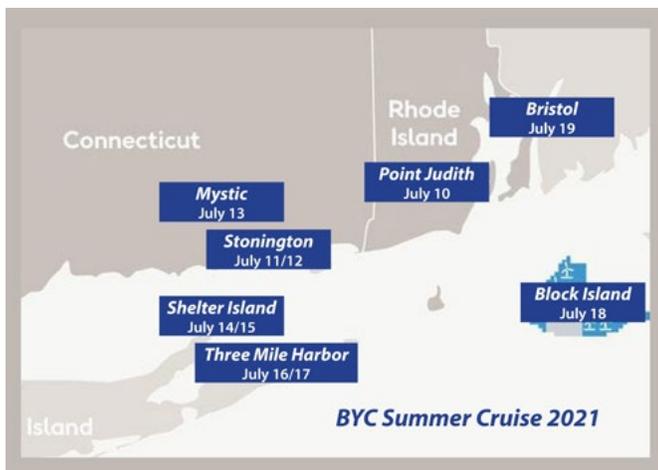


# The Bristol Yacht Club MAINSHEET

## Cruise Planning Moves into High Gear



Plans for two extended summer cruises this summer, as well as weekend cruises, are well underway and all BYC members are encouraged to block time off on their boating calendars.

The **Annual Summer Cruise**, a BYC tradition, heads south this year, leaving Bristol Saturday,

July 10, for nine nights out. Members can come along for the full cruise or any part of it. As shown on the map above, ports of call during the adventure include Point Judith, Mystic, Stonington, Shelter Island, Three Mile Harbor and, on the final night, Block Island.

According to Fleet Captain Brad de Wolf, day captains are already looking into marinas and anchorages at each stop, as well as spots for Club members to gather and enjoy one another's company,

Before the Annual Summer Cruise launches, **Weekend Cruises** will help members get into the spirit. Barring any COVID restrictions, the first gathering will be over Memorial Day weekend (Saturday, May 29 to Monday, May 31) when the Club will gather at Ida Lewis Yacht Club in Newport. Brad reports that his Cruise Committee is also looking at two possible weekend cruises in June.

*Continued on page 2.*

*Masthead Photo: Distant view of Mount Hope Bridge after a January snow.*

*From blog posts  
to short stories,  
our members share  
their written  
words with us  
this month.*

*Starting on  
page 7.*



**March 2021**



**The crew:** Jasper, a Golden Retriever

**His captains:** Greg and Deborah Aikman

**Their boat:** Penguin, a 32-foot Hunter

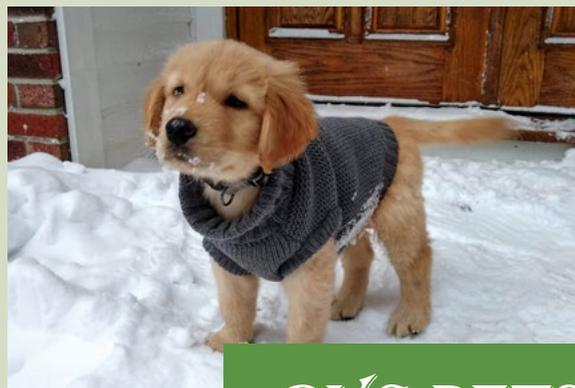
**Second or third cousin?** Jasper is the Aikman's first dog and his lineage includes Teddy, Tom and Lee Dawson's Golden, who is popular at BYC. Like Teddy, Greg says Jasper is too friendly with everyone to ever be a great guard dog.

**Growing fast.** Jasper joined the Aikmans in December as a tiny pup and he is growing fast as shown in the lower picture taken a month later.

"By summer, he'll be as tall as the Mount Hope Bridge," Greg worries, noting that this means "we will eventually need a larger sailboat." Greg may be okay with that, saying: "It's important to work the words 'need' and 'sailboat' into the same sentence!"

**Will this dog sail?** "As of now, Jasper's only known winter," Greg says. "He loves snow, which is just water, so we're hopeful he'll take to adventures on Penguin. We plan to introduce him gradually to sailing – maybe start with some launch rides, eventually working up to a sail to Prudence."

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



*Cruise Planning Moves into High Gear ... Continued from page 1.*

Monthly meetings are now underway for members considering joining the Club's **Maine Cruise** this summer. (Interested in participating? [Email Brian Fitzgerald.](mailto:brian@mainecruiseclub.com))

The cruise is currently scheduled for early August, with cruisers being able to elect either transiting offshore overnight or taking a coastal route with stops along the way. While plans are in their infancy, it is expected that the itinerary will take cruisers to several ports with occasional meet ups and shared activities.



Rockland (Maine) Harbor Breakwater Light.

