



The Bristol Yacht Club **MAINSHEET**

From Knockdown to Finish Line: A Team Effort

BYC to celebrate Clubhouse reopening February 16

Respectfully submitted by Ruth E. Souto, Past Commodore

Less than 24 hours after our elegant Harvest Ball, many members stood with me in the parking lot and watched our building burn on Sunday, October 21, 2018. It took firefighters from four towns over 1.5 hours to extinguish the flames. That was an incredibly sad day full of doubts and questions. Now, 15 months later, we are on the layline and the pin-end of the finish line is just off the bow. Our Clubhouse is about to be whole again!



Commodore Chris Bjerregaard and Past Commodore Ruth Souto pose in the "new" BYC Clubhouse in late January.

These past several months were certainly trying, to say the least. From the outset, our insurance company (Chubb) indicated that the structural integrity of the Clubhouse was preserved, with the exception of the south side, and we did not need to tear down the building. The interior, however, had been fully compromised and needed to be reduced to bare studs on all sides on both the first and second floors, as the fire, smoke and heat did much more damage than was visible to the eye. The heat was so intense that it melted wiring and light fixtures. Other than heat and smoke damage, the attic was largely unscathed. The cellar, however, sustained significant

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Calendar

Clubhouse Rededication

Sunday, February 16

Friday Night Dinner

Friday, February 28

St. Patrick's Day Dinner

Saturday, March 14

See page 9 for a list of
2020 Club events.



February 2020



From Knockdown to Finish Line ... continued from page 1.



October 21, 2018 as the Clubhouse burned

water damage from firefighting efforts and we lost the furnace, hot water heater and ice maker.

Immediately after the fire, the priority was to secure the building. As soon as we had clearance from the Fire Marshall to enter the house, Club members (and general contractors) Tom Ferreira and Pat Grimo boarded up the broken windows. To control access and protect against onlookers and looters, we hired an onsite security detail for the first two nights until a security fence could be erected around the building.

The next call to action was to form a BYC Response Team to handle the immediate day-to-day meetings with Chubb. I asked Past Commodore Joe Brito, with his significant knowledge of building and construction, to lead this team, which also consisted of Steve Cornwall (construction management and building expertise), Jim Sallinger (insurance expertise), Pat Crawford (recording secretary) and Chief Steward Chris Healey. SERVPRO was then hired to clean up the debris, extract the water, and remove all salvageable contents of the Clubhouse for off-site decontamination.



Rising from the ashes, the Clubhouse in late January 2020

With the critical situation addressed, I then asked Joe to form and head the Building Committee to handle the reconstruction phase. That committee included Club members Joe Brito (Chair), Rosemary Alden (House Committee Chair), Steve Cornwall (building and construction), Douglas Kallfelz (architect), Pat Crawford (recording secretary), Chris Healey (Chief Steward), Chris Bjerregaard (Vice Commodore), Joe Whelan (Rear Commodore) and myself (Commodore).

***“The Bristol Yacht Club
is more than a building;
we are a community
and will work
together to overcome
this unfortunate
circumstance.”***

During the demolition phase, the town's Building Inspector questioned the possibility of asbestos in the linoleum

