



BIRD ROCK BOAT CLUB

Founding Member Proposal

A private boat partnership at Mission Bay Yacht Club — one slip, one hull, a club of our own.

Prepared for the founding group · August 8, 2026
Draft for discussion — decisions and formal documents to follow

A Six-Year Wait Just Ended — and the Clock Is Running



What Joe unlocked

- After six years of member dues, Joe was offered a wet slip at Mission Bay Yacht Club — walkable water, in the heart of our bay.
- He must accept by Monday, Aug 10. The slip then bills ~\$490/mo to his account while we search.
- From acceptance, we have ~60 days to put a Port Captain-approved boat in the water (target: Oct 9).
- Word on the dock: the wait for new applicants now runs a decade or more. Slips here essentially never open up.



MON • AUG 10

Joe accepts the slip; founder deposits collected



60 DAYS

Boat found, surveyed, inspected, in the slip by ~Oct 9



\$250

Founder seat deposit — non-refundable, credited to your buy-in

The play: lock the slip Monday for a few hundred dollars each. Even if the boat hunt takes the full window, that is cheap option value on an asset people wait ten years for.

What This Boat Has To Do



Dockside clubhouse

Poker nights, sunset hangs, hosting friends and family without leaving the slip



Mission Bay cruising

Easy family loops on flat water — the everyday use that makes it worth it



San Diego Bay runs

Out the jetty and around Point Loma — Rady Shell concerts, Bali Hai dinners



Kelp-forest days

Spearfishing and diving off La Jolla — a must-have for our waterman



Casual fishing

Rods off the back, not a dedicated sportfisher



The occasional big day

Coronado Islands now and then; Catalina if the weather window is right

Two honest tensions to name early: a 30-ft cruiser tows a tube or kneeboard, not a wakeboard wake — that is Sean's call to make. And budgets differ across the group — the buy-in structure later in this deck is built to absorb exactly that.

MBYC: The Fine Print That Shapes Everything



Per co-owner (membership is personal)

- \$5,000 initiation — Flag and Social alike, paid in full at application
- \$181/mo dues + assessment (\$161.04 + \$20)
- \$400/yr food & beverage minimum
- Every co-owner of a boat stored at MBYC must be an active member — Flag status requires boat ownership
- Two sponsors per applicant; application posted for member review, then monthly Board approval



The boat itself

- Maximum 38 feet — confirm how the club measures (hull vs. LOA with swim platform and pulpit)
- Must have a berth, a galley, and a head — this rules out pontoons and open bowriders entirely
- Port Captain inspection required before the slip is assigned
- \$300,000 minimum vessel liability insurance
- Wet storage published at \$8.58 per linear foot per month; Joe was quoted ~\$490/mo — reconcile the two



Budget correction: our working doc used the older \$1,800–\$3,500 initiation. The club's current published number is \$5,000 per member. Joe confirms exact 2026 pricing, slip billing, and whether any lower tier applies — before anyone commits.

Three Hulls That Fit the Mission



Flybridge Sedan / Aft-Cabin

\$30–65k

32–36 ft

Bayliner 3288/3488 • Carver 325/355 • Silverton 34

The two-story clubhouse. Salon + flybridge = most social space per dollar; genset and AC common. Best for poker nights and hosting; relaxed pace to SD Bay.



Express Cruiser

\$35–70k

30–34 ft

Sea Ray Sundancer 300–340 • Maxum 3000/3300 • Cruisers 3075

The all-rounder. Quickest to the kelp and around Point Loma; big cockpit, swim platform, cabin with full galley/head/berth. Closest thing to tow-sport friendly.



Trawler

\$40–70k

32–36 ft

Californian 34 • CHB 34 • Albin 36

The floating cabin. Most interior volume, thrifty diesel, all-day comfort — but slow everywhere and zero tow sports. Best if dockside living dominates.

Buy the engine, not the upholstery: prefer diesel or inboard gas; walk away from tired twin sterndrives. Check 25-yr-old aluminum fuel tanks (\$8–15k to replace) and canvas (\$6–9k). Survey everything. Verify the 38-ft rule before falling in love.

