



# *The Bristol Yacht Club* MAINSHEET

## No Big Favorites in Strategic Plan Survey

*158 Members Share Thoughts on Five Capital Projects*

BYC members' Strategic Plan survey responses produced no big favorites and little variation among the "yes" tallies for four of the projects as structured: Pavilion (68 yes), Ramp/Crane/Dredging (68 yes), Boat Workshop (68 yes) and Safety/Coach Boats (64 yes). The EBSF Sustainability project's "yes" total was 59.

But a dive into comments by members who responded "no" or "neutral" to the multifaceted Pavilion and Ramp/Crane projects revealed that some components were

*There is a more detailed version of this survey summary on the BYC website, along with verbatim comments on each project. [Link here](#) or go to [www.bristolyc.com/strategic-plan](http://www.bristolyc.com/strategic-plan).*

valued more as separate projects than when combined: 88 responses were for new or upgraded outside heads and 76 for the covered outdoor space portions of the Pavilion project, and 73 responses supported the improved ramp portion of the Ramp/Crane/Dredging project.

Due to space constraints, this article provides just a flavor of the hundreds of comments made by members, all of which will help the Executive Committee going forward as these projects receive further review.

Please note: There is a more detailed version of this Strategic Plan survey summary on the BYC website and verbatim comments are posted for each project. [Link here](#) or go to [www.bristolyc.com/strategic-plans](http://www.bristolyc.com/strategic-plans).

*Continued on page 2.*



*Our BYC  
Annual  
Meeting  
is Sunday,  
November 15,  
4 pm. It is a  
Zoom Webinar.*

*See page 8 for  
details.*





## No Big Favorites in Strategic Plan Survey Continued from page 1.

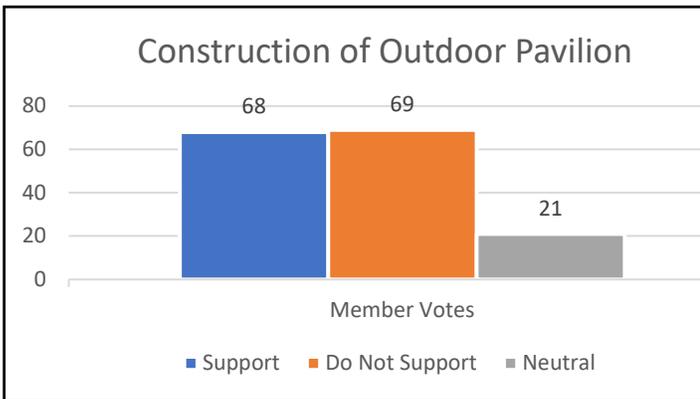
### General Observations

While members love the Club as it is and don't want to undertake anything beyond our fiscal capacity, some members are willing to consider projects if we have the money, after taking care of essentials like floats and docks. As one member commented, we are an "astute, fiscally conservative and pragmatic" membership and those values will guide future undertakings.

Members expressed concerns and worries. Lack of parking was mentioned frequently. "Let's keep the Club for members" and "We don't want to become an event venue" were mentioned, as was "Let's not become a large sailing center; we like our small Club." We also heard: "We love the EBSF program, but we give it enough support. Its programs should be self-sustaining."

Also, some members expressed their challenge in responding to the survey feeling that "the project cost estimates weren't robust enough to win their support."

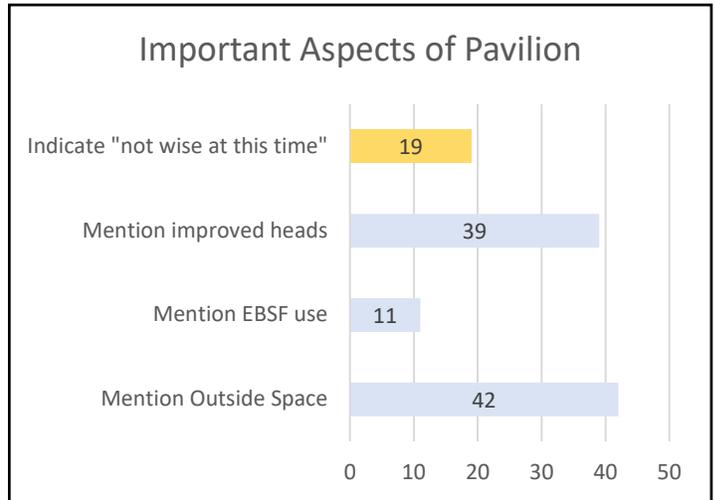
And did we mention parking? Here are the results for the individual projects.