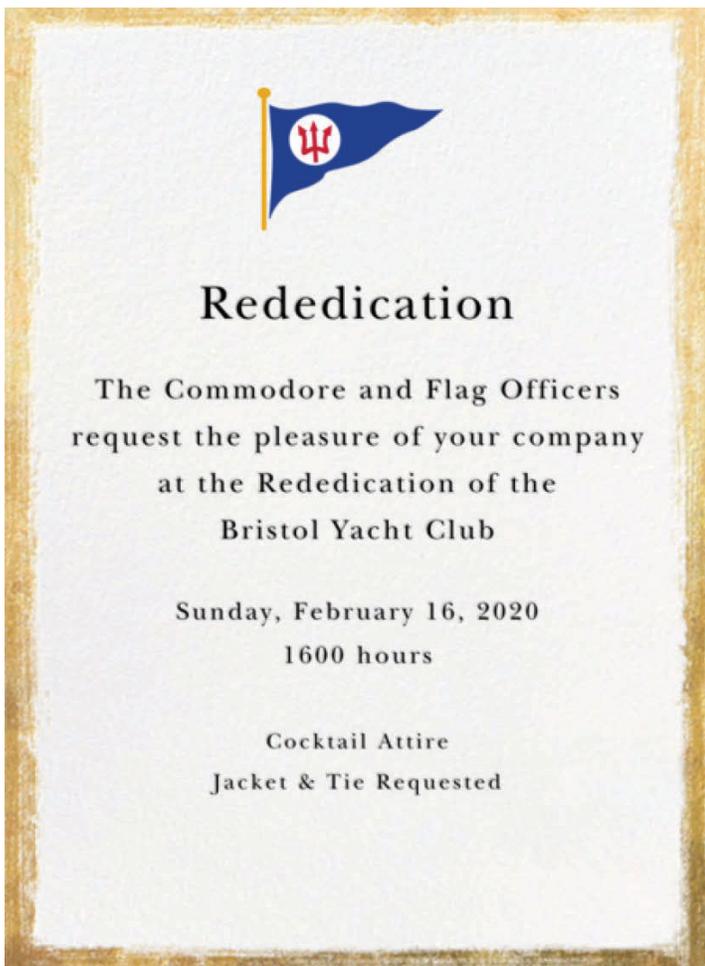
flooring in a closet located directly across from the ladies room on the second floor and called for an environmental review. To be thorough, samples were taken throughout the building and sent out for testing. We received the results and there were two small areas of concern. Both the flooring in that closet and the chimney flue in the cellar tested positive for asbestos and were cordoned off until we could hire a professional asbestos abatement company to remove the contaminants. We can now say with certainty that our Clubhouse is asbestos free. Once removed, the project was able to continue and all remaining wood was soda blasted and sealed.

Enter J2 Construct. Throughout the past year, progress steadily unfolded and our reopening on February 16, 2020 is under budget and ahead of schedule. This did not happen so quickly by chance; a lot of hard work, attention to detail, and constant vigilance went into that process. The Building Committee, spearheaded by Joe Brito, Douglas Kallfelz and Steve Cornwall, kept our contractors on task and found ways to

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From Knockdown to Finish Line ... continued from page 2.



cut costs without sacrificing quality. While the entire Building Committee is to be commended, it is these three members who deserve the highest accolades for donating their time, effort and professional expertise. We would certainly not be where we are today without them.

With construction underway, we still had to function as a Club. We needed to get to our boats, run regattas, host events and, most importantly, we needed a way to stay connected. A huge thank you to Social Chair Kathy Rotsky, House Chair Rosemary Alden and all their committee members who made wonderful events happen, both off-site and under the tent. The events of the past year were well planned, well run and well attended.

The Beach Bar (conceptualized by Past Commodores Ray Renaud and Peter Canzone) was a brilliant addition and the revenue it generated surpassed all expectations. The tent gave us a fun summer home and the AstroTurf (coordinated by Grounds Chair Tom Pasqual) sealed the deal.

Many gracious thanks to our countless Club members who helped in a myriad of ways; not just to build the Beach Bar or lay the AstroTurf (which was truly appreciated), but to everyone who saw something that needed to be done ... and did it. Your efforts are what make this Club exceptional and why the 2019 Volunteer of the Year award went to the entire volunteer brigade.

I would certainly be remiss if I did not thank both my entire Executive Committee for unwavering support and our Club's entire staff who worked tirelessly and in good cheer to keep us up and running. I am also truly grateful to Gretchen Healey who logged countless hours collaborating with Douglas on the interior design aspects of the building.

In addition, a special heartfelt shout out to Chief Steward Chris Healey for his dedication and leadership throughout the entire transformation. His flexibility to adjust to changing circumstances while keeping the show going every day has been nothing less than remarkable.

"The Bristol Yacht Club is more than a building; we are a community and will work together to overcome this unfortunate circumstance." We are, and we have. Thank you for your understanding, patience and resilience throughout this trying time. I have never been prouder of our members, and I could not have asked for a better tenure as Commodore.

