



Nautical News

October 2015

2015 Board Members

Flag Officers

Commodore: Paul Wallenhorst
Vice Commodore: Robyn Beardsley
Rear Commodore: Doug Reid
Secretary: Rachel Foley
Treasurer: Carl Waclawski
Past Commodore: Jim Rizzo

Committee Chairs

Membership: Bill Wright
Education: Donna Bjurlin
Facilities: Larry DeJonghe
House: Carl Lis
Recreation & Race: Kathy Fox
Social: John Tallett

Dockmaster: Carl Bjurlin
Newsletter: Nancy Steffan
Webmaster: Larry VanDeusen



www.dunkiryachtclub.org

Among issues discussed at the October 13 Board meeting was the need for funding the repair and maintenance of docks and pilings. A proposal was decided upon to be put before members at the annual meeting. This is very important now and in the future. The Board encourages all members to attend on Saturday, November 7 at 11 am at the Knights of Columbus on Third & Lynx Streets in Dunkirk. The details of this proposal as well as two other issues pertaining to the succession to membership upon a member's death and reducing the number of directors on the board are printed in this issue for your information and consideration.

Other items on the agenda include a reminder of the clubhouse closing on Saturday, Oct 24 at 9 am. Please have all boxes and other items cleared away to make the process quicker. Call 679-6017 with any questions. There are still some jobs posted on the board to do as well as one posted on the white board. Check it out.

Social chair John Tallett reported that the Lafferty's put on some of the Friday Happy Hours in September and they were quite successful, as was the Die Hard Party Sept. 26- hosted by Gugino, Bartholomew, Landis & Schmidt. Speaking of die-hards, Jim & Chris Christy will have one final hurrah "Last Call Party", Fri. Oct. 16, at the club. See attached flyer. The Fall Banquet will once again be at the Colony Restaurant in Irving. Brett & Jenn Christy are in charge of the arrangements and you can also find information on the banquet in this issue.

Membership chair Bill Wright read a letter of resignation from long-time life member Art Casella. Also Bill spoke with Gary Dekard who has confirmed he will be resigning. There will be some openings next year for sure.

Carl Lis, House chair, pointed out that there were some weeks toward the end of the season where no one had signed up to clean the clubhouse. He reminded that it is a good way to get work hours. Members shouldn't count on getting 10 hrs. on clubhouse closing day.

Vice Commodore Robyn Beardsley checked the work hours book and said that the folks who still don't have all their hours are short only a few and should be able to complete them.

Dockmaster Carl Bjurlin is going through the visitor's sign-in book and will be able to report on those numbers at the annual meeting.

Next DYC Board Meeting
Saturday November 7, 2015 @ 11 am
Knights of Columbus Clubrooms

**Notice of Dunkirk Yacht Club Annual Meeting
Saturday, November 7, 2015 at 11:00 AM
Knights of Columbus Clubroom
Lynx & Third Streets, Dunkirk, New York**

Dunkirk Yacht Club Proposed Slate of Officers for 2016 Season:

For a One (1) Year Term:

Douglas Reid
Paul Wallenhorst
Carl Waclawski
Donna Bjurlin
Carl Lis
John Tallett

For a Two (2) Year Term:

Robyn Beardsley
Nancy Steffan
Carl Hamann
William Wright
Brett Christy
Kathy Fox

Submitted by Nominating Committee:

Chair - Robyn Beardsley

Larry DeJonghe, Ron Pachol, Nancy Steffan

All Senior and Life Members in good standing are requested to attend, as a quorum is needed for any action to occur. Note: Probationary members are welcome to attend, but only Senior & Life Members are eligible to vote.

Other issues to be presented and voted on:

- 1) Amending the ByLaw pertaining to the succession to membership upon the death of a Senior or Life member.
- 2) Reducing the number of Directors on the Board from 12 to 9.
- 3) Capital Assessment for Pier and Understructure Replacement.

Notice of Proposed Amendments to the Dunkirk Yacht Club By-Laws For MEMBER VOTE at the Annual Meeting, Nov. 7, 2015 At the Regular Meeting of the Board of Directors on August 11, 2015, two Motions to amend the Club By-Laws were approved for consideration and Member vote at the upcoming Annual Meeting on November 7, 2015. Extensive research and thorough Board discussion formed the foundations to the following proposed changes:

Member Vote # 1 relates to Article I, Section 12. "Death of a Senior Member"

- **Current By-Laws state: "Upon the death of an active Senior member of the Dunkirk Yacht Club, the surviving designated beneficiary (spouse or child) shall be offered a Probationary membership under the following conditions:**
- The offer of membership requires the fulfillments of all financial and other obligations of a Probationary member, except the initiation fee which shall be waived.
- The new Probationary member will retain the rights to any slip, mooring or unfilled slip request, assigned or submitted prior to the original member's death."

