

**WVSC 2019 Annual Meeting**  
Saturday November 9, 2019, 6:00 p.m.  
House of Schwan 3636 N Comotara, Wichita KS

**Parliamentary Rules of Debate\***

1. Only one member may speak at a time.
2. A member can speak no more than twice on the same question on the same day.
3. No member can speak a second time when others wish to speak.
4. Each speech must be limited to ten minutes. The speaker is entitled to be heard without interruption as long as no rules are violated. Certain interruptions may be legally made, but should not be made unless the matter is urgent\*\*.
5. The maker of the motion has the right to be first to speak on it.
6. Remarks should be limited to the merits of the pending question. Remarks must be germane.
7. All remarks must be addressed to and through the chair.
8. Personal remarks must be avoided, motives of members should not be questioned - the motion, not the person, is the issue for debate.
9. Members are seldom referred to by name; officers are referred to by title.
10. Members should be seated when another member has been assigned the floor to speak and during any interruptions by the presiding officer.
11. A member may not speak against their own motion; however, they may vote against it.

Ann L. Rempel, PRP, CP

[parliamentarian@sbcglobal.net](mailto:parliamentarian@sbcglobal.net)

316-684-4150 home/office; 316-734-6100 cellular

\*Debate rules contained in Robert's Rules of Order Newly Revised

\*\*Debate may be limited by a two-thirds vote of the members present and voting.

**WVSC 2019 Annual Meeting**  
Saturday November 9, 2019, 6:00 p.m.  
House of Schwan 3636 N Comotara, Wichita KS

**2018 Proxy Voting Instructions & Process**

Proxy voting is recognized for votes concerning the election of Governors and amendment of bylaws only.

Qualified Voters: People currently listed as regular members with dues paid by November 1<sup>st</sup> 2019. Each member in good standing will be granted one vote, either in person or by proxy. The Teller Committee Chair will check each proxy against the current list of regular members in good standing and provide one ballot per proxy.

Valid Proxies any proxy must be signed, name printed and dated by the Qualified Voter who is assigning his/ her vote.

Ballots will be issued at the Tellers' table and completed by the designee.

**Voting Process**

1. Prior the WVSC 11/9/2019 Annual Meeting:
  - A. The Teller Committee Chair will obtain a list of people currently recorded as regular members in good standing. This list may be obtained directly from the WVSC Bookkeeper or through the WVSC Treasurer.
  - B. The "official" WVSC Ballots will be printed on colored paper or some other method that makes them easily identifiable as "official" and given to the Teller Committee Chair for safe keeping
2. Upon arriving at the WVSC 11/9/2019 Annual Meeting each person intending to vote will approach the Teller's table.
3. The Teller Committee Chair, or his/her assigned representative, will:
  - A. Confirm by reference to the current list of regular members in good standing that the Voter and donor of any valid proxies he/she presents, are indeed Qualified Voters, and have not already been assigned any ballots.
  - B. Provide the Voter one ballot for each eligible person he/she represents including herself/himself.
  - C. Mark the list to indicate that ballot(s) have been given for the Qualified Voter and Valid Proxy Donors.
4. During the meeting each Ballot Holder will mark the ballots to indicate his/her voting choice.
5. At the time stated in the meeting agenda (or announced during the meeting), the Tellers' (or designate Representative) will collect all exercised ballots.
6. The Tellers' Committee will then tally the voting results and compile the Teller's Report.
7. The Teller' Report will then be presented to the meeting Chairperson who announce the results.

**WVSC 2019 Annual Meeting**

Saturday November 9, 2019, 6:00 p.m.  
House of Schwan 3636 N Comotara, Wichita KS

**PROXY**

I hereby appoint \_\_\_\_\_ (Please print)

As my proxy to represent me at the Walnut Valley Sailing Club November 9<sup>th</sup>, 2019 Annual Meeting or at any adjournment of that meeting to act in my stead authorizing this person to vote covering appointments to the board of governors and/or Bylaws amendments as if I were personally present in accordance with the WVSC Bylaws (Article V and X). Further, I hereby revoke any proxy or proxies previous given by me to any person or persons

Signed: \_\_\_\_\_

Date: Name: \_\_\_\_\_

## **Archivist Report – 2019 Annual Meeting, Walnut Valley Sailing Club**

The objective of the Archivist is to maintain documents relating to the Club history. A copy of the WVSC newsletter The Windword is filed monthly as are most mailings/email notices relating to social events, sailing and racing notices, and other WVSC-related notices to all members.

I continue to review the records overall as time allows and continue to retain the monthly newsletters and any mailings to the Club at large.

I also have the records of the WVSC Sail Training and Education Program (STEP) for maintenance as part of the Archivist responsibilities.

It's not a lot of excitement but it does keep one up on all the activities of the Club. If you have questions about the Archives, additions to the Archives, or have information of historical value to be included, please let me know.

David O. Reynolds, Archivist WVSC, 316.621.0009, davidreynolds4100@gmail.com

Prepared October 01, 2019, for the 2019 Annual Meeting to be held on November 09, 2018

## **Membership Report – 2019 Annual Meeting, Walnut Valley Sailing Club**

We have 84 Regular members plus 3 Inactive and 6 Affiliate members as of 10/9/2019.

We welcomed Andrew Claycomb to the club at the beginning of the season.

The 2019 Membership Handbook was completed in April and sent to all members by email as an attachment. This makes it accessible to the club members for viewing on a variety of electronic devices. A limited of printed handbooks were available in the Activities Center however several copies were unclaimed.

The By-Laws state that the membership Committee shall consist of three (3) regular members, two (2) of whom shall own sailing boats. In order to fulfill the requirements set forth by the by-laws we need at least 2 volunteers to serve on the committee in 2020. Any help would be greatly appreciated.

Eric Wertheimer (Acting Committee Chair for 2019)

Prepared October 9th, 2019, for the 2019 Annual Meeting to be held on November 09, 2019



## **Calling Committee Report – 2019 Annual Meeting, Walnut Valley Sailing Club**

With the exception of the Annual Holiday Party, all communication for the club activities & socials was done by e-mails & text messaging.

Due to today's current environment of excessive robo calls, it is very difficult to expect members to answer a phone call. E-mails & Texts seem to be the more effective way to contact & communicate with only a few exceptions that may warrant a phone call.

I would recommend to the board for the 2020 season that they take up the consideration of changing the name from Calling Committee to Communication Committee. This is something that can be done during a regular Monthly Meeting prior to the Membership book being published (providing the Board is in agreement).

The Communication Committee (Chair) should be the single source, central point person to distribute all communications to the club membership. This will help achieve a consistency and thoroughness in the communications going to the club.

## **Social Committee Report – 2019 Annual Meeting Walnut Valley Sailing Club**

The season started off with a Dutch Treat at Picasso's Pizzeria in the downtown Delano district. We had a good showing of members with good conversation and great pizza. Little did we know, during the next 3 months our club facilities would be flooded or in progress of a flood recovery. This dampened the 2019 scheduling of the socials. However, making the most of what we had, cookouts were put on after the Dry Storage clean up, grounds flood recovery clean up (picnic tables) & Gene's Swap Meet. September, we tried our first attempt at a Fall Open House, putting on a Taco Bar that was well received. Then in October we continued with a Chili Cook Off Competition, presenting 7 different Chili's trying to win the prized awards. Again, everyone enjoyed the evening and the several different Chili's to taste.

The one thing we learned was... should we ever encounter another flooded season as we have had this year, monthly gatherings should continue (even if our facilities are out of commission, they should then be continued off site).

## **Sailing Activities – 2019 Annual Meeting, Walnut Valley Sailing Club**

Due to the flooding and then the lack of conducive weather for the scheduled Poker Run, Sailing Activities were canceled during the 2019 season. Looking forward to a better 2020 season.