Welcome home!



January 2020: BYC members pitched in to unpack boxes of glasses and dishes in preparation for the Clubhouse reopening. Pictured from left: David Schwartz, Mark Rotsky, Rosemary Alden, Bill Toohey, Dave Guinther and Jane Guinther. Thanks for your help!



Commodore's Corner

A New Start for BYC

The new and improved BYC Clubhouse opens in just a few weeks and I am very excited. Sure, it was a little inconvenient for the short term, but we are going to enjoy a fully updated and modernized Clubhouse for a very long time. Everything is virtually new; we have tweaked the layout in many ways, but the character remains.

I am really looking forward to February 16 when we celebrate the start of a new era at BYC. It will also be an opportunity to offer special thanks to Ruth Souto,

Joe Brito, Doug Kallfelz, Steve Cornwall and the Building Committee for their time, skill and perseverance.

As I said, the "new" house heralds a new era for our Club, offering us new opportunities for how we operate on both a day-to-day basis and in the long term. As we move forward, to best understand what is important to you – my fellow members – I believe one of my biggest roles as Commodore is to listen to what you have on your mind.

For example, one of the highlights of our time without a Clubhouse was the Beach Bar. It seemed like every time I

walked down the dock on my way home there was someone at the Beach Bar that I wanted to talk to. I'll bet most of you have similar memories. So now that we have a Clubhouse again, how do we use the Beach Bar? You undoubtedly have thoughts on this, and both your House Committee and I'd like to hear them.



What other things are on your mind? At our Executive Committee last month I was reminded about the challenges using our boat ramp. I've also heard mixed opinions of when we should

run A/C in the house. And I'd like to hear your thoughts on how we can engage our younger members, as they are the future of BYC.

To help me "listen" I'd like to hold a few focus groups. They'd be an opportunity for small groups of members to chat together casually about what's on our minds. We'd grab a beer, order in a pizza and go from there. If you think this is a good idea, email me at chrisbj@cox.net and I'll get some times on the books.

- Chris Bjerregaard, Commodore



Submitted by:
Scott and Michelle Free

Boat:
Brightside, an Intrepid 28 Cape Dory

Backstory from Scott:
"Libertango" is a song composed by Argentine musician Astor Piazzolla. Because our last name is Free, I thought I could borrow this name for one of our favorite cocktails.

Libertango Serves 4

- Dark rum - 8 ounces (Myers or Pussers preferred)
- Fresh grapefruit juice - 6 ounces
- Lime - Juice of 4 wedges
- Seltzer - 16 ounces
- Angostura bitters - 8 dashes

Shake well and serve with a wedge of lime.

You've set the anchor or picked up the mooring ... we all know what's next. The BYC Mainsheet wants to share your favorite ship-board cocktail. Just email bymainsheet@gmail.com with your fave and a photo. As a thank you, we'll send you a BYC car decal.

Now that we have a magnificent house, we would like to clean up the grounds to match. There are many moss-covered small boats in the yard that clearly haven't been used in years. Boat storage on the grounds at BYC is meant to be "active storage" for boats that are used on a regular basis. For the short term, we plan to move these boats to the southeast corner of the yard to make room for active boats and parking. For the long term, please maintain and use your boat regularly or store it elsewhere. - Chris Bjerregaard



To Sail ... Or Not to Sail

Chat with BYC members who captain power vessels and you won't get any argument: you can't beat a day under sail when there are favorable winds and tranquil seas. But life is full of tradeoffs and for many members a switch from raising the mainsail to turning the key is the right way to go.

While looking forward to their first full season on their new power boat, **Craig and Meredith Parker's** decision to sell *Petrel*, their 38-foot sloop, did not come easily. "It seemed like she had become longer



and longer with each passing year, and the sails somehow became heavier," Craig

says. "So, last fall, we purchased a Sabreline 36 Flybridge Sedan. Her name is *Why (K)Not*, which we decided to keep for the obvious reason people will ask why we changed to power from sail.



After 40 years under sail, Craig (inset photo) and Meredith Parker made the switch to power, purchasing *Why (K) Not* last fall.