- **The Issue in Brief:**
 - The current version of Club By-Laws ignores Life members. The proposed amendment includes spouses of this membership class.
 - Many members enjoy Club membership as a couple, sharing in Club activities together and frequently contributing Work Hours to the Club. These experiences often form foundations for lifetime friendships for both the member and their spouse. The death of the member can leave the survivor somewhat stranded.
 - As Club membership increases in age, the likelihood is that a surviving spouse will not be in a position to meet the Probationary requirement to maintain a boat in the water for the majority of their two year probation. Long established social relationships can be reduced to the survivor being treated strictly as a Guest of the Club, and requiring their supervision by the member that invited them. Otherwise, they cannot access Club facilities nor participate in Club events.
 - The primary change this amendment proposes relates to the treatment of a surviving spouse. The proposed amendment provides credit up to 20 years for the surviving spouse (limited by the number of years of marriage), and affords them Senior member status. Surviving spouses attaining Senior status on the death of their spouse would need to accrue an additional five years of membership at minimum in order to be considered for Life membership.
 - There is no change to treatment for a child who is the designated beneficiary of a deceased member.
- **Amendment to be voted upon:** “Upon the death of an active Senior or Life member of the Dunkirk Yacht Club, the surviving designated beneficiary (spouse or child) shall in the instance of a surviving spouse be offered a Senior membership at the same tenure as the deceased member not to exceed 20 years and limited by the number of years of marriage, whichever is less, and in the instance of a child, be offered a Probationary membership; with the following conditions:
 - (1) The offer of membership requires the fulfillment of all financial and other obligations of membership, except the initiation fee which shall be waived.
 - (2) The new member will retain the rights to any slip, mooring or unfilled slip request, assigned or submitted prior to the original member's death.
 If no successor is designated as beneficiary, then no succession rights will be granted.”
- **Member Vote # 2 relates to Article III, Section 2, “Number and Qualifications of Directors”**
- **Current By-Laws state:** “The Board of Directors shall consist of twelve voting members, who shall be elected by the voting members at the annual meeting of the members. All of the directors shall be at least twenty-one (21) years of age.”
- **The Issue in Brief:**
 - **Director recruitment has become challenging as more and more members have served, and fewer and fewer are available or willing to serve. This challenge is expected to worsen as the average age of our members increases.**
 - **Research on other yacht clubs indicates that most run quite successfully with 7-9 members. Similarly, most business organizations elect directorates in the 7-9 range. Additionally, the Club is formally registered with New York State to authorize a total of 5 - 9 directors.**
 - **This amendment, if approved, would retire the Rear Commodore and Past Commodore positions, with the Past Commodore title and prerogatives remaining in perpetuity. The positions of Commodore, and Vice Commodore would be retained to assure leadership succession and bench strength. The House Coordinator and Facilities positions would be combined into the Facilities Committee.**
 - **The proposed change will in no way impact the DYC’s status as a yacht club, nor its ability to establish reciprocity with other yacht clubs.**
- **Amendment to be voted upon:** “The Board of Directors shall consist of nine (9) voting members, who shall be elected by the voting members at the annual meeting of the members. All of the directors shall be at least twenty-one (21) years of age.” All references to the position of Rear Commodore and House Coordinator are to be removed from the By-Laws and Guidelines.”

Board of Directors Pier Funding Letter, 10.13.2015

The September Nautical News (NN) provided preliminary information on the condition of our pilings. This letter will provide additional information for your consideration and action at the Annual Meeting on November 7, 2015. Please keep the Club Mission in mind as you consider our situation and formulate your thoughts on *what* needs to be done and *when* this work should be completed to allow for *full boating and club operations in 2016 and the years that follow*. Consistent with our traditions, we expect that Members will contribute their time and talents wherever practical.

DYC Mission Statement (May 9, 1995)

The Dunkirk Yacht Club is an organization of people with a common interest in recreational boating who are joined to participate in and enjoy the fellowship associated with pleasure boating. The club is organized to provide the opportunities and facilities for the membership to achieve the following objectives:

- Recreational: to encourage the active participant in the sport of boating.
- Educational: to promote safety in the sport of boating and encourage development in all aspects of seamanship.
- Social: to provide a setting where those involved in the sport of boating shall gather together to share their common interests.

