

**WCYC Board of Governors Meeting  
January 16, 2016  
Approved Meeting Minutes**

**Call to Order – Ken Shefcik**

Attendees

Present in Club Room:

- Board Members: David May, Tom Bell;

On Phone:

- Board Members: Mike Harwell, Paul Tuhy, Ken Shefcik, Curt Grimm, Cate Poole, Sandy Burt;

Not in attendance:

- Board Member: Geoff O’Connell

Guests

- Members: Tom W., Nel Ann Hiatt (Sp?) (on the phone)

1. **Secretary – Curt** (email of 1/12) - Review & approval of draft regular meeting from the November 21, 2015 BOG Meeting

**Mike moves to approve the minutes; Curt seconds. Approved by all.**

2. **Member Issues** – Opportunity for non-board members who are attending the meeting to raise issues. (10 minutes)

Nel Ann says that she is participating to learn about the situation with the new launch and the possibility of reinstating island shuttle service.

3. **Treasurers Report – Dave May**

- a. Status of trash budget and refund. There were problems with the billing and paying of invoices and we now have a large credit with the trash company. The company will be sending the Club a check. David wonders why the dumpster was full when he stopped by this week. Ken asks if we can lock the dumpster doors? Others worry that trash will just be thrown on top.

**Sandy makes the motion to discontinue dumpster service until mid-March; Tom seconds.** Discussion: Mike notes that we had discussed asking the company to remove the dumpster for the winter. Tom W says that it costs \$150 to remove and return the dumpster. He suggests that we make a concerted effort to watch the use of the dumpster the rest of the winter and make a decision next year. Mike suggests we put a CLOSED sign on the dumpster. Others agree. **Sandy withdraws her motion.**

Sandy asks why we are throwing out the deck tables? Tom W says that one of them was broken, the others are in the back storage room.

David will be sending out new trash invoices that reflect the credit from the company.

b. Club Express Club Management System (Cate – email 1/10)

**Motion by Cate to proceed forward with the 60 day free trial and we assess its use; Mike seconds.** David worries that it will be a ton of work to put the new system into use and he wonders if the purpose is just to allow members to pay by credit card. Cate says there are many other benefits. Mike asks if the system allows for remote voting. Cate says we already have voting capabilities via existing software. Curt says that such a system may be very complicated and though it may offer lots of new things, will members use them? Ken also worries about the time it will take to set things up and asks about the complications associated with setting things up to allow credit card payments. Sandy asks about other credit card payment options and David says there are ways to do it with our own Meredith Village Savings Bank, but there are fees associated with this as well. PayPal is another option, but again there are fees if the recipient is a business. Curt and Sandy point out that they already pay online via their banks. **Ken suggests we table this issue and David and Cate will continue to look into various option.**

4. Marina Ops – Tom Bell – (Tom’s emails of 1/15 and 1/14)

Tom B submitted a very comprehensive Marina Operations report and Ken thanks all involved. Tom B says that the report will also serve as a to-do list going forward. Tom B will contact people who have expressed interest in moorings. Ken suggests we contact the non-member owners of sailboats we are storing this winter.

a. Island Shuttle Service Committee Report

Tom B summarizes the island shuttle subcommittee report (see Attachment 1). **Ken moves that we accept Option 1 of the subcommittee report; Curt seconds.** Discussion: Mike, as an islander, says that he has never used the shuttle service. The problem that he has with the proposal is that someone needs to track all of this. He suggests that we offer the service at a nominal fee so that we do not need to keep records. Curt points out that because there are two different recipients of any fees paid (WCYC for gas and launch wear and tear and WCYC MS for labor) some tracking will be necessary. David says that he is concerned that two thirds of the Club is subsidizing one third. Tom B points out that we discussed this and just about any service offered at the Club follows this pattern.