On the Market Right Now

Flybridge / Sedan

1990 Carver 3467 Santego

\$39,900 • San Diego

Two-deck party layout; huge salon + bridge

[View listing →](#)

1984 Silverton 34 Convertible

\$54,900 • Huntington Beach

Classic 34C; galley, head, berths, bridge

[View listing →](#)

1985 Sea Ray 340 Sedan Bridge

\$15,000 • San Diego

Price-drop project — survey hard, budget path

[View listing →](#)

Express Cruiser

2001 Sea Ray Sundancer 310

\$49,900 • San Diego

The archetype: cockpit, swim platform, full cabin

[View listing →](#)

2002 Monterey 322 Cruiser

\$55,000 • San Diego

Roomy 32-footer, sharp lines, local

[View listing →](#)

2006 Sea Ray Sundancer 320

\$59,900 • Huntington Beach

Newer hull, cleanest of the three on paper

[View listing →](#)

Trawler

1987 Californian 34

\$39,000 • Redondo Beach

SoCal-built; big salon, thrifty diesels

[View listing →](#)

1986 Mainship 34 Mark III

\$44,900 • Long Beach

Sedan trawler; single diesel, easy to run

[View listing →](#)

1966 Grand Banks 32 Sedan

\$47,000 • San Diego

The romantic pick — wood hull, survey everything

[View listing →](#)

80+ candidates sit in our 30–38 ft, \$25–80k band within 200 miles of the slip on BoatTrader alone today. The boat exists — the group is the scarce part.

Up-Front Money, Scenario by Scenario

All-in acquisition	5 owners	6 owners	7 owners	8 owners
\$50k — Budget	\$10,000	\$8,333	\$7,143	\$6,250
\$75k — Target	\$15,000	\$12,500	\$10,714	\$9,375
\$90k — Stretch	\$18,000	\$15,000	\$12,857	\$11,250

Boat share per person. "All-in" = purchase price + sales/use tax, survey, transport, immediate fixes, and an opening reserve. The meeting's \$50k boat ≈ \$75k all-in is the honest planning number.



Plus the club, per owner

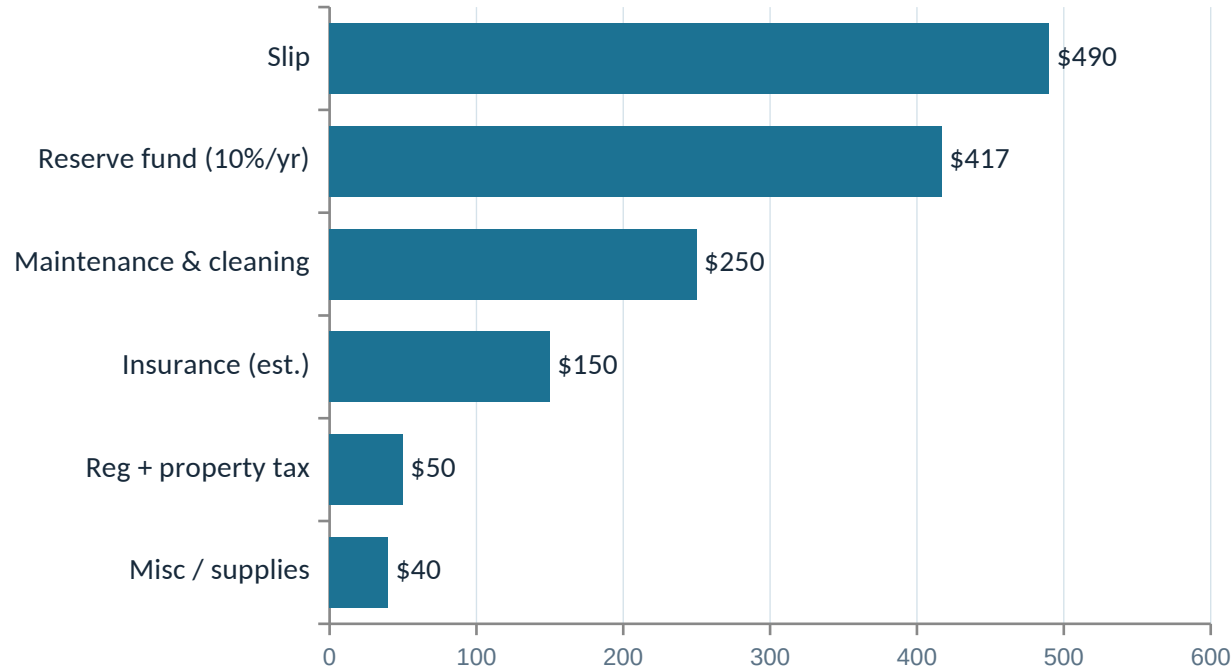
- + \$5,000 MBYC initiation — one-time, personal, and not recoverable in a buyout
- Your \$250 founder deposit credits against your boat share at closing
- Initiation is due with the application — so the membership decision comes early, not late

