



# *The Bristol Yacht Club* MAINSHEET

## Heading into Calmer Waters

As we entered Memorial Day Weekend, RI Governor Gina Raimondo announced Phase Two Reopening Guidelines effective June 1, heralding a time when BYC might return to more normal activities. That said, Phase Two, predicted to be in place for a month, will not dramatically change our Club operations in the short term. Here is the current direction we are heading. Watch for updates in BYC communications.



### Clubhouse/Beach Bar

The House Committee looks forward to reopening the Beach Bar soon, recognizing its importance when the Clubhouse and sit-down dinners and other favorite social activities remain out of commission. The Committee is reviewing guidelines from the State vis a vis group gathering sizes, distancing of tables, extra cleaning, etc. "We are totally committed to having the

Beach Bar available this season," notes House Committee Chair Mike Morin. "But, as members expect, we want our operations to support everyone's health and safety."



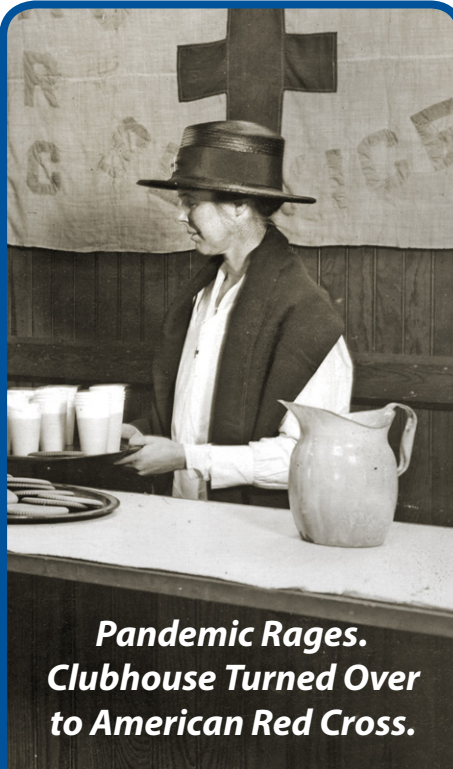
### Racing

Racing is on this summer with the first outings for the weeknight series the week of June 1. Skippers are encouraged to rely on the same crew members each week to support the State's guidelines, or to sail short-handed or as family units. While the fleet is fewer than normal right now, skippers can still register on the BYC website (late registration fees are waived). At least

initially, post-race activities will not be held, so skippers are encouraged to load on libations and snacks for the crew to enjoy back on the mooring. It is expected that in

*Continued on page 2.*

*Masthead Photo: Blue skies prevailed for our virtual Commissioning. See page 2.*



***Pandemic Rages.  
Clubhouse Turned Over  
to American Red Cross.***

**WWI, Spanish Flu and BYC  
Page 3**



**June 2020**



## Heading into Calmer Waters ... continued from page 1.

the weeks ahead small post-race gatherings may be possible. Protest hearings may be held by videoconference. The Race Committee is also actively discussing local/informal weekend race events.



### Summer Cruise

After surveying past cruisers to gauge interest in pursuing a week-long cruise this summer, the decision was made to carry on but postpone the cruise until August 1 – 8. The expectation is to keep to the plan of a Buzzards Bay itinerary with possible stops in Marion, Cataumet, Quisset and Cutty. The Cruise Committee is already working on solidifying these destinations given the new

dates. Like much of life these days, the cruise will look different than past years with safety plans in place calling for social distancing through meet ups in small groups vs. all cruisers, and BYOB and BYOF (food). What will remain in place is the usual camaraderie of sailing together as a fleet.



### East Bay Sailing Foundation

Small group and private lessons will be the emphasis of EBSF this summer with sessions beginning June 29. Rather than the traditional camp-style program for youth, this summer distinct class sessions will be scheduled mornings and afternoons with no lunch period. Class groups will be smaller than usual with groups staying intact with designated instructors to limit

interaction. Expect health checks and lots of cleaning. One-on-one and couples/family lessons are also being promoted as a great way to learn while keeping interactions limited. There is more about EBSF on page 4 of this issue and program details under "Learn to Sail" on our BYC website. Stay tuned for program adjustments and additional classes from EBSF as Covid-19 restrictions ease.