The core planning team is coordinating a series of confidence-building sessions for this extended cruise, and they will be open to all Club members wishing

to expand their boating expertise. Topics may cover weather and weather forecast resources, navigation during offshore cruising, appropriate safety and other gear for extended cruising, and provisioning. Watch for announcements of these sessions this spring.

Club communications will regularly update members on the Maine Cruise plans and members wanting to explore if this is the right time for them to go Downeast are invited to reach out to Brian at any time. ❖



## Membership Ranks Healthy Despite Pandemic

The Executive Committee has paid special attention to our membership numbers over the past several months. We were concerned that the COVID-19 environment might lead to a drop in membership ranks as members changed how they used the Club during 2020.



### Commodore's Corner

I am pleased to report that our prudent concern was, in fact, unnecessary. As you know, we've been at full membership for many years. Not only does a full membership add to the energy and fun of the Club, but it is also important to our financial well-being.

With the 2021 membership tally

completed, we are at our full quota of 325 Senior members once again. Plus, we go into the spring/summer season with applications in process and, quite likely, a wait list.

At Commissioning this May (fingers crossed we can have a traditional Commissioning event!), we will welcome about 25 new Senior members to BYC. In addition, over the past year we welcomed five new Intermediate members, and four Intermediates transferred to Senior membership.

We were able to accept a strong complement of new Senior members partially because a number of current members

### Wishing Well to Our Departing Members

- Susan & Ralph Bodington*
- Richard & Stephanie Boldt*
- Steven & Susan Dolan*
- Carol Gaffney*
- Joseph & Carol MacPhee*
- George & Diane Morash*
- Thomas & Sheila Perkins*
- Vincent Pezzullo*
- Larry & Paulette Prucha*
- Edward & Wendy Quinn*
- Stephen & Beverly Russell*
- Paul Castaldi & Sharon DeLucca*
- David & Marybeth Gillespie*
- Sharon Harris*
- Stan & Ursula O'Marra*

requested to move to Old Salt status. This membership category allows long-term members who no longer use the waterfront to participate in the Club at a reduced annual fee. This year 10 members met the long-established criteria of age 70 or older and 20 years of membership, and asked to become Old Salts. We had two members seek Old Salt status under the

new criteria (age 75 and over and a Club member for 15 years) approved at the 2020 Annual Meeting.

Additional new slots opened up due to members withdrawing from the Club and we wish them the very best. (See list above.) Most reported issues related to age/health, boat ownership status and moving from the area as reasons for departing BYC.

If you're like me, you're counting the days until Commissioning and being able to welcome our newest members to Bristol Yacht Club. I'm looking forward to meeting them all!

– Chris Bjerregaard



### Early Bird Registration for Club Members

Once again, Club members can sign up for East Bay Sailing Foundation classes before the general public. As of March 1, registration for both Junior and Adult 2021 programs is up and running. Learn more here: [Junior Programs](#). [Adult Programs](#). General registration opens March 15.

### Share Your Prowess at the Helm

Spread your love of sailing and the sport by helping EBSF teach adults who are our current and future Club members. EBSF is looking for instructors to have fun this summer while teaching other adults sailing on J/22s and Mercuries.

If you can sail your own boat, you've got the skills to share with our students! [Email Peter Maloney](#) to learn how you can help.



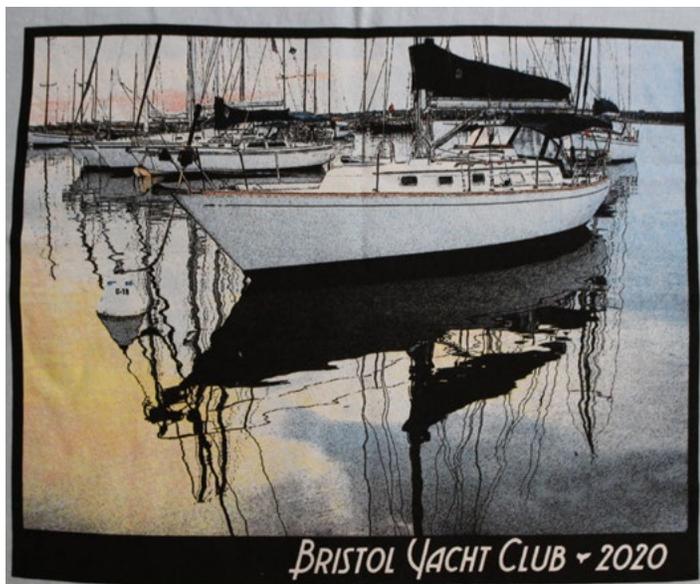
# MEMORIES

## on the Back of a Tee Shirt

### The Interview

For more than 20 years, Susan Maloney has not only enjoyed the Club's Annual Summer Cruise but also has had fun designing a signature Club tee shirt to mark each year's outing. The shirts have become so popular that last year more than 100 were sold ... far more than the number of members joining the cruise.

