



Tell Tales

8533 Malaga Avenue, Jacksonville, Fl. 32244
(904) 264-4094

www.RudderClub.com

Office Manager

Cheryl Feeney

Office@RudderClub.com

Newsletter Editor

klppurdy@yahoo.com

Friday Movie Night at the Rudder Club

Movie Night at the Rudder Club: Food, Fun and Friends

Friday, 22 September 2017

5 - 9 pm

PRESENTING:

CAPTAIN RON

Captain Ron strikes again!

Only at the Rudder Club can you get double the fun! This Friday we will show the movie Captain Ron again, for the ones who missed it, and the ones who can't resist it!

Did you know that one of the Rudder Club members owned Captain Ron's boat?



**Burgers on the grill at 6 pm
Movie starts at 7 pm
Burger & Sides \$3**

Bring your friends: everyone is welcome!

Dear Friends,

This Friday evening we will show the movie Captain Ron. Simply one of the best sailing movies there is, and we can see it again this Friday. So bring your family and friends, and enjoy an evening of food, fun, and friends at the Rudder Club. The burgers will start at 6:00 pm and the movie about 7:00 pm. Feel free to bring board games or card games.

On Saturday and Sunday, we will have workdays starting at 9:00 am. Thanks to an incredible amount of hard work since the storm, our club has been transformed from a hurricane ravaged mess back to the Rudder Club we all know and love.

See you this weekend,

Ben and Gianina

☎ (406) 539-2161

✉ gkuy@icloud.com

Rear Commodore Dock Damage Report



I went out in a dinghy Saturday and examined the boats and docks. I witnessed some lift damage in all areas. Davey Boland's boat (the Tartan 31) is leaning forward and would have gone off the lift bow down if the storm had continued. There was so much impact as the dock disintegrated. Even the switch handles on the lifts are broken off. The switch box is torn off and switches damaged in Tom Holland's lift. Same with Ghost. The worst lift damage occurred two slips to the north of Ghost. A Hunter 30 on that lift pulled the steel off the top of the pilings and the lift and boat were lost. Liberty Call was severely damaged by her lift. The Corsair trimaran simply floated away.

The Rudder Club sign looks like someone turned on a giant firehose and blew all the interior of the sign right out the back. The sheet metal panel is blown out almost like an explosion. NOAA weather station is simply gone.

Attached are some photos with notations showing some of the dock and lift damage.

Thankfully, somehow most of our boats made it through all of this. We will be back to normal in a few months but a lot of work still lies ahead.

Tom

Drone Footage by Danny

<https://www.youtube.com/watch?v=2Le911F3t74>





Note the steel is leaving the top of the piling. The pile is starting to fall over and the boat would fall forward.



The wooden block has failed from shock loads from boat pounding on the lift. Steel is now pushing into the bunk board.



Note the angle between the steel beam and the pile. Pile is laid over.



Steel beam pulled off pilings and now submerged at bottom

Note switches are broken from floating debris



Switches are broken from floating debris

This line was tied to the rear cradle beam to stabilize the cradle before the storm. Rope is now broken.



Ghost is OK but she is surrounded by debris.



Rear Commodore Dock Project Update



This is the first of several reports you will receive as we move forward with the rebuilding of our docks. It is easy for rumors and hearsay to float about the club so my intention is to give you the facts and figures.

Last Sunday in a Special Meeting of our club membership, the Club approved Phase 1 of the Dock Rebuild Project. Phase 1 consists of the main dock that runs from the bulkhead next to the boat hoist, extending approximately 538 feet to the east end where the Rudder Club sign and NOAA weather station used to be located. We have started the purchase of the first 30 piles (there are about 110 total piles) that will start at the bulkhead. The dock will be installed by Paradise Marine Construction. The scope of work for Phase 1 includes an 8-foot wide dock (same as existing) that will be elevated to a height that the lower stringers will clear the

tops of the existing piles. This eliminates the need to extract the old piles and will give us a taller structure not as vulnerable to storm surge as the old dock. The new dock will be all-new construction, with new 10-inch diameter treated wooden piles, new stringers, deck beams, cross bracing, and treated wood decking. Beams and cross bracing will be through-bolted with new galvanized bolting. The structure will be “hurricane strapped” so that the structure will withstand uplift forces from storm surge. The decking will be fastened with smooth shank stainless steel nails, designed to shed the decking if the dock were to ever be attacked by storm surge. With the new dock set at higher elevation, the likelihood of such events would be minimized. Remember, the highest river level the NOAA weather station on our dock ever recorded since 1995 was 4.5 feet above Mean Low Water on September 27, 2004 (the last time we lost our docks). At the moment the weather station was washed off our dock last Monday, September 11, the reading was 6.2 feet. And that reading was made at Low Tide! It is likely that our docks saw 7 feet of water above Mean Low Water, certainly an historic event.

Some of you are likely asking:

1. OK, I understand Phase 1. What are Phases 2 and 3?
2. What is all of this going to cost?
3. How long will the project take?
4. Is this the best thing for our club to do?