## **Long-Range Planning and Committee Report 2019 Brant Dumford October 23, 2019**

### **Long Range Planning Objective**

*In accordance with the By-Laws of the club, Article VIII, the objective of the Long Range Planning committee has been executed as follows:*

*This report has been prepared as an outline to be used as a working document to provide continuity from one year to the next. ARTICLE II - PURPOSE*

*The object of this organization shall be to provide public sail training, to raise funds to qualified persons, to administer the program, and to qualify it as an exempt organization under the Internal Revenue Service Code Section 501(c)(3). Notwithstanding any other provisions of these articles, the organization is established exclusively for one or more of the purposes as specified in Section 501(c)(3) of the Internal Revenue Code of 1954, and shall not carry on any activities not permitted to be carried on by an organization exempt from Federal Income tax under IRC Section 501(c)(3) or corresponding provisions of any subsequent Federal tax laws.*

*The idea is that at the beginning of, or during, each year the BOG and the committees can use this document to either execute a planned action or form a specific plan based on this outline. Each year completed projects (or projects no longer relevant) would be deleted and new items added.*

*Many of the items presented are therefore incomplete thoughts but indicate a present or future need for consideration. Costs, where presented are estimates or best known costs and should also be reviewed periodically for accuracy. Vendor/contractor names and contact info should be added when identified. Some items are already included in long-term planning and have budgets in the reserve fund*

*During the course of this year, the following bullets have been identified as club priorities to be used as appropriate when considering plans and projects:*

*1. Maintain the current and future operational capability of primary assets.*

- Slips and associated systems. (Water, electrical, lighting, structure, floatation, decking, etc.)*
- Clubhouse and associated systems. (Water, electrical, kitchen, appliances, freezers, toilets, structure, safety features, etc.)*
- Dry storage facility (Grounds, building, fencing, etc)*
- Shelter House and grills*

*2. Recognize and plan for future needs concerning the membership, programs, improvements, or maintenance to club faculties*

- Improve membership experience*
- Manage membership workload necessary for operations*



- Identify new ways to advertise or publicize the club
- Set membership goals with a plan of action to accomplish

## **Long-Range Planning Topics and Projects – Report to the Annual Meeting 2018**

### **Assets**

1. Electrical issues pointed out during first meeting of the year which led to a 7500 dollar repair and upgrade - \$2000 estimate

b. Long range – Need electrical engineer to access all electrical outlets/breakers on docks

c. Firm up action plan, estimate and budget to complete.

- Electrical surveys are performed to assess the overall condition of a club's electrical systems. Unless the club is built to another classification societies' rules, electrical surveys check for basic compliance with the electrical division of the Standards and Technical Information Reports for Small Craft published by the American Boat and Yacht Council, Inc. and the electrical chapters of NFPA 302 Pleasure and Commercial Motor Craft published by the National Fire Protection Association as well as safe, reliable and seaworthy electrical engineering design, installations, equipment and materials.

2. Clubhouse Roof Replacement (Clubhouse) we currently are 3-6 years out from replacement and the budget seems to be on par

a. Clubhouse roof replacement is currently included in the financial reserve reserve looks to be going to the addition of budget for year 2020

b. The clubhouse roof is expected to require replacement in 2024 at cost of \$6000 (est).

c. An amount of \$2500 in 2017 with annual additions of \$500 will be reserved

d. Recommend an actual estimate be obtained from a contractor. The estimate should specify what type of work will be done and what type materials will be used.

A number of factors can impact the cost of a new roof, including the type of roof, its size, pitch and how accessible it is. Tile roofs, such as the one pictured, are typically more expensive than asphalt and slate, but cost less than metal roofs.

### 3. Clubhouse Floor

a. Replace kitchen floor with new linoleum – should be minimal cost

b. Review options for improving general area of activity floor

DECKadence Marine Flooring is a new type of boat deck covering that is above and beyond your standard marine carpet, teak, and others. You'll need to test it out for yourself! Get a sample of DECKadence marine flooring (better marine carpet!).



1 = Poor  
5 = Good  
10 = Excellen

Test Type	Carpet	Imitation Teak	DECKadence DMF
Comfort	5	3	10
Durability	3	9	7
Temperature Reduction	4	1	7
Noise Reduction	4	3	8
Anti-Fatigue	5	1	9
Non-slip	6	2	9
Aesthetic Appeal	7	9	9
Maintenance	2	6	7
Repair Ease	5	2	9
Ease of Removal	3	1	10
Versatility	4	3	9
Affordability	8	2	7
Stain Test	1	8	8
Bleach Test	1	3	10
UV Test	4	10	7
Total Score	62	63	126

#### 4. Decking Replacement on Docks (Harbor)

a. Annual replacement of all main and dinghy dock decking boards will be accomplished, as needed, after inspecting general condition of the docks then checking suspect boards for condition, strength, and rot.

b. \$6000 will be reserved each year, for approximately 10 years, to accomplish this

c. Main walkway

i. The main walkway is two parallel sections, each 8 ft. wide, joined together.

ii. Replacing the 8 ft. decking with 16 ft. would look better and possibly increase the strength of the walkway.

iii. Is it feasible to replace the current 8 ft. boards with 16 ft. boards that span the entire width to increase strength of the walkway? The boards don't appear to line up exactly.

iiii. Cost to replace the walkway entirely is estimated at \$20000, so may not be practical in a single year

d. Decking replacement will be performed by contract labor unless the scope is small enough to be accomplished by club labor.

e. For information - A recently used contractor (decking, floatation, metal work)

Matthew Livingston Prairie Lake Company

316-655-7831

5725 W 23rd St N Wichita, Ks 67205

#### 5. Dinghy Dock Repairs

a. Replace boards as needed. \$250

b. Install large dock bumpers around lower level of dock. \$2600

c. Replace two safety ladders at end of dock. \$300

d. Work to be spread over 2 years

This report summarizes the findings of our inspection of the WSV. It also provides alternative recommendations for maintenance and repairs.

The overall structural condition of the bridges is good except for the timber deck planks. The deck planks have excessive cracks and checks due to:

- Exposure to moisture and ultra violet rays from the sun
- Abrasion from the tires of the carts
- Lack of on-going maintenance of the deck surface (i.e. cleaning and sealing)

The structural capacity of the deck planks has not been reduced significantly at this time. The primary concern is the surface is very rough and the loose checks and splinters create a tripping hazard for pedestrians. A reduction in structural capacity of the deck planks, however, may become a future concern if a maintenance repair plan is not implemented.

This report provides four (4) maintenance repair alternatives for the CDD Board to consider that include:

- Maintenance Repair Alternative

- Textured Polymer Deck Treatment Alternative
- Wear Deck Installation Alternative
- Deck Plank and Curb Replacement Alternative

We recommend that the Board should obtain price quotes for each of these four alternatives from a qualified timber bridge restoration contractor. This information will allow the Board to perform a financial analysis and make an informed decision on the preferred approach. We have listed the alternatives in order by what we believe to be least to most expensive.

#### 6. Dock Floatation Replacement (Harbor / Finance) – In Progress

- The floatation for slips BXX – BXX is 12 in. depth instead of the 16 in. used everywhere else. Those slip fingers and the main dock sag and the finger ends are more wobbly than others.
- Replace floatation for slips BXX – BXX with equivalent to that in A and B dock (16 in. depth)
- Recommend the budget for that to be provided by the decking reserve
- Cost to be spread over two-three years using contract labor

Only those elements visible from above the deck and waterline were inspected; no dive inspection or below deck inspections were completed. No internal dock components (inside walers, thru-rods, etc...) were inspected, unless readily visible during the site visit. Sheet pile wall, revetted shorelines, and upland buildings were excluded from the inspection. Casual observation of the sheet pile shoreline did not reveal any significant damage. Obvious storm-related damages to the Marina and Station buildings due to flooding located on the docks were observed, but are not within the scope of this report.

