



The Bristol Yacht Club MAINSHEET

Wanda Washashore's Debut as Mascot and Other Tales from Our BYC Summer Cruise

Reported by Denise Schrutt

Back in January when the Cruise Committee first met to discuss this year's summer cruise, the team could not have foreseen the difficulties it would encounter organizing and executing a successful event. As it turned out, this year's cruise was different than all other because of Covid-19 and its constantly changing guidelines.



Glen Petaja gives Wanda a shoulder-high view while on Third Beach.

We started our journey August 1 at Third Beach, where we all met up on the beach with our BYOB, as guidelines called for no shared drinks of the day or appetizers. We wore our masks and tried our best to socialize at a distance. But social distancing was not our only worry as we all knew that Tropical Storm Isaias was heading our way.

Barry Schrutt, from *Mind Eraser*, found a Barbie doll washed up on Third Beach and we all made jokes and laughed about revitalizing her. Alison Pardee, who was

traveling aboard *Shearwater* with Tom and Lee Dawson, volunteered to take her into her care and treat her to a spa day. A cruise tradition had begun.

On August 2, we traveled to Cuttyhunk and our Fleet Captain Brad de Wolf (who by the way did an amazing job), along with Glen Petaja on *Sisu*, kept a close eye

Continued on page 3.



**Launch Hours
Post Labor Day**

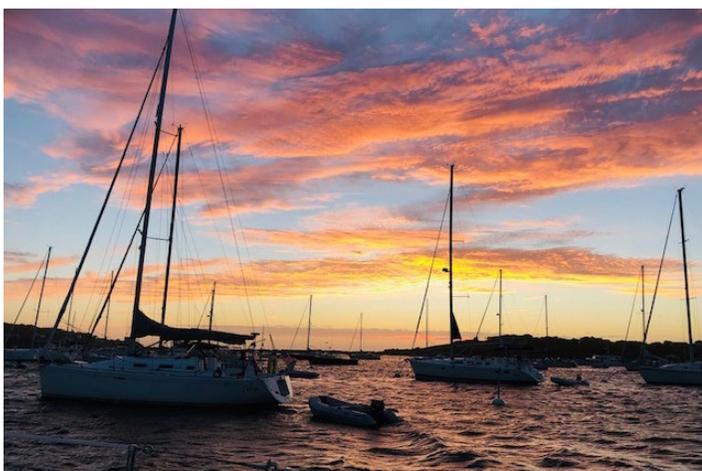
September 8 - 20
Sunday thru Thursday
9 am to 7:30 pm
Friday and Saturday
9 am to 8 pm

September 21 - October 18
Sunday thru Thursday
9 am to sunset
Friday and Saturday
9 am to 7:30 pm





Scenes from Our BYC Summer Cruise 2020



Above - Top: Marsha Petaja enjoys the view at Cuttyhunk. Middle: Tom and Lee Dawson on the Cutty dock. Bottom: Sunset at Cutty after Tropical Storm Isaias.

Right - Top: Bob and Jayne Magown (and Wanda!) were the day captains for the stop at Cutty. Middle: Masked cruisers gather on Third Beach. Bottom, left to right: Cocktail hour for Brad and Wendy de Wolf, Tom Dawson, and Barry and Denise Schruett.



*BYC Summer Cruise 2020 ...
Continued from page 1.*

on Tropical Storm Isaias and provided us with frequent weather updates. It was suggested that we should hunker down and ride the storm out with one additional overnight at Cutty. We are very glad we did as Cuttyhunk Harbor had wind gusts of 57 mph.



Wanda in one of her ever-changing outfits.

While at Cutty, we all gathered for a beach party where we were amazed at how good our Barbie doll now appeared thanks to Alison's spa treatment and creative clothing decisions made by Lee and Tom Dawson and Alison's friend, Peter Prasinos. Our big group decision was that she should be named Wanda Washashore and she became our summer cruise mascot. From there she would spend time on other BYC boats, and everyone was very creative with her outfits. We all started to look forward to seeing her.

We had a wonderful lobster dinner on our second night moored at Cutty and Wanda did not disappoint in her outfit designed by Wendy de Wolf.

