



The Bristol Yacht Club MAINSHEET

Commissioning 2021: Will We or Won't We?

For the second consecutive year, we are approaching Commissioning, a hallmark event at the Club, under the shadow of COVID-19.

We have a date – Sunday, May 2, but that is about all that is firm. At this point, the expectation is we will be adjusting plans for the event right up to the last minute.

The hoped-for but extremely unlikely event would be a traditional Commissioning with members spilling out of the Clubhouse to a sun-drenched deck, drinks and nibbles in hand. Oh, for those days before COVID gathering-size limits, etc.



There were no crowds, just a camera, to oversee the flags being raised to mark Commissioning last year.

An intermediary event may be totally outside, Beach Bar a lively stop, no food (again those COVID guidelines) and a prayed-for day without rain. Over the coming month, we'll watch Rhode Island guidelines and see how close to this scenario we might come, even if we are required to put limits on the number of Commissioning attendees.

raising our Club burgee and flags on camera in tribute to the start of the season. Not optimal, but at least we'll know that the summer ahead will be filled with fair winds and following seas.

And, finally, we may default to what we did last year: our Commodore and Chief Steward

To sum up ... watch Club communications sent via email over the coming weeks with info on how Commissioning 2021 will play out. Summer is coming!

Plan Your Summer

Check out the Calendar of BYC Events on page 15.

On the same page, you'll find the hours the Chart Room and Beach Bar will be open, along with 2021 hours of launch service.

On page 9, there's info on the Club's planned summer cruises. And we've got details on EBSF registration (page 4) and race registration (page 9).

Masthead Photo: BYC's Herb Farnum caught in a photo by David LeGrand.



April 2021



Building a Workshop: Could It Be a Volunteer-Driven Project?

When I joined BYC in the late '80s, I noticed right away that volunteerism was strong. Wednesday night races, building dock floats, organizing social events, grounds clean-up and so much more were all possible because of volunteers. One of my favorites – the volunteer pig roast – was made possible by 100+ volunteers!

For decades, I've been part of the team that works together to maintain the EBSF fleet. In the beginning, each year we would get together 10 or 15 volunteers to paint and launch our Mercury sailboats. We got the job done, done well, and we had fun along the way.



Plans for a workshop are very much "concept only" at this time. The rendering is a 24' x 36' building with interior workspace and storage. An attic and hoist beam would allow additional attic storage for sails, masts, etc. The building would be on the south side of our property. The façade with the garage-type doors faces west, with the rolling barn door facing north. During the summer months the area could double as EBSF classroom space.



Commodore's Corner

In the last few years, it's been significantly harder to recruit volunteers. Why? Everyone is busier, for sure. But we also need to make sure that we set our volunteers up for success. I can remember many times when we would arrive to work on a project and we just couldn't get it done due to weather, lack of tools, etc. We persevered, but it

was frustrating and some volunteers lost interest. If we want to maintain or increase our volunteer base, we need to have the infrastructure in place to do the work.

This challenge must have been recognized by many members in the Club because creating a shared BYC/EBSF workshop was voted as one of the most favored projects during our Strategic Plan process.

Thus, a few months ago, we created a focus group to explore the possibility of building a workshop on the BYC grounds. We planned a facility large enough to rebuild a J/22, a coach boat, even a launch, but small enough to be practical and cost-effective. Any project that House, Grounds, Waterfront or EBSF needs to tackle could be done in this workshop. Luckily, Doug Kallfelz, an architect and fellow member, volunteered to draw up the concept seen here.

Our next steps are to decide if the construction should be done professionally or if volunteers can do some of the work. We obviously need to get quotes, create a budget and figure out how we can fund the project. We'll have a couple of meetings to gather input from members as soon as possible. We hope to have a formal proposal prepared for the membership to vote on at the Annual Meeting in November.

I met some of my best friends volunteering at BYC and I'll bet many of you have as well. We need to maximize the spirit of volunteerism at BYC and I think that some version of this workshop will help enable this.

Please contact me at chrisbj@cox.net with any questions or comments.

– Chris Bjerregaard

The EBSF Mercs need some springtime love with fresh paint (inside and out), and some new lines and hardware. Can you come lend a hand, literally? EBSF is setting up an "autonomous boat shop" where you can pick-up a DIY job that will help get our Mercs in better cosmetic shape for spring sailing. Swing by the work list at the EBSF Quonset hut to pitch in or email Instructional Chair Kristin Browne (kristinlbrowne@gmail.com).



Bristol Yacht Club to Host Prestigious US Sailing Hinman Trophy Championship

2020 Event Postponed Due to COVID Rescheduled for This September

The US Sailing Team Racing Championship for the George R. Hinman Trophy will be held at BYC September 23 to 26, having been postponed from 2020 due to COVID-19. The invitational event – described by US Sailing as the “hottest event in the country for the post-collegiate group of sailors” – serves as a qualifier for World Sailing’s Team Racing Worlds.