With this Mission and its three objectives in mind, we come to address the immediate need as reported in the September Nautical News: “At the September 8th Board meeting, Ken Kuwik reported on the findings of a detailed survey of our docks done by the Long Range Planning Committee (LRPC). Their findings showed that many of the pilings supporting our docks are almost completely rusted through. Specifically, 57 pilings require replacement and an additional 30 structural cross-members will need to be replaced. Initial quotes on having this work done indicated that a significant (six figure) expenditure will be required in the very near future. Adding to the urgency is the imminent closure of the power plant which will allow the harbor to freeze, thus putting additional stress on our docks and pressure on the weakened cross-members.”

The Board and the Long Range Planning Committee continue to evaluate various options for maintaining the Club’s ability to fulfill our boating Mission and achieve our Recreational, Educational, and Social Objectives. The options being explored essentially fall into three categories that range from having an outside provider do the work to doing it all ourselves.

- Contracting the work to a marine infrastructure specialist as suggested in the September Nautical News. Obviously, the provider would do the heavy lifting, pile driving and welding, while Club Members would likely engage in rewiring, replumbing, and rebuilding docks and decks to minimize costs and restore services. Haul-away of waste materials would be the contractor’s responsibility.
- Sharing the project 50/50 between a marine infrastructure specialist and Club Members with DYC experts working side-by-side with them every day over the duration of the project. For example, Club Members would cut away the existing finger docks, wiring and plumbing, the marine provider would pile drive the new pilings and remove the old pilings, and we would then do all underwater and above water welding, rewire and replumb as needed, and then rebuild our docks and decks.
- Doing it all ourselves and either building or buying the pile driving and crane equipment we need. This would be the most labor intensive approach, demanding the greatest level of Club Member involvement and commitment. On the plus side, this option provides some equipment capability for ongoing maintenance and occasional replacement of pilings in the future if we build or buy our own crane and pile driving equipment.

Please bear in mind that whatever option we choose, we can benefit from the advice of our Long Range Planning Committee Members:

- Replace the existing but rotted-out thin-wall pilings with thick wall pilings that can withstand the pile driving forces needed to sink them as deeply as possible into the lake bed and maximize their longevity. Our current pilings consist of thin wall (lightweight), used pipe--pipe that could be driven deep enough to survive the NRG-heated lake waters of the past, but are not as well suited to surviving the frozen lake conditions we will face going forward. Many have been filled with concrete as a stop-gap solution to strengthen them and to overcome rust that in places allows a person to look through holes that run from one side of the existing pilings to the other.

- Replace our pilings with new pilings that are *long enough* to do the job. In the case of our deep water docks, this means using 30 foot long pilings at minimum. On the other docks, we might be able to get away with 22 foot pilings. In either case we are working with long, heavy steel pipe.
- Complete this large scale replacement project efficiently, replacing 57 pilings and 30 structural cross-members as a comprehensive project. For reference, Club Members did a great job refitting two pilings this summer. If we scale this summer's work up to the LRPC proposed scale, the scope of the proposed work comes into perspective.
- Remember that grafting new pilings and cross-members onto an existing dock system is a complex job. Much like home remodeling, retrofitting is always challenging and can sometimes involve add-on costs from unanticipated problems and change-orders.

Obviously, this is a complex project requiring detailed investigation into how best to do it. One thing is clear, as stated in the September Newsletter: "In summary, we are faced with a project of such magnitude that it requires [or may require] outside help, and an expense that is well beyond our financial resources. Draining our bank reserves, (now held in CDs), would cover less than half the cost, and leave us with zero reserves for future ongoing maintenance. As a non-profit organization, we essentially operate on a break-even basis. This means that we do not generate cash from ongoing operations that could help fund repairs of this magnitude."

Additionally, we will be facing a significant expense whether we select Option 1, Option 2, Option 3, or some other option yet to be developed. Best estimates of the LRPC are that Option 1 would be in the \$120,000 range. Options 2 and 3 would still be costly, and require a greater commitment of Club Member labor and expertise. If we build or buy a crane and pile driving equipment for our pontoon work boat (assuming the boat can handle the load), we are still looking at a considerable expense. For planning purposes, we therefore believe that raising a capital sum of \$120,000 is a sound basis to work on since it is sufficient to fund any of the Options under consideration.

Since the Annual Meeting is drawing near, we recommend the following:

- As Members, let's focus on authorizing and raising the necessary funds so we have them when we need them during the 2016 construction season.
- Let's allow our LRPC to do further research and negotiations with prospective marine service companies to determine the best way to proceed. Additionally, let's tap into the vast knowledge base of our Members to see if we can find even more effective and economical ways of maintaining our Club. We have time to think this out, but let's remember that when the construction begins, the funding needs to be in place.
- Explore alternative funding sources over the Fall and Winter months including: a DYC Private Bond Offering, Chadwick Bay Funds, County Bed Tax Funds, Non-Profit Charitable Funds, and funds from the Local Waterfront Revitalization Program (LWRP).