Let’s do the easy answers first:

1. Phase 2: The easiest way to describe Phase 2 is that it is the remaining dock structure needed to get you from the main dock (Phase 1) to your boat. This includes the two finger docks and the catwalks for each slip. Once Phase 2 is complete, our docks would be functional and allow members to access their boat. Phase 3: Depending on how much budget is left, the club wants to build more lifts. Currently there are a total of 35 wet slips in our marina of which 13 have boat hoists. Our goal in Phase 3 would be to add as many as 7 new boat hoists, bringing the total to 20. That would leave 15 remaining wet slips.

2. Project Cost: Following is a high-level budget. We have options such as self-build to control costs if we see higher than anticipated cost.

Phase 1	\$ 100,000
Phase 2	\$ 70,000
Dock Electrical Work	\$ 40,000
Dock Water Piping	\$ 3,000
Replacement Ramp Dock	\$ 10,000
Phase 3	\$ 74,000
Contingency (10%)	\$ 33,000
TOTAL PROJECT	\$ 330,000

3. Schedule: We have firm proposal by the dock contractor to complete Phase 1 within 30 days following award of the contract. The first shipment of pilings has already been ordered. We anticipate another 30-45 days to complete Phase 2 (assuming the contractor provides all of the construction work). It would take longer if we use club labor on weekends. Phase 3 will be determined based on remaining budget and would be completed over an extended time period using club labor. Since Phase 3 is an improvement project and not a restoration project, we can afford to take more time. It would be expected that all three phases would be completed by next spring.

4. Cost/Benefit: The marina provides significant revenue for the club. It is pretty simple math.

Currently, we charge \$4.25/foot for wet storage and \$106.09 per boat hoist each month. We have boats on boat hoists ranging from 22 feet to 33 feet in length. The average is 27 feet. For boats stored on boat hoists, the club receives revenue based on a 27 foot “average” boat of \$220.84 per month. For 20 slips with boat hoists, this yields total annual revenue of \$53,000.

Maintaining lifts is not free. History has shown that we will likely spend \$3,000 per year on replacement cables, motors, and other lift parts. So our net annual revenue from slips with boat lifts is likely going to be only \$50,000 per year.

Remember, I did not count the wet slips. Wet slips are hard to sell at the Rudder Club and that is why they are often empty. Let’s assume we have only 40% occupancy of wet slips. Using our 27 foot “average” boat, this yields an additional \$8,200 per year.

So, considering O&M expenses and low occupancy rate of the wet slips, the net revenue for the marina is about \$58,200 per year at today’s rates. Keep in mind the fees associated with wet slips and boat hoists are increased 3% per year. Over a 30-year life, today’s net revenue stream from our marina has a present value of \$1,140,720. Therefore, the net present value considering the investment of \$330,000 is \$810,720. This net present value does not consider the added value to the club of added members and what they may contribute to the club’s wellbeing. The simple payback $\$330,000 / \$58,200 = 5.7$ years is acceptable for a long-term investment. If we continue to improve the marina with additional lifts in the future, it could mean over \$1 Million in net benefit to the club Treasury over the next 30 years.

Tom

Club Workdays



Saturday September 23rd 0900
Sunday September 24th 0900

Please Bring if you have

Chainsaws
Ladders
Loppers, shears, pruning tools
Rakes
Flatbed trailers
Pickup trucks

For Personal Protection

Gloves
Sturdy Shoes
Long sleeve shirts.
Hat
Eye protection.
Sunscreen
Bug Spray.

Attention - Dry Storage/Lower Level

Well this has been an eventful 10 days at the club! As you know, we stripped everything off the lower level before the storm. A good thing, too, as anything left there would have been smashed by debris or torn away. I know people are anxious to return to their usual spot on the lower level, but the dock contractor will be using most of that area to stage materials for the reconstruction of the dock. If your boat is off the grounds now, it would be helpful if you could keep it away. If you wish to return your boat to the club, please give Cheryl

office@rudderclub.com

72 hours notice so we can find you an appropriate temporary spot.

Outback Steak Party

General Membership Meeting



Saturday September 30th, 1800

Come join us for a complete steak dinner for \$8.00 per person.

Feel free to bring a dessert

RSVP Required

Office@Rudderclub.com

Epping Forest Damage Report



Epping suffered major damage to the marina. Water filled the gardens part way up the slope to the mansion. Parts of the concrete wall around the flagpole were demolished. The storm from the south & south-west dislodged many of the floating docks. They are now scattered in the marina. In the end three boats sank. Bud Macrane's Lagoon 40 Cat ended up behind Bernoulli. Bernoulli did not have any damage. Many of the smaller outboards on lifts were pushed off and damaged. A

Sea Ray 50 was impaled by a piling and sank in the slip. The entrance to the marina may have wooden and concrete pilings below the surface

We all regret the loss of a major part of our lives.