Because we had stayed an extra night at Cutty, it was decided to do two nights in Redbook Harbor as planned and skip our stay in Marion. Of course, Wanda was with us and Marsha Petaja from *Sisu* dressed her in an original design and adorned her with an appropriate face mask on our first night at Parkers Boatyard. Nancy Barron on *Blessings* had



The Tambascio family skipped a stop on the summer cruise to sail Cetus to Oak Bluffs on Martha's Vineyard and did they luck out. On the way back to join cruisers in Padanarum they encountered the Mayflower II, which was sailing to Plymouth after its refit at Mystic Seaport. Inset - From left: Mary, Robert, Larry and Laura Tambascio ready for a lobster dinner while at Cuttyhunk.



Wanda dressed in a beautiful mermaid outfit the next night. We also had another pleasant surprise as Craig Lippman and Peter Maloney joined the cruise at this point.

On Friday, Covid-19 wreaked havoc once again. Rhode Island was suddenly no longer a state that Massachusetts exempted from quarantining, effective the day we arrived in Padanarum. Thus, our host, the New Bedford Yacht Club, had to deny us access to going ashore.

But once again we adjusted, and Wanda came through with another great outfit. And we were joined by John Bell and Jil Westcott aboard *Luna Sea*, and Julie Englund and Brian Fitzgerald aboard *Saratoga II*.

All and all it was an adventurous time as we met new members and made new friends ... and that is what the cruise is all about!

BTW - Wanda is at the BYC Beach Bar if anyone one would like to visit with her.

Thanks to everyone on the cruise for making it a special time, and a special thank you to our day captains. And, again, thank you to our Fleet Captain Brad de Wolf and to Marilyn Dimson-Doyle for all their hard work in organizing our BYC Summer Cruise.



Aspirational Strategic Plan Initiatives Ready for Member Review

Members to Weigh In on Capital Projects that Could Increase Member Satisfaction

In last month's *BYC Mainsheet* we updated members on the status of our Strategic Plan process. We reminded you that our planning process has two arms: 1. "Administrative" projects that require little or minimal expenditures, and 2. "Aspirational" or more significant, long-term projects that require capital expenditures over multiple years.

When we published that article we hoped during the latter part of August to provide members with details on the five aspirational projects for your consideration. Please accept my apology for the delay in that step as conflicting schedules of our Executive Committee and Strategic Planning Committee prohibited a joint meeting to confirm next steps until just a few days ago.

The Strategic Planning Committee's work was a bottom-up process: gathering information; analyzing results and setting strategic objectives based on the Club's history and values; and organizing teams to explore how to achieve these objectives, which resulted in policy and administrative recommendations as well as capital projects to improve the value of membership. Now the committee is ready for feedback from Club members.

The Strategic Planning Process Has Many Steps

Here is the path that led to where we are today:

1. Information Gathering included a survey of members, gathering ideas from other yacht clubs, and meeting with Bristol officials, neighbors, etc.

2. Analysis and Goal Development used learnings from the Information Gathering phase to inform a SWOT (Strengths/Weaknesses/Opportunities/Threats) analysis. Our location, facilities and volunteer spirit of our members were among the identified strengths. Limited parking, aging members and need for more dry boat storage were some of the noted weaknesses. Opportunities included EBSF and increased racing activity. Affordability of boating, environmental factors and increasing costs were considered some of the threats. [Link here](#) to the full SWOT analysis.

3. Capital Project Rankings helped us take twelve potential capital projects identified after the above steps down to a more manageable five projects. This was done in an open member meeting where we ranked projects.

4. Team Action Plan Development brought together groups of members that were assigned one of the top-ranked goals to further analyze their viability, steps to implementation and costs.

5. Final Steps include opportunities for members to review the five aspirational project scopes, raise questions, make suggestions (even offer new ideas) and



Commodore's Corner

take deep dives into each project. Finally, we will once again survey members for input on the desire to move ahead on any, all or, if the members so desire, none of these projects at this time.

Administrative Initiatives Are Part of the Strategic Plan

While the steps outlined above largely pertain to the development of strategic initiatives requiring capital expenditures, several low-cost/no-cost needs were identified during the Information Gathering and Analysis steps. Please see page 6 for a table of these initiatives and their current status. Work continues on these suggestions and updates will be provided as progress is made.

Where We Go from Here

1. As a sneak preview, the aspirational initiatives are summarized in the column on the following page and you can use the link provided to documents that do deep dives on each project.

2. On September 3, Susan Grandpierre and John Bell, our Strategic Planning

Continued on page 6.



Aspirational Capital Expenditure Strategic Plan Projects for Consideration by BYC Members

For slide presentations on each of these projects, [link here to the BYC website Strategic Plan page.](#)



One of the projects for member consideration is an outdoor pavilion connected to the Clubhouse on its east side. Its primary purpose is to add space for Club social activities during the season. Preliminary ideas suggest it could be built with or without heads. It could provide classroom space for EBSF. There is even thought that it might serve as a boat workshop during the winter months. Above are very early architectural concepts for the addition.