Six-person teams (three skippers, three crew) will be selected by US Sailing to compete in the 3v3 team race event in 420 dinghies. As many as 16 teams will be invited to the BYC competition.

“To get a feel for how a championship regatta like this is run, June and I traveled to Newport Beach, California, to observe the 2019 race,” says Commodore Chris Bjerregaard. “What a cool event! The teams were engaging and unbelievably skilled, the racing was within view of

the club, and the sailors joined the club members for a Hawaiian luau on Saturday night. It was great.

“The racing at BYC will be right off our docks,” Chris notes. “Each race is short

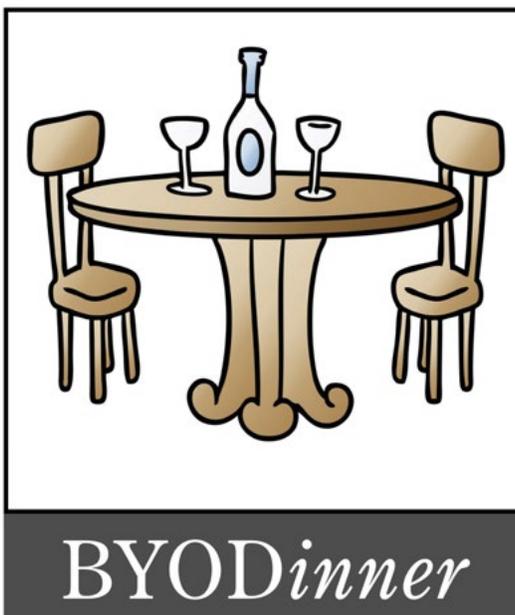
and the tactics are very different from fleet racing. With luck, we’ll have an announcer calling the plays for us, as it will be a great way for us all to learn more about the game.”

“We’re sure Club members will be excited to experience this world-class trophy event,” says Nick Cromwell, BYC Race Committee Chair. “And it will be great fun to spend time with some of the nation’s finest young sailors, our friends from US Sailing and race attendees from throughout the country.”

Nick notes that the goal is to get as many Club members as possible involved in how we host this event. “We’re grateful Pete Levesque, a past Hinman racer himself, has agreed to chair this event. As plans develop, you’ll be hearing much more about what will be an incredible experience here at BYC and how you can play a part.” 



Graphic used to promote the 2018 Hinman Trophy races held in Cleveland.



BYODinner

COVID-19 guidelines may limit use of the Clubhouse, but they need not limit our creativity and fun! To keep within the rules and yet have a Friday Night Dinner, members are encouraged to **BRING YOUR OWN DINNER** Friday, April 9. Chart Room opens at 5 pm; dinner at 6 pm. Plates and silverware provided!

Advance registration is mandatory so we can stay within Rhode Island gathering-size guidelines. Masks and social distancing, too. Two families per inside table; three families per table on the deck. First come, first served by advance reservation only! [Link here.](#)



Winter Sailing Wraps ... Spring Sailing Begins



BYC frostbite sailing (above) ends its season April 10, overlapping with high school sailing (below) which began in late March.



And for the rest of us, the BYC launch season begins Saturday/Sunday, April 24/25, 10 am to 4 pm. See page 15 for the 2021 launch schedule.



Registration Open for EBSF Spring and Summer Sailing

[Link here for all the details.](#)

Spring high school sailing is underway or soon to be. Bristol Harbor is about to welcome fleets from Lincoln, Bay View and other area high schools.

Junior Sailing this summer will be fun and action packed with four two-week sessions to choose from, or join the EBSF race team and sail Optis, Lasers or 420s for the whole summer.

Adult Sailing will make good use of new sails and lines on the Mercury fleet, with a Women's Sailing Class making a return to Monday night.

J/22 charters sign up for Wednesday and Thursday night fleet racing is open. They get snatched up fast for Thursdays, so act now to get to the starting line this season. Or charter a J/22 for Wednesday night races. Grab the family or your COVID friends and join the BYC fleet. Want to learn to race? We're putting together a program to match new and experienced sailors to teach the ropes of racing a J/22 with or without spinnaker.

Also, don't miss the note on page 3 about lending a hand to get the EBSF Mercks ship shape for spring sailing.

– Kristin Brown, Instructional Chair



Good Friends, Good Drinks ... and Good Chairs

Why not add your name to one of those chairs?

Does the headline sum up how you want to spend off-the-boat time this season? If so, you'll be glad to know the Club is adding to our fleet of slate blue Adirondack chairs and introducing a similar higher chair at member request.

And now you can sponsor a chair and have your name, your boat name or whatever you like put on a plaque affixed to that chair. While it doesn't guarantee you a seat when at the Club, it does guarantee you recognition and bragging rights, while helping the Club purchase even more comfy seating.