#### 7. Parking Lot Sealing (Building and Grounds)

- The cost to seal the parking lot is approximately \$5000
- Sealing is required every fifth year
- \$1000 will be added to the reserve each year
- Andy Waller, Owner/President SPS Pavement Maintenance  
1-888-PAVEMENT (728-3636) 316-322-5135-Office  
[andyw@spspavement.com](mailto:andyw@spspavement.com) [www.spspavement.com](http://www.spspavement.com)

Flooding and high water are of major interest not only here at the U.S. Geological Survey (USGS), but to most of the population of the United States. The USGS conducts research on the physical and statistical characteristics of flooding, estimating the probability of flooding at locations around the United States and attempting to understand how the frequency of flooding changes with urbanization, climate variability, and other factors. The term "100-year flood" is often used to describe a flood of great magnitude .... but what exactly is a "100-year flood"?



Robert Holmes, USGS's National Flood Program Coordinator, offers up the following explanation of the 100-year flood that we can all understand. You can see Robert's full poster explaining the concept of the 100-year flood at <http://pubs.usgs.gov/gip/106/>.

8. Dry Storage Gravel Replacement (Dry Storage)

- a. The gravel in the southwest corner washes out periodically
- b. Is there a better plan than simply replacing washed-out gravel with more (that washes out again)?
- c. Look at other types of gravel/rock that may be better suited to minimize issue
- d. Is there some smart drainage plan or other improvements/changes that will help?

**Finance**

9. Reserve Fund Management

- **Reserve funds** are typically managed in tandem with operating **funds**, which more commonly **fund** the community's day-to-day expenses or recurring costs, such as housekeeping, taxes, insurance, and utilities. ... The community association's board usually oversees the **funds** and decides how to allocate their use
- 

- a. Currently no account identified as "Reserve Fund"
- b. Recommend a separate account for reserve fund
- c. Recommend annual statements have line item for each amount in the reserve account (deductible/emergency, decking, sealing, gravel, roof, etc.) to clearly show what's in the reserve account and for what purposes
- d. Recommend annual budget show line item expense for annual contributions to the reserve fund and for what purpose

10. Minimum Operating Cash (Finance)

- a. A minimum cash balance of \$5000 was chosen as the minimum expected cash balance during the year. Consideration will be given to increasing to \$10000.

11. Insurance Deductible (Finance)

- a. The club's insurance policy requires a \$25000 deductible. This amount will be held in cash reserve for emergencies.
- b. Propose that "emergencies" may not be insurable damages, but also be of a non-insurance emergency. Maybe the line item should be titled "Insurance Deductible/Emergency Fund" and held for emergency use rather than petty cash saving account.



*12. Significant work performed by club members*

- a. Projects greater than \$1000.00 require a written agreement, the same as with any contractor, between the club and the member performing the work that clearly explains what work is to be done, materials, schedule, etc. by using a vendor agreement.*
- b. Approved by the Board of Governors*
- c. A club member(s), assigned by the BOG, to monitor work progress, report to the BOG, and perform inspection to verify all specified work has been completed satisfactorily prior to payment by the club*

**Club Operations**

*13. WVSC Business Calendar – Draft started, continue to expand & update*

- a. Purpose is to develop an annual to do list with calendar dates*
- b. A punch list that covers all yearly reoccurring action items with dates*

*14. Can we reduce the number of committees, volunteers, etc. to run the club?*

- a. How many individual positions are there?*
- b. Board of governors 9-10*
- c. Committee Chairs 17 committees, 20 chairs, committee members?*
- d. Can those be reduced?*

*Human-centered design is a framework for developing strategies and communications that puts the human perspective at the center of all efforts. We deepen brand connections by engaging audiences and stakeholders in the process and developing communications that speak directly to their needs.*

*15. Simplify information and data distribution to membership and archives (PR)*

- a. Post Windward in Clubhouse*
- b. Email pdf handbook*
  - I. Can be updated quickly during the season*
  - II. Produce a limited number of paper copies*
  - III. Members print their own paper copies, if more is desired**Pdf should be formatted for easy printing*
- c. Electronic storage of club documents (Windword, annual reports, etc.)*
  - I. Post on website, keep only current years Windword archived*
  - II. Applies to new documents and old documents that are available in electronic format*

*16. Email/Text/Call/instead of calling committee (Calling/Membership)*

- a. Annually survey club membership to update preferred form of communication*
- b. Continue limited calling on major socials for RSVP's that are required to help control costs*
- c. Social invitations and other communications like mailed with a yes/no/how many answer*

d. Reservations and responses summarized by name and number of attendees to social or club POC

e. Automatic return mail to each responding member to verify each reservation/response with details of date, name, and number of attendees, etc.

17. Minor overhaul of Web Page and Google search tags (PR) – Continue to Review Progress

a. Google search of "WVSC" finds club info which stresses lat/long rather than: "El Dorado/Wichita" Nothing in the search result indicates an active club with location info.

b. Add WVSC and El Dorado Lake info to KC Sailing website

c. Update info -some info (slip map, for ex) is out of date

d. Could applicable fees be more directly linked (i.e. include in the Membership drop-down menu)?

e. Is there a member who can do this?

18. Publicity

## **RESEARCH**

Qualitative, quantitative and ethnographic methods to understand market dynamics and identify opportunities.

## **CONTENT**

Dynamic, cross-platform messaging and content to inspire, educate, and activate audiences and influencers.

## **ACTIVATION**

Experiential, trade and event marketing to engage audiences with the brand, create interactions, and drive action.

## **STRATEGY**

Context-rich approach to communications that meet organizational objectives, and maximize impact.

## **DIGITAL**

Digital experiences that leverage best practices in UX, search, email and mobile to engage users and drive action.

## **ADVOCACY**

*Community-based campaigns to support issues and activities that deepen social connections and create local impact.*

## **BRANDING**

*Identity, design and architecture to create and manage connections across segments and divisions.*

## **SOCIAL**

*Strategies and content to support deeper connections and activate influencers across social media platforms.*

## **ANALYTICS**

*Development of key metrics by tactic, and tracking to provide insights and measure impact.*

- a. New methods to advertise*
- b. Sailing activities promoting club to new or potential members*
- c. This is a Key Initiative for 2019*

### **Future**

*19. Boat lift capability for maintenance and trailer adjustments*

- a. Lift capacity 15000 lb.?*
- b. Drafts up to XX ft.?*
- c. Simple/safe to operate by members with minimal orientation/training*
- d. Electric hoist*
- e. Simple controls*
- f. Low maintenance*
- g. Usable with mast up or down*
- h. Drive-thru layout*
- i. Low recurring costs*
- j. Maximum cost to design, install, and make operational \$TBD*
- k. How does lift donated by Ed Webb fit in plan?*
- l. Use as part of new design?*
- II. Sell to finance part of new lift?*
- III. Use instead of new lift?*

*20. Air Conditioning for Clubhouse*



*a. Does air conditioning make more sense with modern systems?*

*i. Simple exposed ducting*

*ii. Electronic temperature controls*

## *21. Wi-Fi for Clubhouse & Docks*

*a. Research what it would take & costs*

*First, let's take a step back here and point out that 2.1 million Americans still used AOL's dial-up service in 2015. Yup, we're talking about those internet CDs you used to get in the mail in the '90s.*

*While surfing the web on a 56 Kbps dial-up connection may cost you only \$20 a month or so, it'll take you about five minutes to load a web page. Streaming videos or gaming online? Don't even think about it.*

*Thankfully, the days of having only dial-up when you live out in the country are pretty much gone. Now most Internet Service Providers (ISPs) cover the majority of the US. And if cable or fiber haven't made it to your neck of the woods, there are other good options.*

*But which is best—satellite, DSL, fixed wireless, or mobile wireless? The answer depends on what you're looking for in terms of price and speed—and where you live.*

*Here are the top high-speed internet options for rural areas.*

## *22. In-House Security System*

*a. Review costs of contracted vs. in-house security system*

*b. With wi-fi, review costs to add cameras to cover docks, storage & club house*

*c. Cameras could be as an addition to existing system or as a part of a stand alone system*

## *23. Propeller Guard for Rescue Boat*

*a. Potential future regulatory action?*

*b. Consistent with rescue mission*

*Brant Dumford*



# Security Committee report

The security system functioned well this year and no thefts were reported. Routine maintenance was carried out. False alerts were less common this year. Members are encouraged to enter the security code promptly after opening up the clubhouse. Numerous security system technical alerts were generated on days when power was turned off to facilitate electrical system upgrades. It is anticipated that this will not be an issue next year.