"We'll miss the more peaceful and

leisurely times we had sailing," Craig notes, but quickly adds that *Why (K)Not* will allow them to enjoy many more years of boating.

After just a couple of seasons on *Sundown*, their 34-foot True North, **Geoff and Judith Hopper** say there are "definitely some pluses and minuses but we are in a happy space." Having enjoyed several sailboats, most recently a Hanse 32, Geoff notes: "We were getting on age wise (70s) and even though pretty fit, the handwriting was on the wall. And slogging for hours to get 20 miles was getting old."

Similar to the Parkers and the Hoppers, **Richard Schattman and Kay Johnson**, who are considering a switch to power, cite age as a motivator in the decision-making process. "Age may be a part of it," says Richard, "as sailing a 44-foot cruising sailboat does require a reasonable degree of physical effort." But for Richard and Kay, that's just one point to consider.



Top photo: "If you're going to have a power boat it has to look good," says Geoff Hopper about *Sundown*, his 34-foot True North. Lower photo: Richard Schattman and Kay Johnson haven't decided to abandon sail just yet but foresee power as an opportunity to explore new ports. Inset: Richard and Kay's current boat, a Little Harbor 44.

Richard and Kay are definitely more adventurous boaters than many of us. Having lived on board for five years and sailed *Atalanta*, a Little Harbor 44, as far south as Suriname and into the Amazon Basin, they're homeowners once again and see less long-distance passage making in their future. If – and it remains a big "if" – they make the switch to power, a trawler might be the answer. "A trawler may offer larger accommodations in a smaller vessel," Richard says. "It could offer us the opportunity to stay on the water, live aboard for long periods of the year, and explore places difficult to reach with a 62-foot air draft."

Jeremy Marks, who was a power-boat kid and now owns a 21-foot Beneteau, is also in the "thinking about it" stage. He and his wife, **Cathy Panozzo**, have young children and that is a major

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To Sail ... Or Not to Sail ... continued from page 5.

factor in their decision. "We could do a lot more with a small power boat, enjoying more water experiences, more often," Jeremy says, recalling that "My boy's first words on his first sail last summer were 'Daddy, can we go faster?'"

Jeremy sounds as though he's almost convinced of the advantages of power. "Sailing depends on wind and weather and lots of training and planning," he says. "It's a lot more work," Jeremy muses, adding that he "wishes we had a power boat for dinner dates and early morning (zero wind) runs across the Bay."

Jeremy may not want to ask fellow Club member **Jay Miller** for advice as Jay recently switched back to sail. But, then again, Jay has switched back and forth several times. On the "pro" column for power, Jay would list "the challenge of finding crew to join in a sailing adventure." As a reprieve from this challenge, he owned a 22-foot Century Coronado Cardel to enjoy lake boating in south central Texas yet kept a sail boat tied to the same dock to take out when the rising Texas heat would create sailing conditions on the lake.

Life changes brought Jay back to New England where he compounded the crew challenge by purchasing *Acadia*, a Chuck Paine designed Able Whistler 48. "After years of scratching my head on my decision-making abilities, I sold *Acadia* and purchased a Jarvis Newman 32," Jay says. With one Yanmar diesel, Jay says she was easy to care for and always ready for an outing. "Mary Helen served me well," he says ... but perhaps not well enough?



Jay Miller has switched from sail to power to sail. He says of the 32-foot Jarvis Newman beauty above that "Mary Helen served me well."

Now Jay is back to sail on another *Acadia*, a 42-foot Sabre. With a self-tacking jib, leisure-furl main and auto pilot, he's somewhat lessened his need for crew. Waxing poetic on his transition back to sail, Jay says, "The constant hum of the diesel engine disturbed any sense of nature's majesty at sea. The romance of wind and wave had disappeared."

Yes, the "constant hum of the diesel!" Jay cites can be a downside to power, but **Peter and Marilyn Brown** would tell him that divesting of *Voyageur*, an Oyster 46, was definitely the right decision for them. "We sold *Voyageur* after wonderful years cruising in the Bahamas, Caribbean and New England," Peter says. "But after about five years of annual north/south trips, the crew scheduling and logistics were wearing on my aging body!