THE HEADLINE NUMBER

\$17,500 to be fully in at the target scenario (6 owners): \$12,500 boat share + \$5,000 initiation.

The Monthly Nut (Fuel Rides Separately)

Group operating budget — ~\$1,400/mo on a ~\$50k hull



What lands on each of us

Owners	Boat share	Club dues + F&B	Your month
5	\$279	\$214	~\$494
6	\$233	\$214	~\$447
7	\$200	\$214	~\$414
8	\$175	\$214	~\$389

Club dues are per person and fixed (\$181 + \$33 F&B minimum). Fuel is billed per engine hour, so heavy users pay their own way.



The wildcard is insurance. \$150/mo is a placeholder. Six named operators on an LLC-owned hull may price closer to a commercial policy — two broker quotes this week before we bid on anything.

Sharing One Boat Without Fighting Over It



Shared calendar + monthly cap

First-come booking inside a monthly engine-hour or day-slot cap; overage billed per hour.



Split days into AM / PM slots

Two slots per day turns ~114 prime days a year into 228 bookable prime slots.



Holiday draft

July 4th, Memorial Day, Labor Day: snake draft, pick order rotates yearly. No arguments.



Use-it-or-release + booking cap

Max 2 open prime reservations per member (Freedom-club style); release 48h ahead if plans change.

What another member does to the math — and the calendar

Owners	Up-front*	+ \$5k init	Monthly	Prime days/yr	Calendar
5	\$15,000	\$20,000	~\$494	≈23	Wide open
6	\$12,500	\$17,500	~\$447	≈19	Easy
7	\$10,714	\$15,714	~\$414	≈16	Easy w/ rules
8	\$9,375	\$14,375	~\$389	≈14	Fine w/ rules

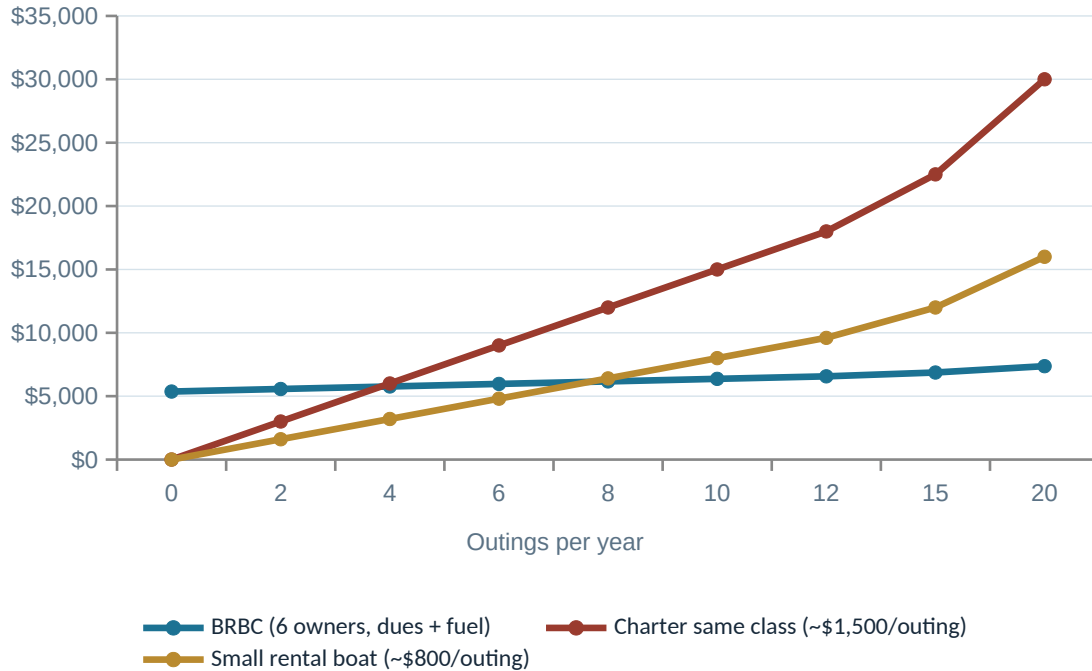
*\$75k all-in scenario. Prime days = ~104 weekend days + 10 holidays, split evenly; weekdays are effectively unlimited.

