

SPYC Board of Managers Meeting
Monday, May 23, 2022 6:30 p.m.
Held at SPYC Clubhouse and via ZOOM

Meeting called to Order 6:35 p.m.

Pledge of Allegiance said.

Board Members Present: Bill Tschohl; Mike Patten; Lynn Adler; Barbara Haake; Nathan Schuman; Andy Ristrom; Brett Cummings; Diane Scovil; Annie Stone; Troy Janisch; and Greg Jorgensen, via ZOOM.

Staff Present: Marina Manager Kristina Cummings

Guests: MJ Babcock; Carol Janisch; Bruce Johnson; Andrea Johnson; Kevin Goodspeed; David Nelson; Tom Marrone.

Approval of the Agenda: Add Mike Skada, membership. Motion made by Lynn Adler, seconded by Brett Cummings to approve the agenda.

Open Comments from the Floor: David Nelson said he wanted to discuss the upcoming dredging for SPYC's Lower Harbor (LH). David used the TV screen to show a picture of SPYC's Lower Harbor and explained the logical way to move the four boats from the Miller Dock to make room for the dredging that is to begin on the first of June. Bill said the club has more information that it received late this afternoon. He said we could discuss David's proposals when Kristina gives her report.

FLAG OFFICERS' REPORTS:

Commodore Bill Tschohl:

We have Water! You can float your boat at the St Paul Yacht Club!

The boating season is here and boy do we have water! Just back in March we were at a pretty normal pool and didn't have much rain expected. That pivoted on us pretty substantially here in May. The Mississippi river just crested at 13'4" on Saturday. It is expected, by the NOAA hydrologists, to drop to around 10' by Monday, May 30th. We would not recommend anyone go out on the river unless absolutely necessary as the river is really fast, there's a fair amount of debris being carried down river and truthfully, if anything bad happens it'll be swift with no one able to assist you in the time you might have. Setting an anchor in this depth and current will likely be impossible.

Whether you're new to the river or experienced captains with an abundance of knowledge, it's good to know the below information. What this may not tell you clearly is that the number on the right side of the above flood gauge information is the Flow rate expressed in kcfs or in general terms water passes at X Thousand cubic feet per second. Normal pool that kcfs is about 21kcfs. As you see above when the river was at 13'4" the flow is at about 70kcfs. For our purposes you can just use this as a take-away. At this river level the water is moving 3.5 times it's normal speed. (Yes, there's not necessarily a direct correlation to volume and speed, but in for our purposes there really is a correlation there.

Relevant River level impacts:

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

14' is considered the first "flood stage". This shuts down Lilydale road and parts of Harriet Island Park. The ramps down to the docks start to have problems.

17' the discomfort starts. There is water on 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 the 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 underwater. It 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 we've seen it.

Operationally the timing of this water makes it really challenging for our crew to get boats to their slips and has caused some damage to our docks. Launching boats is a bit easier because they don't have to lower boats 8-10' to get them in the well. Unfortunately, the high-water and a passing L&S Marine barge lifted the pile of wood on Raspberry Island and set it adrift in the fast current which took it into the Raspberry Island bridge and our neighboring docks. We lost the last four slips and the crossing dock from shoreside to Dahlgren docks. The City will be working to get a service to remove the debris and then we'll be able to have our crew assess damages and repairs needed.

Additionally, because we have members that really worked to get the funding secured, the Corps of Engineers (COE) has funding to do a lot of dredging in our lower harbor. We will really welcome the ability to restore those slips to use and get adequate water in areas we haven't had for a few years. That work will occur in two phases with each phase being about three weeks in length. The COE has planned the first phase of digging along where the Miller dock is to begin on June 1st. They have told us they plan to start the second phase of digging along shore side this fall around September 15th. This will mean that we will be disrupted operationally as our crew moves some docks, boats get shifted, we lose pump-out lines, water, etc. for a few weeks this spring and fall. With the slow pace of boat launches the crew has been able to keep up with the work so far, but we also have some work on the back burner as we wait for the water to go down.

Pending the river to drop we will begin dredging the upper harbor further. The river needs to drop below 8.5' for that to begin. We need it lower so our dredge can work efficiently as well as and most importantly, allowing our crew to work safely. We have another 300' of piping for the dredge so we can get to and into problematic areas we didn't have time for last year. If I had to guess, this work would start in mid to late June.