Respectfully submitted,

Brian Hakala

## Dry Storage

Weed control is a continuing problem. This year was a terrible year for weed control on the hard. Tony the weed guy was contacted and sprayed 3 times, but an overgrowth of grass and weeds remains in the fence line and under the boats. This does not seem like the best option for weed control in the hard and I would recommend suggest we consider other options next season.

Stuart Funk

## **2019 Building & Grounds Report –**

I need to start by saying the CLUB Board is very pleased with the members that volunteered for the WORK PARTIES needed, to fix major leaks in our water supply lines and the club house system, to clean up the PARKING AREA of debris from the High Lake Waters this Spring, The painting of the Table/Benches for the Sheltered Area, and the replacement of the Fascia Board on the Shelter.

Shore Line clean up – In the Spring of 2017, Bevan's Tree Service, trimmed the trees of dead branches and removed underlying shrubs and weeds. This gave a clean and open view of the Club House and docks from the Shelter Area. It will need to be done again in the Spring of 2020.

Grass cutting- Jeff's Lawn Service, was contacted again this year, they provided a quote that was the same as last year, and a contract was agreed upon for this season.

Parking Area – SPS (Surface Protection Services) and PAVE THE WAY were contacted to fill surface cracks in the parking area. PAVE THE WAY was the only company that could commit to completing the work this year.

John C. McCabe - Chairperson

## **Activities Center Committee – 2019 Walnut Valley Sailing Club**

Our Activities Center (Clubhouse) had a very slow start to the 2019 season.

First in April, broken water lines were found, not only inside of the building but also outside. Once the lines were replaced or repaired, the water was turned on only to find more water leaks. Many Thanks to all that worked on getting our water problems fixed.

Storms, cold weather and extremely high lake water, persisted to postpone the Clubhouse clean up.

In May and June, a large water line break in the State Park had again left the club without water.

Finally, on Saturday August 24<sup>th</sup>, six club members showed up for the Clubhouse clean up party. A Big THANK YOU for the six members that came out to do all of the cleaning.

October 15<sup>th</sup>, 2019, the Activity Center was cleaned and the refrigerators were cleaned out for the last time of the season.

Water was shut off and Activities Center winterized for the season.

## Walnut Valley Sailing Club; Harbor Master Report 2019

Normally the harbor does not include our parking lot, the cabana and our grey storage buildings, but after record flooding this spring and summer, it did. For several weeks this summer the lake was between seven and nine feet over pool. Picnic tables were found and recovered from our slips along with our Tiki bar, logs, pallets, ADA compliance ramps and a host over other "flotsam."

The flooding also affected our plumbing and electrical systems, both of which underwent major repairs. In addition to the damage repairs that were done, we had a full electrical survey done by Greenway Electric mid-summer. And though many areas were found to be antiquated (based on current electrical codes) we are now up and running again... and safe. Conduit that had cracked or broken was pulled and new wiring was installed where needed. Slip breaker boxes are mapped and labeled, our main breaker box is in order, shorts have been located and repaired, light fixtures replaced and repaired etc.

We also had a couple of local companies provide us bids and design ideas to cover our committee boat. We finally have what we believe to be a viable solution, however due to many unexpected expenses this season (electrical and plumbing) the committee boat cover is again unfortunately on hold.

As luck would have it-or not, the Corp has requested a full survey of our electrical service be conducted and signed off on by a licensed electrician each year. Due to the flooding and our early electrical problems, much of the work the Corp might have required of us has already completed.

At this time, our slips are approximately two thirds full, folks are back to sailing and our harbor is in much better shape now than it was in July.

And just for the record a brief listing of *a few of the things* your fellow Walnut Valley Sailing Club members "volunteered to do" this summer in, on, and about our docks and harbor:

Jump into the muddy hole to fix a water main leak- after having dug the hole

Jump into the freezing water to recover a picnic table in the slips... and then, swim it back to "shore."



Climb under the club house (like a reptile... and with the reptiles) to find a plumbing leak, followed of course by fixing said plumbing leak.

Trouble shoot and fix a few GFCI outlets, realign the dinghy docks-twice, reset the pipe anchors on both A and B docks, replace harbor flags, install a new wind sock, reset the gangway on both the dinghy docks and the main docks, fixed dock boards, power washed half the club, then the other half etc. etc.

Thanks to all of you that helped get our harbor and docks through this crazy summer, and there were many of you. Your time and help is much appreciated and is always welcomed.

As the liaison to the Harbor Master, I learned a lot about being the Harbor Master. Thanks to all of you that took the time to help show me the ropes. I'm learning.

Respectfully,

Tedd Blankenship

Harbor Master; "Liaison"



## **Race Committee 2019 Annual Report, Submitted by Blaine Van Dam**

We may have to adopt a new motto for our racing crews, “ad mare per aspera”. Many of us launched our boats in early April to train for the C-22 Nationals. The plan was sound, right up until we experienced record rainfalls and historically high lake levels, nearing 10 ft above pool. Launching and retrieving boats ceased in early May.

As always, our racers continued to press ahead, not letting a few billion gallons of extra lake water get in our way! Despite the flooding, lack of electricity and running water, we continued to sail. We managed to squeak in one race in May, and 4 more races in June, with the lake still heavily flooded. Many thanks to Ernie, who ferried us out to the docks and back in his jon boat. More thanks to our racers (Andrew, Sid, and Chris) who continued to support our Race Committees, even though their own boats were stranded up in the yard.

Our racing fleet started competitively, with four different skippers and crews winning the first four races. The competition on the water continued, and we saw numerous lead changes in nearly every race. The winds held during the summer months, not fading until we neared the docks around sunset. For our Wednesday night racers, the sunsets and moonrises were even more appreciated this summer, given our limited sailing opportunities. We also welcomed a new race crew and boat to the fold this summer, Stuart and Melissa Funk, bringing a resurrected Hunter 23 “Baruska” to the start line.

We continued to race until Wed, 4 Sep. The races remained highly competitive, with Ernie and Rob changing leads and wins. Then our weather window slammed shut—we were weathered out the last 6 planned races. So, by the season’s end, with a lot of support and help from all our race crews, we managed to get in 15 races. Eight crews and boats raced this summer, with 6 boats qualifying for our annual race awards. That’s a solid showing given the conditions we faced this summer. The final results reflected the tenacity of the racing—it was as close as can be. Ernie Condon and his crew, sailing a C-22, barely edged Rob and Ginger Brown on their C-22 for first. Here are the final results for the WVSC club races:

- |                 |   |
|-----------------|---|
| 1 <sup>st</sup> | Ernie Condon and crew (Catalina 22)           |
| 2 <sup>nd</sup> | Rob and Ginger Brown (Catalina 22)            |
| 3 <sup>rd</sup> | Blaine Van Dam, Preston Brammer (Catalina 22) |
| 4 <sup>th</sup> | Amos Cape and crew (Hunter 33)                |
| 5 <sup>th</sup> | Dana Herring (Hunter 23)                      |
| 6 <sup>th</sup> | Bill Grabendike and crew (Catalina 22)        |

Of our 15 club races, 9 of those races qualified for Catalina 22 fleet races (3 or more C-22s taking the line). Four skippers qualified, and the racing was equally close. Here’s the finish order for our Catalina 22 Fleet 116:

- |                 |                                 |
|-----------------|---------------------------------|
| 1 <sup>st</sup> | Ernie Condon                    |
| 2 <sup>nd</sup> | Rob and Ginger Brown            |
| 3 <sup>rd</sup> | Blaine Van Dam, Preston Brammer |

4<sup>th</sup> Bill Grabendike and crew

To close, our plans for bringing multiple boats down to the Catalina 22 Nationals in Oklahoma this summer were squashed by the record flooding both in OK and in KS. The regatta changed dates and locations multiple times, with the final edition extending out into early Aug. Our crews could no longer make the new schedule, however, I'd like to express a special recognition to Gary Pierce and Gene Nold. We started meeting in mid January, all the way through May, going over racing tactics, strategy, and boat set up. Their experience was invaluable. Ultimately, we had the boats tuned, checked out, and ready to race. The knowledge we gained was readily apparent out on the race course, with highly competitive races. And, a final thank you to Rob and Ginger, for hosting our "master's class" in Catalina 22 racing.