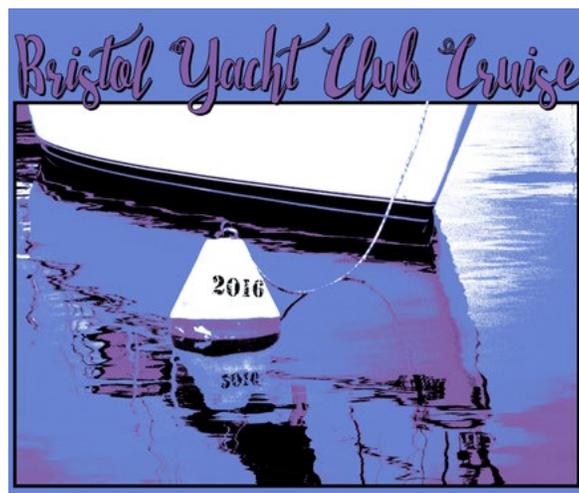
The BYC Mainsheet chatted recently with Susan to learn about her designs. We also wanted to see if we could get a hint of this year's tee shirt color and artwork. Spoiler alert: Susan isn't giving any secrets away until the shirts are unpacked when the 2021 cruise gets underway! (Interview begins on page 5.)



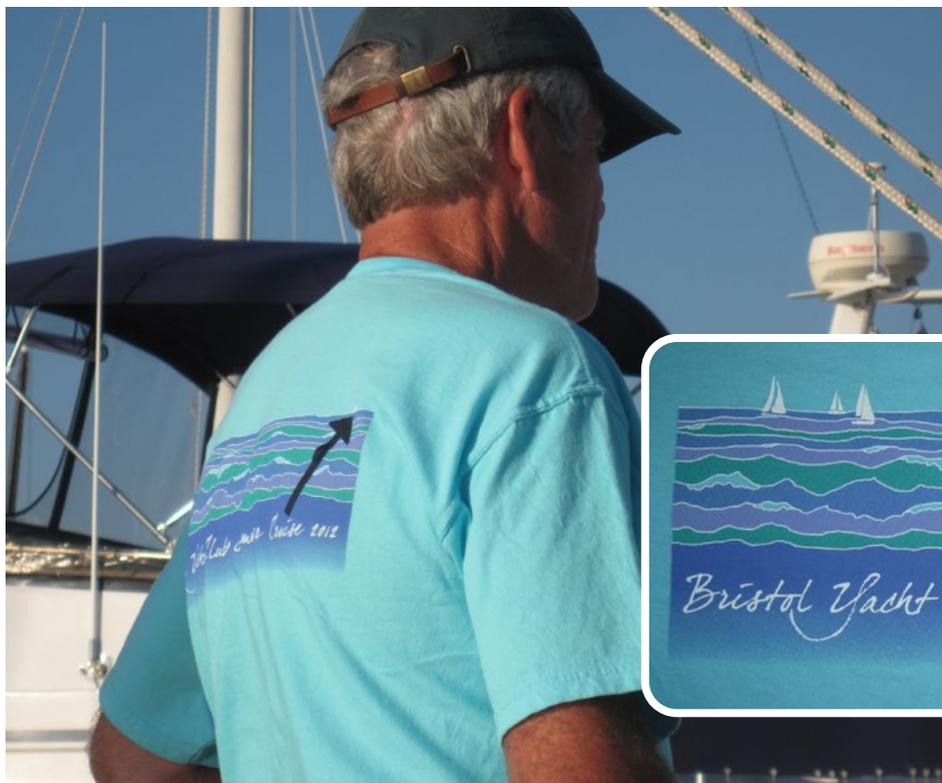
Bristol Yacht Club ~ 2020



Bristol Yacht Club ☆ Summer Cruise 2015



BYC tee shirts designed by Susan Maloney include (clockwise from top left) - last year's shirt with a boat and its image reflected in the water; the 2015 tee celebrating the cruise to Provincetown with a whale's tail image; the 2016 shirt cruisers sported heading to Connecticut and Long Island ports; and the 2017 shirt with artwork inspired by a photo taken of the Maloney's boat as it headed to Provincetown.



Mike Perkins was so enthused about having a power boat depicted on the 2012 tee shirt (artwork below) he taped an arrow to his shirt so no one would miss it.



*Memories on the Back of a Tee Shirt ... Continued from page 4.*

**Editor:** *You designed the first tee shirt in 1998. How did that come to be?*

**Susan:** It all started with a chance conversation with Bruce Cox, who was Fleet Captain that year. He said wouldn't it be fun for everyone on that year's cruise to have the same tee shirt. I offered to help and designed a shirt with a map of that year's ports of call. I can't say it was my most successful design, but it got the ball rolling.