Mike asks how we calculate shuttle rides to the mooring field? Is it built into the mooring charge or should we set up a charge for mooring field members. Ken says that we pay WCYC MS a \$3,000 labor charge and one of the duties is mooring shuttles. Sandy points out that as a mooring field member, she does not have a boat to get to her sailboat in the mooring field. Nel Ann Hiatt says she raised the mooring field issue and wonders why they aren’t paying for the launch use as well. Mike asks what other marinas charge for mooring shuttles? Ken says we are substantially below what others charge. Mike asks what is fair and

equitable; if we charge islanders for the dumpster we should charge the mooring field members for the shuttle service. Sandy suggest that we add a small fee to moorings for the use of the dumpster. Cate says that the only way she will agree to this island shuttle service is if there is a second boat available for mooring members to get to their boats when the launch is on island shuttle duty; it isn't fair that others with slips can get to their boat at any time. Tom points out that slip users pay considerably more than mooring holders and thus they should not expect the same service.

**Ken calls the vote. Ken yes, Curt yes, Cate no Paul yes, Tom yes, Sandy yes; Mike yes, David no. The motion is approved.**

**Cate moves that the Club purchases a second boat to service the mooring field, for the same amount that we get from the sale of the Wahoo; seconded by Tom B.** Discussion: Ken points out that the whole purpose of spending the funds to repair the launch was linked in to the sale of the Wahoo. Tom points out that the subcommittee suggested we use the new launch this season and then reassess after this season. Tom W says that if we wanted to sell it, we could possibly get around \$30,000 for the new Eastern hull. Mike says that it does not seem rational to talk about buying a second boat just because of the possibility of a half hour inconvenience for a mooring member. Nel Ann points out that everyone has to wait. Two summers ago when she had to use the shuttle, she had to wait. Ken agrees with Mike and Nel Ann. Cate disagrees. She does not think she should have to wait to get to the mooring field. She points out that the issue of reinstating island shuttle service was not discussed when the repairs to the Eastern were first raised. Tom W says that communications with the membership about this issue is very important. People are supposed to call to let marine services know that they will need a ride to the mooring. Only Cate has done this. Island shuttle will be an additional disruption. We need clear and posted policies about pre-reserving mooring and island shuttles. Sandy asks if members can be trained to use the Eastern; Tom B says yes.

**Ken calls the vote: Ken no; Curt yes; Cate yes; Paul no; Sandy yes; Tom yes; Mike no; David yes. The motion carries.**

## **5. Building & Grounds – Tom Bell**

- a. Smart Thermostat (Cate – email 1/10)

Ken suggest that we let Cate, Tom and Tom figure this one out.

- b. Trash Billing Motion (see Attachment 2)

Mike suggests that we figure out how to get out of the continued discussion of the dumpster. We could offer the trash service on a subscription basis for \$80 each. Cate thinks that \$80 might be too much for her needs, but if we had a different model she might participate. Sandy asks if we can go with the \$60 fee that David has in this year's budget and mooring field members get assessed \$30. She does not agree with the subscription. David wonders why we don't just make the dumpster available to members and we monitor the use by non-members. For a total of \$2,850 we could build it into the membership dues.

**Mike moves that we offer trash service to the whole Club and we increase to dues by \$25, seconded by Ken. Ken calls the motion: Ken no; Curt no; Cate yes; Paul no; Sandy no; Tom yes; Mike yes; David yes. Tied so Ken changes his vote to yes and the motion passes.**

**Tom W suggest a surcharge of \$25 for non-member valet and mooring members. Ken makes a motion to approve this, Cate seconds, approved by all.**

- c. Small street sign (Cate – email 1/10)

Does not need to be addressed because the costs are within the Buildings and Grounds budget. David says that we need to get a sign up there for marketing purposes. Ken suggests the B&G committee figure this out.

**6. Membership – Mike Harwell (Mike email of 1/11) – no discussion**

**7. Tech & Marketing – Cate Poole (Cate – email 1/10)**

- a. Framing Cate’s picture

Cate and Tom B will take care of this.