Respectfully submitted,

Blaine Van Dam

Race Committee Chair

**From:** Bart Peace <[peacebart@gmail.com](mailto:peacebart@gmail.com)>

**Sent:** Tuesday, November 5, 2019 5:41 AM

**To:** Richard/Julie Barth <[rnjbarth@hotmail.com](mailto:rnjbarth@hotmail.com)>

**Subject:** Re: Committee Reports for Annual Meeting

Not much to report. Trailer needs a little work. One bunk and a flat tire. Boat will be pulled and winterized soon.

Bart

**Walnut Valley Sailing Club**  
**Government Relations Liaison**  
**Annual Report**  
**November 9, 2019**

The Club was visited by representatives from the Army Corps of Engineers twice this year. One meeting was to review any environmental issues there may be at the Club's facilities. The second visit was an inspection of the general condition of the physical facilities. I am pleased to report that there were no non-conforming issues with either inspection. The Corps' representatives were very complimentary of the condition of our facilities.

The Corps of Engineers has imposed an annual inspection of marina facilities to ensure compliance with electrical codes and to ensure any new floatation will be encapsulated and meet the corps minimum standards. We have contracted with an electrician that serviced Shady Creek and will be signing the Corps' certification upon completion of some minor updates to our electrical system.

**Future Committee Activities**

Continue to develop and enhance our relationship with both the local and state level KDWP personnel and with the Corps of Engineers.

Work with the Board of Governors to identify future initiatives

Host the Wildlife & Parks and Corps of Engineers personnel at a Club function.

Respectfully submitted,

Gene Nold  
Government Relations Liaison



## Website:

A new website with a new host was implemented this year.

Unlike the past, the new website, and data securely stored there, is owned by the WVSC. The club is able to edit the site to change, add, or delete information. The ability to edit ourselves, instead of asking the host to edit for us, solves most of the operating difficulties of past years.

The Members Only area includes the membership directory, slip and dry-storage map. The new membership directory includes the information presented in the handbook but can be quickly updated to add, delete, or change member information.

Another new capability in current development is to accept credit card payments for dues and fees. A convenience fee will be added for credit card payments since this is not WVSC's typical payment method.

Walnut Valley Sailing Club  
2020 Youth Sailing Program

The following is the youth program (STEP) committee's proposal for the coming season.

We are planning to hold one three-week session with classes on Mondays, Tuesdays, and Thursdays each week. We will conduct daytime training for our youth and evening classes for adults. The format will be much the same as it was a few years ago.

Since the 2019 program had to be cancelled due to weather, we will be in a rebuilding mode for the coming year. This will require us to develop a, somewhat, new operating model to make this year and, hopefully, the coming years successful.

The operational piece of this model will require a STEP Committee Chair who will also fill the role of Program Administrator overseeing various tasks as follows:

- Promotion and student enrollment. Advertising the program, managing reservations and ensuring all the necessary paperwork is fully completed for each participant.
- Lead Instructor. Managing the classroom and sailing activities with the assistance of other certified and assistant instructors
- Sailboat and related equipment maintenance. Preparing the boats for the summer session. Inspecting all boats and equipment, making necessary repairs and replacements deemed necessary to support the sailing sessions.
- Power Boat maintenance. Ensuring engines and hulls are in the best condition, repairing or replacing equipment as necessary. Additionally, ensuring equipment remains in good running condition throughout the session.
- Safety Personnel. Adult participants focused on program safety and are available during the sessions to assist wherever necessary to make the program safe as possible.
- Donation and Fund Raising. Help supplement the cost of the program using the 501(c)(3) charitable entity.
- Treasurer. Oversee revenues and spending to ensure the program operates within its proposed budget.
- Membership Committee active involvement. Actively integrate STEP graduates in Club activities.

The administrative portion of this model will be overseen by the Board of Directors of the 501(c)(3) which is comprised of three officers (President, Secretary and Treasurer) and two directors at large. The Board is responsible to see the training program is conducted within the charter of the charitable entity.

This year will be a challenge to determine the viability of an ongoing training program. It is important that the WVSC Board and members recognize the value of the program in helping sustain and grow our club. A significant portion of our membership over the years stems from joining WVSC and becoming active members through the STEP program. Past STEP participants have served on committees, become Committee Chairs and have served on the Board of Governors, held offices on the Board including Commodore.

**Finance Committee:**

All state, federal and county reporting and any related payments were timely completed. The Treasurer ensured all insurance was paid and filed timely also.

A preliminary budget for 2019 was prepared for the Board's September meeting and updated with the latest actual results for the October BOG meeting in preparation for the annual meeting. A few line items have budget changes for 2020.

Thanks again go to our bookkeeper of several years Sam Fernando. The club is lucky to have retained someone of her caliber in this position for so long.

Respectfully,

Kathy Malcom



# WVSC & STEP FIXED ASSETS HISTORY

## ACCUMULATED VALUES AS OF:

	1984-10/31/90	10/31/1991	10/31/1992	10/31/1993	10/31/1994	10/31/1995	10/31/1996	10/31/1997	10/31/1998	10/31/1999	10/31/2000	10/31/2001	10/31/2002	10/31/2003	10/31/2004
Activities Center	-	-	-	-	100,915	103,936	103,936	103,936	103,936	107,037	107,037	107,037	107,037	107,037	107,037
Slips - Off-shore	130,526	130,526	130,526	159,207	165,673	168,154	197,907	197,907	197,907	197,907	197,907	231,751	231,751	252,492	252,492
On-shore	60,694	60,694	62,887	62,887	62,887	62,887	62,887	62,887	62,887	62,887	62,887	62,887	62,887	62,887	62,887
Boardboat Facility	-	-	-	-	-	-	-	7,540	16,209	21,073	23,433	23,433	23,433	23,433	23,433
Committee Boats	2,166	2,165	7,165	7,165	7,165	7,165	7,165	7,165	7,165	20,665	20,665	20,665	20,665	20,665	20,665
Other	225	1,834	2,023	2,023	2,023	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417
<b>Total WVSC Fixed Assets</b>	<b>193,611</b>	<b>195,219</b>	<b>202,601</b>	<b>231,282</b>	<b>338,663</b>	<b>344,558</b>	<b>374,311</b>	<b>381,851</b>	<b>390,520</b>	<b>398,486</b>	<b>414,346</b>	<b>448,190</b>	<b>448,190</b>	<b>468,931</b>	<b>468,931</b>
WVSC Accum Depreciation	(23,600)	(30,920)	(39,023)	(48,392)	(60,662)	(77,531)	(95,202)	(113,753)	(133,172)	(153,622)	(175,562)	(199,908)	(225,023)	(250,034)	(276,037)
<b>WVSC FA net of Accum Depr</b>	<b>170,011</b>	<b>164,299</b>	<b>163,578</b>	<b>182,890</b>	<b>278,001</b>	<b>267,027</b>	<b>279,109</b>	<b>268,098</b>	<b>257,348</b>	<b>244,864</b>	<b>238,784</b>	<b>248,282</b>	<b>223,167</b>	<b>218,897</b>	<b>192,894</b>

## STEP Fixed Assets -Boats

STEP FA - Accum Depreciation	20,097	20,476	20,869	20,869
STEP net FA	(2,000)	(4,000)	(6,000)	(8,000)
	18,097	16,476	14,869	12,869