### Waterfront and Club Property

Current BYC guidelines remain in place for the time being. They include signing in each time you arrive onsite to enable contact tracing should it be required. Face coverings, handwashing, social distancing, limited numbers on the launch all continue. [Link here to review current guidelines.](#)

## Scenes from Our Virtual 122nd Commissioning May 24, 2020

[View the video here](#) or from  
our website homepage:  
[www.bristolytc.com](http://www.bristolytc.com).

Social distancing stood in the way of a joyous celebration for our 122nd Commissioning. Instead, to mark the occasion, Commodore Chris Bjerregaard recorded a brief ceremony on video on Sunday of Memorial Day weekend.







## BYC Clubhouse Supports Wartime Effort during Spanish Flu

With our Club activities modified and our Clubhouse closed as we social distance during Covid-19, it is interesting to take a look at what was happening at BYC during the Spanish Flu of 1918.

As the Spanish Flu raged worldwide, the local reaction was much the same as we see today with schools, picture shows and dance halls closed, and gatherings of people, especially in confined spaces, considered to be contributing to the Spanish Flu's spread.

With many Club members enlisted in the armed forces, normal BYC activities were already on hiatus when the Spanish Flu hit. In fact, so few members were available that the election of Club officers was postponed in fall 1917 and again in spring 1918.

In June 1918, to help support the war effort, the Club graciously turned over the Clubhouse, located then on lower Constitution Street, to the American Red Cross for a volunteer-run canteen (pictured). Established to provide food and comfort to service members traveling between their homes and ships going overseas, more than 2,000 men registered at its doors during the five months it served in this capacity.

Efforts to revive Club activities in 1919 got off to a sluggish start. The country was still reeling economically and emotionally from the war, and there was widespread fear of another flu outbreak. (In Rhode Island, flu-related deaths in 1918 were as high as 50 a day. Victims of the flu died quickly, often within hours or days of symptoms. Without vaccines or treatments, hospitals were overwhelmed with patients.) Fortunately, conditions gradually improved and the Club's membership rebounded.

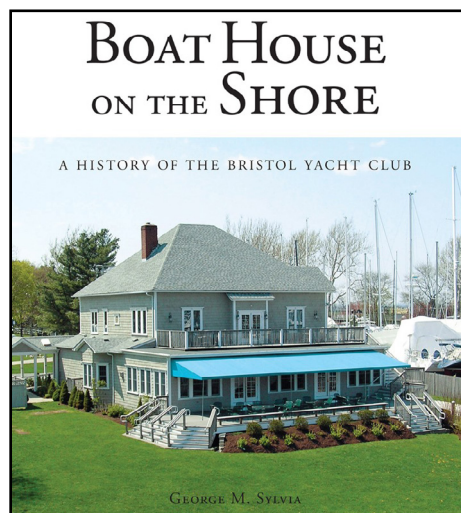


Pitching in during a crisis and then rallying around a mutual ethic of seamanship and camaraderie are BYC hallmarks, never better illustrated than during this time period just about a century ago.

*With thanks to George Sylvia, author of [Boat House on the Shore](#).*

Do you know that our Club's rich history is fully documented in *Boat House on the Shore*, a 350-page book authored in 2011 by Club member George Sylvia? George and his wife, Karen, (pictured at right) joined BYC in 1987 and sail on *Oasis*, their 23-foot Sea Sprite.

*Boat House on the Shore* is available at the BYC Ship's Store. Put it on your wish list for when our store reopens and get ready to enjoy many hours reading about BYC roots.





## EBSF Program Director: A Man Focused on His Passion

*Michael "Z" Zonnenberg joined East Bay Sailing Foundation in 2019 as its Program Director. The BYC Mainsheet chatted with him recently to learn about his passion for sailing and his plans to make this summer a success for EBSF despite Covid-19 restrictions.*

**Editor: Tells us a bit about your introduction to sailing.**

**Z:** I grew up in Georgia and learned to sail on a lake there. My grandparents and parents loved sailing and racing, so it wasn't surprising I was racing an Opti by the time I was 8 or 9.