Outdoor Pavilion

Team Lead: Douglas Kallfelz. Estimated Cost: \$350k.

A roofed structure that may include new heads, that can provide for activities outside the Clubhouse, e.g., event rentals, outdoor barbecues, summer dances, EBSF instruction, space for visiting yacht club cruises, etc.

Coach/Safety Boats

Team Lead: Chris Bjerregaard. Estimated Cost: \$50k.

Replace aged boats used for EBSF coaching and BYC race support.

Ramp and Crane Improvements

Team Lead: Nick Cromwell. Estimated Cost: \$130k.

Pursue options to expand launching ramp, increased crane capacity and dredge; explore potential both with and without partnering with Bristol Marine.

Boat Maintenance Workshop

Team Lead: Bob McLaughlin. Estimated Cost: \$65k.

Construct a workshop to provide for EBSF and Club boat maintenance, and possible EBSF equipment storage.

EBSF Financial Sustainability

Team Lead: Bob Millard. Estimated Cost: \$31k per year.

Support/explore requirements for capital and operational needs to ensure long-term sustainability of EBSF.

You Have a Role to Play in Finalizing Our BYC Strategic Plan

BYC members can help finalize the Strategic Plan by taking these steps:

- 1. Read the Strategic Plan documents. [Link here.](#)**
- 2. Attend meetings (schedule coming soon).**
- 3. Provide feedback.**
- 4. Respond to the Strategic Plan Survey coming to you in October.**

Once the Strategic Planning Committee has your input on priorities, committee members will craft a final report on how membership perceives these aspirational initiatives.

Then the Executive Committee will review the identified priorities and the Club's ability to finance them. Over time, circumstances may change, project ideas may be modified and new ideas may surface. This means the Strategic Plan will always be a living document.



Status of Administrative Initiatives of the BYC Strategic Plan

Area	Recommended Action	Rationale	Status
Finance	Form a Financial Committee	Share role/responsibility of Treasurer	Committee created; chaired by Treasurer; improved financial reporting to committees
	Automated dues payment by bank transfer or credit card	Allow for monthly dues payment to increase membership affordability	Under study
Waterfront and Grounds	Lease space during summer from Bristol Marine	Add needed parking and trailer storage	Reorganized storage along south stone wall to increase parking
	Better utilize northeast corner of BYC property	Plan the best use of this area after Dave Miller retires/closes his mooring business; improve launch ramp access	Under study; old shed against fence is being re-purposed for EBSF use
	Onshore small boat storage	Relieve wait list for dinghy docks	Increased kayak storage
	Improve dock electric power; upgrade dock ramps	Better meet needs and safety of members utilizing waterfront	Done
	Reconfigure Clubhouse main floor	Better utilization of space for member and rental functions	Done with Clubhouse reconstruction
Communications	Establish communications position on Executive Committee	Ensure coordination of Club communications	Active; Catherine Murray filling role on Executive Committee; BYC Weekly created
	Conduct annual member survey	Gauge member satisfaction and focus of Club initiatives	Planned
	Develop annual communications plan	Meet communication needs of members	In process
Race	Assign Executive Committee member-at-large to assist Race Committee chair	Race program has grown to include multiple fleets and we intend to run regional and national regattas; managing this is too much to ask of one volunteer	Active; member-at-large Pete Levesque is leading the J/22 fleet and played a major role in planning the Hinman Regatta
	Fund portion of EBSF program director salary to support race activity	Instructional and race programs have both grown significantly over last few years; support volunteer chairs	Under study
	Market race volunteer activities (e.g., PRO)	Build infrastructure and skill set within BYC membership to hold regular local, regional and national events	Race group of event organizers, race committee, PROs and other volunteers created and marketed
	Attract regional and national one-design class events	Promote BYC and sport of sailing	Active; e.g., Hinman Regatta, scheduled for 2020 (canceled due to Covid-19)
	Create signature BYC regatta	Encourage boating activity/promote BYC	Under study
Membership	Reconsider Old Salt member requirements	Satisfy needs of older members	Under study
	Prorate initiation fee for members under age 40	Make BYC more affordable for young members	Under study

Aspirational Strategic Plan Initiatives ... Continued from page 4.

Steering Committee Co-chairs, will join me in sending you a summary of the Strategic Plan via email. It will again have the links to the five aspirational projects.