## Total Consolidated Fixed

<b>Assets</b>	<b>193,611</b>	<b>195,219</b>	<b>202,601</b>	<b>231,282</b>	<b>338,663</b>	<b>344,558</b>	<b>374,311</b>	<b>381,851</b>	<b>390,520</b>	<b>398,486</b>	<b>414,346</b>	<b>468,287</b>	<b>468,666</b>	<b>489,800</b>	<b>489,800</b>
Total Consolidated Accum Depreciation	(23,600)	(30,920)	(39,023)	(48,392)	(60,662)	(77,531)	(95,202)	(113,753)	(133,172)	(153,622)	(175,562)	(201,908)	(229,023)	(256,034)	(284,037)
<b>Total Consolidated Net Fixed As</b>	<b>170,011</b>	<b>164,299</b>	<b>163,578</b>	<b>182,890</b>	<b>278,001</b>	<b>267,027</b>	<b>279,109</b>	<b>268,098</b>	<b>257,348</b>	<b>244,864</b>	<b>238,784</b>	<b>266,379</b>	<b>239,643</b>	<b>233,766</b>	<b>205,763</b>

	10/31/2005	10/31/2006	10/31/2007	10/31/2008	10/31/2009	10/31/2010	10/31/2011	10/31/2012	10/31/2013	10/31/2014	10/31/2015	10/31/2016	10/31/2017	10/31/2018	10/31/2019
Activities Center	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670	107,670
Slips - Off-shore	252,892	255,427	263,700	263,700	263,700	263,700	263,700	263,700	263,700	263,700	263,700	263,700	263,700	263,700	263,700
On-shore	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609	77,609
Boardboat Facility	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433	23,433
Committee Boats	20,665	20,665	20,665	20,665	20,665	20,665	20,665	20,665	20,665	20,665	17,500	17,500	17,500	17,500	17,500
Other	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417	2,417
<b>Total WVSC Fixed Assets</b>	<b>484,687</b>	<b>487,222</b>	<b>495,494</b>	<b>495,494</b>	<b>495,494</b>	<b>495,494</b>	<b>495,494</b>	<b>495,494</b>	<b>495,494</b>	<b>495,494</b>	<b>492,329</b>	<b>492,329</b>	<b>492,329</b>	<b>492,329</b>	<b>492,329</b>
WVSC Accum Depreciation	(302,414)	(329,162)	(353,933)	(377,392)	(400,852)	(424,313)	(424,313)	(424,313)	(424,313)	(424,313)	(411,845)	(413,909)	(415,973)	(418,037)	(420,101)
<b>WVSC FA net of Accum Depr</b>	<b>182,273</b>	<b>158,060</b>	<b>141,561</b>	<b>118,102</b>	<b>94,642</b>	<b>71,182</b>	<b>71,182</b>	<b>71,182</b>	<b>71,182</b>	<b>71,182</b>	<b>80,484</b>	<b>78,420</b>	<b>76,356</b>	<b>74,292</b>	<b>72,228</b>

<b>STEP Fixed Assets -Boats</b>	39,324	42,030	42,030	42,030	43,572	43,572	44,696	44,696	49,259	49,259	49,259	49,259	49,259	52,029	52,029
STEP FA - Accum Depreciation	(14,000)	(22,000)	(28,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)	(29,000)
<b>STEP net FA</b>	<b>25,324</b>	<b>20,030</b>	<b>14,030</b>	<b>13,030</b>	<b>14,572</b>	<b>14,572</b>	<b>15,696</b>	<b>15,696</b>	<b>20,259</b>	<b>20,259</b>	<b>20,259</b>	<b>20,259</b>	<b>20,259</b>	<b>23,029</b>	<b>23,029</b>

## Total Consolidated Fixed

<b>Assets</b>	<b>524,011</b>	<b>529,252</b>	<b>537,524</b>	<b>537,524</b>	<b>539,066</b>	<b>540,190</b>	<b>540,190</b>	<b>540,190</b>	<b>544,753</b>	<b>544,753</b>	<b>541,588</b>	<b>541,588</b>	<b>541,588</b>	<b>544,358</b>	<b>544,358</b>
Total Consolidated Accum Depreciation	(316,414)	(351,162)	(381,933)	(406,392)	(429,852)	(453,313)	(453,313)	(453,313)	(453,313)	(453,313)	(440,845)	(442,909)	(444,973)	(447,037)	(449,101)
<b>Total Consolidated Net Fixed Assets</b>	<b>207,597</b>	<b>178,090</b>	<b>155,591</b>	<b>131,132</b>	<b>109,214</b>	<b>85,754</b>	<b>86,878</b>	<b>86,878</b>	<b>91,441</b>	<b>91,441</b>	<b>100,743</b>	<b>98,679</b>	<b>96,615</b>	<b>97,321</b>	<b>95,257</b>

**Walnut Valley Sailing Club  
& STEP (Sailing Training, Education Program)  
Consolidated Balance Sheet  
October 31, 2019**

<b>ASSETS</b>		
Cash in Bank-Checking	\$ 45,167	\$ 71,850
Cash in Bank-Savings	\$ 26,683	\$ 1,117
Member and Other Accounts Receivable		3,121
Other Assets		19,815
Other Assets (STEP Loan)	492,329	
Fixed Assets - Cost	(420,101)	72,228
Less: Accumulated Depreciation		
Boats - Cost	52,029	23,029
Less: Accumulated Depreciation	(29,000)	5,347
Other Equipment		
<b>TOTAL ASSETS</b>		<b>\$ 196,507</b>
<b>LIABILITIES</b>		
Interest & Sales Taxes	\$ -	\$ -
Other Accounts Payable		1,414
Accrued Liabilities		-
Other Liabilities (STEP Loan)		19,815
<b>TOTAL LIABILITIES</b>		<b>\$ 21,229</b>
<b>EQUITY</b>		
Retained Earnings	\$ 177,222	
Net Income/(Loss)	(1,944)	
Net Equity	\$ 175,278	
<b>TOTAL LIABILITIES AND EQUITY</b>		<b>\$ 196,507</b>

**Walnut Valley Sailing Club  
Balance Sheet  
October 31, 2019**

<b>ASSETS</b>		
Cash in Bank-Checking	\$ 35,942	\$ 62,624
Cash in Bank-Savings	\$ 26,683	\$ 1,117
Member and Other Accounts Receivable		19,815
Other Assets (STEP Loan)	492,329	72,228
Fixed Assets - Cost	(420,101)	
Less: Accumulated Depreciation		
Boats		
Other Equipment		
<b>TOTAL ASSETS</b>		<b>\$ 155,784</b>
<b>LIABILITIES</b>		
Interest & Sales Taxes	\$ -	\$ -
Deferred Five Year Slip Rental		1,414
Other Accounts Payable		-
Accrued Liabilities		
<b>TOTAL LIABILITIES</b>		<b>\$ 1,414</b>
<b>EQUITY</b>		
Retained Earnings	\$ 162,606	
Net Income/(Loss)	(8,236)	
Net Equity	\$ 154,370	
<b>TOTAL LIABILITIES AND EQUITY</b>		<b>\$ 155,784</b>

**STEP (Sailing Training, Education Program)  
Balance Sheet  
October 31, 2019**

<b>ASSETS</b>		
Cash in Bank-Checking	\$ 9,226	
Cash in Bank-Savings		
Member and Other Accounts Receivable		3,121
Other Assets		
Boats - Cost	52,029	23,029
Less: Accumulated Depreciation	(29,000)	5,347
Other Equipment		
<b>TOTAL ASSETS</b>		<b>\$ 40,723</b>
<b>LIABILITIES</b>		
Interest & Sales Taxes	\$ -	\$ -
Deferred Five Year Slip Rental		-
Other Accounts Payable		19,815
Loan from WVSC		
<b>TOTAL LIABILITIES</b>		<b>\$ 19,815</b>
<b>EQUITY</b>		
Retained Earnings	\$ 14,616	
Net Income/(Loss)	\$ 6,292	
Net Equity	\$ 20,908	
<b>TOTAL LIABILITIES AND EQUITY</b>		<b>\$ 40,723</b>

**Walnut Valley Sailing Club & STEP (Sailing, Training, Education Program)**  
**10/31/19 Actual vs. Budget & Proposed 2020 Budget**