### Construction of a Roofed Outdoor Pavilion

While just one response separated the "yes" from the "no" input on this project, there's a dark horse winner that emerged: new/updated heads. In fact, following a deep analysis of comments, the largest measure of member support for any improvement in the entire survey was for new/improved heads. And second is a covered outdoor space.

Favorable comments for the project centered on the value of covered outside space for sailing instruction, events, visiting yacht clubs and Club meetings. That said, concern was

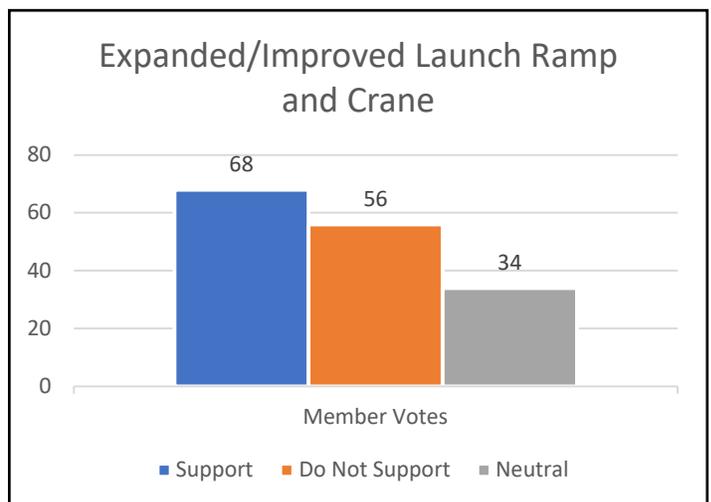


Survey respondents had an opportunity to mention which aspects of a potential pavilion they feel are most important. Nineteen respondents simply replied that they feel the project is not appropriate at this time.

expressed that the pavilion should be for member use rather than promoting BYC as an event venue. Increased use of Club property raised the issue of lack of parking and a repeated comment was that we should use our new Clubhouse for a while before deciding on the need for a pavilion.

### Expanded/Improved Launch Ramp and Crane

This project includes a launch ramp, crane and dredging. Analysis of comments showed there is somewhat more interest in improving the ramp than in doing the whole project.



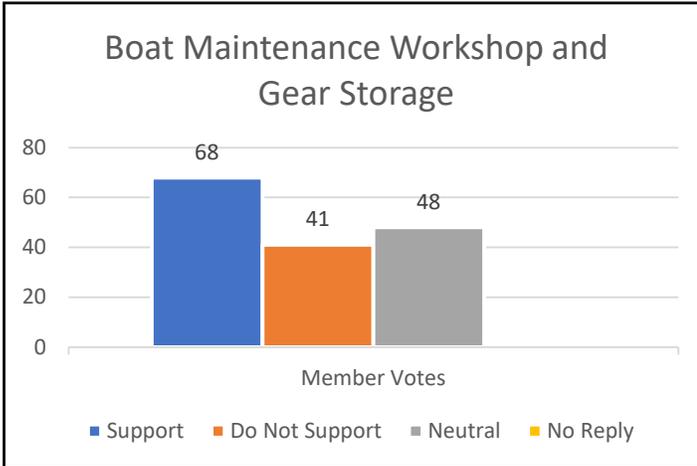
Respondents noted it will serve members with small power and sail boats, support keel boat racing and take keel boat launching off dock.

Others question how long dredging would last, that costs seem underestimated and that the crane would be used by just a few. "Better to work with Bristol Marine for these services — it has crane and storage" was one comment.

Continued on page 3.



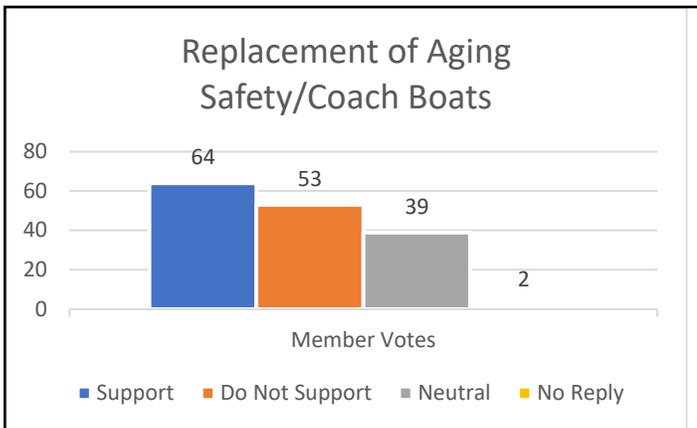
*No Big Favorites in Strategic Plan Survey*  
*Continued from page 2.*



**Boat Maintenance Workshop and Gear Storage**

Members showed support for this project with their high “yes” responses and the least “no” opinions of any other project. Responses noted the need to solve EBSF storage and that the Club can’t expect volunteer participation in vessel maintenance if not set up for success with tools and a space to work. Getting rid of the containers is another positive.