3. Your feedback is critical. This email communication will have information on how you can provide feedback, raise questions and offer ideas. We will also provide details on meetings (most likely by Zoom) for further information.

4. Once we complete the information sharing efforts – we hope this will be by early October – we will send members a survey asking you to codify how you feel about these projects. We will ask if we should pursue any or all of them, and if there other projects to consider.

5. Within two or three weeks of the close of this survey we will get you results.

In closing, I offer my sincerest thanks to the dozens of members who participated on the Strategic Planning Committee, led by Nick Cromwell, on the Strategic Planning Steering Committee, led by John and Susan, and on the team committees for each of the strategic initiatives. Volunteerism is what makes our Club special and makes me proud to be your Commodore.

- Chris Bjerregaard, Commodore



BYC Financials: Covid-Impacted

Last November, our membership approved a lower-than-normal 2020 budgeted net income as we expected the Club to be impacted by the 2018 fire until Commissioning. We reopened in mid-February with a grand Rededication ceremony, only to have our operations severely impacted by Covid-19 in March.

With a few months remaining in our fiscal year, our 2020 financial picture is mixed, but overall we remain financially strong. On the one hand, we've had major revenue shortfalls in bar revenue, social events, rental income (and the bar revenue that comes with rental events). The result is that we will fall short of our already low budgeted net income target.

On the other hand, our expectation for the fiscal year ending this September 30 is that we'll have just enough operating income to cover our day-to-day expenses and our out-of-pocket capital expenditures.

Unfortunately, we haven't been able to fund any additions to the waterfront reserves for float and pier replacement needs over the past several years. We have \$1.1 million in waterfront assets – docks, floats, launches – that will eventually need to be replaced, actually sooner than later, as many of our floats are nearing the end of their expected life. The Waterfront Committee estimates it will need to replace \$600,000 of assets over a multi-year period starting in 2022. Our existing \$318,000 of waterfront reserves does not meet this funding need.

On the positive side, which outweighs the above, we have a strong and full membership and a waiting list going into



Covid-19 was unheard of when the BYC 2020 budget was developed almost a year ago. The pandemic has had a significant impact on our income, however, it is strong enough that, at year end, income should balance with day-to-day expenses and out-of-pocket capital expenditures.

next year. Our members are fully utilizing our waterfront, so waterfront revenue has not had a shortfall other than the visiting yachts line item. We have racing four nights a week, the Beach Bar is up, running and a hub of activity.

We haven't yet gotten too far into budgeting for next year. We expect it to be at least another reduced-income year due to Covid-19, as when a vaccine becomes available remains unclear.

As noted last year, this is the final year of the \$125 capital assessment, but dues will increase by at least that same amount.

- Peter Maloney, Treasurer

The Club is finalizing its Strategic Plan (see page 4 for details), envisioning the Club we want to be five-to-ten years out. Some of the contemplated projects have significant spending requirements.

The first step is to decide as a membership what projects we want to embrace or reject; the second step, for projects we want to pursue, is to identify how to pay for them.

Long term, we expect the Club to be in a stronger financial position, and there may be additional sources of revenue other than dues, such as hosting fundraisers and seeking donations.



WATERFRONT Committee

Tropical Storm Isaias had the mooring fleet hobby horsing on its moorings in three-to-four-foot seas.

Wayward Dinghy and Dragged Mooring: A Tropical Storm Saga

By John Bell, for the Waterfront Committee

August is high season on the BYC waterfront and operations ran smoothly. Good news! Early in the month, however, Tropical Storm Isaias came calling (bad news!) and activity picked up dramatically.

There were more launch drivers on hand, the front yard filled with EBSF dinghies from the floats, the work boat came out and furniture was secured. Members hustled to and fro. Headsails were removed, main sails were wrapped with extra line, and dodgers and biminis disappeared left and right.

By late Tuesday afternoon, August 4, the anemometer on the Dockhouse was registering winds in the mid-30s, with gusts to 50 knots. The moored fleet was hobby horsing on its moorings in the three-to-four-foot seas, periodically dipping anchors on bow rollers into the water. And then the blinding rain began.

The phone rang. It was Richard Schattman, a fellow Club member and friend. He wanted to renegotiate our planned meeting for sundowners. Specifically, he was interested in the size of the waves near us on the harbor's west side as he was contemplating coming by dinghy. The launch had sensibly stopped by now and he worried about getting back to spend the night on his boat. Richard's mooring is off Independence Park and was actually quite protected from the southeast winds at that time. On the western side of the harbor the waves were significantly higher. He decided to wait an hour to decide.