Allen









Leukemia Cup



Subject: Epping Forest Yacht & Country Club Leukemia Cup Regatta

We hope you and your families are safe after the devastation from Hurricane Irma. We would like to let you know that The Leukemia & Lymphoma Society has started a Hurricane Relief Program in response to the hurricane disasters caused by both Harvey and Irma. As a patients-first organization, we are committing up to \$1 million to provide direct support to blood cancer patients in impacted communities. Read more about it [here](#). Please do not hesitate to reach out to us directly if you or someone you know could benefit from this relief program.

On behalf of the patients and families that we serve, thank you for your dedication to the LLS mission through your involvement with the Epping Forest Yacht & Country Club Leukemia Cup Regatta. The event was scheduled to take place on October 14, but in view of the extensive damage to the marinas and boats at EFYC and clubs throughout the area, we feel that the most prudent decision is to postpone the sailing and auction party to a spring 2018 date. We will be back in touch with further details. The fundraising that you have done so far, along with tickets you have purchased will carry over to the new event date. The funds that you raise are particularly significant in this time of need for the cancer patients and their families in the area and beyond.

We hope to have your continued support as we continue to make a difference in the lives of those that are battling blood cancers.

Roaming Around the Rudder Club

Thanks to all who came out for the workdays and Special Meeting last weekend. It was inspiring to see so many people out and cleaning up the club. By the end of the weekend, the waterfront was looking much better and most of the big trees were cut up and hauled to the front of the property. Two large bins contains the remains of ours and our neighbor's docks and miscellaneous debris. We have more workdays this weekend.











While we were all surveying the miracle of the floating dock, a retired JSO deputy named Jerry Bryant walked down to the ramp and introduced himself. He lives on the same side of the river about 12 miles south of the Buckman Bridge and just located his pontoon boat on the south side of the bridge. Jerry needed some help to retrieve the half sunk wreck. Scott had his power boat in the water taking members out to their boats on the lift and helping Tom complete his dock survey. I made the introduction and Scott took a few volunteers and went off to get it. We are glad to help a fellow mariner and Jerry made a nice contribution to the club for the assistance. When I left I could see the pontoon boat on the back of the wrecker.

The special meeting was necessary to procure a contractor to start the dock rebuild as soon as possible. Sometimes it comes down to who you know and Tommy was able to put us in touch with a contractor capable of doing the job quickly and at a reasonable price. Former Commodore Jim Maedel went into action and polled the board, and Gia got information out to the membership about the special meeting. All purchases over 5,000 have to be approved by a quorum of members. We met the quorum with 33 charter members. Debate was lively and many questions were asked.

Motion Accept the proposal for a \$100,000 contract to build the main dock from the bulkhead to where the sign was, around 110 wrapped piles and decking 8 feet wide.

Submitted Stephen Michael
Second Frank Benedetto

The motion passed by an overwhelming majority.

There are still some conservative minded folks who felt this was a significant expense or that we should get some more estimates or scale back the requirements and we encourage your questions and perspective. The reality is, the docks are a major source of income for the club, and in essence subsidize the low dues for members with small boats or no boats at all. They are an integral part of the club, and we are lucky to have experience and knowledge within the club to rebuild them and continue this vital aspect of the club. There were some unanswered questions at the meeting due to the short time frame of it being called, but if you have questions, submit to the office and the board will do our best to have answers at the September 30th meeting

Office@RudderClub.Com

The board meetings are also open to membership and are on the second Tuesday of every month at 1900.

While we had such a good turnout, the Commodore took the opportunity to appoint a nominating committee. The Bylaws state that the nominating committee needs to be in place 60 days before the election of the next year's board and that is coming up.

Let me introduce the 2018 nominating committee
Larry Wagner
William Boudreaux
Bill Frazier
Stephen Michael
Jim Maedel

If you are interested in being on the board for next year, please contact any of the members of the nominating committee.

While we were appointing committees, congratulations Gia and Laura on being selected to the finance committee that will be integral in collecting and organizing bids for the club rebuild and Tommy Holland to the dock committee.

2017 Flag Officers

Commodore - Rich Brew

richbrew@att.net

Vice Commodore - Ben Kuykendall

benkuykendall@gmail.com

Rear Commodore - Tom Davis

spookboat@att.net

Treasurer - Donna Mohr

donna.mohr@comcast.net

Secretary - Kenneth Purdy

klppurdy@yahoo.com

2017 Board of Governors

Wayne Beck

jaxsignservice@aol.com

Dave Boland

dapboland@gmail.com

Chris Cordes

cordesusa172@gmail.com

Bill Frazier

wsfrazier@bellsouth.net

Jim Julian

julianjim@bellsouth.net

Rick Mannoia

rmannoia@juno.com

Lowell Stephens

cls4h2o@gmail.com

Larry Wagner

lwagsar@hotmail.com

Race Office

Dick Alsopp

RaceOffice@RudderClub.Com

Junior Sailing Director

Michael Dudley

MDudley.att@gmail.com