



St. Paul Yacht Club

St Paul Yacht Club
SPYC Board Meeting
Tuesday, 10/8 7pm ~ 8:30pm

Agenda

- **Call to Order**
 - **Approval of Agenda**
 - **Open Comments from the Floor**
 - **Board Officer Reports**
 - Commodore - Bill Tschohl
 - Vice-Commodore - Nathan Schumann
 - Treasurer - Lynn Adler
 - Secretary - Troy Janisch

 - **Marina Manager Report**

 - **Committee Reports**
 - Clubhouse & Amenities
 - Finance
 - Marketing & Membership
 - Operations
 - Social Committee
 - Strategic Planning
 - HR Committee

 - **Old Business**
 - Utility bills

 - **New Business**
 - **Discussion and adoption of current leakage testing policy** (Included)
 - **Primary Residence Requirement for Liveboards**
Liveboard members must list the St Paul Yacht Club as their primary address.
Environmental Ambassador Will Steger, a long-time liveboard, requests an exception to this requirement so that he can complete the [Steger Wilderness Center](#) in Ely without financial penalties. Identifying the center as his primary residence allows him to obtain a homestead tax credit that the center project relies on. Mr Steger would like to remain a liveboard into the future with this exception.
- Motion:** “To support development of the [Steger Center](#), and its mission, I propose that Will Steger be allowed to retain his liveboard status without identifying SPYC as his primary residence.”



St. Paul Yacht Club

Made by: Troy Janisch

Seconded by:

Status:

- **Adjourn To Closed Session**
 - **2024-2025 budget, personnel, planning**
- **Adjourn To Open Session**
- **Adjourn**

Meetings & Events

- 10/10 Strategic Planning Meeting (In-Person Only)
- 10/24 Strategic Planning Meeting (Online Only)

Marina Manager Report:

Kristina Cummings

October 2024

Financial

Checking Account - \$367,366.84

Mud Cat Loat - \$140,094

Past Due Bills - \$80,732.99

Friends of the Mississippi – They would like to bring a 2 person kayak to store here. Our pricing for a 20 ft Kayak is \$700. I was wondering what the board would like to do. They are helpful in our DNR and river habitat.

Act Roofing will be out on the 14th to roll back covers

Dredging

- Brennan dug the mouth but we still don't have enough water for everyone to get in.
- LSM will be here in November to dredge. Everyone will be out so we could move the entire dock on the shore side and get that half of the harbor clear.

Fall season- we are starting to make reservations for pull out. We will most likely book the later spots first, fill in the Launch / Hall out request. We have the last week full and they are posted on the website calendar when they are full.

Electric - O'Neill Electric has been out here for the last week and is still here. They will be sending a complete report. We have 1 item that we need to fix down on Dahlgren and they are getting pricing to us for that.

Contracts have gone out with 40 or so not completed

Winter invoices are out

Water

Invoices have not been received yet for September.

Bill	Location	Units	Charges	Electric Average Rate
302180206	Shore Side East	2786	\$ 745.98	0.26776023
302405475	Dahlgren	1040	\$ 204.72	0.196846154
302855851	Miller 4th from Left	981	\$ 193.45	0.197196738
302867844	Yard & Gate B Facing East & Office	1976	\$ 427.90	0.216548583
303179903	Shop	1332	\$ 258.38	0.193978979
303269162	Gate B Left Facing East	4291	\$ 833.10	0.194150548
303300707	Gate B Facing South	2805	\$ 529.28	0.188691622
303383996	Miller 2nd from Left	485	\$ 102.65	0.211649485
303537985	Shoreside West	4096	\$ 834.85	0.203820801
303576871	Upper Harbor East End	3662	\$ 881.71	0.240772802
303646978	Miller 3rd from Left	212	\$ 104.28	0.491886792
303737369	Miller Far from Left	7	\$ 14.75	2.107142857
304283411	Club House	1702	\$ 326.46	0.191809636
		25375	\$ 5,457.51	

Straight Average \$ 0.22

Weighted Average \$ 0.35

Gas

3028551	5 Shortside Gas	13	106.45	8.188461538
	Clubhouse & Shop	1	58.61	58.61
		14	165.06	

Straight Average 11.79

Weighted Average

33.39923

SPYC Annual Current Leakage Testing

Electrical safety in marinas has been a growing concern in the industry in recent years. Of particular concern is the topic of current leakage into the water as it creates a significant safety hazard as well as causes damage to nearby boats and marina infrastructure. If you have ever wondered why marinas always state “No Swimming in Marina” the risk of stray current in the water is one of the primary reasons for this strict rule. Recent changes to the electrical code have now added requirements for marinas to check for stray current within their facilities and ensure that boats are not leaking current into the water.