Other respondents wondered if it could be built for less; would members be able to use the workshop; or, if it was exclusively for EBSF use, should it be at members’ expense.



**Replacement of Aging Safety/Coach Boats**

There is strong agreement that safety is a priority, however, how to fund safety boat replacements over time is the question. Many respondents were concerned that the proposed boat rental program would not generate needed funds and, as a member stated, “might be a headache for staff.”

*Continued on page 4.*

**Favorable/Unfavorable Survey Responses Provide Additional Insight**

The opportunity to “vote again,” expressing strong feelings, is unusual in a survey, yet very useful in evaluating survey results. There were 158 expressions of yes/no/neutral for each project. There were also 59 comments expressing strong feeling which were not combined with the other responses in any way. All comments are published in their entirety on the BYC website. ([Link here.](#))

There are no clear-cut results in this survey and a path to consensus looks like a long one, requiring much more communication. These favorable/unfavorable “vote again” responses add additional guidance.

	Favorable	Unfavorable
Pavilion	14	13
Crane/Ramp	5	2
Boat Workshop	1	0
Safety/Coach Boats	1	0
EBSF Sustainability	15	8
Totals	36	23

Twenty-three members (28 percent of responses) expressed “strong feelings” which could not be categorized as favoring or opposing a single project. Note that these comments are in addition to those tallied above. These sentiments ran along various themes, partially expressed by the following comments.

- Negative on any additional capital projects until BYC can successfully fund existing facilities maintenance and replacement projects well into the future.
- Find a long-term organizational structure for BYC/ EBSF to coexist for the betterment of the Club.
- Parking space and storage of empty boat trailers need to be addressed.
- Fix the dock and waterfront first. Everyone depends on them, including the EBSF.
- The grounds, and in particular parking, need to be brought under control.
- Financial sustainability is most important.
- We are a private yacht club. If we take into account all of these things, we would indeed be moving in the direction of a community sailing center.
- It would seem that BYC and EBSF are not on the same page as to our future. This needs to be addressed.



*No Big Favorites in Strategic Plan Survey*  
*Continued from page 3.*

**Survey Comments and Suggestions to Club Leadership Will Help Guide Executive Committee Review**

Seventy-five of the 158 Strategic Plan survey respondents took the opportunity to leave general comments for Club leadership. [All responses are posted here.](#)

Several people commented along these lines of thought, among others:

- *BYC and EBSF are separate entities. Keep the transfer of money, facilities and services transparent.*
- *EBSF is a very worthy activity, teaching the next generation and bringing youth to the Club.*
- *During these uncertain times, like all members, the Club should watch spending.*
- *I believe all projects should be delayed until the effects of COVID on our financial condition are known.*
- *Let's keep the Club a sailing club above and beyond anything else. Let's keep fees in check and access to the water as good as possible.*
- *Please show support for EBSF, which provides critical services for any club wishing to last into future years.*
- *We're a sailors' club and should stop trying to compete with the New York Yacht Club.*
- *You have handled a challenging year with grace and determination.*

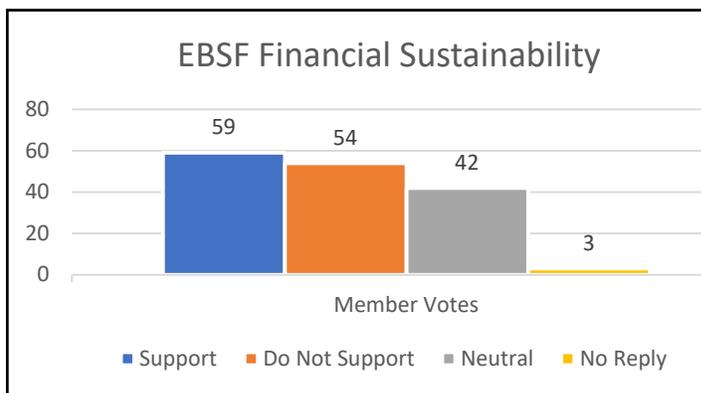
*Thanks to all the BYC members who participated in this survey. The large number of thoughtful comments and suggestions made by members add a great deal to the value of the survey.*

*Communication is the key to the present and our future. It's a bit of a struggle under COVID, but let's all keep working on it.*

Several comments suggested that supporting coach and safety boats should be the responsibility of EBSF via either fundraising or higher enrollment fees rather than BYC support.