"Now Marilyn and I do 'cocktail cruises' in Naragansett Bay on *Explorer*, our 27-foot Northcoast 235, owned in partnership with new BYC members Becky and Randy Johnson. Just turn the key, drop the mooring and go. Ah, the simple life!"

Geoff Hopper sums up the argument: "So what do we miss? For the most part the peace and tranquility of a pleasant sail underway. The sense of accomplishment doing something that many have done for centuries. Navigating.



Peter and Marilyn Brown loved cruising on their Oyster 46 but now enjoy Explorer, a Northcoast 235 (at right). Marilyn is pictured with their son, Mason.



"But then what do we like about power? Getting there in short time. Cuttyhunk in less than two hours. Third Beach in an hour. Being out of the elements and arriving fresh and not exhausted and beaten up from a slog to windward. And our True North has an expansive cabin and aft sunning area.

"After all, once moored or anchored it is no different on a sail boat or a power boat."



CRUISE Committee

A walk out The Knob at Quissett Harbor is on our Summer Cruise agenda.

Get Ready for 2020 BYC Cruising

Your BYC Cruise Committee has great plans for us this season. While details are still in the works and some destinations need firming up (particularly for our Labor Day cruise), the Cruise Committee wants you to mark your calendars now.

Your input (see sidebar) will help make 2020 cruises better than ever, so don't hesitate to share your ideas. And watch for updates on each cruise in future issues of *The BYC Mainsheet* and on our BYC website.

Memorial Day Cruise

Saturday, May 23 – Monday, May 25

We'll head down the Bay on Saturday to the Newport Yacht Club, where we will enjoy gathering with fellow Club members to celebrate the holiday weekend. There'll be plenty of time to explore all that Newport has to offer with friends before we take a leisurely cruise back to Bristol on Monday.

Gaspee Days Cruise

Friday, June 12 – Sunday, June 14

Repeating last year's cruise with a touch of history built in, we will sail up the Providence River where the Rhode Island Yacht Club will once again roll out the red carpet for BYC members. The highlight of the weekend is the Gaspee Days Parade (pictured) on Saturday in Pawtuxet Village, where we'll join in celebrating the 1772 burning of the British Revenue schooner HMS Gaspee.

Summer Cruise

Saturday, July 11 – Saturday, July 18

We're heading east for this year's Summer Cruise with our first stop at Third Beach. We'll cross the Rhode Island Sound to enjoy dinner at the Beverly Yacht Club in picturesque Marion. From there we are off to the sandy shores of Bassetts Island in Red Brook Harbor for two nights. Next is Quissett Harbor, where an easy hike



out The Knob provides bird watching, beachcombing and terrific Buzzards Bay views. We wrap up with two nights at Cuttyhunk, where you can expect the Cuttyhunk Raw Bar to drop by your boat with fresh oysters and clams! What do you think about a dinghy flotilla from Cutty to Penikese Island to hike ... or dinner at the famed Fishing Club? Send along your thoughts.

Your Cruise Committee has a singular goal – to make your summer cruising the best it can be. The plans here are still in the works and your suggestions really count. Help out by sending ideas to me via email (bradforddewolf@gmail.com). Or, better yet, be our guest at the next Cruise Committee meeting (Wednesday, February 19, 6:30 pm, in the Clubhouse) to let us know your thoughts on where to go and what to do when we get there!

-- Brad de Wolf, Fleet Captain

Family Cruise

Friday, August 8 – Monday, August 10

A family-oriented cruise will have us anchoring in the beautiful Kickemuit River for a night where we will focus on fun and food for kids and grandkids. Next day we'll do the short hop to Battleship Cove for an overnight that will include exploring the Marine Museum and touring the USS Massachusetts. Let your Cruise Committee know what would make this a fun time for your kids. And don't worry ... the young at heart are welcome to come along, too!

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Get Ready for 2020 BYC Cruising ... continued from page 7.



