditions change every day and no one is responsible for that.

Tom Marrone asked how much longer the open forum was going to go on. We need to let the board get on to business and said that they are volunteers.

Bill Gibbs asked about what the reconfiguration plan was and what happens to the slip that boats are moved from.

Dennis said that these are temporary plans and we aren't going to discuss the permanent plan until we have more information.

Discussion about reconfiguration continued with several people expressing their opinions. After several more minutes of discussion, Dennis said he didn't think we were going to solve anything with more discussion tonight and called for a motion to adjourn.

**Motion to adjourn:** Motion by Bill Tshohl; seconded by Steve Nelson; none opposed.

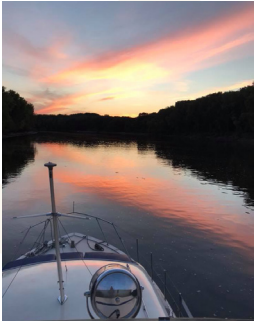
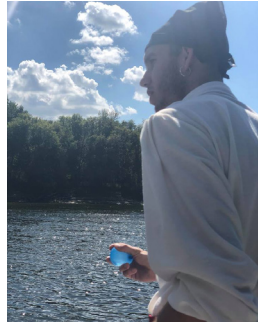
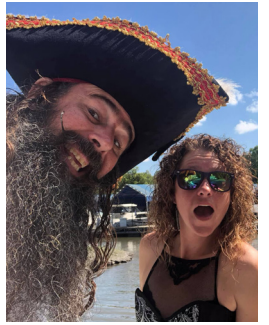
**Adjourned:** 8:08 p.m.

Next General Meeting: September 11, 2018 at 7:00 p.m.

Next Board Meeting: September 24, 2018 at 6:30 p.m.

Attest: Terri Meredith

# PHOTOS FROM SPYC





# St. Paul Yacht Club

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## SPYC CONTACT INFORMATION 2018

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## Beautiful Artwork Thanks to Peter Kramer