**Editor:** *Your shirts feature custom artwork usually on the back with the BYC burgee on the front. What inspires your designs?*

**Susan:** Each year my inspiration is a bit different but often it starts with a photo I've taken or someone has given me. I'm always collecting images. For example, when I kayak in the harbor and the water is calm and the light is hitting a boat just right, I take a picture. At some point it may get translated into a shirt.

Actually a funny story is I took a picture of a boat in the harbor that became the 2009 tee shirt. I really didn't think much about whose boat it was ... it was just the light on the boat that led me to take a photo. When the shirt was done, there was a lot of guessing and a number of people saying, "I think that's my boat." It was Bob and Camille Hamel's.

A photo that came from a Club member led to the 2017 shirt. Bill Campbell took a shot of Peter and me on our boat sailing to Provincetown. The boat is heeled toward the camera and there was a crisp bow wave. It just seemed perfect for a tee shirt.

**Editor:** *How do you produce your artwork?*

**Susan:** I work in Photoshop and feel like each year I learn new skills and the tee shirts get better because of that. I try different approaches and filters with the goal of coming up with something appealing and different. The 2013 shirt was maybe the first one I felt I got really right. The shapes of the flaked sail on the boom just attracted me.

Once I finish the artwork, the shirts are silk screened. Since 2010, we've used the Gob Shop in Warren. They are amazing to work with.

**Editor:** *There probably are as many stories as there have been tee shirts. Can you share one?*

**Susan:** Sure. For years several Club members with power boats would razz me about only doing shirts with sail

*Continued on page 6.*



Left: The extended Petaja family poses in their 2019 Club tee shirts during a Block Island stop on that year's Annual Summer Cruise. Inset: The art on the back of the 2019 tee. Below: The 2014 tee shirt artwork.

### Memories on the Back of a Tee Shirt ...

Continued from page 5.

boats. So, in 2012, I was working on a design where there were a number of sailboats in the distance. For fun I added in a power boat. Of course, I put it out ahead of the sailboats, leading the way. Mike Perkins, who has a power boat, was so pleased he taped an arrow to the back of his shirt pointing to that tiny little power boat.

**Editor:** *You keep people guessing as to the look and color of that year's tee shirt. What's that story?*

**Susan:** Some years I seek input to the shirt's color but, to be honest, many years I don't know until I have the design. I like using colors of the sea ... mainly blues, greens and purple. I've learned from experience that dark-colored tee shirts are "too hot" and white shirts are just asking for trouble

Traditionally, the first night everyone on the cruise is together we give out the shirts. The surprise makes it really fun. And then, throughout the cruise, you see people wearing their shirts and it creates a sense of community. That's really nice. 



## Order Your 2021 BYC Tee Shirt Now!

The BYC tee shirt is available to all members whether you are going on the Annual Summer Cruise or not. As is tradition, the design and the shirt's color will be a surprise. The shirt will feature our burgee and Club name on the front, and a nautical-themed graphic on the back.

**Orders are being taken until March 23 by going to the BYC website Ship's Store, with delivery in July.**

*Why do we order four months ahead?* "In a normal year, we often have difficulty getting the right color in the requested sizes unless we start early," says Susan. "With the pandemic, this year it may be even more challenging." Plus, since we're all dreaming of summer anyway, why not buy something new to get ourselves into the spirit!

### Order Your 2021 BYC Tee Shirt

Adult sizes (\$13) [Link here.](#)

Children's sizes (\$10) [Link here.](#)



# BLOG POST by Peggie Perrotto

In her blog post below, Peggie Perrotto talks of her boating travels to and from the Key West area. She and her husband, Tom, did the trip about 10 times via water, at first on their Catalina 380 and later on their Monk 36 Trawler. Since 2018, when they sold the trawler, they've repeated the trip in a Holiday Rambler Navigator RV which they call Tomfoolery, as they did their boats. Peggie joined the Club 48 years ago and was on the Executive Committee for three decades.



Claudia and Burt Rottach, at left, welcomed Peggie and Tom Perrotto at the Delaware City Marina and a "small-world" story and a long-term friendship were the outcomes.

## CRUISE DAY 35 Tuesday, May 30: MOVING ON TO DELAWARE CITY

It's not only OH! THE PLACES YOU GO, as in Dr. Seuss's book, it is also the people you'll meet. This was our last trip north on *Tomfoolery*. The day was miserably cold and rainy as we entered the C and D Canal bound for Delaware City Marina.

Unknowingly, today we were to be met with an unlikely encounter. We radioed Tim, the marina's owner and Delaware River weather/current specialist, to request a slip for the night. After arriving, we attended Tim's nightly Delaware River weather briefing. Tim asked us to remain after the briefing since he wanted to introduce us to someone. Tim is quite a character, so we said, "Sure."