We moved to Florida when I was 13, and in my teens and college years I raced Lasers.

### The Interview

**Editor: How did you become a New England transplant?**

**Z:** I went to the University of Vermont and sailed for UVM all four years. I earned a degree in mechanical engineering and, since I've always loved the physics of sailing, I went on to learn a lot about aerodynamics and fluid dynamics. I worked as a mechanical engineer for Honeywell Aerospace for two years. But after two years I realized that I really wanted to follow my passion. For me, that's sailing.

**Editor: What path brought you to EBSF?**

**Z:** About three years ago I spent a summer on Martha's Vineyard as a 420 race coach and I quickly realized I love this area. I had the opportunity to take the position of Assistant Coach of the Brown University sailing team, which I combine with being Program Director here at EBSF. It works out great, though it can be a bit hectic in the spring and fall. But, come winter, I can also escape for a month or so to go sailing down south or skiing out west.

**Editor: Speaking of hectic times in the spring, how do you manage to prep all the EBSF boats each season?**

**Z:** There are 54 boats in our fleet; 16 are keel boats. About half my time in the spring is spent getting fiberglass repaired, bottoms painted and so on. But it's also a really busy time marketing our program so I couldn't get the boat work done without volunteers helping out.

It's been a bit different this year, though, because of social distancing. In normal times, we'd pull together work teams and

tackle chores together so I can get the volunteers the tools and supplies they need. And it's more fun to do it together. This year we've shied away from the team approach but hopefully very soon the Covid-19 guidelines will allow us to pull groups together again.

**Editor: Rhode Island recently announced guidelines for summer camps but I know EBSF has been working on plans for awhile. What does summer 2020 look like?**

**Z:** We're already making lots of changes to our classes to make sure they are safe. And I actually think we'll have a big demand as everyone is ready to be out of the house.

The biggest change we're making is our students will each be on their own boat rather than in boats in small groups like other summers. This will definitely help us manage social distancing. We won't run full-day camp sessions with lunches on the lawn. Instead, we'll have morning classes and a different group in the afternoon. And we'll keep all the kids in small teams with the same instructor all the time to minimize interactions. And, of course, there will be lots of cleaning and health checks.



*Michael "Z" Zonnenberg was racing an Opti while in grade school. He is now Program Director for EBSF and Assistant Coach of Brown University's sailing team.*

For some older students – those on 420s – we're looking at regular two-person teams together on the same boat for the season. And we're hoping lots of adults and family units will take advantage of our expanded program of private lessons. We just went live with some new web pages about private lessons and I think that approach will get lots of attention.

*Continued on page 5.*





*EBSF Program Director ...  
continued from page 4.*



**Editor:** *EBSF is a nonprofit and relies on revenue from lessons and fundraising to keep the fleet going. With smaller classes, fundraising becomes more important. How is EBSF managing?*

**Z.** Right now our need is great and it's a tough fundraising environment. Must-haves on our list are new motors for our

### Maximize Your Summer

**EBSF private lessons are a great way to learn to sail, race or wind surf. Use your own boat or the EBSF fleet. Offered evenings, weekends and Fridays.**

**Charter a J/22 for the season's Wednesday night and Thursday night racing, or for weekend outings.**

**EBSF registration is open.**

**Go to [www.bristolyc.com/learn-to-sail-2](http://www.bristolyc.com/learn-to-sail-2).**

Whalers and they run \$8,400 each. We need two. And we're worried we won't be able to do our major fundraiser – it's a dinner and auction – this summer. It's a struggle but we are optimistic.

**Editor:** *We need to wrap up, but a final question. We're all concerned about Covid-19, social distancing, etc. What final thought do you want to relay to our readers about EBSF in summer 2020?*

**Z.** We are 100 percent committed to making sure that this will be a fun summer for kids of all ages and adults who want to become better sailors. And we are equally committed to making sure our program complies with all the Rhode Island Covid-19 guidelines which is why we're emphasizing small group and private lessons. Safety on the water is always a top priority. Safety off the water is equally our goal this year.