At the appointed time Richard called back to say his dinghy, outboard attached, had flipped over at the stern of his boat. He had tried to lift the painter with a halyard to get it to flip back upright. It did, and then it went upside down again. He decided not to come ashore.

Fifteen minutes later he called – the dinghy had broken loose and disappeared toward the north end of the harbor. Oh!! Fire drill. Out to the yard, lift the Sunfish off the boat trailer. At the head of the harbor, the upside-down dinghy was bashing on the rocks not 15 feet from the seawall. Jil and I were beginning to lift the boat out of the surf when along came Commodore Chris Bjerregaard and Mike, another passerby. We all grabbed on, and a few heaves later the boat was upright on the trailer. We located the fuel tank a ways away and headed home.

After a call to an amazed and very grateful Richard Schattman, he understood that the rig was ready for him to take to the outboard shop first thing in the morning.

The morning also revealed that a moored boat had dragged its mooring down onto *New Horizons*, Kevin McCormick and Jane McKeon's Catalina 310. Fortunately, their mooring held both boats but significant damage was done as they rode the waves together overnight. Dave Miller was first on the scene and notified various parties and the boats were separated shortly thereafter. Sadly, *New Horizons'* season is over due to needed repairs, though Kevin and Jane note this is their first damage received in 32 years in this "wonderful harbor."



The BYC Mainsheet loves to get news items from members and this one from the Burdetts is fun. When Bruce and Jeanne are not on *Retriever*, their 32-foot Jarvis Newman, you might find them in their garden. Bruce wrote *The Mainsheet* to ask that we thank the BYC member who anonymously left canna lily bulbs at the Beach Bar earlier this season so members could share in their beauty. Bruce planted one at home and via the picture above offers his thanks to the BYC member who made the Burdett garden a bit more colorful.



IT'S ONLY A NAME ...

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

Boat: *Skipper's Gift*

Owners: Dave and Jane Guinther

Why the name *Skipper's Gift*? Dave describes it this way:

"During college I crewed with my swim coach, mentor and 'skipper,' Bob Busbey, on *Moby Dick*, Highlander #500. Over the years, we won five national Highlander sailing championships together. Decades later, Bob gave Jane and me his J/24 #1000 before passing away in 2000. He suggested the name *Skipper's Gift*.

"Built in Warren, RI, in 1978, #1000 first competed on Lake Erie in Cleveland. In 2000, we moved *Skipper's Gift* east, racing in Marblehead. Four years later our daughter and son-in-law lured us to California with the promise of year-round crew, so we went west.

"After 14 years sharing fun sailing adventures with two grandsons on San Francisco Bay, *Skipper's Gift* moved to Bristol in 2017 to share the joys of sailing with younger East Coast grandsons. Then, lucky us, our West Coast family moved east this year, so *Skipper's Gift* is now enjoyed by four growing boys.

"Since her renaming, *Skipper's Gift* has traveled 7,000 miles and introduced more than 250 people to the joys of sailing. With last year's major overhaul, she's ready for the next 20 years of adventures."

Now you know how the name Skipper's Gift was chosen for Dave and Jane's boat. If you have a boat name you would like to submit, please email Peter at americanart1@aol.com.



EBSF Finishes Strong Season on the Race Course and at the Waterfront

The EBSF race team and classes for both kids and adults had a successful summer on the water with tons of progress and even many awards on the podium.

We hosted a regatta for the NBYA 420 fleet and saw about 40 boats towed in from neighboring clubs. Our EBSF Board

INSTRUCTIONAL Committee

members and BYC members put in a full

day running races in light and shifty conditions. Commodore Bjerregaard was the PRO (Principal Race Officer) with help from Christina Wilkes and Bob Millard, Jr., on the *Farnum*, and Dave Guinther on the new electric power cat.

Our season went so well that folks are calling for more junior sailing. We are carrying our momentum into fall sailing,

which is some of the best sailing out there with warm waters and steady breezes (which we have not lacked this summer!). We even taught some of our race team members to windsurf and will continue to offer windsurfing lessons with Richard Feeny for the first few weeks of September.

We will also continue to offer fall sailing to our race team kids sailing on Optis, 420s and Lasers. Our J/22s will remain in the water, busy with team racing but available from time to time for member use, should you like to take one out. (Please check out the boat with Program Director Mike Z first!)