The briefing ended, and we were introduced to Claudia and Burt, Deerfield Beach, Florida residents, who winter berth their boat in Delaware City. Due to the wet weather, they were debating whether or not to take off the Fairclough cover. Everything was wet!

Their boat, a Beneteau 40 now called *Seabird*, was once called *Flamili*. It hit me! This beautiful sailboat was once owned by JP and Kate Mouligne, members of BYC. I remembered Zoe M, as my 3rd grade student, telling me the story of the name *Flamili* because as a toddler she couldn't say "family."

What are the odds? I noticed the Bristol, RI port of call peeking from under the cover. I immediately called Kate to tell her of the coincidental encounter. If it had not been raining for days, they might

have already launched and been gone! Karma and our good fortune.

We never know whom we will meet on our journeys or what lifetime friendships may be created. Burt told us about their search for a boat and their journey to Rhode Island to take possession of this one. They found a beauty, "ship shape and Bristol fashion."

At their suggestion, we went to dinner together. The restaurant was a great choice where we spoke for hours on topics from family to travel, from cigars to sailing experiences. This one encounter led to an instant friendship.



Peeking from beneath a sopping wet Fairclough cover were the words "Bristol, Rhode Island" on a Beneteau that once called BYC home.

To date, we have visited each other by land, sea, and air as we share many hours on beaches, boats and bikes. All because they purchased *Flamili* years prior and Tim's recognition of our Bristol connection.

OH! THE PLACES YOU'LL GO (AND THE PEOPLE YOU'LL MEET).



# SHORT STORY *by Bob Hamel*

*Bob Hamel, a Club member since 1981, served as Commodore from 2009 to 2011. Bob's story below appeared in the Eldridge Tide and Pilot Book a few years ago. He first took to the water under sail at age 12 and now holds a 100-ton USCG captain's license. His personal boat inventory includes Goosewing, a Freedom 35, and Lulabelle, a Sea Sprite 23.*

## MY FIRST ENCOUNTER WITH A LEGENDARY MAN

*"Hurricane's coming, you'd better get that boat out of the water."* My dad was not at all happy that I had spent \$200 on "a piece of junk," i.e., an old Beetle Cat that I bought from a friend. It was half sunk or half floating (depending on your point of view) in the Kickemuit River in Warren, RI.

I sailed her to her new home in the Warren River. I dropped a mooring in front of a friend's house right next to the Warren Beach. I didn't have a dinghy, so whenever we wanted to go for a sail we'd swim out to the boat and hoist ourselves in. Well, I had a great summer of sailing and bailing 'til I got word of the hurricane and I needed to haul her. When I asked my dad how we would haul her, he replied, "I don't know, it's your boat."

I had an older second or third cousin who was a lobsterman and he had lots of boat trailers in various states of disrepair. I went down to his boat to ask for his help and he agreed to meet me at the launch ramp when he had finished hurricane preparation for his own boat.

The launch ramp was next to the Warren Beach on the property of the Blount Shipyard. The shipyard was owned by the quintessential Yankee Luther Blount, a man who never bought anything if he could make it himself. He had multiple patents; he had built over 200 ships, and lived in a former bait shop on the shipyard property.



*Author Bob Hamel*

He was a man of few words and his presence was quite intimidating to a 14-year-old boy. I had only seen him ride his bike around the shipyard, drive his old Crown Vic around town, and check out the discounted day-old bread at the local market. He always wore a plaid shirt, red suspenders and work pants, a real scary man. I knew who he was, but he was certainly not aware that I existed.



*"The shipyard was owned by the quintessential Yankee Luther Blount, a man who never bought anything if he could make it himself. ... He always wore a plaid shirt, red suspenders and work pants, a real scary man."*

The wind was building, there were white caps in the river, and rain was starting to come down sideways. I swam out to *Ringo* (it was a Beetle) and sailed her to the ramp and waited for my cousin. His truck rumbled down the gravel and shell road dragging a flat wooden landscaper's trailer. He backed down the ramp and we started to struggle with trying to get the boat on the trailer. We couldn't lift ol' *Ringo* and there were no rollers on the trailer. We tried to put the trailer in the water, but it floated.

I saw Luther come down his stairs and head for the ramp. He was wearing a full suit of foul weather gear, complete with a Southwester hat, and carrying a come-along. Within minutes he attached it to the boat and the trailer, pulled out a couple of planks from under a shed, and started cranking the old Beetle right out of the water and onto the trailer.

I couldn't believe that Mr. Blount went through the trouble of coming to help us in such a downpour. When we finished I thanked him and he said "you're welcome," and then pointed to a small welded steel box (that he no doubt made) at the top of the ramp. It had a hand painted sign that said: "Ramp Fee \$2.00 in and \$2.00 out. Use the honor box." He said, "You didn't put in here so just put in \$2.00 for the haul out." 