The SPYC has already implemented an annual inspection requirement for all electrical systems on the premises. An electrical contractor will perform this test each year to document that the marina infrastructure is operating properly and is compliant with all code requirements.

In order to comply with the revised National Electric Code (NEC), the St. Paul Yacht Club will be implementing a new process to check all boats for current leakage annually as a requirement to utilize the electrical power sources on the docks. This process will go into effect beginning in the spring of 2025. This requirement has been added for all marinas to control the potential safety hazard if someone were to fall into the water and also to prevent damage to surrounding boats from electrical current leaking into the water.

The process to be used for this annual testing is as follows:

1. The SPYC will generate a checklist of all boats in its harbors at the start of each spring season. The checklist will include slip #, boat name and hull ID, boat owner’s name, and a space to record the measured current leakage.
2. Each boat will be tested at the time it is launched and moved into its assigned slip. For boats that remain in the water year-round this test will be performed on or about April 15th each year.
3. Boats that do not launch at SPYC, but come in from another boat launch or other winter storage areas, will be required to complete the test on the day the boat arrives and prior to connecting to shore power.
4. Current leakage will be measured and will be noted on the checklist as a pass or fail.
5. If the boat passes it can be hooked up to shore power.
6. If the current leakage exceeds the allowable limit the pedestal will be locked and the boat cannot plug in to shore power until a passing test has been documented by marina staff.

This new process will require a change to the process of launching your boat in the spring. The following are the expectations for all boat owners:

1. The boat owner, or a representative, must be present at the time the boat is launched to complete the current leakage testing.
2. If the owner or a representative are unable to be present at the time of launch the owner must schedule a time with the Marina Manager to complete the test during regular business hours. The boat cannot be plugged into shore power until the test has been completed.
3. During the test, staff will place a current leakage sensor on the connected shore power cords.
4. The owner will then turn on all electrical circuits and associated equipment to test for overall current leakage from the boat.

5. If current leakage is less the maximum allowable milliamps (mA) then the boat can be connected to shore power
6. If the current loss exceeds the maximum allowable milliamps (mA) then the electrical pedestal will be locked and the boat cannot be connected to shore power until the issues has been corrected and a passing test has been documented by marina staff.
7. Boat owners will be responsible to make and repairs necessary and schedule a re-inspection with the Marina Manager during regular business hours.

We appreciate your cooperation with this new process to keep us in compliance with regulatory requirements and most importantly to keep our marina, its members, and all of our boats safe.

Respectfully,

SPYC Board of Directors

For anyone interested in the actual code language, NEC Article 555.35 states the following:

D) Leakage Current Measurement Device

Where more than three receptacles supply shore power to boats, a listed leakage current measurement device for use in marina applications shall be available and be used to determine leakage current from each boat that will utilize shore power. The listing requirement for the leakage current measurement device for use in marina applications shall become effective January 1, 2026.

Informational Note No. 1: Leakage current measurement will provide the capability to determine when an individual boat has defective wiring or other problems contributing to hazardous voltage and current. The use of a test device will allow the facility operator to identify a boat that is creating problems. In some cases, a single boat could cause an upstream GFPE device protecting a feeder to operate even though multiple boats are supplied from the same feeder. The use of a test device will help the facility operator prevent a particular boat from contributing to hazardous voltage and current in the marina.

Informational Note No. 2: An annual test of each boat with the leakage measurement device is a prudent step toward determining if a boat has defective wiring that could be contributing to hazardous voltage and current. Where the leakage current measurement device reveals that a boat is contributing hazardous voltage and current, repairs should be made to the boat before it is permitted to utilize shore power.