The take-away for today is the Mississippi River is a force of nature in her own right. Keep an eye on the river levels before undertaking any trips and as always make sure your boat is in proper running shape beforehand as well. Bill

Marina Manager report:: Kristina Cummings

Financial

\$124,210 in open invoices with QuickBooks

\$ 98,615.29 in overdue invoices for items we have on property

Checking Account - \$398,560.33

Mud Cat Loan - \$214,963.10

Quote from LSM for moving the city dock - \$19,500

Gus at the Paddleford is going to help us move it - Free

In Process

In process: Canceling Scribble Software – Marina Go for Excel Spreadsheet – Annual savings \$4,100 + lower processing fees with the addition of Heartland Credit Card processing- Already working

Slips Lower Harbor- 11 but 3 are unusable

Dahlgren – 16 full with 12 open

Operational

You can text the office at 651-292-8964

No word on when the gas dock will be operational

New Dock Boxes – delivered tomorrow

Kristina said she talked to Susie Odegard at St. Paul's Park and Recreations Department and Susie said SPYC could not put the Miller Dock next to the City Dock when the dredging of the lower harbor begins. Susie said it is a liability issue and SPYC would have to sign a paper that states the city would not be held responsible for anything that happened while the Miller Dock was touching the City Dock. SPYC is trying to figure out how the Miller Dock can be moved out of the way for the dredging of the LH that is supposed to start on June first. One suggestion was to put the Miller Dock up along the stern ends of the remaining Liveboard boats that don't have to be moved during this phase of the dredging project (these boats will be moved in September when the second half of the LH is dredged).

David proceeded to show a picture of a suggested way to move four boats off the Miller Dock during the dredging. In the LH there are two slips that are empty (172 and 175) where Troy's and Kevin's boats could be placed. TRUBADOR and HIAWATHA BELLE could be slipped along the shoreside as tie-alongs because the long dock would remain in place.

Other suggestions were made: No decision arrived at. The one thing that was decided is that the four boat owners, SPYC staff, along with anyone from LSM and the COE get together to decide on the best slips the four boats that have to leave the Miller Dock during the dredging project can go. It was definitely decided that none of the boats should go out into the channel without a tug/larger boat as an escort. Bill stated the problem with SPYC's workboat is that one motor was lost when moving a boat. We have no assistance from the workboat.

Kristina said she talked with Brian; we need to find out where the dredge cuts are going to be. Won't get their orders until the 24th.

There will be more meetings with LSM and the COE regarding the June first dredging of the lower harbor. Barbara said she would like to be at any/all future operation meetings of the COE and LSM - regarding what will be happening in the lower harbor so the four boats affected by the removal of Miller Dock can know what is scheduled/going to happen. She said she would listen and not talk. She was told by Bill that she can be included in the meetings.

David: We can't safely move the boats to the UH in this high water without assistance. Assistance from URS at \$500/hour is an alternative. David showed an option of TRUBADOR slipped at the eastern end of the UH; HIAWATHA BELLE next to SPYC's Clubhouse. Or one or the other of the two boats could slip at the gas dock.

Quotes: Upper River Services (URS) quoted \$500/hr when called by Liveboards (Kristina got URS quote of \$620/hour). Tow Boat US out of River Valley Marina in Red Wing quoted \$240/hour: \$600 for their tow to do it along with a set up cost of \$1,400. .

David -We can't predict water height. We can't change the order the COE can dredge.

LSM has to do what COE says it can do. LSM wants \$19,500 to move Miller Dock; Padelford said it would move the Miller Dock at no charge. LSM said it won't dredge near boats

Kristina - Ted from Heartland Services wants funds retrieved. Lower Harbor and Dahlgren Dock numbers are not firmed up as yet. Some prospective slipholders have not signed their contract with the club. Gas Dock ordered equipment on Dec 6th. Can get gas on the gas dock by appointment from 9:00 a.m. to 5:00 p.m. Call Kristina (651-292-8964). The new dock boxes will be delivered tomorrow (May 24th).