## BYC PETS



**The crew:** *Ben, a Portuguese Waterdog*

**Ben's captains:** *Marilyn and Will Pease*

**Their boat:** *Charmer, a 40-foot Gulfstar*

**Ready to serve:** *Ben is Waterdog First Class aboard sv Charmer where he's approaching his tenth year of duty. He was bred here in Bristol by Linda Silveira and Joe Murray, BYC Club members. Although technically a working dog, Will and Marilyn*

*Pease tell us he has managed to maintain his amateur status throughout his career.*

*"Ben likes the boat, the dinghy, the docks, the launch, destinations and anything to do with boating except heeling," says Will. "At about five degrees of heel he will curl up on the helmsman's feet for security."*

*Ben loves to play fetch on the beach and then cool off with a swim. His big webbed paws serve him well as he swims effortlessly while steering with his thick muscular tail.*

*A boat, a beach and a tennis ball make Ben a happy sailor.*

*To have your four-pawed crew featured in The BYC Mainsheet, email a photo to [bymainsheet@gmail.com](mailto:bymainsheet@gmail.com). We'll send you a BYC car decal as a thank you.*



## First Love or Current Love – Part II

*Last month several Past Commodores told us about their all-time favorite boats. For some, it was the boat that offered them a first taste of independence on the water. For others, their current boat ranks number one. This month, three more Past Commodores share their stories.*



### Peter Canzone Commodore 2007 – 2009

"Thinking back on which is my favorite of all the boats that I have sailed or owned, it is a virtual tie between two.

"In 1971, on Long Island, I was invited by Wells Darling to be part of a crew, including his son, Tom, and daughter, Wendy, to race in Off Soundings on hull number one of a Pearson 30. Wells was president of Grumman, which owned Pearson. We won our class and the Pearson 30 became one of the best racing and cruising boats in history. Wells Darling went on to become Commodore of the Ida Lewis Yacht Club in 1992. I became the Bristol Yacht Club Commodore in 2007 and Wendy's husband, William P. Ketchum, is the current Commodore of the New York Yacht Club.

"My other favorite boat was *Probable Cause* (pictured above), a C&C 33, on which I spent many years sailing the waters of Narragansett Bay."

### Craig Lippman Commodore 2011 – 2013

"While *Genie*, our family cruiser, will forever live in my heart, some of my best yachting adventures were aboard a class of boat labeled OPB (Other People's Boats). Aboard yachts in this class I've adventured with fellow members and Commodores to the tip of South America, the Leeward Islands, the islands of Cananoe, Cuba, Culebra and a dozen others, and, of course, the race to that island about 550 miles due south of Bristol.



At the Chilean Naval Station at Cape Horn, Craig Lippman and his fellow sailors were privileged to fly our BYC burgee alongside the national flag. Craig notes: "We secured that burgee within the station's lighthouse with suitable description."

"This OPB class of boats includes *Pelangi*, *Aggressive*, *Cetacean*, *Mandate*, *GEM*, *I'll Think About It* and *Quadrille*, all of which bring fond memories. We've climbed peaks, swum with turtles, raced dolphins, blown/rescued sails, and sampled all manner of beverage. But looking forward today, I can't wait to campaign *Genie* this summer with and against good friends."

### Peter Maloney Commodore 2005 – 2007

"You never forget your first boat. For me, it was an 11-foot Sea Snark (an early Sunfish-type boat) that cost \$99 new in the mid-1960s (pictured is a Sea Snark ad from that era).

"A *Popular Science* reviewer wrote that there was never a sailboat 'more foolproof.' And that was a good thing. While today's helicopter parents would be horrified, it worked for me. Who needed sailing lessons (apologies to EBSF) – just shove off, capsize a few times, figure it out, and sail across the bay to Coney Island, out into New York Harbor, or ride the two-knot current along the beach out into the Atlantic Ocean – although getting back could be a challenge."