The honest read: the average powerboat runs ~50 engine-hours a year — one hull can absorb all of us. Adding member #8 saves only ~\$25/mo and ~\$1,300 up-front, and brings back an even-number tiebreak. The calendar isn't the constraint; decision-making is. Cap at 7 — hold seat #8 for someone exceptional.

This is exactly how fractional shares, flying clubs, and beach-house partnerships run — caps + draft + log. We are not inventing anything.

Own Together vs. Charter Every Time

Annual cost by outings per year



Break-even vs. same-class chartering: ~4 outings a year. Vs. cheap 22-ft rentals: ~8. At 15 outings, BRBC runs ~\$460/outing all-in — chartering the same day costs \$1,400–2,000.

	BRBC	Charter (same class)	Freedom Boat Club
Up-front	\$12.5k share (equity) + \$5k club	\$0	~\$3–8k entry (sunk)
Per outing	~\$460 at 15/yr, falling as you go	\$1,400–2,000, captained, 3–4 hr min	~\$400–500/mo dues + fuel
The boat	Our 32–36 ft cruiser, our slip	Whatever’s available that day	20–25 ft day boats only
Spontaneity	Keys in hand; dock hangs anytime	Book ahead; no dockside use at all	Reservation caps; no overnights
Equity	Yes — resale share comes back	None	None

The DIY “charter fund” version of this club still pays retail per event, still can’t guarantee a comparable hull on a Friday, and re-runs the coordination problem every single outing. And no charter, at any price, rents you a clubhouse at Mission Bay Yacht Club.

Chartering rents memories at retail. The slip is wholesale — and it comes with a front porch on the bay.

Two Ways To Slice the Buy-In

A Equal Shares

- Everyone puts in the same capital and pays the same dues
- One class of members; simplest books, simplest psychology
- Works best when every wallet is genuinely comfortable at the number

EXAMPLE — \$75K ALL-IN, 6 OWNERS

\$12,500 down + ~\$450/mo + fuel by the hour

B Flexible Buy-In

- Same share for everyone — but choose your down payment (40–100%)
- Balance amortized over 24–36 months at a fixed rate (e.g., 8%) paid to the members who fronted extra capital
- Equity equalizes at payoff; boat is fully funded on day one either way

EXAMPLE — SAME \$12,500 SHARE

\$5,000 down + ~\$685/mo × 36 mo then ~\$450

Both are presented without a recommendation — the group picks. Either way: \$250 deposits now, credited at closing; deposits fund Joe's slip carry if the project dies.

LLC Now — Nonprofit Only If We Grow Into It

Structure	What it is	Verdict for Phase 1
Co-ownership contract	Names on the title + a signed agreement. Free and fast.	Bridge only. Joint personal liability with 6 operators and guests aboard. Fine for the next two weeks, not for the water.
California LLC “Bird Rock Boat Club LLC”	The standard wrapper for shared boats. Liability shield; HOA-style operating agreement (Sasan’s templates); unit ledger makes Option B clean; hull can be sold and replaced without re-forming.	THE MOVE. Costs \$800/yr CA franchise tax + a simple return. File once the group and budget are locked.
Co-op corporation	A real cooperative entity — built for large member organizations.	Wrong tool. Same taxes, more formalities, zero added benefit at 5–7 people.
501(c)(7) social club	How true yacht and golf clubs organize. Tax-exempt on member dues.	Phase 3 candidate, not Phase 1. Complicates market-value buyouts, adds IRS/FTB admin — and can’t host charity gaming until it’s 3 years old.