- b. Replacement Chair for Marketing Committee

Paul will take over the chair of the Marketing committee from Cate.

**8. Social – Sandy (Sandy’s email of 1/15)**

**9. Budget – Dave May –**

- a. Current status of 2016-2017 preliminary budget

The bottom line is positive as things stand now, but some of the anticipated share reimbursement costs (approximately \$9,000) will have to come out of the capital fund. Membership dues total is currently based on 91 members. Net income is \$10,225.08. Ken proposes that we keep dock and mooring fees as they were last year. He suggests we bill these now and wait until April to bill membership dues. David says he would rather send both in one bill. Tom and David feel that our budget lines are in pretty good shape.

- b. 2016-2017 fee approval & billing schedule

**Ken moves that we bill dock and mooring fees the same as last year and that we increase last year’s membership dues by \$25 to cover trash; seconded by Tom. Motion is approved by all.**

Sandy suggests we bill dues first, then dock and mooring fees later. Cate refers to an email discussion that we need to move up the invoices for docks and moorings so that we collect before launch. David proposes that we send both bills out by the end of the month and all fees are due by April 1. Ken suggests David do this.

**10. Next Meeting – February 20, 2016**

**11. Adjournment Motion by Mike; seconded by Ken, and approved by all at 10:02.**

**2015-2016 Special Committees** (Carry Forward)

- **Long Range Strategic Plan** (no status)
- **Sailing Capital of the Lake** (establishing committee)
- **Marketing Committee** (establishing committee)

## Attachment 1

1/10/2016

### Meeting of the WCYC Island Shuttle Planning Subcommittee

The subcommittee met briefly to discuss the history of the island shuttle service, the need for this service, how it fit with the other services and activities of the Club, the cost of this service and finally to identify the options reinstating Island Shuttle Service and the option the subcommittee would recommend.

The following points were raised:

- 1) The island shuttle had been a long standing service of the WCYC until it was terminated in Spring 2015 primarily as the result of the fact that the Eastern was not seaworthy for trips out to the islands. Many island members felt that this decision should have been discussed more broadly among the membership. In certain circumstances over the course of every summer the island shuttle provided a critical service for many islanders and just knowing the shuttle is there is important to islanders.
- 2) Although there have been isolated abuses of the service over the years, most island members have tended to use the service infrequently and for the most part only when there were no alternative arrangements available.
- 3) There was some concern expressed about the inconvenience that mooring holders might have to face if the launch is making shuttle runs out to the islands (and the converse for islanders, to a lesser extent, if the launch is making runs to the mooring field). It was determined that an average mooring field run takes about 10 minutes and an average island run takes about 30-45 minutes. Inconveniences on all sides and the duration of each island run could be reduced by scheduling the use of the launch in advance.
- 4) The point was raised that mooring field members should have as easy access to their boats as slip and valet members and that a second smaller boat would solve that issue if the launch was out on island shuttle runs.
- 5) It was also discussed and recommended that the Club sell the Wahoo and purchase a more practical small second boat for the mooring field (something that eases the act of getting in and out of sailboats). Tom W. said that he had a potential buyer for the engine on and Rick Mader had one for the hull of the Wahoo. Tom B. and Cate authorized him to sell both either together or indivieually for a combined total of \$2,500 to \$3,000 (the range of fair vaue based on online research performed by Tom W). These proceeds may or may not be enough to cover the purchase of a second boat for the mooring field, depending on the boat.
- 6) The group also discussed selling the new Eastern launch for a profit and using those proceeds to purchase another substitute boat more ideally suited for mooring field and island shuttle service. At this juncture, the group felt it was premature to act on this and agreed we should give the Eastern a year in service before we would consider this once again.
- 7) In the past, the driver of the shuttle was either a Club employee who drove the boat as part of their job duties, or provision of the island shuttle service was included in the contract with the marine services provider. This is no longer the case with our current marine services provider

and it needs to be clearly communicated to all members that there are costs associated with all launch services that must be covered. The estimated seasonal additional payroll for this type of qualified individual is \$2,500. This additional expense is estimated to be partially paid for by the labor reimbursement paid by the Club to WCYC Marine Services for each trip (i.e. \$1,350).