The higher chair has Adirondack styling. The new BYC chairs will be the same slate blue as our existing outdoor chairs.

Traditional Adirondack chairs can be sponsored with a donation of \$300. The new style of higher chairs are \$400.

To make your donation, send your check, payable to Bristol Yacht Club, to BYC with a note saying you are sponsoring a new chair. Grounds Committee Chair Tom Pasqual will personally reach out to thank you and to discuss what wording to use on the dedication plaque.

And watch for a list of donors in a future issue of *The BYC Mainsheet*. 🚢



David LeGrand encourages fellow members to get involved at the Club by volunteering on the Race Committee. His photo of our Race Committee boat sets such a beautiful scene that it's hard to resist signing up.

It's Easy to Find Your Volunteer Niche at BYC

BYC should be proud of the broad membership involvement on the many committees it hosts. The lifeblood of the Club is its ability to leverage these groups and involve all members, whether they have been members since 1899 or just yesterday.

My wife and I are relatively new members and we addressed the challenge of getting involved by participating on the Race Committee, specifically working with the Wednesday night crew to put on the big boat races. This strategy has been successful for me. I want to reach out to all members, but specifically new members or new racers to come, to get involved with the Race Committee.

Don't know anything about racing? Don't need to.

The Race Committee is making a concerted effort to build its bench strength. You might have seen a call to action for people to take the US Sailing Club PRO class to learn more about racing, and be able to assist in or run a race. This effort was successful as, by this spring, BYC will have eight new Club PROs. What does this mean? By BYC building its bench strength we will be able to host national youth events, regional team racing events and inter-club events. Successful races strengthen our brand, drive new membership, and bring money into the Club through race registrations and bar receipts.

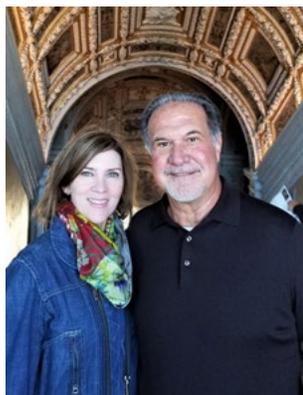
If you are a new member or new to racing and want to get to know people, this is an excellent way to have a glass of wine on the water and see the excitement of up-close racing – and I do mean up close. There are still a few seats left in the US Sailing classes and we always have room on the safe and comfortable Race Committee boats, COVID allowing. In addition, we are thinking about putting on some combined on-land/on-water training before the summer is in full swing. Reach out to me (davidlegrand843@gmail.com) or others on the Race Committee to get involved.

– David LeGrand



Meet Some of Our New Members

This year we have a fantastic crew of new members joining the Club and The BYC Mainsheet welcomes the opportunity to introduce you to some of them.



Cindy and Roger Sherman

The Shermans noted in their application to join the Club that for them it's never been a decision whether to have a boat or not. That was a given. The conundrum was "sail" or "power." Their current boat, *Rescued*, is a 30-foot Chris-Craft, so we know the outcome of that debate. *Rescued* spends lots of her time on the Sakonnet as

the Shermans enjoy living in Portsmouth. Already friends with many Club members, Roger and Cindy say they are looking forward to meeting and enjoying time with the Club's boaters.

Brenda and Frank Munro

Brenda grew up sailing and, while Frank came to boating a bit later, he's crewed in the Newport to Bermuda race seven times.



They've had several boats over the years, including a Sea Sprite, and now own *Daisy*, a 20-foot, center-console Sea Ray. They love Martha's Vineyard and any hideaways along the Elizabeth Islands that

they can slip into on their way there. About joining BYC, they say: "We know many members and look forward to connecting with long-time friends and meeting new ones." Brenda and Frank call Common Fence Point (Portsmouth) home and lived in Bristol previously.



Stephanie and Adam Langerman

Stephanie and Adam are passionate about sailing. They race in the classic circuit throughout New England (this picture was taken at the Herreshoff Classic Yacht Regatta), the Caribbean and

the Mediterranean. Closer to home, they participated in the Club's Millard Series last summer and it's on their 2021 calendar. But Adam isn't waiting for warmer weather – he co-chairs the BYC Frostbite Race Series and has taken to the chilly waters for the past 10 years. It's the camaraderie on and off the water that drew Stephanie and Adam to seek membership at BYC.



Doug and Anne Hart

Doug has diverse maritime interests. As an MIT professor, he designs autonomous underwater vehicles. On the flip side, he loves old wooden boats and says, "I enjoy repairing boats more than I enjoy sailing them."

Anne, who chairs the Brown

Neuroscience Department, spent a winter encamped on their 24-foot C&C when she started working in Providence, and later lived on their current boat, *Time-Out*, a Sabre 362. Now they have a home on College Hill and keep *Time Out* in Warwick Cove, when they're not cruising the Maine and New York coasts. They've sailed to BYC often and decided to join our Club because "it has a friendly, low-key feel about it."



