

LHBC Letter April 27, 2020

I hope everyone is coping with the coronavirus restrictions as best as can be. Personally, I have to keep reminding myself that I am one of the lucky ones who gets to stay home and am thankful for those that are working on the front lines against this pandemic.

Governor DeWine has announced plans for some business to reopen, but the list does not yet include restaurants, bars, or social clubs. So, until we hear otherwise, the Clubhouse remains closed, and all events and gatherings at the Club are on hold. As things change, we will adjust accordingly. Individual access to your boats is still allowed.

Even though in a sense the Club is on hold, there is a lot going on and a lot to communicate.

The Bar is essentially complete, lacking only the final inspection by the State Liquor Board. Of course, that last step is on hold until the State re-opens bars and allows the Liquor Board employees to resume field work.

Meanwhile, the boating season is upon us. The Ohio stay-at-home order appears to allow boating, provided appropriate social distancing is maintained. Since it is nearly impossible to maintain 6 feet separation at all times on most of our boats, and small boats have many surfaces, handholds, etc. that are easily contaminated, strict compliance requires that we limit passengers and crew to members of our immediate households. Several other states have shut down recreational boating because too many boaters were using their boats as an excuse to party with friends. Please do your part to avoid forcing Ohio to close down boating for the rest of us.

The current stay-at-home order does not allow day camps or organized sporting activities, so our education programs are suspended. Likewise, the spring series racing programs will not happen. Hopefully we will be able to get a fall series in, but we will just have to wait and see how things develop.

We will have to make several other adjustments to our normal season, some directly due to the coronavirus, others due to high water levels and unusual expenses.

The travel lift is currently inoperable. Ryan Pinter has identified the parts that need to be replaced, and the Board has authorized \$7K for the repairs. We hope that repairs can be completed by May 1, but we are dependent upon parts delivery, so it may be a bit longer.

Because the coronavirus may be slowing some members' work on spring boat prep, and because travel lift use may be delayed, we will not be strictly enforcing the usual June 1 launch deadline this year *if* you have a paid-up dock contract for 2020. You are still encouraged to get your boat in the water earlier rather than later. We will be playing the mandatory launch date by ear: when the club is allowed to re-open for social events, we will likely require all boats to be launched or moved to free up limited space in the yard.

If your boat is stored at the Club and you do not have a 2020 dock contract, we really need you to take care of that. Remember that your winter storage contract expires June 1, and the daily storage fees after that date will not be waived for those without a current dock contract.

Ryan Pinter will be in charge of boat launches. Please contact him directly to schedule your boat launch. Note that at this time, Ryan is the only authorized travel-lift operator. We are looking for a couple volunteers to be trained as additional travel-lift operators; let Ryan or me know if you are interested in committing to this.

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We have been able to clarify some issues with our insurance coverage, with the result that the Board has extended the docking season to April 15 thru November 15. If you need to use the Club's travel lift, the earlier date won't apply to you this spring. However, if your boat is stored elsewhere or is trailer-launched, you may bring your boat over now; just check with Ryan first to be sure your dock is ready.

Boat launching usually requires only one or two people in addition to the travel-lift operator, and the people can generally avoid close contact, so that should be fine. Mast raising usually requires more people working closely, so face masks will be required when stepping masts. Please bring your own face mask, and use plenty of hand sanitizer.

Water levels seem higher now than they were last year at this time, and forecasts are for the water to continue to rise through the first part of the season. If you have a keel-stepped mast, you may need to make alternate arrangements for stepping your mast.

The water level also impacts our docks. Tim Brunk is working on a plan to weld extensions onto the main dock posts so the docks don't rise up over those posts. The high water level also means that we will likely have to turn off electricity to A, B, and C docks until the water recedes later in the summer. It appears that we can leave the power on for D, E, and F docks. At some point, we need to redo the wiring and raise the junction boxes above the new normal high water, but that will cost at least \$15,000 that we simply do not have at this time.

If there is an open dock that has electricity, you may move your boat there for this year without additional charge. (You must confirm any dock change with Ryan!) My boat uses the battery for navigation lights and radio only, so I can get by with charging the battery once or twice a season, and it is only a minor hassle to take the battery out to charge. Others may need more frequent charging, or may have batteries that are quite difficult to remove, so please consider your needs and leave the docks with electricity for those who need it most.

This is a very challenging year for the club. We are faced with higher-than-normal expenses for the travel lift and dealing with the high water levels. We are also facing lower income, at least in part because the coronavirus means that social events and racing events are suspended. We also spent a lot of money on getting the bar ready anticipating that we would make that money back, but now that's on hold.

The Board has taken steps to reduce expenses as much as we can, including the major step of eliminating the paid Club Manager position, as well other other areas such as reviewing insurance coverage and turning off the cable. Most of our other expenses are fixed, so there is only so much that can be done. However, we have had several new docker inquires, so we should be able to squeak through financially.

There is still a lot of uncertainty, but this too shall pass. It's not clear when we can safely resume our social lives, but I am hoping when that happens, we'll all turn out to support the club. Meanwhile, stay safe, and stay healthy. Looking forward to seeing you soon — from a socially acceptable distance of course.

Jon Peter
Commodore