St Paul Yacht Club
Board Of Directors Meeting
Tuesday, November 10. 2026, 7pm ~ whenever business is concluded—goal 8:00 pm
SPYC Clubhouse at 375 West Water Street, St. Paul / Zoom Dial in: Google Meet
Video call link: https://meet.google.com/rec-pvtw-jhp
Or dial: (US) +1 304-981-5485 PIN: 533 011 671#

Board members: Bill Tschohl (Commodore), Bob Smekta (Vice Commodore), Jim Camery (Treasurer), Andy Ristrom, Fran Potvein, Brian Backes, Tom Marrone, Mike Gude, Janeice DeLisle, Bonnie Jean MacKay (Secretary)
Board members excused: Greg Jorgenson (Immediate Past Commodore)
Staff: Mike Shimshock, SPYC Executive Director
Guests/Club members at large:

Call to Order | Pledge of Allegiance | Approval of Agenda
Open Comments from the Floor (Up to 3 minutes per member)

1. …

Consent Agenda:

Flag Officer Reports

- Commodore - Bill Tschohl
  i. …
  ii. …
  iii. …
  iv. …
- Vice-Commodore - Bob Smekta
  i. …
- Treasurer - Jim Camery
  i. Presumably a budget draft will be presented for general inspection by board and club members.
  ii. Discussion of budget items…
    1. …
    2. …
  iii.
  .
- Secretary - Bonnie Jean MacKay
  i. Potential Club Roster/Directory options for members to share their information with other members

- **Executive Director Report - Mike Shimshock**
  i. …
  ii. …

iii. …
1. …

- **Committee Reports**
  - Clubhouse & Amenities - Brian Backes rMarketing & Membership -
    1. …
  - Operations (now it is 8 PM)
    1. ….
  - Social:
    1. …
    2. Upcoming November event: Thanksgiving dinner open to all members & boaters. Victoria Fritz will be hosting.
  - Vision & Strategic Planning
    1. Still looking for funding and finding grant money.
    2. Bylaws editing has not been tackled.

10. Old Business

a. **ByLaws revisions permit formation of an Elections Committee**:
   i. Bill and Strategic planning team needs help in getting Bylaws evaluated and revisions written up.
b. **Topic: Action/Follow-up Items from October Meeting - listed at end of this document (linked)**

11. New Business

a. Nomination/Election Committee selection
   i. Communication draft to the membership at large to explain the Elections Committee bylaws and our current obstacles to compliance.
   ii. Propose solutions
b. Motion to forego December 8,2026 meeting
c. How sha

12. Closed session to discuss staff compensation matters.

a. Motion discussion:
   i. Details are in a separate confidential document accessible to the current Board of Directors only.

13. Motion to ADJOURN FROM CLOSED SESSION. (made, seconded, approved)

14. Adjournment

Motions Made: To Adjourn closed session and return to the general meeting.
Made by: Andrew

Seconded by: Fran
Status: Approved 8:15 pm.

Next meeting: Tuesday, December 8, 2026 (The December meeting is often deemed unnecessary and therefore cancelled.)

Action items summary from October for reference:

- ☐ Check Electric Gate: Investigate the malfunction with the electric bumper on the truck that prevented automatic retraction. Resolve the issue so the mechanism functions correctly.
- ☐ [Bonnie Jean] Research Roster Systems: Research costs and features for online membership roster management systems. Determine a viable digital solution for member information collection.
- ☐ [Mike] Dispose of dredge Spoils: Identify a cost-effective disposal service for the soil at the club. Coordinate the removal during freezing weather to facilitate site improvements.
- ☐ [MIke, Brian K] Put together a written Marina Shut-down protocol and procedures document as the work is being done this season.
- ☐ [The group] Discuss Camera Security: Discuss the feasibility and necessity of a camera security system at a future board meeting. Evaluate alternatives such as improved lighting or neighborhood watch diligence.
- ☐ [The group] Evaluate Manager Role: Evaluate the option of hiring a seasonal office manager. Determine whether the board should proceed with hiring for this position starting in April or May.
- ☐ [Bonnie] Plan Harbor Planters: Source a welding artist and collaboratively design planters for the lower harbor docks. Present a finalized landscape proposal to the board for review. (by next spring)
- ☐ [Mike Shimshock] Retrieve Signs: Travel to the facility in Blaine to collect the newly printed signs for sections G and H.
- ☐ [Mike Shimshock] Provide Facebook Policy: Share the link or the stored location of the Facebook policy with the team.

Respectfully submitted,
BJ MacKay, Secretary — Date: November 6, 2026

Five Years of Progress

Building a Stronger Club. Securing Our Future.

A five-year accomplishments report for members, the Board of Directors, the City of St. Paul, and community partners.

ST. PAUL YACHT CLUB • NOVEMBER 2026

Executive Summary

Between 2021 and 2025, the St. Paul Yacht Club (SPYC) advanced a multi-year effort to strengthen its marina, modernize operations, and improve its capacity to serve members and the wider river community. The period was marked by major harbor dredging, dock and equipment investments, improved financial practices, a renewed lease with the City of St. Paul, a simplified member-rate structure, and a more durable management model.

The central accomplishment is strategic: SPYC moved toward a more planned, accountable, and self-sufficient approach to operating a complex Mississippi River marina. These achievements establish a stronger platform for the next phase of capital renewal, occupancy growth, and public partnership.

Selected results

2,500+ yd³	**2 dredges**	**~70.5%**	**146**
Sediment dredged or moved annually	Amphibious dredges acquired in 2025	Reported long-term debt reduction,	2021–2026 Associate and Regular members

Note: Figures are drawn from the club's published annual reports. Sediment quantities include both contracted dredging and club-operated movement; they should not be interpreted as a single contractor total.