**EBSF Financial Sustainability**

Members seemed surprised by the EBSF request for annual funding, having assumed this separate organization was self-sufficient. There were calls for more communication between BYC's Executive Committee and EBSF leadership to get on the same wavelength about EBSF's operations and financial plans.



Many respondents noted it's important to foster younger generations to keep feeding the sport of sailing. Others felt a need for BYC members to have a better understanding of what EBSF is and its fit with BYC. And, as one respondent said, "There's a lot of value to our instructional program, but its leadership needs to live within its means."

**In Conclusion**

Our Commodore outlines next steps in this process on page 5. The Strategic Plan Summary Report ([link here](#)), published in August and reported in the September *BYC Mainsheet*, also listed many noncapital recommendations. The Strategic Plan is now complete with the transmission of these survey responses, which will guide the Executive Committee's future actions on these projects.

Thank you to members for your responses and to everyone involved in the planning efforts.

Respectfully submitted,  
John Bell and Susan Grandpierre  
Co-Chairs, Strategic Plan Steering Committee  
Chris Bjerregaard, *ex officio*



## Where Do We Go From Here?

After several years of effort by dozens of BYC members, the initial phase of the BYC Strategic Plan is now complete. Many thanks to Nick Cromwell for getting the process started, and to Susan Grandpierre and John Bell for getting us across the finish line.

I've studied the results of the member survey and, clearly, your thoughtful comments are a great way for our volunteer Executive Committee to hear from the members directly. The responses show that members use BYC in many different ways and have varying opinions to match.

So what are the next steps?

**1.** I plan to schedule a special Executive Committee meeting to discuss the

Strategic Plan survey results in detail. I'm sure there will be many opinions here as well, but we will work to reach a consensus and provide a report to the membership. A part of this conversation will certainly be an analysis of how (and when) we might be able to take on additional financial commitments. Two articles in this issue of *The BYC Mainsheet* (the 2020/2021 financial review and the waterfront float/pier reserves articles) demonstrate that decisions about the Strategic Plan initiatives cannot be made in a vacuum.

**2.** As you've studied the graphs on the previous pages, you will have noted that there really isn't a burning consensus for a singular Strategic Plan initiative.

## Commodore's Corner

As many members said, improving our outdoor heads should be a priority and, personally, I agree. There also seems to be a leaning toward moving on the Boat Maintenance Workshop/Gear Storage initiative. Development of this initiative began prior to our Clubhouse fire, not knowing that the storage need would be significantly more critical as both BYC and EBSF lost basement storage and working space due to electrical and heating/cooling system upgrades that were part of the rebuild. Thus, this has become a more immediate issue requiring weighing all possible options in the near term.

**3.** There appears to be no consensus among BYC members on what the relationship between EBSF and BYC is or should be. I think we need to clearly define this relationship and the type of Instructional program we want at BYC, set goals, divide up responsibility and work hard to make it successful.

The initial phase of the Strategic Plan is now complete but, as always, we still have a lot of work to do. Again, I am deeply appreciative of the many, many hours of work that brought us to this point, and to the robust response from our membership whose comments, concerns – and even criticisms – are enormously informative. I promise that your Club leadership will review them closely.

Please contact me at [chrisbj@cox.net](mailto:chrisbj@cox.net) if you have any questions or comments.

*The Strategic Plan survey focused on "aspirational" Club projects requiring capital expenditures. We shouldn't lose sight of the fact that there are many other "administrative" strategic initiatives requiring modest and/or no financial support. A table of these efforts was published in the September issue of The BYC Mainsheet and is available by [linking to this page](#) of the BYC website.*

*An example of these projects is a reconsideration of requirements to become an Old Salt member of BYC and you'll see on page 8 of this newsletter that you will be asked to vote at the Annual Meeting on a proposed bylaw change addressing this issue. Another example is addressing onsite parking, an ongoing challenge but one that is being looked at carefully.*

*You've read member comments in the previous article and you will find others on our website. Some comments are beyond or outside project scopes or impacts, but it feels important that we relay a range of input from members rather than edit what you are thinking. To this end, I encourage you to once again review the presentations compiled by our project leads and to view the videos of the Zoom meetings held a few weeks ago. They all can be [found here](#) and will inform your thinking, just as they have done for your Executive Committee members.*