Jason Conley and Chris Silva

Twins Jack and Finn, who turn four in June, are lucky boys. They're mates on *Tempest*, a Catalina 320, and one bets they'll soon be fighting to be at its helm. Parents Jason and Chris

Continued on page 7.



New Members ...Continued from page 6.

have the skills to help them get there, having themselves been students in the EBSF adult program and then racing crew on Peter Maloney's *Cetacean*. In addition, Jason and Chris restored and raced Past Commodore Ray Renaud's Sea Sprite, *Für Elise*, for two seasons. They took a hiatus from the Club when the twins were born (who could blame them!) but rejoined this year after purchasing *Tempest*. They look forward to reconnecting with fellow members ... when not chasing after the twins.



Chris and Terri Hughes

Chris and Terri purchased a house in downtown Bristol four years ago and relocated from the Boston area full time last year. Right now, they're being a bit secretive right now. They bought an

Alerion 28 last fall and, when asked its name, they noted they feared the wrath of Poseidon if they shared it before a proper christening. Perhaps the Social Committee can wheedle it out of Terri, as she just joined that team. Or Chris, who is anxious to expand his sailing skills by joining a Millard Series race crew, might share it over a few post-race beers or on a bike ride with other members. Meanwhile, these new members are looking forward to the camaraderie and social aspects of BYC.



David and Nancy Lashua

This May, the Lashuas take ownership of *Invictus*, a 46-foot Island Packet, currently under construction. Island Packets are not new to the couple, having sailed a 35-foot model out of Westport for 20 years. They count Cuttyhunk and Tarpaulin Cove among their favorite places to hang out, though they've built

memories sailing the Caribbean, Bahamas, Belize and the Mediterranean. Residents of Ashburnham (Mass.), they say one of the advantages of joining BYC is access to Bristol. Plus, they look forward to joining the Club's summer cruises.

David Zizik and Karen Baker

Several of our new members are new boat owners, and David and Karen count themselves in that number. Last summer, they purchased *Aeolus*, a Beneteau First 33.7, then owned by BYC members Chris and Stephanie Boutilier. During the purchase



process and the remainder of the 2020 season, they enjoyed being in Bristol Harbor and accessing BYC so much that they applied to join the Club. It's been decades since they've owned a boat (life does

get in the way!) but now these Providence residents are ready to write the next chapters of their sailing adventures.

Scott and Meghan Van Steeden

The Van Steedens have a goal – they want to live on their boat and travel the world. Scott and Meghan say they are not ready for an ocean passage just yet, but they venture a little farther



every year on *Valhalla*, their Islander 36. While she may be seaworthy, they admit that they bought *Valhalla* because "we really love the dog-friendly companionway for our boxers." Middletown residents, Scott and Meghan chose BYC because of our

Club's rich sailing culture and, as you might expect given their goal, "the Club's annual cruises sealed the deal."

Ken and Amy Harris

Ken's parents were BYC members and, last year, we mourned his Dad's passing. Amy and Ken noted: "We've been



coming here with Ken's parents the last three years. We love it here and wanted to honor Harold by keeping *Tropical Storm* in his happy

place!" They inherited *Tropical Storm*, a 48-foot X Yacht with Harold's passing. Amy adds: "*Tropical Storm* was built for racing and Ken is eager to try her out in some races. I'll be learning more about sailing, but mostly love to just sit back and enjoy the breeze." Ken and Amy live in Muncie, Indiana.

Continued on page 8.



New Members ...Continued from page 7.

Kevin and Nicole Martel

Selkie is 34-foot Catalina that the Martels purchased last year, and they are excited about sharing cruising with their son,



Killian, as they explore the Bay and spend long weekends in coastal harbors. Kevin grew up sailing at the Club with his parents, members Mike and Denise Martel, and he took lessons through EBSF. Now he and Nicole, a Tiverton native, live in Barrington. "BYC has been

part of our lives since we were children," they note. "We love the sense of community, camaraderie and rich tradition the Club offers its members."

Beth and Jim Flynn



Transplants from Massachusetts to Bristol three years ago, Beth and Jim count themselves lucky as to also spend time each summer in their family home in Madison, Connecticut. They love

small boat sailing, and their cadre of toys include a Laser, JY-15, Xcite, Sunfish and windsurfers. When the wind isn't blowing, they also have fun in their 22-foot Mako center console. Ann and Steve Gardner, their friends and Club members, invited them to BYC for an afternoon and, from then on, Beth and Jim knew becoming members was a priority. "We've never raced but are interested in learning," they note. "We look forward to an opportunity to watch, learn and participate." ❧



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: *Dragonfly*, a Sabre 45

Owners: Don and Wendy Duquette

Why the name *Dragonfly*? Don describes it this way:

"When we purchased *Dragonfly*, we knew the prior name would have to change, so we started working on a name immediately. We loved the name *Firefly* but close friends had already claimed it.