The September newsletter suggested three possible sources to fund this project: a Capital Assessment, an increase in Membership Fees (Dues), an increase in Slip Fees, or some combination of all these. In the interim, the Board explored the possibility of seeking a Commercial Loan. Unfortunately, this is not an option since the Club's Cash Flow from Operating Income is insufficient to support the proposed Debt Service. Based on feedback from many members, it appears that the Capital Assessment approach is the most acceptable funding method. Many members expressed concerns about utilizing increases to Dues and/or Slip Fees for a variety of reasons. If we act on this basis, a Capital Assessment could be handled in the manner presented below, and consistent with sound planning and economic forecasting methodologies. All data is drawn from the October 6, 2015 Financial Statements. See footnotes for additional details.

Uses of Funds

- \$120,000 Capital Assessment to fund the estimated cost of replacing approximately 57 pilings and 30 structural cross-members.
- Any surplus funds to be retained in the Club's accounts for the specific purpose of funding future repairs, replacement, and maintenance to Club facilities.

Sources of Funds

- | | |
|---|------------------|
| • From existing CDs and Money Market Account totaling | \$88,000. |
| • CD/MMA funds as Member and Applicant Deposits ¹ | \$33,650. |
| • Less 15% Reserve for Payouts ² | <u>\$5,048.</u> |
| • Member and Applicant Deposit funds available for Pier Project | \$28,602. |
| • CD/MMA funds as Club Capital Assets | \$54,500. |
| • Less 25% Reserve for Contingencies ³ | <u>\$13,625.</u> |
| • Club Capital Assets available for Pier Project | <u>\$40,875.</u> |
| • Club funds available for Pier Project | \$69,477. |

Capital Funding Need

- | | |
|---|-------------------------|
| • Estimated capital need under Options 1, 2, 3, or other variants | \$120,000. |
| • Less Club funds available for Pier Project | <u>\$69,477.</u> |
| • Capital Funding Need | <u><u>\$50,523.</u></u> |

Capital Funding Need Proposal

- Best Case Scenario--Per Member Capital Assessment:
 - Assumes all 145 Members pay in full:
 - $\$50,525 / 145 = \348 per Member Capital Assessment
- Worst Case Scenario--Per Member Capital Assessment:
 - Assumes loss of 20% of Life, Senior or Probationary Members and 40% loss of Inactive Members⁴. Net Membership = 128 Members.
 - $\$50,525 / 128 = \395 per Member Capital Assessment

Recommendation:

Assess a \$400 Capital Assessment on all Members. If we have a worst case scenario, we still generate sufficient capital to fund the project. If any number of Members between 129-145 make their Capital Assessment, retain surplus monies in the Capital Accounts for future pier repairs and/or maintenance. New Members will be assessed their share of this Capital Assessment per existing authority of the Board of Directors.

Footnotes:

- CD/MMA funds as Member and Applicant Deposits: These monies are held at the bank as normal, unrestricted accounts of the Dunkirk Yacht Club. They are not held in Trust for members or applicants.
- Less 15% Reserve for Payouts: All Credit Unions, Commercial Banks and Savings Banks, hold back or reserve a portion of their deposits to accommodate withdrawals. The percentage of deposits held back by these depository institutions can be as high as 20% and as low as 1%. We are proposing to hold back, or reserve 15% of our Member and Applicant Deposits--a relatively conservative amount.
- Less 25% Reserve for Contingencies: This Reserve for Contingencies would allow the Club to keep some "rainy day" funds available for events like the sewer back-up this summer, and the piers that either fell into the water this summer or became so loose as to be unsafe.
- Assumes loss of 20% of Life, Senior or Probationary Members and 40% loss of Inactive Members: While the board hopes that all Members will see the pier project as necessary to the Club's operations, we realize that some may decide not to contribute for personal reasons. If all 145 Members contribute, the Club will be well funded to complete the pier project. If we unfortunately lose some Members, we need to rely on the remaining Members to fund the project. This attrition computation provides the certainty that even if we find ourselves in a worst case scenario, we can still maintain our piers.

Notice of Proposed MEMBER VOTE at the Annual Meeting, November 7, 2015

On October 13, 2015, The Board of Directors approved a Motion to authorize a Capital Assessment of \$400 as detailed in the *Board of Directors Pier Funding Letter, of 10.13.2015* (above) and recommended by the Long Range Planning Committee. Extensive research and thorough Board discussion formed the foundations for this decision. A number of Club Members participated in Board's discussions over the Summer and Fall months, contributing valuable ideas for the good of the Club.