*A final thought - a successful Strategic Plan is a working document and we must commit to revisit it every few years to ensure it reflects our current focus and finances.*

- Chris B. and the Steering Committee Team

- Chris Bjerregaard, Commodore



# Reviewing Our 2020 Financial Results and Our 2021 Budget

*Presented by Peter Maloney, Treasurer, for Your Review Prior to Our November 15 Annual Meeting*

## 2020 Recap

In the grand scheme of things, actual results of \$44K vs. a budget of \$55K isn't too bad, considering that our Clubhouse was open for less than a month (from the fabulous Rededication in mid-February to the second week of March). Our discretionary sources of income – social events, rental income, bar revenue and visiting yachts – were all heavily obviously impacted.

On the positive side, our members were out and about sailing and racing this year. The waterfront has never been more “social” (distantly, of course) between the Beach Bar, the Adirondack chairs along the bulkhead and around our new fire pit. Our investment in these items has paid great returns.

## 2021: The Year Ahead

In normal years, budgeting for the next year isn't too hard – revenues and expenses are sort of consistent with the last year with some inflationary adjustments. For 2021, the budget requires an estimate of when most of us will be vaccinated and when there will be some return to normality (we picked June as a target), allowing us to hold social events and realize the full revenue potential of our bar.

Our 2021 forecasted net operating income is \$62,500, higher than the 2020 amount but significantly lower than \$100,000+ income years we hope to have and actually need to have to fund our capital requirements.

These are unusual times – all the more reason to have an unusual budget.

	2020 Budget	2020 Actual	2021 Budget
<b>Revenue</b>	\$ 626,200	\$ 581,487	\$ 669,800
<b>Expense</b>	\$ 571,200	\$ 537,474	\$ 607,300
<b>Net Operating Income</b>	\$ 55,000	\$ 44,013	\$ 62,500

Our income forecast is highly variable based on the course of the pandemic. We hope to do better, but could do worse. If we do better, we are asking the members to approve in November both the regular budget and the “Conditional Supplemental Budget.” The Conditional Supplemental Budget will only come into play if the Executive Committee decides mid-year that our financial forecast indicates that the Club will earn more money than expected. If this is the case, the Board will approve additional spending on the items approved by the membership at the Annual Meeting.

## Budget Highlights

- Early indications predict full membership
- Dues raised by \$125, but capital assessment of \$125 ceases (no net out of pocket increase except for those who prepaid the capital assessment)
- BYC to host major regatta, e.g., US Sailing's Hinman regatta
- Commodore's Ball to be scheduled
- Race Director to be hired at projected cost of \$5,000 (offset in part by elimination of \$1,500 of fees paid and further offset by expenses expected to be incurred with the US Sailing regatta)

- More than \$120,000 of cap ex requests received were whittled down to \$62,500
- Waterfront Committee planning to replace dock floats 2022-2027; \$45,000 in cap ex reserve addition required every year to fund these replacements
- Elimination of printed *BYC Mainsheet* and Annual Report booklet

[You can link to our financial statements here.](#)



## Questions and comments?

*The Board is hoping to avoid an overly long Annual Meeting November 15*

*(especially on Zoom) and is strongly suggesting that each speaker's time be kept limited. To expedite matters, I'd be happy to answer any questions you have in advance and post answers on our website. Send me an e-mail at [petemaloney@gmail.com](mailto:petemaloney@gmail.com).*



## Dock/Float Replacement Requires Additional Waterfront Reserve Investment

Twenty-two years ago, BYC made a huge investment when it built the current dinghy float system. Five years later, the outer floats were brought up to the same standard that we enjoy today.