Social Committee Report 5/23/2022

To date we have held five events, including general meeting, yard party, season kick-off and Captain's breakfast. Overall the weather has delayed a lot of boater's launching their boats and being around for events which also seem to occur on cold/ rainy days. We budgeted \$2,150 for these early events and our actuals were \$1,220. We are \$930 below budget currently.

We had door prizes at the Captain's breakfast and had 6 winners of a beach towel or a piece of donated artwork. The food was fabulous and our team lead by Tom Marrone did awesome with Sausage, eggs, hashbrown bake, blueberry pancakes, fruit and a great atmosphere to reconnect with many of our friends!

The refrigerator and freezer are used by the social committee to store food before our events. They are sometimes quite full and it may look like there is food for the taking, but please don't take anything you haven't placed in there. Condiments, etc. are for general use, but we don't buy packages of hamburgers, salad, etc. just to have on hand if anyone is hungry. We locked the doors of both the refrigerator and freezer and unfortunately someone didn't realize the

freezer was locked, but was able to pull hard enough to get it open and bend the lock. The lock has been repaired and we'll be putting signs on each if they are locked to try to avoid that from happening again.

Our best food of the year is coming up this Sunday with our Memorial Day steak Fry. There is a \$10 per person charge and kids eat free.

Barbara added to the social committee report to thank SPYC and its members for helping with the fundraiser for SPARK (St. Paul All Ready for Kindergarten) that was held on TRUBADOR May 15th. SPARK received \$1,000 in donations from SPYC members along with another \$57 that was put in a donation jar at SPYC Captain's Breakfast on Saturday, May 21st.

Troy stated that after the lower harbor is dredged, we will plan on having a party celebrating the re-opening of the Miller Dock. We will invite previous Miller Dock slipholders.

Tom Marrone said he can always use more help - that people could come to help at the steak fry on Saturday the 28th.

Bill: We need to discuss the Scheduled June 14th General Meeting. The clubhouse will be used on Tuesday, June 14th from 4pm to 7pm for Tom Schommer's memorial service. Our General Meeting is scheduled for 7pm to 8:30pm. While this is the date as advised in our By-Laws, I believe we should change our General Meeting to be on Tuesday, June 7th so we don't 'push' the memorial service to end so we can have our general meeting.

Motion was made by Bill, Seconded by Mike that we change our currently scheduled June 14th General Meeting to Tuesday June 7th at 7:00 p.m. Motion Passed.

Clubhouse Committee Report 5/23/2022 - Bill Tschohl

The clubhouse is in great shape. All our equipment seems to be in good working order with only small exceptions on some burners in the two toasters and crockpot lids that were broken.

Our cleaning is being done regularly to keep it looking great. In order to help us keep it cleaner longer, please wipe your feet or remove muddy boots before entering the clubhouse.

We replaced the hot water heater expansion tank last month as previously reported and had a welcome result in that we no longer have rusty water in the clubhouse.

The beavers have been feverishly eating and damaging trees throughout the winter and spring. Kristina is working with City Parks to have trees cut down and some dead branches removed. That will likely wait until after some more of the boats by the office are launched so the city crews can get safe access to tree limbs on the roadside of our yard. No trees are down by the clubhouse, but we do have one down across the point by the fire pit.

A new responsible sized fire pit has been built on the point to replace the monster fire ring. The monster fire ring hosted too many pretty large fires. The smaller fire ring should keep things more reasonable and easily doused with a few gallons of water. Bill

Tom Marrone - Some new plastic tables. Tom found eight table tops, four square; put on high top bases for outside in the summertime.

Waiting for the pump-out to be installed. No ice chest now but look for it later. Ice dispenser will be by the workshop. Cleaning the clubhouse is being done regularly. Boats are not being launched; owners are not ready to launch them.

Kristina: Checking on an ice company to provide an ice dispenser. What kind do we want? Price? Size? No decisions as yet. It costs \$6 at Holiday Gas Station for 20 pounds of ice. I

Marketing - Lynn and Mike discussed ideas on how to get members. Shouldn't be struggling to get membership/voting members. Reach out to new boaters. Associate members. Get a list of all members. A wall display was worked up in the shed that shows every boat in the marina. They want a map to show the members who are associates and who are voting members. They try to explain how members have more perks than other boaters. Payback (\$300 x 5 = \$1,500 paid back over five years). Continues to give you \$300 off a year (discounts of \$200 for summer, \$100 for winter). We need to give them a list of all of the benefits: A pitch sheet with all of the benefits enumerated. Kristina said she can do it.