## Meet Some of Our Newest BYC Members

**Nancy and Steve Barron** just sold their house in Peachtree City, GA, and are moving to Bristol the first week of June. They purchased *Blessings*, a 38-foot center cockpit Catalina Morgan about 18 months ago. Although it's their first boat, Steve is a passionate sailor and racer who grew up in Detroit and was a member of the Detroit Yacht Club. Plus, they've

bareboated in the Caribbean a dozen times, with BVI their favorite locale.

**Why BYC?** "We joined BYC because of the beautiful setting and the friendliness and hospitality we've received from members," the Barrons say. "We dreamed of retiring here for the last 10 years since my first trip to visit the Club," Steve adds.



### **Peter Huckins and Patricia Calvo**

of Willimantic, CT, are moving into a new phase of their lives and owning their own boat is a big part of it. For Peter, the sailing bug bit early when he'd take out a Sunfish on Connecticut lakes. He was so intrigued with boats that, after college, he enrolled in the Landing Boat School to learn to build and repair wooden vessels, a trade he pursued for about a decade. Now, after a long hiatus from sailing regularly due to building a business and raising a family, Peter and Pat are pursuing a range of certifications from the Narragansett Sailing School



and readying themselves for their first season on *Nola*, a 42-foot Catalina MKII, that they purchased in late 2019.

**Why BYC:** Peter and Pat note: "We would love to complement our new lifestyle on the water with the camaraderie, amenities, mooring opportunities and relaxed, friendly environment afforded by being members of Bristol Yacht Club."



*Pictured: Top - Nancy and Steve Barron.  
Middle - Peter Huckins and Patricia Calvo.  
Bottom - Sharon and John Monaghan.*

## Membership at Full Capacity with Wait List

The popularity of BYC is evidenced by our membership ranks and this spring we are again at full membership of 325 Senior and Intermediate Members (membership categories such as Old Salt, Honorary and Life are in addition to the 325 total). At recent Executive Committee meetings additional applicants for membership were approved and placed on a wait list. In addition, several other applicants are currently under review by the Membership Committee.

As of June 1, the wait list includes:

**Fred Orwiler** of Fall River, MA, owner of a 17-foot Whaler

**Jim and Beth Flynn** of Bristol, owners of a 21-foot center console

**Chris Burtner and Faith Hassinger** of Bristol, EBSF students in 2019

**Roger and Cindy Sherman** of Portsmouth, owners of *Rescued*, a 30-foot Chris Craft Calypso

### **John and Sharon Monaghan**

summer with their four children on Hog Island and call Medway, MA, home base. They own *Off-Duty*, a 22-foot center console which they purchased last year.

**Why BYC:** "Our son, Patrick, and numerous extended family are proud members of the BYC. We intend to move to the Bristol area in the next few years and are interested in the many facets the Club has to offer," the Monaghans tell us.



## Starting: A Special Time with Special Considerations

Starting a race is a special time with special considerations beyond just the **barging** we addressed in last month's column. The same overlap rules (Rule 11 and Definition of Proper Course in the *Racing Rules of Sailing*) that apply to the barging example combine to create a powerful tactical advantage to leeward right-of-way boats the rest of the way down the starting line.

Because she has fewer restrictions before the starting signal, a leeward boat can force an overlapped windward keep-clear boat up toward and into the wind pretty much as she wishes. Now if they are getting close to the starting line right before the start, if done correctly, the leeward boat can force the windward boat over the starting line at the starting signal and into an illegal early start, while keeping herself behind the starting line for a fair start. The windward boat

would then have to turn back and get completely on the pre-start side of the starting line before she can restart or be considered "On Course Side" (OCS) and disqualified. Very painful!

### RACING BY THE RULES

An important thing to know here is that the windward boat has no requirement to anticipate the overlap, and that once the overlap is established, if established by the leeward boat's actions like overtaking from behind, Rule 15 requires that the leeward boat "shall initially give the other boat room to keep clear."

So, while the windward boat should be aware of the situation, she does not have to react to an impending overlap until it is established, and only then does she have to start keeping clear, and she must then do so as quickly as possible. Sometimes that can make the difference between a good start and a disastrous start.

