

Membership Meeting Long Range Planning Report 2018

The Long Range Planning Committee consisting of Ravi Submaranian, Fred Ford and myself has had a very active and productive year in a large part to a very cooperative and hard-working board.

For those of you who are not aware of what the long range planning committee does, the committee was set up a number of years ago to ensure that the mission and long range viability of the club was not lost during the shuffle of board members in out of the leadership, often with their pet projects which ignored the important infrastructure maintenance and improvements. Every year, we investigate dozens of concerns brought to us by various members.

LRPC members serve three year overlapping terms. Committee members are those who have previously served in board positions and have a long history of club membership and involvement in various leadership positions. Under the tutelage of the LRPC, we have seen the gentrification of our docks from the old splintered wood docks to the new cement tile docks that now grace our north cove. These will give us many decades of service. We have seen the restoration of our buildings and improvement of our plumbing and electrical systems. There are many other important, but less expansive projects that the LRPC has recommended and have come to fruition. The LRPC has only advisory powers, but in years where there is a responsive board, great things have been accomplished. This year has been one of those.

Going forward, there is always much work to be done to ensure the club's adherence to the mission and viability. As a forty-year member of the club, I have seen the club move into the modern era of marina management, while still maintaining the passion for yacht racing and fellowship and creating great value for our members. Our great spirit of community and volunteerism still prevails as evidenced in our recent response to the flooding of the lake. We have come a long way, but the journey is never over.

Down to the nitty gritty.

Plumbing: We have made some improvement in our plumbing in 2014 with a new 2" water line from the front gate. This generally gives us good water pressure, but during times of peak demand, it can be challenging. The issue of low water pressure has been addressed with the help of Diane Covert, Tom Groll, Tom Cunningham and Mike Parker. As it turns out, there are formulas and math that can be applied to the problem. A fixture count shows that the 1" meter that we have is not sufficient to provide adequate pressure during time of heavy usage. Going to a 1 ½" or 2" meter will make significant improvement in water pressure. Also needed is a new line going from the area of the cabins to the caretaker house and barn. The estimated cost for a 2" meter is \$20,000, presumably less for a 1 ½" meter. The projected cost to run a line from the cabins to the barn and caretaker house is \$14,000-15,000. These capital improvements need to be prioritized and scheduled.

Mast Hoists: A few years ago one of our mast hoists rotted through and fell to the ground, fortunately when no one was around when it happened. We can't let this type of thing reoccur. The mast hoist poles generally have a lifespan of 40 years. The lines for the poles were replaced ten years ago and are nearing time for replacement. The pulleys on the north pole also need replacement. The south pole arm is wobbly and needs replacement of the axle. Line replacement for the two lifts runs around \$700. Rental of a high lift runs \$150/day. Budget item for maintenance and inspection of the poles should be about \$1000/5 years. Fred Schroth who uses these hoists more than anyone generally has done the work and gives us the line and fittings at cost.

Paint: The buildings were last painted in 2011. The paint, supposedly, has a lifespan of 9 years and will possibly need to be re-done in 2020, although the paint has generally held up better than forecast. Shelters 1, 2 and 3 were not painted at that time. Inspection of the shelters reveals that the paint is definitely in need of refreshment. Since the shelters are located near the gate and are some of the first things that visitors see, the LRPC recommends that this should be a priority for the coming year.

Trees: There has been progress in the long range planning for trees and general landscape. Diane has met with a professional arborist and he has suggested species of trees that tend to do better in the limestone that we have at the club and are oak-wilt resistant. Trees are a great asset to the club in some areas such as around the club house, but a liability in others (i.e. near ramps, work area, dry sail, trailer parking.). The next step is to develop a master plan based on what we would like the landscaping look like in 10-20 years. Once this is done and approved by the board, scheduling, prioritizing and budgeting can be carried out. There is still much work to be done.

Road Resurfacing: Our roads at the club were not built to the standards of our public highways and hence are very susceptible to damage from flooding. Potential damage from the current flooding of our point and dry-sail areas has accelerated the schedule to repair the roads. It is expected that we will resurface the main roads that were subjected to flooding and re-stripe the dry sail area prior to allowing traffic in these areas.

Harbor: Our current north cove docks have a thirty-year lifespan, so it will be quite a while before we will need to think about replacing them.

Sail Training: FJs were last replaced in 2012. There is a college nationals coming up in 2020 for which AYC and UT will be asked to provide 9 FJs each which will replace the current fleet. We will need to start getting bids. The rest of the replacement items are scheduled and will appear on the updated spreadsheet.

South Cove: The south cove is currently a multi use facility that serves junior, centerboard and multihull sailors and now the DF95 fleet. The club will need to come up with a plan to optimize the use of this area and perhaps some clarification of rules concerning the overnight and

weekend mooring of boats on the junior dock. For 2019, the LRPC recommends that an expenditure of \$12,000 be made to replace the 18" high dock finger that currently is the first part of the rigging dock with one that is 8" high and will provide better access and less potential to damage board boats and multihulls. The training facility is already scheduled and budgeted for encapsulated foam replacement. The stair from the beach to the road has been built. There are a number of relatively small and inexpensive fixes that could add value and utility to the south cove that need to be considered.

Need for Central Repository for Capital Improvement Reports: One of the issues that have tended to frustrate the LRPC's efforts has been the lack of accessibility to documentation of exactly what, when and how previous improvements have been done. I would guess that more than half of our effort this year has been in chasing down this information. In many instances, many hours were spent investigating a member's concern, only to find out that the problem had been addressed and taken care of. With a central repository this would have taken minutes instead of hours. A case in point is the plumbing situation in April of 2014. A great deal of work was done to survey and plat the improvements, yet all of this material was lost and we still have not found it. To our committee members it meant a considerable amount of research and we are still not sure of the complete accuracy of this information. If there is anything that could be done as a new year's resolution for the club is to make this registry with both digital and paper copies.

Drought and Flood resilience: Recent events have served to remind us that Texas is a land of perennial drought, broken by the occasional devastating flood. The membership's response to the recent flood is to be commended, much better and more organized than past efforts. With climate change, it is expected that the 500 year events have become 100 year events and the 100 year events have become ten year. We will have to face these challenges more frequently and possibly more severe in the future.

Having participated in the various stages of evacuation and restoration, it seemed to me that although there were numerous volunteers, they were not used to with maximum efficiency. The LRPC would recommend that the board draw up a formal flood disaster plan that would utilize certain area captains who would wear reflective vests or some other identifiable clothing and carry VHF radios to communicate with our caretaker. As volunteers arrived, they would be assigned to one of these captains who would then assign duties. We would also recommend that a committee be established to review the recent response to the flood and recommend any improvements that should be made to best protect our valuable buildings and infrastructure.

This year has been very productive with some major improvements including, but not limited to the grill replacement, pool railing repair, new docks, clarification of liability insurance issues, the mentoring program, improvement of the trailer parking area, engagement of an arborist to address the oak-wilt problem and the fabulous new entry sign.

The board needs to congratulate themselves on a job well done. There is still work to be done.

Respectfully submitted: Bruce McDonald, chairman

Ravi Subramanian

Fred Ford