"We split our time between Bristol and Vermont and enjoy the different seasonal hatches of insects. The dragonfly hatch is really one

of our favorites, as they play en masse in our gardens and along the beaches we visit in Florida.

"The dragonfly in many parts of the world symbolizes change, wisdom, transformation and adaptability in life. In many Native American cultures, it symbolizes happiness, speed and purity.

"Looking back at our boat from the launch, *Dragonfly* just seemed to fit. It has a crisp sound over the VHF with the added bonus that it makes for great logo wear."

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

Chart Room
open Saturdays
during April:
3 to 7 pm!



2021 Race Registration Now Open

Registration is open and charters are available for the 2021 weeknight Bristol Yacht Club racing. With four nights of racing at BYC, there is something for everyone. The registration links below also bring you to race documents.

Monday Night Team Race Series in the J/22s is an exciting and competitive 3v3 team race format. [Register here.](#)

Tuesday Night Dinghy Series in two highly technical dinghy classes of Laser and RS Aero. [Register here.](#)

Wednesday Night Millard Series is our traditional PHRF "beer-can racing" with great camaraderie on and off the water. One race a night around government marks makes for dynamic and fun racing. [Register here.](#)

Thursday Night J/22 One-Design Racing offers short races, about 15 minutes in duration, with three to five races per night. About 12 boats plan to compete in 2021. [Register here.](#)

Charter a J/22 for racing! J/22 charters for Wednesday or Thursday night races include boat, sails and rigging. It's one-stop shopping for a race-ready boat. Sail a J/22 with three to five people (ideal combined weight is 600 pounds). [Link here to charter.](#)

– Nick Cromwell, Race Committee Chair



Bristol Yacht Club members are encouraged to add these dates to their summer plans. For more information, contact Fleet Captain Brad de Wolf or members of our Cruise Committee.

Memorial Day Weekend Cruise

May 28 to May 31 • Ida Lewis Yacht Club

Gaspee Days Weekend Cruise

June 11 to June 13 • Rhode Island Yacht Club

Kickemuit Weekend Cruise

June 26 and 27

Annual Summer Cruise

July 10 to July 18 • Connecticut, Long Island, Block Island

Maine Coast Cruise

July 31 to August 10 (approx.) • Penobscot Bay

VJ Day Weekend Cruise

August 7 and 8 • Wickford Yacht Club

Labor Day Weekend Cruise

September 4 to September 6 • Cuttyhunk

We're Heading Downeast This Year!

Get a flavor for cruising the Maine coast from our own members. See pages 10 to 14.



BLOG POST

by Steve MacQuarrie

Steve MacQuarrie, who is currently writing his third book, has authored travelogues for about a dozen years. He notes that while some are about sailing, many focus on hiking, golfing, skiing, etc. His blog post below is from a trip from Cape Breton to Bristol several years ago with fellow BYC member Dennis McKay on his Sabre 402, Blue Moon. This entry speaks to the beauty of cruising in Maine. The blog excerpt on the following page is from the final cruise day post.

GLORIOUS AND FREE

You may be pleased to learn that Officer Hutchins of Customs and Border Protection instructed us to remove the Quarantine flag we'd been flying and allowed *Blue Moon* and her crew into the United States of America. We are now free to explore the glories of Southwest Harbor.

Southwest Harbor lies on Mt. Desert Island, which happens to be my favorite place in the whole world. It has four golf courses and miles of hiking trails. Much of the island burned in the 1947 forest fires and, as a result, most peaks have views in all directions, the best being those of the ocean and offshore islands. The sailing may be the best anywhere. I bought my second boat, *Warbonnet*, here ... from Dick Kerry, father of our Secretary of State. The elder Kerry had sailed *Warbonnet* across the Atlantic twice, through the Mediterranean, and back to Mt. Desert from the Caribbean. When asked about his favorite place to sail, his response was unhesitating: "Maine."

As we left Southwest Harbor the fog that had bedeviled us since we left Halifax lifted, giving us a delightful view of



Merchants Row. The Row is a series of three dozen islands in Jericho Bay ... all in an area of 15 square miles, about the size of Bristol. Though the islands are small, they are beautiful: dark brown granite by the shore, lighter granite above it, all covered by dark green firs and each one floating in a blue ocean. We select Camp Island for our anchorage and are joined by a half dozen other boats, including the *On Rush*, a powerboat from Newport. The picture is of *On Rush* between *Blue Moon* and Hell's Half Acre Island.



Steve MacQuarrie departs Blue Moon (golf clubs in hand!) upon arriving back in Bristol from Cape Breton.

The fog returned the next day, thicker than ever. Sailing is not the only sport to be bedeviled by fog. Many years ago a Red Sox game in Cleveland was postponed as fog rolled in from Lake Erie. That erstwhile climatologist, geographer and Red Sox pitcher, Oil Can Boyd, explained the folly of it all: "That's what they get for building the ballpark so close to the ocean."