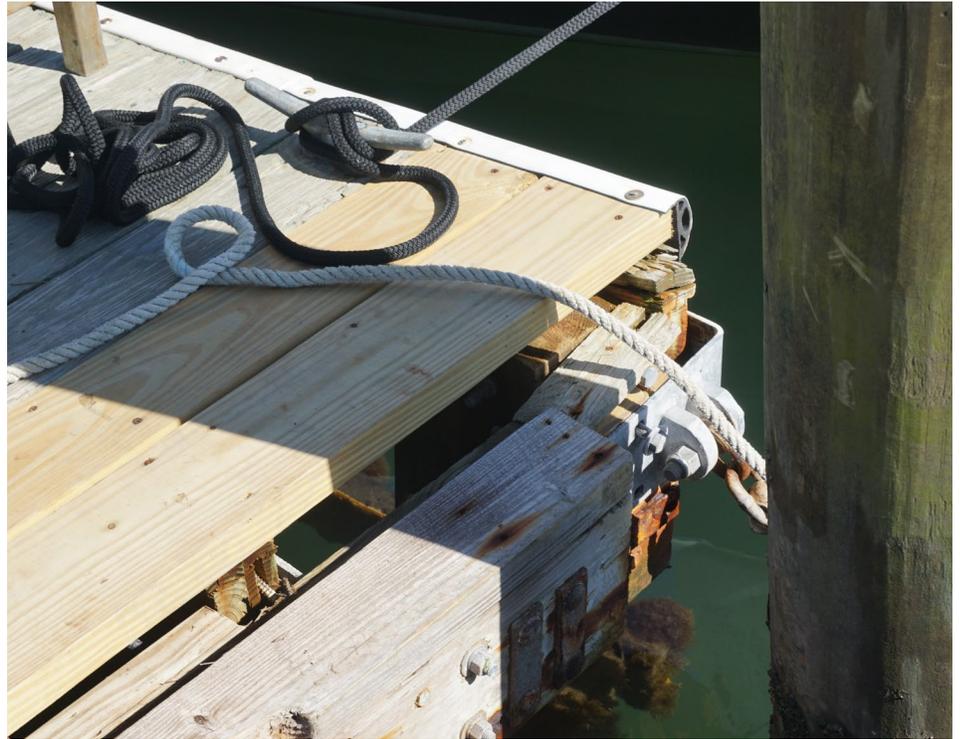
The Waterfront Committee has regularly monitored and repaired these floats over the years and has found that the original 25-year estimated life for these assets is quite accurate. Thus, the Committee has commenced a top-to-bottom review of the float system, and is looking for improvements in construction methods

### WATERFRONT Committee

and design options that would best suit our current needs.

The plan is to replace one float system per year (three dinghy and outer) beginning the winter of 2021/2022. Having recently built the "U" float system close to shore with volunteer labor, Waterfront Committee members realize what a huge effort building each of these float systems is. Understandably, the Committee has firmly decided that contracting this construction, as was done 22 years ago, is the way to go.

The Waterfront Committee received quotes for float construction two years ago ("U" float project, \$35/square foot) and it is currently using this information to plan the cost of the float system replacement. It is estimated to cost \$502,500 in total for the four float systems. Committee members are now tasked with getting updated quotes for this work and have learned that the current cost of lumber is inordinately



*After 22 seasons, our dinghy float system is showing its age and we don't want to have them deteriorate like the float (not ours!) in this picture. Timely replacement of our floats is critical but will cost more than \$500,000. Current reserves will need additional funding to cover this expense.*

high. The plan is to phase the work over several years, resulting in both cost fluctuations and the spreading out of our spending.

To understand the impact on the waterfront reserves and the Club's finances, the Waterfront Committee prepared an analysis of all the assets it is responsible for, their age, expected life, and currently estimated replacement cost. By examining this data and scheduling when the work is needed, the Committee has concluded that today's waterfront reserves for floats and pier, at \$268,593, will need additional contributions on the order of \$45,000 per year to meet the current estimate of replacement expenditures.

(Note: There are separate waterfront reserves for launch refurbishment, engines and transmissions, and hurricane prep. These reserve accounts currently total \$43,281. These separate funds are needed for their designated purposes in the near term, and are not a viable source of funds for floats and piers.)

A detailed analysis of all waterfront reserves is available for review by members [by linking here](#). The Waterfront Committee feels that this long-range plan, if adequately funded each year, will keep the heart and soul of the Club functioning for the next few decades.

*- John Bell*



*BYC*  
*Annual*  
*Meeting*  
*2020*  
Sunday,  
November 15, 4 pm

**Zoom Webinar**

**For the health, safety and convenience of BYC members, the 2020 BYC Annual Meeting will be a Zoom Webinar.**

Registration in advance is required for joining this Zoom Webinar. Information on registering, along with meeting materials, will be emailed to members during the first week of November.

The email will also include details on how to access Zoom if this format is new to you. As of November 8, registration information and meeting materials will also be available at [www.bristolyc.com/annual-meeting](http://www.bristolyc.com/annual-meeting).

## Annual Meeting to Propose Bylaw Change

Annual Meeting attendees will be asked to entertain a bylaw change prepared by the Membership Committee. This suggested bylaw change is one of the administrative initiatives of the BYC Strategic Plan.

### **Bylaw Proposal: Old Salt Membership Status**

Currently, members who reach age 70, have been members for 20 years and no longer use the waterfront (i.e., do not own a boat) may be considered for Old Salt status. Old Salts receive a 50 percent discount on membership dues and are exempt from capital assessments.