While on the Summer Cruise, treat yourself to a walkabout in Marion. Stop by the recently renovated Marion General Store for provisions. A cocktail or meal at Kate's Simple Eats is a treat. Silvershell Beach is just minutes from our hosts, the Beverly Yacht Club.

For our power boat captains

A quick rendezvous out of the Bay is a bonus for captains and crew of power boats. Is there interest in pulling together a special cruise for power boats? Late June or mid-September? Weekend or weekday? Two nights or three? Block Island? Vineyard? Watch Hill? Hadleys? If this "gets your motor running," send a note to bycmainsheet@gmail.com and perhaps we can start something new.

Labor Day Cruise

Saturday, September 5 –
Monday, September 7

Where would you like to celebrate Labor Day weekend? Allen Harbor? Dutch Harbor? Quonset/Davisville? Wickford? Your Cruise Committee stands ready to map out a fun Narragansett Bay weekend trip that explores your favorite harbors. Send your thoughts on where we should visit to Fleet Captain Brad de Wolf (bradforddewolf@gmail.com) or any of our Cruise Committee members.

Friday Night Dinner

Friday, February 28
BYC Clubhouse

5:30 pm Cocktails 6:30 pm Dinner
BYC Ship's Store Will Be Open

HOUSE
Committee

Save the Date Save the Date Save the Date Save the Date



BYC PETS

The crew: Lev, a 9.5 year old miniature Australian shepherd

His captains: Rob and Marla Brill

His boat: Azzurra, a Harbor 25

A rescue at sea: Lev had been in and out of shelters when Rob and Marla adopted him eight years ago. Initially cautious and easily frightened, Rob says that through love and patience Lev is now a "pretty much go anywhere, do anything companion."

Preferring the high and dry: Winter finds Lev, Rob and Marla in Arizona where Lev is a trained and award-winning sheep herder on a local ranch. "As a herding dog, Lev is a somewhat reluctant participant in boating," Rob says. "While underway, he can usually be found lying down with his head next to or on Marla's lap."



2020 Calendar of Events

Time to pull out your calendars and save the date for the great 2020 BYC action. Some minor changes/additions may be made. We'll keep you abreast of changes.

February 16: Clubhouse Rededication

February 28: Friday Night Dinner

March 13: Docks go in

March 14: St. Patrick's Day Dinner

March 20: Friday Night Dinner

March 29: Prospective Member Event

April 17: Kitchen Christening / Friday Night Dinner

May 2: Commissioning

May 16: Meet & Mingle Cocktail Party

May 23 – 25: Memorial Day Cruise

June 12: EBSF Orientation

June 12 – 14: Gaspee Days Cruise

June 20: Dinghy Parade

June 27: Dinghy Parade Raindate

July 4: Annual Pancake Breakfast

July TBD: Clambake

July 10 – 12: 29er Nationals @ RWU

July 11 – 18: Summer Cruise

July 29 – 30: NBYA 420 Regatta

July 29 – August 2: MOHOSA Regatta

August 1: EBSF 25th Anniversary Fundraiser

August 8 – 9: A-Cat Regatta

August 8 – 10: Family Cruise

August 13 or 14: EBSF End-of-Year Celebration

August 22: Burgers & Beer

September 5 – 7: Labor Day Cruise

September 11 – 13: US Sailing Team Race Championship for Hinman Trophy

September 26: BYC Volunteer Appreciation Dinner

October 17: Harvest Ball

October 18: Decommissioning

November 14: Murder Mystery Dinner

November 15: BYC Annual Meeting



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

IT'S ONLY A NAME ...

Boat: *Cormorant*, a 39-foot Corbin

Owners: Sarah Winsor and Keith Duncan

Why the name *Cormorant*? The answer is best described in Sarah's own words:



"We've been asked by several people over the years why our boat is named after a bird nobody likes. This surprises us because we've always found cormorants very interesting and fun to watch!

"We bought our *Cormorant* in 2013 from friends after they completed a 15-year circumnavigation. We hadn't really discussed changing her name but it became abundantly clear that we would keep it *Cormorant* during our very first sail as the new owners.