Another consideration with the above example is as follows. When the leeward boat established the overlap, if she was so close to the windward boat's aft quarter that when the windward boat turned away her rear quarter hit the leeward boat, the leeward boat was too close and therefore broke Rule 15 by not giving adequate room to keep clear. That is most common at the start, but can also happen out on the race course.

-- Mark Rotsky





The Commodore and his team are finishing up work on a fuel-efficient coach boat.

## Covid-19 Balance: Work, Walk, Build

I've been working from home for a couple of months now. Thank goodness I have a job but, to be honest, I much prefer working directly with my peers to working virtually. At work there is a mix of computer time, meetings and coordinating with the production workers on the floor. Variety. I only feel productive at home with my head buried in my laptop working on a design or logistics project, and I physically can't do that eight to ten hours straight.

### Commodore's Corner

I do have a couple of vices that help me get

through the day. I hike the Audubon Society's Macintosh Wildlife Refuge every day. There are 30-plus acres of trails through fields, fresh and saltwater wetlands, and Narragansett Bay waterfront. It's beautiful and a great break. It takes about 20 minutes if I'm power walking and an hour if I'm birdwatching.

A couple times a week and most weekends I head over to the Jamestown Distributors shop to work on the EBSF / 11th Hour Racing fuel-efficient powercat. The staff at JD is extremely supportive of the project and I've been able to work right through the Covid crisis. The boat is nearly done but, unfortunately, Flux Marine, the motor manufacturer, is shut down. I'm hoping it'll be back in production soon because I'll have the boat ready in a couple weeks. It's going to be great fun to see if the boat performs as I think it will.

If you would like to get involved in the project, contact me at [chrisbj@cox.net](mailto:chrisbj@cox.net).

- Chris Bjerregaard

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

## IT'S ONLY A NAME ...



**Boat:** *Truancy*

**Owners:** Diana Kryston and Jody Underwood

Why the name *Truancy*? Diana describes it this way:

"We were sitting on our first sailboat, a Ranger 26, in Apponaug Marina in 1980 brainstorming a clever name for our boat. Of course cocktails were involved to enhance the creative skills.

"The boat in the next slip was LUNA-SEA and that seemed quite clever. At the time I was a junior high school history teacher, so TRU-N-SEA, seemed pretty clever to us but we settled on *Truancy* as it was more characteristic of

our boating skills and temperament. So many days on the water are the result of 'bunking' school, work or chores!

"The name has stayed with all our boats thereafter, a San Juan 30, a Catalina and our current Dehler 34."

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



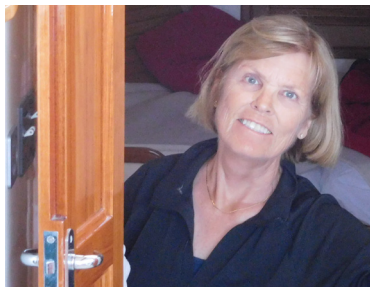


## Editor's Note

Recently I met fellow BYC member Bill McGovern for the first time, even though we had emailed last January when he contributed to *The BYC Mainsheet* article on winter boat projects. He had a complaint about this newsletter (and lots of nice things to say!). He said I should let more folks know who the editor is.

Thanks, Bill, for the advice. Here goes.

I'm a fairly new Club member, having taken the Club's communication helm before completing my first year of membership. While I may be new to the Club, putting together publications like *The BYC Mainsheet* and the Monday email are old hat, having a long career in marketing and communications, mainly with major health care centers.



A few personal notes.

- Gary Warner and I downsized and moved from Marion, MA, to downtown Bristol two years ago.
- We've had several sailboats over the years, all with Bristol roots – a Herreshoff 12½ (Doughdish), a L.F. Herreshoff-designed Stuart Knockabout and, finally, a Shannon 28.
- Now we love *Rachel J*, our 36-foot Ellis Express Cruiser, a fine example of Maine lobster-boat-styling. In



fact, we take her back to Maine (she was built in Southwest Harbor) each summer, just cruising wherever the spirit moves. She is pictured above.