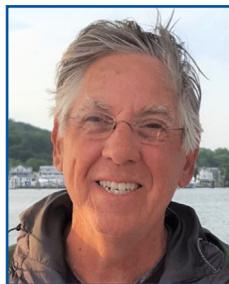
This bylaw change expands the criteria for Old Salts, permitting members to apply for this status at age 75 with only 15 years of membership. Accordingly, the Old Salt criteria will be either 70/20 or 75/15. With many members joining in their mid-to-late 60s, the Board felt that a modest reduction in the years of tenure would be appropriate.

While the primary purpose of the Old Salt program is to retain our older members, it should be noted it has been a financial benefit to the Club since its inception. Applicants for Old Salt status must be approved by the Board. To ensure that this change doesn't have a negative financial impact, the proposed bylaw allows the Board to limit the total number of new Old Salts approved annually, with the 2021 limit set at 10 under the 75/15 clause of the proposed bylaw. If more than 10 apply, acceptances will be based on length of tenure with the Club.

Old Salts are not counted as part of the 325 Senior Member membership quota, thus opening memberships to additional applicants. BYC's popularity is reflected in an ongoing membership wait list, with about 20 potential members expected on this list at year's end. Members wishing to apply for Old Salt status do so by requesting the change on their annual Club invoice form.

### **Other Membership Change: Senior Member Initiation Fee**

The current initiation fee for applicants seeking to be a Senior Member of BYC is \$2,000. Recognizing that this fee might be a deterrent to younger applicants, this step, to be presented as part of the 2021 BYC budget package at the Annual Meeting, allows a potential new Senior Member age 40 and under to spread the initiation fee over three years.



*Should you have questions about the information above prior to the Annual Meeting, please feel free to [email Alan Dimson-Doyle](mailto:alan@bristolyc.com), Membership Committee Chair.*



*Growing up on the water: Russell and Calvin Levesque with Mom, Caroline, and Dad, Pete.*

## From Generation to Generation: Learning and Loving Sailing

When Club members Ben and Nan Hall enrolled their 10-year-old daughter Caroline in summer classes at EBSF several decades ago, undoubtedly their thoughts were not on how one day Caroline and her husband, Pete Levesque, would do their same for their youngsters. But that day has come.

Caroline Levesque learned sailing on EBSF Mercuries, Optimis and 420s, and went on to be an EBSF instructor during high school and an EBSF team racing coach in her college years. She's honed the skills gained with EBSF, as evidenced by being a three-time All American at Tufts University and winner of two national titles during her college years. In addition, she and Peter were members of a winning team in US Sailing's Hinman Championship. On Thursday nights during the season, more often than not you'll find Caroline and Pete being first across the finish line in the Club-sponsored J/22 one-design series.

And they often have special crew members with them: their two boys, six-year-old Calvin and two-year-old Russell.

"Calvin definitely knows the excitement of racing," says Caroline. "He understands the start, knows when we are ahead or behind, and gets pretty excited when we are winning.

"He's fearless - sitting up on the bow without life lines. Taking down the jib. Hmm ... maybe too fearless," she adds, with a bit of motherly anxiety.

"Pete and I grew up sailing, first experiencing it with our parents. Today, sailing is simply a part of who we are. One of our greatest fears," says Caroline, "was that our kids would hate it, but so far they are totally onboard."

Calvin was slated to begin formal lessons with EBSF this past summer and was disappointed that COVID-19 stood in his way. "As much time as he spends on the water with us, I think EBSF lessons will be an important experience for him. Sailing by himself will be new. It's a confidence builder. What kid doesn't like being able to be in control of what the boat does and where it goes?"

"I know that the EBSF program delivers from my own personal experience," notes Caroline. "I don't think it's changed that much in the intervening years and we'll have the boys growing up as EBSF kids just as I did."



*Calvin Levesque tends the jib on Dusty, his family's J/22.*

"In summer, I love seeing the Optimis on the BYC lawn, the dinghies on the water, and in the years ahead it will be my kids sharing the opportunity to be on the water with new friends in the program."