"We were near Conimicut Light when a real live cormorant gently lifted off from a channel marker, glided over and landed on our stern. He or she stayed long enough to look us both in the eye and pose for a picture. That was the first and only time we've had a cormorant on board but it was enough of a good omen for us to happily keep her name.

"And as Keith likes to say 'Cormorants may go down but they always come back up.'"

*Now you know how the name *Cormorant* was chosen for Sarah and Keith's boat. If you have a boat name you would like to submit, please email Peter Canzone at americanart1@aol.com.*



This month we'll continue to explore the Racing Rules of Sailing (RRS) and what to expect once you start digging into them. Due to limited space (yeah, and my rambling on), I will have to push the initial review of actual rules to next month. This also gives you a bit more time to acquire your own RRS book, which you can [order here](#).

-- Mark Rotsky

RACING BY THE RULES

The RRS are set up in a logical order that has evolved with very detailed, some say "legalese," language based on a large body of experience that the expert authors have accumulated over many years. I will be covering the basic rules which are appropriate for the Wednesday night Millard Series while not getting into the various Appendices for scoring, documentation, team or windsurfer racing, etc., unless a Club member specifically asks that we delve into these areas.

There is a very important Definitions Section that must be read and understood. Seemingly simple terms – like Start, Finish, Windward and Leeward, amongst many others – are very specifically described. The details of these descriptions will come into play, sometimes in unexpected ways, within the Rules. Each word or term listed in this Definitions Section will always show up in italics throughout the rest of the Rules so that you know that it is defined and that the definition for that word is necessarily part of the Rule.



Mark Rotsky, our man with the "Rules"

Any Rule may also reference other Rules and you must assume that these other Rules are part of the subject Rule as well. In this way, there is a great economy and consistency of language within the RRS. Take note of each Section's "Preamble" that discusses certain important assumptions that must also be considered within those Rules. Sounds like fun, doesn't it?

This resulting research into the Rules, or more so the lack thereof, is part of the reason that various interpretations of the Rules exists among racers, and occasionally results in conflicts and eventually Protests. Of course, Protests are strictly regulated by the rules as well, and participating in a Protest hearing is a great opportunity to learn the rules. One rarely makes the same mistake twice after being protested for a Rule infringement.



Winter Work Projects – Part II

Last month *The BYC Mainsheet* told readers about some BYC members' boat-related work underway this winter. We continue that series this month with two more members and their projects.

Ben Warren, who captains *Whispering Seas*, a 38-foot Beneteau, says: "I've had quite a collection of antique outboards for many years and recently acquired another one. It's a 1954 Johnson 5 HP that I am rebuilding this winter. My collection numbers about a dozen strong, ranging from 1941 to 1958. All are fresh water motors from 2 1/2 HP to 18 HP." (Pictured: Ben's motor collection and Ben at work on his new acquisition.)

Mikey Gemperline says he has lots of projects as he continues to get *Defiance III* to race shape. In addition to finishing touches on a new deck layout with all new hardware that was done this summer, the topsides and hull are getting soda blasted, followed by a new hard epoxy racing bottom courtesy of Carbon Ocean Yachts. Standing and running rigging is being replaced by Dwyer Mast and Rigging. Mikey is also planning to replace the fore and aft bulkheads as well as re-core the deck around the chain plates and under the mast step. Definitely ambitious!

Ready to race? No boat? No problem.

If you've got a yen to race this summer but need a boat to do it, think about chartering one of EBSF's J/22s. Boats are available for both Wednesday and Thursday night racing. Did you know that on Thursday nights there are often as many as nine J/22s competing in three or four low-key races? It's just \$700 to charter a J/22, so why not get a team together, share the expense and enjoy some good, low-cost fun! Email pete.levesque@gmail.com to learn more.



From the Dockhouse

What does the Royal Caribbean's cruise ship *Symphony of the Seas* (228,000 tons, 18 decks, 1,188 feet, a capacity of 6,680 passengers as well as 2,200 crew) have in common with the some of the dinghies on dinghy docks?

WATERFRONT Committee

Spoiler alert: they're both larger than their predecessors and require more room to dock. That's great as long as the dock space is adequate. However, that's not the case at all ports, including the very desirable dinghy docks at BYC.