Yesterday we headed to Rockland to pick up our last crew member, Paul Baudisch. In addition to the fog problem, there's no wind and again we are doing the slalom through lobster buoy-infested waters. There may be as many as 3,000,000 lobster traps on the Maine coast and it seems to us that most all have been planted squarely in our path. Each lobster fisherman's buoys have a unique combination of two or three colors and each is registered with the State of Maine. In some spots they look like rainbow sprinkles spread thickly on blueberry ice cream. But if you catch one in your propeller, it's not tasty at all.

Continued on page 11.



Glorious and Free ... Continued from page 10.



Fox Island Thoroughfare lies between the islands of Vinalhaven and North Haven. This picture, taken while on the Thoroughfare, looks toward North Haven with the Vinalhaven - North Haven ferry in port on the far right. The North Haven Casino, the local yacht club, is on the far left.

We pass through the Fox Island Thoroughfare, a five mile strait between Vinalhaven and North Haven, two of the coast's largest islands. Vinalhaven is a fishing community, while North Haven has more of a summer colony feel. It boasts a yacht club and a golf course.

“There may be as many as 3,000,000 lobster traps on the Maine coast and it seems to us that most all have been planted squarely in our path.”

The most amusing story hereabouts concerns the laying of a water pipe from North Haven to Vinalhaven many years ago. The Vinalhaven folks solicited bids and were quite perplexed when one came in at less than half the price of the others. Though the bidder refused to reveal his secret sauce, the committee reluctantly awarded him the contract and waited ... and waited ... and waited. Finally winter came, the Thoroughfare between the islands froze solid and the contractor cut a long slit in the ice and dropped the pipe to the bottom.

And now, back to our regularly scheduled fog. ❧

Excerpt from Steve MacQuarrie's last blog installment of his Cape Breton to Bristol trip: Saturday we left Maine for what turned out to be the best sail of the trip: 117 miles to the entrance of the Cape Cod Canal. This passage had most everything crossing the Bay of Fundy lacked. First of all, it was perfectly clear. It was the night after a full moon and, even in the middle of the night, it looked like twilight— not unlike the middle of the night in June in Scotland or Alaska. Second, there was wind for most of the trip. We were on a close reach all the way. We were also accompanied by the Presidential Range ... which disappeared only when the sun did. Other accompanists were fireworks (at Salisbury Beach) and cruise ships (four of 'em). None came particularly near us, but we did have a close encounter with a tugboat towing a barge. Sailors immediately think of the sailboat that went between a tug and its barge many years ago in Long Island Sound ... the results were not good.



LESSONS LEARNED

by Jil Westcott

Jil Westcott and her husband, John Bell, both USCG licensed captains, have sailing tales to tell about time on the water locally and around the world. Starting with her first adventures at a Cape Cod sailing camp at age 9, Jil has learned that when on the water “things happen.” In her pieces below, she describes a couple of Maine cruising events and how things could have been handled just a bit better.

THE ENGINE STOPS

Early in the days of *Starlight*, our J42, I was skippering a Ladies Cruise to Maine. We stopped to pick up fuel and water in Wickford, and motored out Narragansett Bay on a sunny, light air day.

Continuing west along the southern Rhode Island coast, the engine stopped. Why? Once going, with air and clean fuel, diesels run forever. There was no seaweed in the raw water filter and it had not overheated.

Ah ha! The Racor fuel filter is empty! How could this happen?

A crew member had filled the auxiliary bladder tank rather than the intended main fuel tank. Thus, we emptied the main tank, and with the valve connecting the bladder to the main closed, the fuel didn't flow.

I called John at work. How do you bleed the engine one more time? Once bled, we proceeded on to Marion where we could refuel for the trip north.

A Better Way: Learn your engine! On my first cruising sailboat, I had thrown the engine overboard ... giving it to a friend in exchange for a mooring. Having acknowledged that an engine was necessary to run *Starlight* (power the myriad electronics, refrigeration and motor through Cape Cod Canal), it



Jil Westcott

was still early days in my figuring out all-things-engine.

Also, I didn't observe the new watch captain while she opened the diesel tank fill. The two fills, both labeled diesel, were quite close and while I pointed to the main tank

fill, I didn't stay around long enough to verify which was used.

ANOTHER STOP



Lest you think rope cutters attached to the propeller shaft are sufficient to ward off lobster pots, here is the sorry tale.

Sailing along Merchant Row, we caught a pot on the propeller shaft. There was a small current tugging on *Starlight*, so the line ran tightly down from the propeller shaft to the bottom – leaving

no possibility of a boat hook grabbing the line.

Oops! Well, we have cutters! Let's just turn on the engine and back up. Surely that will cut the line.