# SHORT STORY *by Mike Martel*

*Mike Martel is an accomplished author and you'll learn from reading his short story below that he has a great sense of humor. Check out his books on Amazon where you'll find his second collection of yarns, More Tales From a Gimbaled Wrist. Among his other talents, Mike restores wooden boats and holds a USCG 100GRT Master license.*

## A TASTE of 'JACK IRON'

Nestled deep in the bilge of my big old wooden sailboat rested an untasted bottle of clear liquor that my old friend Bryce had given me on a late fall cruise to Cuttyhunk. It was a bottle of 'over-proof' rum from the Caribbean, bottled by a distiller that I had never heard of.

"I've brought you a present for the boat," he announced after we had the hook down and set.

"What is it? Oh...a bottle? Well, aren't you a thoughtful old cuss! And it's just in time...!"

"No, no skipper. You don't want to drink this, just keep it aboard. It's for good luck."

"Not drink it? Why?" I was truly puzzled.

"It's a bottle of 'Jack Iron.' Overproof rum. They make it down in the islands, in steel stills and drums and such. Very potent, more or less island moonshine. Knock you on your ass and give you a headache that will make you want to die, or at least ask someone to shoot you."

"Good God. Do they drink it?"

"Oh yes, they put it in fruit punches. But they are used to it. Here," he said, unscrewing the cap, "Have a sniff"

The 'nose' was a combination of, or so it seemed, lacquer thinner, xylene, and acetone, all in one. "Phew," I said. "Smells like something to clean my paintbrush in, or better yet, strip paint."



*The Mary Rose awaits a customs inspection in St. George's.*

"Exactly so. I've heard that it will blister gelcoat. Now here, it's for you, keep it aboard. I'm not sure what the language on the label is, some sort of Patois, just remember that it's 'Jack Iron' or 'jackiorn.' Never serve it to anyone you truly care about, including yourself."

Fast-forward to Bermuda a couple of years later, where I had volunteered to serve as Mate on the Herreshoff topsail schooner *Mary Rose* on a late-season trip to Tortola. We stopped briefly in St. George's, presumably to repair a balky water maker and to make a pilgrimage to the White Horse Tavern, where the beer is good, and the food not quite so good. I sailed with my friend Captain Tom, master of the vessel, and his lady Bonnie, plus two other young scamps who were the foredeck men, Philippe and Rocco.

The day before we left the dock in St. George's, some fellows from a nearby yacht, all from our home port of Bristol, stopped by for a social visit, since they just happened to be in port as well. They included a couple of members of our local Yacht Club. This is commonplace with *Mary Rose*; she is a very attractive classic yacht, and folks stop by dockside just to admire her, take a few photos, and perhaps chat with whomever happens to be visibly on deck. Captain Tom, when he is in an expansive mood, will perhaps invite the visitors aboard for a tour below, offer them a drink if he knows them (and he knows a great many yachting and seafaring folk) and also to play the part of tour guide, and does it well, even better if he has had a couple of refreshers beforehand.

*Continued on page 10.*



*A Taste of 'Jack Iron' ... Continued from page 9.*

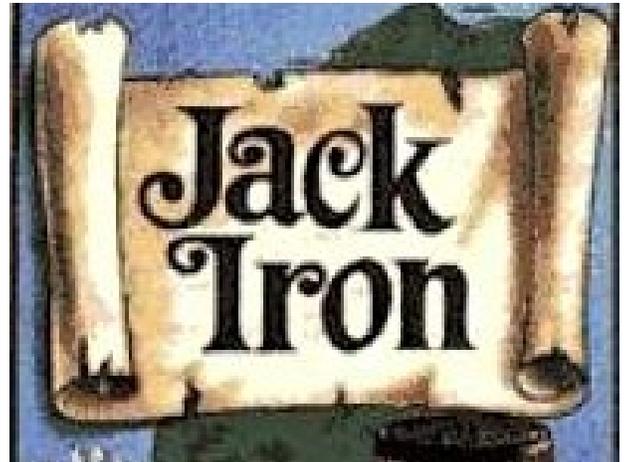
Now these aforementioned fellows, all four of them being from Bristol and acquainted with Captain Tom, had coincidentally stopped in Bermuda and were headed to the same destination that we were ultimately, i.e., Soper's Hole. This was ample reason to invite all four of them below not merely for a tour but for a hospitable drink as well.

*Mary Rose* had done her fair share of entertaining guests in her recent travels and had seriously drawn down the resources of her spirits locker without replenishment. Nobody had kept up with it, and now *Mary Rose* was quite close to finding herself a dry frigate, more suited to serving an evangelical missionary society than a proper assortment of latter-day pirates.