Some members have noted that there isn't sufficient room (specifically width) on some of our dinghy docks to fit their dinghies and, while the issue seems to impact only a few members at this time, it is a "growing" problem. Currently, the situation seems manageable when a dinghy is no wider than five feet, so perhaps the best solution is to think small when purchasing a new Zodiac!

Other items of interest and follow up from the Waterfront Committee:

- » Floats go in Friday, March 13 weather permitting; March 16 and 17 are backup dates.
- » A reminder: if you need to rent a mooring, contact Chris Healey soon (steward@bristolyc.com).
- » Our new dinghy dock ramps are on order.
- » We're improving our Dockwa page and BYC website to better "sell" our BYC story to transient mooring customers.

Lastly, the *Symphony of the Seas* has a water park, full-size basketball court, ice skating rink and a "central park." Not so much now for our BYC dinghies, but maybe in a few years!

SAVE THE DATE *St. Patrick's Day* *Dinner at BYC!*

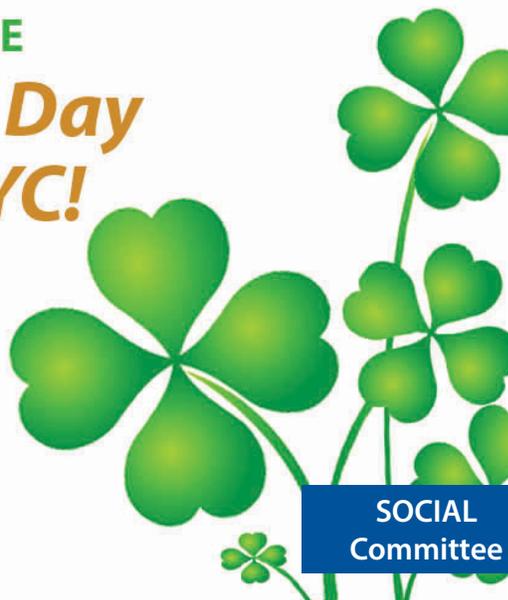
Saturday, March 14

6 pm Cocktails

7 pm Dinner

Entertainment to follow

Details coming soon



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www.thecruisingyachtbrokerage.com
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Ringling in 2020

How better to welcome a new decade than with friends ... and plenty of great food. Our annual New Year's Day Potluck was a yummy success! Thanks go out to all the amazing chefs who shared their culinary talents.



Pictured: Top left - Pat Crawford, and Marilyn and Alan Dimson Doyle. Top right - Wendy Quinn, Bev Russell, Becky Levick and Carole Mansur. Bottom left - Julie Englund, Susan Maloney, Holly Knight and Paul Redman. Lower right - Marsha Petaja, Steve Russell and Gail Perkins.

**SOCIAL
Committee**

Join the Fleet & the Fun Sail and race a J/22

EBSF has one J/22 to sell and you get to choose which boat in the fleet will be yours. Options range from boats selling for \$5,500 up to \$16,000. And you'll get a discount if your new boat stays in the

Bristol fleet where we have a hoist to help launch. Get details by emailing either Instructional Committee Chair Kristin Browne

(kristinbrowne@gmail.com) or Race Committee Chair Nick Cromwell (nick.cromwell@cox.net).

J 22



BYC Named a "Boaters' Choice" Marina

Bristol Yacht Club is proud to receive the "Boaters' Choice 2019" award from Marinas.com. Only two percent of marinas in the U.S. earned this recognition. The award is based on the average star rating and number of reviews cruisers and transient mooring customers submit to the Marinas.com

website after visiting our Club. According to Marinas.com, the award offers "an unbiased assessment of a marina's standing in the boating community."

Excerpts from some reviews of BYC are:

- > "A lot to do, great service."
- > "Very friendly with a nice Tiki Bar."
- > "Launch staff very accommodating."
- > "Club Steward Chris was exceptional."
- > "Outstanding staff. Always very friendly."

Marinas.com is a partner company of Dockwa, a boater relationship platform that BYC uses for booking transient mooring customers. The reviews appear on our BYC Dockwa page.