I hope you'll join Bill in letting me know what you like – or don't like – about *The BYC Mainsheet*. After all, it's your newsletter and I'd really like your input. Write me at [bycmainsheet@gmail.com](mailto:bycmainsheet@gmail.com).

- Catherine Murray, Editor

## WHEN THE SUN IS OVER THE YARDARM

**Submitted by:** Deb and Bob Rude

**Boats:** MMMMM, a J/30, and *Asparas*, a 23-foot Sea Sprite

**Story behind the recipe:** "In the past, Bob and I tried Sangria recipes that call for refined sugar," Deb says. "On one of our trips to Barbados, we were introduced to this recipe by our cook, Lisa. Yes, it's true this island of paradise is known for rum punch. But, when we tired of that sugary drink, Lisa gave us a Sangria recipe without refined sugar that we loved, adapted and, hopefully, perfected. Whether in Barbados, at our home in Bristol or sailing on Narragansett Bay, we enjoy making a pitcher of Sangria and sharing it with family and friends!"

### Sangria, ala Deb and Bob

- 1½ - 2 cups Goslings Black Seal Rum
- 1 large bag frozen pineapple or other fruit
- 2 limes, sliced, or ¼ cup of lime juice
- 1 can frozen lemonade
- 2 liters Carlo Rossi Sangria

Mix the above in a large pitcher. Pour over a generous glass of ice.



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### WATERFRONT Committee

*Three new dock ramps were installed this spring to make access to members' dinghies safer and steadier. 100-amp electrical service is now available on the main BYC dock.*

## What's New on the BYC Waterfront?

The Covid-19 Club guidelines ([link to them here](#)), thoughtfully adapted to minimize the risk of transmitting the virus, are not the only new things at BYC. You should also notice some additions to our waterfront. The masked desperados of the Waterfront Committee worked hard to install three new ramps to the dinghy docks this spring. These robust aluminum structures are more stable and lighter than the worn out ramps we were using.

Our team also did a major upgrade to the electric supply on the main float going from 50 amp service to 100 amps. The new pedestal has three 30 amp outlets and one 20. Safety is improved as each has its own ground fault interrupter.

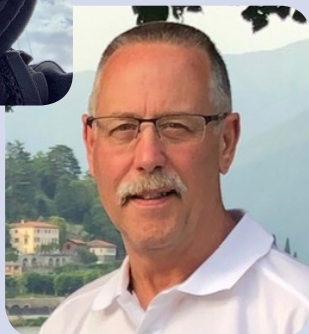
Behind the scenes we have been working to improve the

financial tools that are used to project capital costs and track waterfront income and expenses. A spreadsheet that projects waterfront capital spending on all infrastructure through 2033 will help BYC know how much needs to be put away each year so we can maintain and replace our equipment as it ages out.

We also improved our tools to track expenses more closely so that we can catch things quickly during the season if revenues stray from projections. Lastly, we analyzed the true cost of hauling and storing docks not owned by the Club and raised pricing accordingly.

With the weather turning warm, we hope these improvements will make using your boat even easier and more enjoyable.

*-- David Schwartz*



## Three Cheers for Our Dock Crew

This season many familiar launch drivers will be back with BYC under the direction of Dockmaster Peter Turenne. Be on the look out for Josh Berube, Peter Dwyer, Ryan Gray, Harley Hayes, Patrick Monaghan and Steve Sammis. Bridget Flaherty will also be back at BYC as our dockhand.

Joining the crew are two new launch drivers:

**Brice Gibson** (pictured far left) lives in Westport, MA. He is looking forward to his freshman year at Roger Williams University this fall. Brice is a certified sailing instructor at Spindle Rock Club in Westport.

**Jim Nott** (pictured left) of Portsmouth has raced for several years at BYC on Wednesday nights. He retired from the HVAC industry, and previously served in the US Navy and marine industry. Jim is married with two children and five grandchildren.



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**Reminder**  
Smoking is  
permitted **ONLY**  
on the west  
(Poppasquash  
Road) side of the  
BYC property.  
No smoking is  
permitted east  
of the first row  
of parking, as  
indicated at right.  
*Please dispose of  
smoking materials in  
containers provided.*