So now, our Bonnie, a most resourceful hostess, was scrambling about the galley, assembling glasses for eight people, and trying to find enough ingredients to make rum punches all around. To this end, she used up the last of the chilled juices, but now the issue became rum; there seemed to be scarcely enough to make eight proper drinks. Captain Tom had taught her the old trick of adding any available dark rum to the top of the drink after the juice is in the glass, and not mixing it. This 'floaters' gives the drinker, with the first couple of sips, the impression that he or she has been served a robust and proper drink without any stinginess on the part of the host, and giving the whole an attractive appearance to boot.

Bonnie was about to do this when she found, during her frantic search, nearly half a small bottle of clear liquid stowed deep in a galley cupboard. It looked like some sort of white rum, and it had gone unnoticed in the back of the cupboard for quite some time, apparently, possibly since the last trip to the Caribbean when the owner and a few of his friends from Europe had been aboard. She uncapped it, took a quick whiff of it, and replaced the cap; it had an aroma not unlike lacquer thinner. It was, of course, what was left of a bottle of overproof 'Jack Iron' but she did not know what it was, only that it was possibly drinkable strong essence of alcohol, and that would therefore suit matters just fine. So, since she was out of sight in the galley, she emptied what was left in the bottle, evenly distributing it among the four guests' drinks; after all, since they were the guests, they deserved the best of what we had, and she wanted to please them with a solid drink. Weak drinks would have had a negative effect on the reputation of the *Mary Rose*. Then she finished all eight drinks off with a 'topper' of what remained of the dark rum. Then she served them.

As the next twenty minutes passed, our visiting friends grew more vibrant; their faces reddened, beads of sweat broke out; there was more laughter, and louder too; spontaneity followed, hand gestures became



*Author and Captain Mike Martel*

pronounced, and language became decidedly saltier. When it was time to leave, only a short time later, they each went up the ladder unsteadily, laughing happily, pleasantly drunk.

"They seemed sober when they first came aboard," Crewman Rocco, descending the ladder from the main deck, commented after they were gone.

"Was there that much rum left?" Tom asked. "We only served them one drink each!"

Bonnie brought forth the empty bottle. "I used the rest of this in their drinks," she said, holding it up, displaying its distinctive yellow label. "Thank God I found it!"

"Good Lord!" I said. "You dosed them with Jack Iron!" ❖



## Waterfront Gnomes Behind the Scene

The Waterfront Committee gnomes are working behind the scenes. We're researching vendors and evaluating

### WATERFRONT Committee

alternate structures for the float replacement

project. Plus, we're compiling the "orders" for lockers, dinghy storage and launch service submitted with dues payments.

Looking ahead, we are waiting to find out if Portsmouth Abbey will have their spring sailing program. If it does, our first seven floats are scheduled to be launched on Monday March 15, weather permitting.

These will be followed by the remainder of the floats (the main event) which will launch on April 14. Mark your calendars. This is a fun volunteer event where everyone is welcome to lend a hand.

*– John Bell*

### OUR PRUDENCE ISLAND LAND

*The Club seeks an additional five members to join an ad hoc committee to explore the future of the Prudence Island property that the Club owns with Barrington Yacht Club. If you are interested in serving on the committee, contact Vice Commodore Joe Whelan at [jwhelan@whelancorrente.com](mailto:jwhelan@whelancorrente.com).*

## 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:

*Kairos, a Morris 28*

### Owners:

*Jeffrey Bardell and Faye Sotirakis*



Why the name *Kairos*? Jeffrey describes it this way:

"Webster says 'Kairos' (noun) is a time when conditions are right for the accomplishment of a crucial action; it is the opportune and decisive moment.

"The ancient Greeks had two words for time, Chronos which is the time we all keep. What time does the race start? Are we going to make it to the starting line in time for the race? The other time is Kairos, the proper or opportune time. I like to think of it as time that is not time, the time you completely forget about the time, which is why my wife suggested the name.



"The sailboat *Kairos* is a 1986 Morris 28 Linda, hull number two of 16 by Morris Yachts of Southwest Harbor, Maine. The boat has a full keel, draws four feet, four inches, and handily fits under most bridges on the ICW.

"The boat is a joy to sail, easily single handed and, when going well, time just disappears. It made it from the Bristol Yacht Club dock to the Chesapeake a few years back and has spent a winter in South Florida.

"You can find her sitting just off the south end of the Club's pier most summers."

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



*As all racers should know, World Sailing, via US Sailing, updates the Racing Rules of Sailing (RRS) every four years. 2021 is the beginning of another cycle, so new rules are now out. Here is a summary.*  
 – Mark Rotsky



## 2021 – 2024 Racing Rules Update

When you join US Sailing ([link here](#) to join), you get a new rulebook for free. You can also go to the US Sailing website and download the full text, as well as many other important associated documents, including a great detailed summary of the significant changes from last year by the true rules' expert, Dave Perry.