**Consolidated Income Statement**

	Actuals as of 31-Oct-19	Budget 2019	Budget vs. Actual 2019	Proposed 2020
<b>REVENUES</b>				
Membership Dues Net of Work Credits	\$ 24,783	\$ 27,300	\$ (2,517)	\$ 24,100
New Member Initiation Fees	-	-	-	-
Rentals - Slips	33,050	35,000	(1,950)	33,000
-Dry Storage	8,800	9,500	(700)	9,000
-Training Fees	-	6,000	(6,000)	4,250
-Donations	6,857	3,000	3,857	2,000
-WVSC STEP Budgeted Expense	-	5,500	(5,500)	5,500
Social Activities	1,525	5,000	(3,475)	5,000
Other	1,395	-	1,395	-
Total Revenues	\$ 76,410	\$ 91,300	\$ (14,890)	\$ 82,850
<b>EXPENDITURES</b>				
Annual Meeting Expense	360	500	(140)	500
Insurance: Club Prop & Liability, D&O, Workmn's Comp	26,015	25,500	515	25,500
Financial Expense/Interest & Other	-	-	-	-
Taxes	3,492	4,800	(1,308)	4,800
Utilities (excludes phone)	5,561	5,800	(239)	5,800
Concessionaires Fee, Dues, Licenses, Permits	5,590	5,750	(160)	5,250
General & Administrative	1,895	3,000	(1,105)	3,000
Awards & Trophies (Annual, Non racing)	85	600	(515)	600
ADA Compliance	-	-	-	-
Miscellaneous	-	500	(500)	500
Contingency: Insurance Deductible/Emergencies	8,960	-	8,960	-
Committee Expenditures:				
Activities Center	2,175	3,500	(1,325)	4,500
Building & Grounds	10,311	8,500	1,811	7,000
Dry Storage	1,250	2,000	(750)	2,500
Fleet Maintenance	323	1,500	(1,177)	1,500
Govt. Relations	-	250	(250)	250
Harbor	1,473	3,500	(2,027)	3,500
Membership	604	750	(146)	750
Public Relations	3,983	5,050	(1,067)	5,050
Racing Activities	529	750	(221)	750
Sailing Activities	-	500	(500)	500
Security	499	1,700	(1,201)	1,700
Social Activities	2,562	6,000	(3,438)	6,000
STEP Program	58	5,500	(5,442)	5,500
STEP Program	565	13,150	(12,585)	10,650
Depreciation	2,064	2,064	-	1,032
Total Expenditures	\$ 78,354	\$ 101,164	\$ (22,810)	\$ 97,132
Revenues Over Expenditures	\$ (1,944)	\$ (9,864)	\$ 7,920	\$ (14,282)
<b>CASH FLOW ANALYSIS</b>				
Beginning Cash Balance (Checking & Savings Accounts)	\$ 72,362	\$ 73,175	(813)	\$ 71,850
Revenues Less Expenditures	(1,944)	(9,864)	7,920	(14,282)
Add/(Subtract) Non-Cash Items:				
Net Change in Current Assets	(632)	-	(632)	-
Net Change in Current Liabilities	-	-	-	-
Depreciation	2,064	2,064	-	1,032
Purchase of Outboard	-	-	-	(4,500)
Ed Webb Memorial	-	-	-	(2,065)
<b>TOTAL Ending Cash Balance Before Reserves</b>	<b>\$ 71,850</b>	<b>\$ 65,375</b>	<b>\$ 6,475</b>	<b>\$ 52,035</b>

Reserve Cash Account: (see WVSC Cash Flow for Details)

**Ending Cash Balance Net of Reserves**

**(Negative)=UNDERreserved**

**Positive=Good**

\$ (48,274)  
\$ 3,761



# Walnut Valley Sailing Club

## 10/31/19 Actual vs. Budget & Proposed 2020 Budget

### Income Statement

#### REVENUES

	Actuals as of 31-Oct-19	Budget 2019	Budget Bud v. Act 10-31	Proposed 2020
		95 mbrs @\$320		85 mbrs @\$320
Membership Dues Net of Work Credits	\$ 24,783	\$ 27,300	\$ (2,517)	\$ 24,100
New Member Initiation Fees	-	-	-	-
Rentals - Slips	33,050	35,000	(1,950)	33,000
-Dry Storage	8,800	9,500	(700)	9,000
Social Activities	1,525	5,000	(3,475)	5,000
Other	(A) 1,395	-	1,395	-
<b>Total Revenues</b>	<b>\$ 69,553</b>	<b>\$ 76,800</b>	<b>\$ (7,247)</b>	<b>\$ 71,100</b>

#### EXPENDITURES

Annual Meeting Expense	360	500	(140)	500
Insurance: Club Prop & Liability, D&O, Workmn's Comp	26,015	25,500	515	25,500
Financial Expense/Interest & Other	-	-	-	-
Taxes	3,492	4,800	(1,308)	4,800
Utilities (excludes phone)	5,561	5,800	(239)	5,800
Concessionaires Fee, Dues, Licenses, Permits	5,590	5,750	(160)	5,250
General & Administrative	1,895	3,000	(1,105)	3,000
Awards & Trophies (Annual, Non racing)	85	600	(515)	600
ADA Compliance	-	-	-	-
Miscellaneous	-	500	(500)	500
Contingency: Insurance Deductible/Emergencies	(B) 8,960	-	8,960	-
Committee Expenditures:	-	-	-	-
Activities Center	2,175	3,500	(1,325)	4,500
Building & Grounds	(C) 10,311	8,500	1,811	7,000
Dry Storage	1,250	2,000	(750)	2,500
Fleet Maintenance	323	1,500	(1,177)	1,500
Govt. Relations	-	250	(250)	250
Harbor	1,473	3,500	(2,027)	3,500
Membership	604	750	(146)	750
Public Relations	3,983	5,050	(1,067)	5,050
Racing Activities	529	750	(221)	750
Sailing Activities	-	500	(500)	500
Security	499	1,700	(1,201)	1,700
Social Activities	2,562	6,000	(3,438)	6,000
STEP Program	58	5,500	(5,442)	5,500
Depreciation	2,064	2,064	-	1,032
<b>Total Expenditures</b>	<b>\$ 77,789</b>	<b>\$ 88,014</b>	<b>\$ (10,225)</b>	<b>\$ 86,482</b>

#### Revenues Over Expenditures

	<b>\$ (8,236)</b>	<b>\$ (11,214)</b>	<b>\$ 2,978</b>	<b>\$ (15,382)</b>
--	-------------------	--------------------	-----------------	--------------------

#### CASH FLOW ANALYSIS

##### Beginning Cash Balance (Checking & Savings Accounts)

	\$ 69,428	69,428	-	62,624
Revenues Less Expenditures	(8,236)	(11,214)	(2,978)	(15,382)
Unrealized Slip Payments (5 yr.)	-	-	-	-
Add/(Subtract) Non-Cash Items:	-	-	-	-
Net Change in Current Assets	(632)	-	632	-
Net Change in Current Liabilities	-	-	-	-
Depreciation	2,064	2,064	-	1,032
Capital Addition-Hoist including study	-	-	-	-

##### TOTAL Ending Cash Balance Before Reserves

	<b>\$ 62,624</b>	<b>\$ 60,278</b>	<b>\$ 2,347</b>	<b>\$ 48,274</b>
--	------------------	------------------	-----------------	------------------

Reserve Cash Account: (see next page for Details)

##### Ending Cash Balance Net of Reserves

	<b>\$ 48,274</b>
(Negative)=UNDERreserved Positive=Good	<b>\$ 3,760</b>

**Walnut Valley Sailing Club 10/31/19 Continued  
from Previous Page**

**TOTAL Ending Cash Balance Before Reserves**

**Reserve Cash Account:**

Contingency: Insurance Deductible/Emergencies

Move \$1155 from AP to reserve for boat shelter

Racing&FleetMaint fav.budget var. to reserve for boat shelter

Move \$3k of STEP fav. budget variance to reserve

Wood Decking Repairs (\$2k/yr + \$3.75k for 2017)