1 | Protecting Harbor Access and Infrastructure

Maintaining navigable water and serviceable docks has been one of the club's most demanding responsibilities. During the reporting period, SPYC completed successive dredging and dock-reconstruction projects, while increasing its ability to perform routine maintenance with its own equipment.

- 2022–2023: Completed major phases of Lower Harbor dredging with public-agency and contractor coordination, followed by dock and utility restoration.
- 2024: Removed approximately 2,500 cubic yards of sediment from the Upper Harbor and rebuilt Miller Dock, adding 12 slip fingers late in the season.
- 2025: Contracted removal of more than 3,000 cubic yards of sediment from the Upper Harbor entrance and beneath the clubhouse.
- 2025: Acquired two Smalley amphibious dredges and supporting equipment; club staff moved approximately 2,500 additional cubic yards of sediment and addressed slips and shore connections.

Why it matters. Greater internal dredging capability provides more flexibility in scheduling, improves responsiveness to changing river conditions, and reduces reliance on outside contractors for suitable maintenance work.

2 | Financial Stewardship and Administrative Discipline

The club improved its approach to budgeting, collections, accounting, and operating-cost oversight. Annual reports describe efforts to reduce unnecessary spending, improve billing accuracy, formalize financial controls, and strengthen tax and bookkeeping support.

Reported long-term debt

2021 2023 2026

$222,123 $164,953 $66,247

The reported debt balance declined by approximately $158,876, or 70.5%, between the 2021 and 2026 reporting periods.

3 | Securing the Club's Long-Term Operating Framework

Renewal of the club's lease with the City of St. Paul in 2024 was a major milestone. It strengthened the foundation for long-range planning and supported a transition to simpler and more transparent membership pricing.

For the 2025 boating season, SPYC implemented a single-rate structure, including a published summer slip rate of $85 per linear foot. The change reduced the complexity of separate charges and made pricing easier to explain and administer. The 2024 Treasurer's Report anticipated that approximately half of members would see lower fees, while others would experience modest increases.

4 | Modernizing Leadership and Operations

SPYC increasingly formalized expectations, documentation, board follow-through, and day-to-day management. By 2025, the club had established an Executive Director position and hired Mike Shimshock, providing a clearer point of accountability for operations and long-range execution.

The broader modernization effort included improved administrative practices, financial reporting expectations, human-resources oversight, and expanded opportunities for members to participate in board activities remotely. Together, these changes reduced dependence on informal processes and improved continuity across volunteer leadership transitions.

5 | Improving Marina Facilities and Member Services

- Installed a new pump-out system in 2022, supported by a grant reimbursing 75% of purchase and installation costs.
- Upgraded fuel service and payment processing, while maintaining 24-hour self-service fueling. • Repaired and refreshed marina infrastructure, including docks, signage, office facilities, and fuel-dock components.
- Approved approximately $16,000 in 2024 for marine electrical inspections covering marina infrastructure and vessels.

These improvements support dependable operations, member convenience, and a more consistent approach to safety and maintenance.

6 | Strengthening Public Partnerships and River Stewardship

SPYC coordinated with the City of St. Paul, St. Paul Parks and Recreation, and the U.S. Army Corps of Engineers on work central to river access and harbor function. Its partnerships also extended to environmental and recreation initiatives, including coordination with the Minnesota Department of Natural Resources on an eagle camera and planning related to a proposed Lilydale boat-ramp dock.

The proposed Lilydale dock remains a planning and funding initiative, not a completed construction project. That distinction matters: SPYC's public value includes both completed capital work and sustained participation in longer-term riverfront improvements.

7 | Sustaining Membership and Club Culture

SPYC restored unrestricted social activities in 2022 and continued member events, volunteer opportunities, and communication improvements. A survey received 58 responses, with the annual report characterizing respondents as generally satisfied with club culture, events, and communication.

It is important to note an important ongoing challenge: occupied slips declined from 145 in 2024 to 129 in 2025. This has left 45-60 slips available and underutilized. Building occupancy and sustaining a welcoming club experience will remain important to financial resilience and effective use of marina capacity.

Five-Year Milestones

Year Progress

2021 Advanced dredging funding and planning, collections, policies, and equipment investment.

2022 First major Lower Harbor dredging phase; new pump-out system; fuel and accounting upgrades.

2023 Further Lower Harbor dredging; dock and utility restoration; facilities improvements.

2024 City lease renewal; Upper Harbor dredging; Miller Dock rebuilding; pricing reform; debt reduction.

2025-2026 Executive Director model; two dredges acquired; major Upper Harbor and clubhouse dredging; in-house capability expanded.

Looking Ahead

The next stage of progress should build on the investments already made: maintain safe harbor depths, establish predictable capital-replacement plans, improve slip occupancy, continue prudent financial management, and strengthen coordination with city and river partners. Maintaining clear member communication and transparent performance measures will help turn the last five years of progress into lasting institutional strength.

Over five years, SPYC demonstrated that a member-led marina can address difficult infrastructure problems, invest in operational independence, and strengthen its public partnership while continuing to serve its boating community.

Sources and Reporting Notes

This report synthesizes the 2021, 2022, 2023, 2024, and 2025 St. Paul Yacht Club annual reports, published through the club's Members Info page: https://www.stpaulyachtclub.org/members-info/. The report is a narrative summary, not an independent financial audit or verification of construction quantities. Dates and amounts are attributed to the reporting years indicated; initiatives still in planning are identified accordingly.

Prepared for member, board, and community-partner communications.