Strategic Planning - Bill said there have been no meetings so far. Diane Scovill is helping.

Operations -: Andy Ristrom & Greg Jorgensen

Lower Harbor Dredging

Prep activities to begin today, May 23rd.

June 1st will be the first day LSM will begin working. The following is the timetable of events for next week :

- Monday May 23rd - remove empty fingers on shore side and party pad (not affecting any boats)
- Tuesday May 24th - remove the crossing dock from Miller dock to shore side along the crane wall

o This will cut off the pump out system for everyone

- Wednesday May 26th- Cut off all utilities to Miller Dock
- Thursday & Friday May 26-27 - move Miller dock as conditions allow
- Tuesday & Wednesday May 31-June 1 - Finalize all docks are secure and removed for the LSM to begin dredging activities

The dredging will last for 3 weeks, June 1st - June 22nd if there are no hiccups.

It will take us an additional week to get the pump out system back up and running after dredging is completed.

Upper Harbor Dredging:

Likely to take place when river levels return to normal and after Lower harbor dredging is completed. Crews have plenty of work to do in the lower harbor to facilitate the removal and replacing of the miller dock and other parts and pieces during the dredging by LS Marine. We anticipate dredging of the upper harbor to take place in July. We have plenty of polymer, geo-bags and just need to get some T's, connectors and piping that connects the bags (we rented this last year and I anticipate we may want to get the pipe quoted as a rental and as a purchase to decide which direction we want to go). We plan to dredge and fill roughly 3-4 geo-bags with sediment this year.

Other operations items:

Dock repairs for the four damaged angled docks and the passing dock between the shore side and Dahlgren docks will be scheduled once the water recedes and trees are removed (by others).

Operations note: Brian Koskie will be on vacation for his daughter's wedding from Tuesday May 31st returning Monday June 6th. Andy

Water being started for the upper harbor. Meters going in today. Will have water soon in the UH. Dredging UH will begin when the water goes down.. Andy called about the new piping. Get prices. If the price is right, we might purchase more now. Mike - lots of plastic sheeting on the hill - will be used again. Working on erosion. Will put new poly down when the dredging starts. Don't want to erode our banks. Poly has to go way down into the water. about four feet down. Dock repairs needed on shoreside. Will work on Dahlgren Docks.

Bill - Regarding Mike Skarda - Bill wished that Mike was at tonight's meeting. In 1994 Mike paid to become a regular voting member of SPYC. He had a boat here for ten years. Later he bought a new one. He has been here for another ten years but has not gotten his \$300 discount for his slip. Bill would like to see Mike Skarda's membership restored. **Motion made by Lynn, Seconded by Mike that Mike Skarda have his membership restored and that he gets a discount starting this year and into the future. Motion passed..**

Barbara brought up the fact that SPYC has not been printing up a membership booklet any longer that included SPYC slipholders and their contact information. She has six previous SPYC directories printed out throughout the last twenty years. In the discussion it was pointed out that some members/slipholders did not want their information "out there". Kristina said we needed the slipholders/members permission to print and release their information. Discussion ensued and it appeared that there was no support for having a SPYC directory. Barbara said she would drop the suggestion even though it has been a tradition and many other organizations put out directories of their memberships. .

Motion made by Nathan and Seconded by Diane to adjourn the meeting. Motion passed.

Meeting adjourned at 8:22 p.m.

Upcoming Dates for 2022:

May 28, 2022 - Memorial Day Steak Fry

May 30, 2022 - Memorial Day

June 5, 2022 - New Boater Orientation

June 7th, 2022 - SPYC General Meeting - 7:00 p.m. at Clubhouse

June 12, 2022 - National Marina Day Captains' picnic lunch/Brunch

June 14, 2022 - Tom Schommer's Memorial Day

June 19, 2022 - Captains' Breakfast - Flag Day Celebration

June 24, 2022 - TGIF - Clubhouse

June 25, 2022 - Commodores' Ball

June 27, 2022 - SPYC Board Meeting 6:30 p.m. at Clubhouse and via ZOOM