Member Vote # 3 Capital Assessment for Pier and Understructure Replacement

- **Decision to be voted upon:** To authorize the Board to create a Capital Reserve Fund by authorizing a Capital Assessment of \$400 on all Club Members due and payable on or before April 30, 2016 for the purpose of replacing approximately 57 pilings and 30 structural cross-members, and to deploy approximately \$69,477 of Club Capital Funds while retaining a 15% Reserve for Payouts on Member/Applicant Deposits.

We have had the Die-Hard Party

Let's have a Last Call Party!

(We need to use up the stock in the cupboard)

Come to The Last Happy Hour

Friday, October 16th 6:30

The usual fee, \$5.00

You don't have to bring a thing ,

**It will be a soup and chile night! BUT, if
you would like to help with a soup or
chile, let Chris know. You may have a
special recipe; give her a call...**

**Your Hosts Jim and
Chis Christy at
672-5900**



Tis the season!

Featured in the "Halloween Homes" section of the Observer - Sue & Fred McClelland's home on West Second Street in Dunkirk along with the Ellman home on New Road which is not only decorated but provides nightly music.

Jim & Judy Foley like it too!



In the News:

Lydia Evans will be singing in the Vocalis Chamber Choir's 14th season which opens October 17th in Hamburg at the United Methodist Church. The group will perform at various venues throughout Western New York during their season which runs through June 5, 2016. For more info visit their website: <http://vocalischamberchoir.org/>

Kathy Fox recently was installed as an officer in the Fredonia Grange. She also conducts and calls the First Friday Contra Dances at the Grange Hall each month.

Pat Damore was at the Brick Room in Fredonia recently to attend the party for former DYC members Don Rebic and his wife Christine Reisner-Rebic's release of their new CD "Lucky in Love." Other DYC folks there were the Mahany and Berners. Those attending received a complimentary CD. We also wish them luck with their CD release!

Priscilla (Percy) Bernatz, incoming secretary, attended the Fredonia Shakespeare Club's annual tea on October 1st held at the home of SUNY Fredonia President Virginia Horvath.

Athanasia Landis is a candidate for Mayor of the Village of Fredonia!

Albert "Scott" Foley is running for Sheridan Town Justice.

Classified Ads

<p>FOR SALE: 24 foot "Shark" Sailboat Hull #254 Seller would like to see the boat remain within DYC membership. Great starter boat with everything you need. Rigging is set up so boat can be raced if desired. Includes set up assistance if boat remains at DYC. Call Carl Bjurlin at 397-7530 for more details.</p>	<p>FOR SALE: 22' 1977 Seafarer Sailboat \$2,500 2006 Toyota 4-Runner (approx. 80,000 miles in fair condition) \$10,000 Sailboat & truck (w/boat hitch approx. \$400 value) \$12,000 TOTAL Contact Erin Armstrong erin.h.armstrong.phd@gmail.com or call her at (614) 505-6912</p>
<p>FOR SALE: HR 25, call John Geiben at 366-8737</p>	<p>FOR SALE: O'Day 22 Sailboat, 1974 Shoal draft, five sails, trailer, 1982 Evinrude 9.9 LS with electric start. Asking \$2,800.00 Call (716) 549-0518</p>
<p>FOR SALE: Morgan 35 "Summer Wind," 1970; 6' draft, Volvo diesel engine. \$15,000 (negotiable) Call Cameron at Monroe Marina, Barcelona Harbor (716) 640-6763</p>	<p>FOR SALE: STAYSAIL - Heavy duty, with wire luff and hanks, also snap shackle, sheets & bag. Excellent lightly used condition; Luff 19 ft. 7 in., Foot 8 ft. 10 in., Leech 17 ft., \$100. Call 672-8994.</p>



2015
DYC
Annual Fall
Banquet



Saturday November 7th, 2015
Colony Restaurant ~ Irving, NY

6:00 p.m. ~ Hors D'Oeuvres & Cash Bar
7:00 p.m. ~ Dinner & Awards
8:00 p.m. ~ Music & Dancing

Entrée Choices

Tenderloin Duxelle
Maple Walnut Pork
Buffalo Blue Salmon
Chicken Oscar

Dessert

"Chef Jeff's in season speciality"

\$35.00
Per Person

RSVP
Brett & Jen Christy
21 Bradish St. Fredonia, NY 14063
672-2762

(Please send a check with entrée choice to address above or call to reserve your entrée
choice and pay at the door)

PLEASE RSVP BY NOVEMBER 1ST