*Have you ever wondered how a particular boat acquired its name? Peter Canzone (Commodore 2007-2009) gives us the answer.*

**Boat:** *Vitesse*, a 24-foot Corsair

**Owners:** Jan and Anke Moritz

Why the name *Vitesse*? Jan describes it this way:

*"Vitesse means speed or velocity in French. The name came with the boat when my wife, Anke, and I purchased our Corsair 24 in January 2016. Vitesse certainly seemed like an appropriate name for a trimaran and we couldn't think of a name that we liked better so we decided to keep it."*



## IT'S ONLY A NAME ...

*Now you know how the name *Vitesse* was chosen for Jan and Anke's boat. If you have a boat name you would like to submit, please email Peter at [americanart1@aol.com](mailto:americanart1@aol.com).*



The Club hosted masked and costumed guests for the Social Committee's Mask-erade event October 17. From left: Steve and Nancy Barron, Carol and Jack Pino, and Cinda Anderson and Jonathan Walsh, all of whom won painted pumpkins in recognition of their mask and costume creativity.



*Mask-erade*

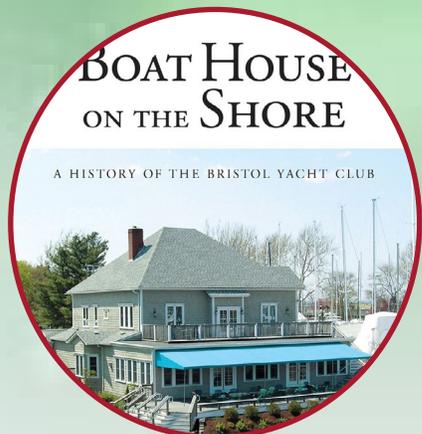


# *Holiday Shopping at the* **BYC Ship's Store**

**10 Percent Off These Selected Items  
Only Until November 30  
Order at [www.bristolyc.com/welcome-to-store-2](http://www.bristolyc.com/welcome-to-store-2)**



*Silk Tie: reg. \$30, now \$27.  
Cotton V-neck Sweater:  
reg. \$42, now \$37.80.  
Belt: reg. \$30, now \$27.  
Hot/Cold Beverage Bottle:  
reg. \$15, now \$13.50.  
Boat House on the Shore:  
reg. \$32.25; now \$29.*



**Shop Our Ship's Store for Great Stocking Stuffers**



Due to COVID-19, it wasn't the Decommissioning any of us have come to expect, but the American flag and Club burgee were lowered with ceremony for a final time in 2020 on October 18 just the same. BYC Commodore Chris Bjerregaard and Chief Steward Chris Healey did the honors, while a small group, assembled for final call at the Beach Bar, looked on.

## Saying Thank You to BYC Staff

*As we move into the Holiday Season, please express your thanks to our BYC staff for their many contributions this season by contributing to the 2020 Staff Holiday Fund. Between now and December 15, send your check of appreciation, payable to BYC, to POB 180, Bristol, RI 02809. Note on the memo line "Staff Fund." Funds collected will be distributed to staff during the holidays. Should you wish to send a special thank you to individual staff members, here are their addresses.*



### Chief Steward

**Chris Healey** 46 Sowams Road, Barrington, RI 02806

### Dock Master

**Peter Turenne** 83 Burton Street, Bristol, RI 02809

### Launch Drivers

**Josh Berube** 24 Brackett Avenue, Tiverton, RI 02878

**Peter Dwyer** 34 Bayview Avenue, Bristol, RI 02809

**Stephanie Erickson** 44 Rocky Crest Road, Cumberland, RI 02864

**Brice Giblin** 1500 Main Road, Westport, MA 02790

**Ryan Gray** 16 Stanton Road, Portsmouth, RI 02871

**Daniel Grover** 20 Thomas Street, Barrington, RI 02809

**Harley Hayes** 38 Pelham Street, Newport, RI 02840

**Patrick Monaghan** 1 Musquit Road, Medway, MA 02053

**James Nott** 3 Third Street, Portsmouth, MA 02871

**Steven Sammis** 110 Pine Street, Rehoboth, MA 02769

### Dock Hands

**Braeden Flaherty** 15 Frederick Drive, Barrington, RI 02806

**Bridget Flaherty** 15 Frederick Drive, Barrington, RI 02806

### House Hand

**Brendan Adams** 12 Opechee Drive, Bristol, RI 02809

### Bartenders

**Kimberly Bottomley** 91 Main Street, Unit 411, Warren, RI 02885

**Morgan Chaves** 1202 Hope Street, Bristol, RI 02809

**Kyle MacGovern** 14 Tilbury Drive, Bristol, RI 02809

**Stacy O'Shaughnessy** 37 Opechee Drive, Bristol, RI 02809



## DOCKS OUT FOR WINTER

### Volunteers Needed

Wednesday, November 4 - 7:30 am

Email [steward@bristolyc.com](mailto:steward@bristolyc.com) to say you'll be there!



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