Parking Lot Sealing Accrual (3 years @ \$1,000)

Club House Roof (3 years \$500/Year) Accrual

**Ending WORKING Cash Balance Net of Reserves**

Actuals as of	Budget	Budget	Proposed
31-Oct-19	2019	Bud v.Act 10-31	2020
\$ 62,624	\$ 60,278		\$ 48,274
\$ (25,000)	\$ (25,000)		\$ (25,000)
\$ (1,155)	\$ (1,155)	\$ -	\$ (1,155)
\$ (1,859)	\$ (1,859)	\$ -	\$ (1,859)
\$ (6,000)	\$ (6,000)		\$ (6,000)
\$ (2,000)	\$ (2,000)		\$ (4,000)
(C) \$ (1,500)	\$ (6,000)	\$ (4,500)	\$ (2,500)
\$ (3,500)	\$ (3,500)		\$ (4,000)
<b>\$ 21,610</b>	<b>\$ 14,764</b>	<b>Positive=Good</b>	<b>\$ 3,760</b>

**(Negative)=UNDERreserved**

Budget Notes: Amounts approved at 2012 Annual Meeting

Parking Lot Sealing--Accrue \$1,000/yr for 5 years and \$500 yearly expense to seal the cracks

Wood Decking Repairs/Replacement--Accrue \$2k/yr (after 2013) - adding for 2017 (2014-16 the budget was \$2k higher than prior years)

Club House Roof---Accrue \$500/yr. Full replacement of roof in 10 years (2024)

**FINANCIAL STATEMENT NOTES:**

(A) Other Revenue:

(B) Contingency

(C) Buildings & Grounds

(A) Slip bubbler \$500, short-term rent \$305; late fees \$256, sale of floats \$190, interest Income \$9

(B) Electric survey \$3,620, electric repair \$3,650, repair dock lights \$1,700

(C) Parking lot reseal \$4,500

**STEP (Sailing, Training, Education Program)  
10/31/19 Actual vs. Budget & Proposed 2020 Budget**

**Income Statement**

**REVENUES**

Donations

WVSC Budget

Training Fees

Rental Income

Total Revenues

**EXPENDITURES**

Boat Repairs

Boat Maintenance & Gas

Program Administrator

Instructors' Fees

Depreciation

Instructor Training

Training Expense

Supplies & Postage

Other Expenses

Total Expenditures

Revenues Over Expenditures

**CASH FLOW ANALYSIS**

Beginning Cash Balance

Revenues Less Expenditures

Decrease in Accounts Pay-Loan for Storage Construction

Purchase of Outboard

Ed Webb's Memorial

Ending Cash Balance

Actuals as of	Budget	Budget	Proposed
31-Oct-19	2019	vs. Actual 2019	2020
\$ 6,857	\$ 3,000	3,857	\$ 2,000
-	5,500	(5,500)	5,500
-	6,000	(6,000)	4,250
-	-	-	-
<b>\$ 6,857</b>	<b>\$ 14,500</b>	<b>\$ (7,643)</b>	<b>\$ 11,750</b>
-	-	-	-
133	2,000	(1,867)	3,000
-	500	(500)	1,000
-	-	-	-
-	8,000	(8,000)	-
-	-	-	-
-	500	(500)	-
-	1,000	(1,000)	5,000
-	150	(150)	150
432	1,000	(568)	1,500
<b>\$ 565</b>	<b>\$ 13,150</b>	<b>\$ (12,585)</b>	<b>\$ 10,650</b>
<b>\$ 6,292</b>	<b>\$ 1,350</b>	<b>\$ 4,942</b>	<b>\$ 1,100</b>
\$ 2,934	\$ 3,747	\$ (813)	\$ 9,226
6,292	1,350	4,942	1,100
-	-	-	-
-	-	-	(4,500)
-	-	-	(2,065)
<b>\$ 9,226</b>	<b>\$ 5,097</b>	<b>\$ 4,129</b>	<b>\$ 3,761</b>



## **Board of Governors' Election for 2019 Nominees**

### **Austin Bayes –**

Born and raised in a military family, we are originally from Kansas but have spent some time overseas in Japan and back to Omaha at Offut Air Force base before being re-stationed to Wichita at McConnell in 2000. After high school, I moved to Wyoming to pursue a career in autobody, and came back to Wichita where I have worked at various shops in multiple positions ranging from detailing, body repair, automotive refinishing, custom fabrication, and airbrushing. In this industry I have had opportunities to work on everything ranging from minor fender benders to six figure custom cars and motorcycles. I took an office management position 7 years ago within the Scholfield group running our West side repair facility, and we have a great crew here.

My background in boating started in childhood. My little brother and I spent our summers camping and fishing at lakes around our home and our Uncle's cabin in the Ozarks, but I have always been drawn to the ocean after living in Japan. Several years ago, my fiancé and I took a road trip to Wilmington, North Carolina to visit some friends and decided to tour the Eastern seaboard up to Maine. We stayed at a bed and breakfast in Ogunquit, Maine, and on a morning walk we spotted a small sailboat cruising along the shoreline. I knew at that moment that if I could do anything in life, I wanted to learn how to sail. Immediately after returning home I started to look up different types of boats, techniques, and terms. What started as a curiosity grew into hours of research in the evenings after work.

It was by chance that the stars seemed to align a few weeks after we got back home. Dave Bonifield is a customer of mine, and he walked into my office for me to look at some work that needed done on his vehicle. I noticed the sailing club shirt he was wearing and started firing off questions about the club. He returned a short time later with all of the information I had been looking for, and a few months later, signed up for STEP and purchased a boat without ever stepping foot on one before. I don't regret it.

I'm now onto my second boat, and have gained valuable insight from everyone at the club that stems from years, and even generations of experience. Every time we set out on the water, the techniques that we use have been passed down for thousands of years from mariners before us. It is this connection to mankind's most ancient form of transportation that draws me further into the sailing community.

Sailing continues to evolve and there is always something new to learn. I appreciate everyone's advice and stories, because this type of input can't be looked up online or taught in a training manual. I look forward too many more seasons of sunny skies with the wind in the sails.



**Bill Grabendike –**

Bill Grabendike is employed as the IT Support Manager at the Golf Warehouse in Wichita, KS. He and his wife, Jennifer, are proud of their 5 children. They are members of St. Thomas Aquinas Catholic Church where Bill volunteers as an adult scout leader with troop and pack 520.

Bill's sailing experience started while racing Snipes on Santa Fe Lake with his father, Jim, who was a member of the Wichita Sailing Club and then the Walnut Valley Sailing Club, WVSC, during the transition to El Dorado Lake.

Bill got back into sailing in 2012 and joined WVSC with his family where they spent their time developing sailing skills on small dinghies they keep in the dry storage yard.

Bill realized one of his dreams when he purchased a well cared for Catalina 22 last year and sails it as often as possible. Bill and Jennifer love sharing the joy of sailing with their friends and family, including fellow members Brad and Sandy Jones (Bill's brother-in-law and sister). Even with mother nature's challenges this year, they managed to share sailboat rides with over 40 people that aren't currently members of WVSC.

**Chris Proudfoot –**

My interest in sailing began while I was growing up along the Connecticut shoreline. Often when I would be out fishing with my dad, I'd see sailboats cruising up and down Long Island Sound, which looked a lot more relaxing than trolling wire line for Stripped Bass. Twenty-one years ago, I moved to Wichita to pursue an Aviation career as an Airframe and Powerplant technician with Cessna. I received my first sailing lessons in 2012, an ASA101 course with Redbud Marina at Oolagah lake in Oklahoma. In 2013 I purchased a Catalina 22 and joined WVSC. In 2016 my girlfriend Patricia and I earned our ASA 103/104 certifications during a fantastic trip to the British Virgin Islands. I enjoy Wednesday night racing, along with sailing down to the dam and back during which Patricia enjoys relaxing while our Cairn Terrier, Maggie, likes to bark at powerboats and jet-skis.