Why an LLC and not the others: the group wants HOA-style governance, market-value buyouts, flexible capital (Option B), and a shield when six families and their guests share one hull. Only the LLC delivers all four without dragging in exempt-org compliance.



Two gates before filing: (1) MBYC must confirm an LLC may hold title — if not, fallback is a tenants-in-common agreement plus umbrella policies. (2) Every co-owner still joins MBYC personally regardless of entity.

House Rules: How It Actually Runs



Booking

Shared calendar, first-come within a monthly engine-hour cap. Overage billed per hour. Peak holidays by rotating draft.



Operation

Owners only at the helm — CA Boater Card required (all operators since 2025). No lending, ever; guests ride with an owner aboard.



Condition

Leave it as you found it: rinse, trash out, head and galley clean, refuel per rule. Trip log with engine hours is the meter of record.



Money

Reserves 10% of hull value per year. Operator at fault covers the deductible; mechanical/weather losses come from reserves. Big spends need a vote.



Roles

Treasurer · Maintenance Coordinator · Dockmaster. Rotate annually, compensated in dues credits — time counts as money.



Exit

Lockup, then right of first refusal to the group. Death, divorce, disability: group votes to admit the successor or buy out at market (DECIDED).

Still open — the tiebreak: six owners is an even number. Options: go to 7 by design, supermajority-so-ties-fail, or a rotating tiebreaker. Decide before the operating agreement is drafted.

What We Must Ask Before Real Money Moves



Port Captain — Joe, Monday

- How is the 38-ft limit measured?
- Must ALL co-owners be members — and can an LLC hold title?
- Can co-owners access the boat without Joe present?
- Actual slip billing: ~\$490/mo or \$8.58/LF?
- Any charter/commercial use allowed? (Assume no.)



Insurance — two quotes this week

- 32–34 ft, ~\$50–60k hull value, San Diego wet slip
- Six named operators; LLC on title
- \$300k liability minimum per MBYC
- Where does the premium jump? (operators, age of boat, survey)



The Group — by Wednesday

- Your three numbers in Eric's tracker: up-front / monthly / emergency
- 5, 6, or 7 owners?
- Option A or Option B?
- Tiebreak mechanism pick
- Who is genuinely IN at \$250 by Monday night?

Everything on this slide is answerable within seven days — and every answer changes a number in the financial section.

Honest Risk Register



Joe wants his own boat in 2–5 years

The slip rides on his membership. Mitigate: every founder's seniority clock starts NOW (apply early); Cameron applies too; dry-storage fallback; slip-transition terms written into the operating agreement.



Insurance surprises

Six operators + LLC title could push premiums past the \$150/mo placeholder. Mitigate: quotes before any offer; stress-test the model at \$250/mo.



\$5,000 initiation shrinks the group

Some may balk at club cost stacked on boat cost. Mitigate: model works at 5 (about +\$50/mo and +\$2.5k up-front each); warm bench exists (Kieran, Aaron, others who missed the meeting).



Approvals vs. the 60-day clock

Member applications post publicly, then a monthly Board vote — miss one cycle and the timeline dies. Mitigate: applications filed week one, in parallel with the boat hunt.



Interest mismatch (wake sports)

No 30-ft cruiser makes a wakeboard wake. Mitigate: name it now — tube and kneeboard yes, wakeboat no. Sean decides with clear eyes; nobody discovers it in October.



Charter revenue temptation

Clubs typically bar commercial use of member slips; passengers-for-hire means USCG licensing + commercial insurance. Mitigate: budget assumes \$0 charter income. Any charter idea is a separate, later venture — off MBYC property.

Start With a Boat. Build a Club.