Below I highlight what I believe are the most significant changes for most of Bristol Yacht Club racers, Race Committees and race organizers. But you should still get the new book and review the changes yourself, since you may deem something important to your racing program that I've left out.

### Definitions of Start and Finish

The standout changes are the new definitions that eliminate the previously included "crew or equipment in normal position" factor. Now a boat "starts" or "finishes" when the *hull* crosses the lines. Crew, sails, bowsprits or any other equipment attached to the hull *are not* considered part of the hull. This also applies with starting penalties under the various starting flag limitations (I Flag, Black Flag, etc.).

### Rule 16.2 Changing Course

There are a number of detailed changes in this rule that apply in different situations before and after starts, and

when going upwind or downwind. There's too much to list and it requires careful reading.

### Rule 25 Notice of Race, Sailing Instructions and Signals

The Notice of Race is now taking on new importance in that it must provide sufficient information about the event

such that the competitors can better decide if they want to compete before they register.

### Rule 28 Sailing the Race / Appendix A5.1 Scores Determined by the Race Committee

Previously a boat that did not sail the course correctly could only be disqualified by a protest, either by a competitor, or by the Race Committee if it witnessed the infraction. Now, if the Race Committee witnesses the infraction, it need not protest, but rather it must disqualify the boat without a hearing, and issue the new score "NSC" – "Did not sail the course" – with a point value of one more boat than the number that came to the starting area.

### Rule 37 Search and Rescue Instructions

New signal Flag V is added. When flown by the Race Committee with one horn, all competitors and support boats are to monitor the RC communications channel for search and rescue instructions.

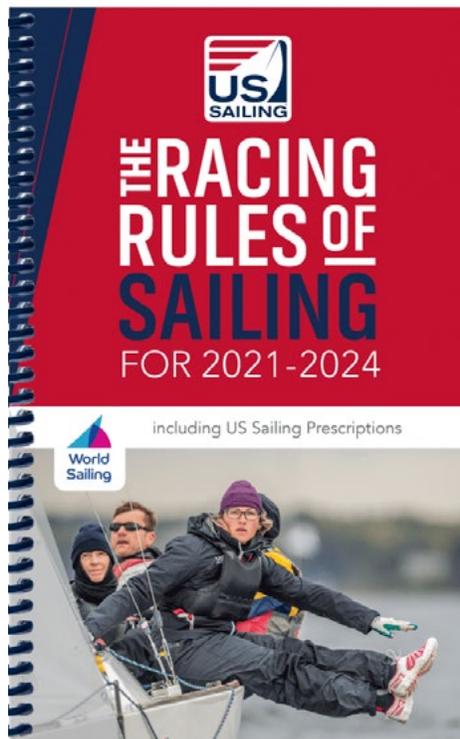
### Part 5 Preamble - Protest Form

The previous Protest Form has been replaced with two forms: a hearing request and a hearing decision form.

### Support Persons

For many situations, "Support Persons" may now be considered part of a "Party" with the boat or crew, such that they may be the cause of protests, such as for interference or required to assist in certain emergencies. (Hear that, junior racer parents and coaches?)

Again, this is a very abbreviated list of changes. [Link here](#) to US Sailing and get all the information. 🚩



*US Sailing makes staying up on the racing rules easy through a number of publications and an app for your mobile device. [Link here](#) to see all that's available.*



## House Committee Says Come Join Us As We Take It Outside

*It's 20 something degrees out. You receive an invitation to come by BYC and share a drink on our deck. And, by the way, you need to wear a mask to attend. We provide bar service Saturdays, 3 to 6 pm and, in addition, serve hot soup, hot chocolate with whipped cream ... and pretty much anything else you can imagine pouring into your cup. If it should get too cold, there's a warm fire burning in the fire pit and a few gas heaters to warm the deck. Dress warmly! Welcome aboard!*

### HOUSE Committee

Would you accept such a bizarre invite? Guess what? An average of 25 Club members and friends have accepted this challenge each Saturday.

In fact, more than 275 libations have been served. Neither rain nor snow nor sleet have deterred many members from a positive response to the House Committee's invitation. Our BYC bartenders and House Committee Member Jane Guinther have kept the Clubhouse fires burning (pun intended) for more



*Nancy Barron is dressed for the cold to enjoy a Saturday afternoon libation.*

than 11 weeks through this long COVID-19 winter.

Members dropping in say they just need a place to socialize for a bit, to get out of the house, and to be near the water. All seem to be oblivious to the cold winds and temperatures. They are just pleased to reunite and share a story.

Everyone feels warmth in their hearts to be part of the Bristol Yacht Club family, even if it is outside in the subfreezing weather.

*- Rosemary Alden*

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