Instead, the line wrapped tightly around the propeller shaft with many turns until the engine stalled – perhaps 10 seconds of operation. What might have been a quick dive overboard with a nice sharp diving knife (another essential supply for Maine – be sure it has a serrated blade on one side), turned into an arduous series of cold dives as the knife cut a few turns each time. We wanted the shaft clear before our temporary anchor gave way.

A Better Way: Ideally you have a happy swimmer with a mask, wet suit and a sharp diving knife tied to her hand, and you do NOT make matters worse by turning the propeller shaft. Without a swimmer, calling for assistance is a good bet. ❏



BLOG POST by Gary Warner

Spending a couple of months each summer cruising the Maine coast aboard Rachel J, an Ellis 36 lobster-style and Maine-built power boat, has been the norm for Gary Warner and Catherine Murray for several years. As every cruiser knows, there are lots of great days with a few not-so-great thrown in. His blog below captures one of the latter.

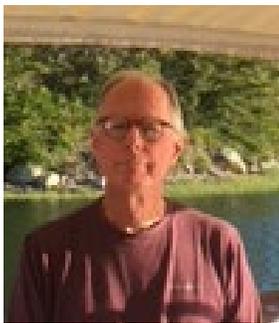
CRUISE DAY 41 Monday, August 27 THE GREAT FLY WAR

Our objective today is to head west across Ebenecook Harbor and the Sheepscot River, to Robinhood Marine in Riggs Cove for lunch and laundry.

We dropped the borrowed mooring in Hodgdon Cove mid-morning, motored out of the Townsend Gut, and completed our short trip to Riggs Cove. As we approached Robinhood, we checked the website for the restaurant hours, only to find it closed Mondays and Tuesdays. Duh! So much for that wonderful idea.

While we were in the area, we cruised down Robinhood Cove, then backtracked out to the Sheepscot. On our reconnoiter yesterday, we had found Mill Pond behind Sawyer Island to be an attractive potential anchorage, so that's where we head. The other attraction to that location is the Trevett Country Store at the north end of the cove which reportedly serves excellent lobster rolls.

Once at Mill Pond and after completing our anchoring regimen, we lowered the



Gary Warner sans fly swatter

dinghy and rowed up to the small complex of buildings that constitutes the local lobster processor,



The Trevett Country Store

country store and Trevett post office. Looks like this is the economic and social center of the town!

Inside, the small store was crowded with people wandering around, placing food orders, selecting their beverages and paying a cash register clerk. The outside deck that extends around two sides of the building was busy with patrons waiting for and consuming their lunch selections. Catherine ordered the lobster roll, while I, exhibiting my congenital weakness for bivalves, ordered the fried clam basket. Both selections were tasty, especially the fried clams.

After a quick row back to the boat (the traverse requires ducking heads as you row beneath a swing bridge), we both stretched out on board and caught up on news, our books and the daily boat log. Shortly before 5 pm, with the advent of cocktail hour upon us, I noticed a few flies landing in the cockpit and

hungrily attacking me, so I pulled out the trusty and every-ready fly swatter (an absolute necessity on a boat) and started decimating the pesky critters.

Meantime, my co-captain was down below completing preparation of our libations. By the time she came up with the drinks, I was surrounded by a swarm of hungry, biting flies. What the hell is going on here? Within a few seconds, Catherine was being attacked as well. Our nice afternoon and evening in this pretty anchorage were being ruined by these uninvited and unruly guests who were obviously going to have us as their evening meal. TIME TO GO!

The two of us completed the fastest startup and anchor weighing we have ever done, and immediately powered out of the cove. Where to next?

Well, around the bend is Indiantown Island cove, where we had picked up a

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Great Fly War ... Continued from page 13.



The great fly war left the swatter somewhat the worse for wear!

mooring the previous day and hadn't noticed any flying critters. However, and most unfortunately, the swarm that selected us for dinner decided to stay aboard for the cocktail cruise and not miss out on the evening special. Us.

After picking up and securing the mooring, cocktail hour continued with a drink in one hand and fly swatter in the other. We were both dancing the jig until the battle was won. After tossing the carnage overboard, we quickly zipped down the aft curtain screen and closed any unscreened windows.

So ends our day and the story of the great fly disaster! Three cheers for Miss Purple – our fly swatter that seems to have sacrificed her beauty to help win the battle. ❧



The crew: Molly, a 7-year-old Golden Retriever

Her captains: Sharon and John Monaghan

Their boat: Off-Duty, a 22-foot Angler

Summer play time: Molly enjoys all four seasons but the summer on Narragansett Bay is her favorite. She loves the boat, the paddleboard, the beach and the salt water. From dawn to dusk, she is usually found by the shore, looking for someone to throw her tennis ball into the water. Molly will even dive underwater for quahogs or, as the picture at left indicates, toss her one and she's ready to play catch!