1 NOW → OCTOBER

A hull in the water

Slip secured, LLC formed, operating agreement signed, house rules live. Domains already ours: birdrockboatclub.com, .org and .net — purchased Aug 2026. Prove we can run one boat well.

2 YEAR ONE

An identity

Burgee and flag, monthly dock nights, family days, poker on the flybridge. BRBC becomes a name people around Bird Rock recognize.

3 YEAR TWO +

A force for good

Charity events with an established nonprofit partner (the school's foundation is the natural fit): they register with the CA DOJ, we host, the cause keeps the proceeds. Charity poker rules: partner 3+ yrs old, one event/yr, 21+, five hours max.

4 SOMEDAY

A real club

Second hull. More slips as founders' seniority matures. A formal 501(c)(7) if BRBC outgrows the LLC. Any commercial venture lives off club property, on its own insurance.

The only phase we're committing to this weekend is Phase 1. The rest is why the name matters.

From Handshake to Splash

1 AUG 10

Joe accepts the slip. \$250 founder deposits in. Port Captain questions sent.

2 AUG 12

Everyone's three numbers in Eric's tracker. No numbers, no seat.

3 AUG 14

Port Captain answers back. Two insurance quotes ordered.

4 AUG 17

Group locks: budget band, 5/6/7 owners, Option A or B, tiebreak.

5 WK OF AUG 18

MBYC membership applications + \$5,000 initiations filed. Sponsors lined up.

6 AUG 18–SEP 20

Boat hunt sprints in the tracker. Sea trials. Surveys on the top two.

7 SEP 22–OCT 9

Offer + LLC filed + insurance bound. Port Captain inspection. Splash.



The hidden second clock: MBYC applications post for member review and are approved at a monthly Board meeting. If co-owners must be members before the boat takes the slip, applications cannot wait for the perfect boat — they go in the same week the group commits.

Three Commitments by Monday Night

1

\$250 to Joe

Non-refundable, credited to your buy-in at closing. This is your founder seat — and it keeps Joe whole for carrying the slip while we hunt.

2

Your three numbers

Up-front / monthly / emergency — hard numbers into Eric's tracker. The boat we buy is decided by the money on that tab, not by the group chat.

3

Declare your lane

In at \$50k or \$75k all-in? Option A or B? Ready to file an MBYC application (and its \$5,000 initiation) this month? Say it out loud.

The Math, For the Spreadsheet People

Flexible Buy-In (Option B) — extra monthly on top of ~\$450 dues, 8% fixed

Your share	Down	Extra /mo · 24 mo	Extra /mo · 36 mo
\$12,500	\$5,000	\$339	\$235
\$10,000	\$5,000	\$226	\$157
\$8,333	\$4,000	\$196	\$136

Example fit: a \$10,000 share at \$5,000 down and ~\$600 total per month retires the balance in about three years, then drops to base dues.

One-time and annual costs outside the monthly model

- MBYC initiation \$5,000/owner — personal, non-recoverable in a buyout
- CA LLC franchise tax \$800/yr + annual return prep
- Pre-purchase survey \$500–1,200 (+ haulout for bottom inspection)
- CA sales/use tax (~7.75% San Diego) + DMV registration at purchase
- County vessel property tax ~1% of assessed value per year
- Haulout every 12–24 mo: \$2,500–4,500 (bottom paint, zincs) — funded from reserves

Sources & working docs

- MBYC fees & rules: mbyc.org (Aug 2026) + membership packet
- Slip quote & club process: Joe (member, slip offeree)
- Group terms: Eric's "Open Questions & Terms of Engagement v2"
- Numbers: "Boat Partnership Tracker" sheet — Listings + Investors tabs
- Meeting record: Aug 7 planning + partnership calls (Otter)
- Charity gaming: CA DOJ Bureau of Gambling Control, B&P Code §19985 et seq.
- Live listings: BoatTrader searches within 200 mi of 92109, pulled Aug 8, 2026 — links on the market slide
- Charter comps: GetMyBoat & Boatsetter San Diego rate pages (Aug 2026); Freedom Boat Club published ranges