- 8) For half hour to 45 minute runs out to the islands (and specifically the close in islands of Melody, the Varneys, Kenniston and the Barndoors) it was estimated that a boat trip out and back cost approximately \$25 - \$30. This estimate includes 3 gallons of gas (\$10), one half hour to 45 minutes labor on the part of the boat driver (\$10 – \$15 based on the burdened hourly rate for an 18+ year old commercially licensed driver) and \$5 for miscellaneous and boat wear and tear.
- 9) These costs are accrued by both the Club (\$15 for gas and boat) and the marine services provider (\$10 - \$15 for labor) and any reimbursement would go to both.
- 10) The group thought that if island shuttle service of some sort was reinstated, it should not be available to non-members even if they were willing to pay full charges...despite the possible loss of an additional revenue stream.
- 11) Finally we discussed whether members should be allowed to use the new launch on their own. The group thought that specifically trained mooring field members should be able to use the launch on their own, but it was probably not a good idea to allow island members to take the launch out to the islands on their own given the distance covered, totally unsupervised use, wear & tear on the vessel & engine and lack of control over the length of time the boat would be on any particular run.

Next we discussed several Options to recommend to the BOG. In order of priority these were:

- 1) Between Memorial and Labor Day, allow each island member three free (to them) one way boat trips to or from the islands per summer (f/e; one way out, one way back and one way out...or three ways out...or three ways back...or any other combination). The individuals using the shuttle service could be family or guests of the island member, but each trip would be counted as one of the three. These three free trips would not be “transferable” between members...they would be for the sole use of the member, their family &/or friends going to their island premises. The Club would cover the gas and boat charges and the Club would reimburse the marine services provider \$10 - \$15 per trip for the labor. (In the unlikely event that all 30 island members used their three trips, the maximum charge to the Club for labor would be \$900 - \$1,350 = 90 trips at \$10 each and approximately \$1,350 for gas and wear and tear on the boat = 90 trips at \$15.) If more than three boat trips were used over the course of a summer, the island member would be responsible for paying the full \$25 - \$30 for each boat trip out and back to the close in islands as defined above. The Club would keep \$15 of this charge and the marine services provider would get \$10 - \$15.
- 2) The island members would be responsible for the full \$25 - \$30 for every boat trip out and back to the close in islands and the Club would not cover any of the charges.
- 3) Continue to follow the 2015 policy of no island shuttle service.

Whatever the decision of the BOG, the subcommittee recommends that there be clear communication to all Club members that they should try to limit the use of the launch and that they should arrange in advance for both island shuttles and for mooring field drop offs.

Attachment 2

**TRASH BILLING MOTION**

---

On Jan 10, 2016, at 9:21 AM, Mike Harwell <[stationmike@gmail.com](mailto:stationmike@gmail.com)> wrote:

Ken,

I suggest the following on the agenda:

- island shuttle
- on-line payment system
- dumpsters

As I have said in the past, we spend way too much time on the dumpster, particularly for something that costs \$3000 per year. We need to do something to make the accounting simple. Here is a suggestion:

- Assuming cost at \$3,200 per year
- \$600 paid by WCYC Marine Service
- 10% paid by the Club (\$320)
- Have members subscribe to dumpster service
- Assuming 30 subscribers, annual subscription costs \$80
- No true-up based on actual cost (Club retains any balance or pays the overage)
- Put up signage indicating usage by participating members only and send email to the membership explaining the new process.
- Have Tom W. continue to monitor
- Service only available from April-October (Nov?)

This is one approach to simplify the current onerous process.

Mike