And we will again be offering high school sailing in our fleet of 420s that sit on the docks. (These collegiate 420s don't have trapezes and spinnakers.)

It was a challenging but rewarding summer with lots of adults, parents and kids discovering their love for sailing. Thanks to all who contribute to keep us going.

We will be doing a big push for fundraising this winter in lieu of the event we could not hold due to Covid-19. And once again we offer our thanks to the Brito family for its generosity in donating our new outboard engines. Our EBSF needs are great and we plan to spell it all out for you as we proceed. We know that by working together we can slowly get it done because we have something really great here at *your* BYC instructional program, EBSF.

- Kristin Browne,
Instructional Committee Chair



EBSF kids round the mark during a 420 regatta with Barrington Yacht Club. Otto Kallfelz and Oliver Browne came in first for BYC in 420 Class II (age 15 and younger).



The Racing Rules of Sailing (RRS) were created to assure fair, safe sailboat racing. But what happens when rules are broken? Let's look at the basics of mounting a protest.

- Mark Rotsky

RACING BY THE RULES

When Things Go Wrong

The Racing Rules of Sailing (RRS) were created to assure fair, safe sailboat racing. But what happens when rules are broken?

The RRS covers this as well. These are the two most common results.

- The offending yacht immediately accepts responsibility for breaking a rule and, where provided for by the rules, exonerates herself on the race course and continues to race.
- The offending boat rejects the alleged offense and continues racing as if no rules were broken, wherein a "wronged" boat, or another witness of the incident in question, submits a protest against the offender to the Race Committee.

Exoneration – The RRS prescribes exoneration penalty maneuvers, such as the offending boat taking one or two complete turns immediately after the incident, or in the case of starting, performing a restart to allow the offending boat to continue with the race. These penalties leave the offending boat at a disadvantage but at least she can continue to compete fairly after that.

Protest – The RRS provides guidance as to how to run a protest meeting and how results are incorporated. Typically, either the result is the offending boat is disqualified if found guilty or there is no penalty if it is determined that there was no foul.

Each of the above actions is a result of an incident where one boat believes that another broke one or more rules. In both cases, the process begins with the accusing boat notifying the offending boat that it intends to protest, stating so immediately and clearly using the word "PROTEST." This is followed immediately by flying a red protest flag from its rigging or in such a way that it is clear and visible.

The offending boat must then make the decision to accept that she broke a rule and perform the associated penalty maneuver or, if she feels that there was no rule broken, continue on and fight it out in the Protest Hearing.

If no penalty maneuver was made, the protesting boat must then report to the Race Committee as she finishes the race that she is protesting a particular boat, and then complete the US Sailing Protest Form and submit it to the Race Committee within the time period prescribed in the sailing instructions.

After that, the Protest Committee takes over by contacting all parties involved and scheduling the hearing. The parties must then follow the instructions of the Protest Committee throughout the rest of the process until a resolution is attained.

BYC PETS



Crew: Angus, a five-year-old Scottie, and Finn, a nine-year-old Westie

Captains: Gail and Jim Torinese

Boat: Owl, a 30-foot Freedom

Owl loving terriers: Since joining BYC 42 years ago, Gail and Jim have had five Scotties and other terriers, and they've all enjoyed the water and boating. Angus and Finn are no exception, plus they are particularly friendly – both to people and other dogs.

"Angus and Finn are right at home on Owl, our new, old boat," says Jim. "As a boat broker (Jim works for New Wave Yachts), I see lots of interesting boats so choosing just the right boat for Gail and me and our pups is not a huge challenge. The problem is it's like being a kid in a candy store. I want them all."

Jim says that his current urge is to add a power boat with a Downeast design to the Torinese fleet. Trying to rationalize that step he says, "I bet Angus and Finn would love it!"



Summer Scenes



It happens every summer. The days slip through our fingers far too fast. But it was a fun summer for Perry Marks (top left photo) who learned to relieve his dad, Jeremy, at the helm. And how cute is he with his sister, Sophia, in the lower photo? Top right: Ellen O'Connell turned a year older this summer but husband Marc Holdaway planned the perfect celebration – a getaway on their Vaquero to Block Island. And to remind us that we love the water, fair or foul, Greg Aikman sent us this shot of folks on a neighboring mooring who sat out an August thunderstorm when they returned after the launch had stopped for the safety of our staff.



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Thank you to Jodie Coleman-Marzialo for sharing this stunning photo of a beautiful beach fire on Hog Island with our beloved Mount Hope Bridge in the background.

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