Above: Molly, loving the company of Sharon and John Monaghan

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

BYC PETS



Docks/floats go back in Wednesday, April 14. Many hands make light work ... and make for lots of fun!

Offer your hands today by [emailing Chris Healey](mailto:chris.healey@byc.org). 7:30 am start with mandatory safety meeting.



Note: Rhode Island COVID-19 Guidelines Could Require Adjustments to Posted Hours and Cancellation of Planned Events. Watch Club Communications for Updates.



Chart Room / Beach Bar Hours 2021

Watch for "Open" flag at Beach Bar to determine which bar is open.

April 3, April 10, April 17, April 24
3 pm to 7 pm

May 1 thru May 30
Friday & Saturday – 4 to 9 pm
Sunday – 3 to 7 pm

Millard Practice Race May 26
4 to 10 pm

Memorial Day May 31
3 to 8 pm

June 1 thru June 20
Tuesday & Thursday – 5 to 9 pm
Wednesday – 4 to 11 pm
Friday & Saturday – 4 to 9 pm
Sunday – 3 to 8 pm

**June 21 thru
Labor Day September 6**

Note: See July 4 Weekend Below
Monday – 4 to 9 pm
Tuesday – 4 to 9:30 pm
Wednesday – 4 to 11 pm
Thursday – 4 to 9:30 pm
Friday – 4 to 10 pm
Saturday – 3 to 9 pm
Sunday – 3 to 9 pm

**September 11 thru
Decommissioning October 17**
Friday & Saturday – 4 to 8 pm
Sunday – 3 to 7 pm

July 4 Weekend
Fireworks July 4; Parade July 5
Friday, July 2 – 4 to 10 pm
Saturday, July 3 – 3 to 10 pm
Sunday, July 4 – 3 to 11 pm
Monday, July 5 – 4 to 9 pm

Calendar of Events 2021

April 9: BYODinner Friday Night Dinner
April 14: Docks/Floats Go In
May 2: Commissioning
May 2: New Member Reception
May 15: Spring Fling Cocktail Party
May 19: Racing Series Skippers' Meeting
May 21: Friday Night Dinner
May 29 – 31: Memorial Day Cruise
Week of June 1: Weeknight Racing Starts
June 4: Friday Night Dinner
June 6: Hog Island Social
June 11: EBSF Orientation
June 11 – 13: Gaspee Days Cruise
June 19: Dinghy Parade
June 26 – 27: Kickemuit Weekend Cruise
June 28: EBSF Junior Camp Start
July 5: Annual Pancake Breakfast
July 7: Millard Series Commodore's Cup
July 10 – 12: 29er Nationals @ RWU
July 10 – 19: Annual Summer Cruise
July 24: Sea Sprite Regatta
July 28 & August 1: MOHOSA Regatta
July 31: British Themed Social Event
July 31 (approx.): Maine Cruise
August 7: EBSF Fundraiser
August 7 – 8: Bristol A-Cat Regatta
August 7 – 8: VJ Weekend Cruise
August 13: Friday Night Dinner
August 14 – 15: J/22 NB Regatta
August 21: Commodore's Ball
August 27: Friday Night Dinner
September 4 – 6: Labor Day Cruise
September 11: BYC Volunteer Dinner
September 18: Burgers & Blues Event
September 19: Swanson Cup
September 24: Friday Night Dinner
September 23 – 26: US Sailing Team Race
Championship for Hinman Trophy
October 2 – 3: J/22 Fall Team Race
October 17: Decommissioning
October 22: Friday Night Dinner
October 30: Costume Party
October 31: Waterfront Closes
November 5: Float Haul Out
November 12: Friday Night Dinner
November 14: BYC Annual Meeting
November 20: Murder Mystery Dinner



Launch Hours 2021

April 24 and April 25
10 am to 4 pm

May 1 and May 2
10 am to 4 pm

May 3 thru May 27
9 am to 6:30 pm

**May 28 thru
Labor Day September 6**
Note: See July 4 Weekend Below
Sunday thru Thursday – 8 am to 9 pm
Friday & Saturday – 8 am to 10 pm

September 7 thru September 19
Sunday thru Thursday – 9 am to 7:30 pm
Friday & Saturday – 9 am to 8 pm

**September 20 thru
Decommissioning October 17**
Sunday thru Thursday – 9 am to sunset
Friday & Saturday – 9 am to 7:30 pm

October 18 – October 31
Waterfront Closes October 31
9 am to 5 pm

July 4 Weekend
Fireworks July 4; Parade July 5
Friday, July 2 – 8 am to 10 pm
Saturday, July 3 – 8 am to 10 pm
Sunday, July 4 – 8 am to 11 pm
Monday, July 5 – 6:30 am to 9 pm



Team racing is growing at BYC and you are invited to be part of it. In fact, last summer BYC was the team race destination, successfully hosting four COVID-safe regattas. We've got a mix of top level and entry level sailing opportunities. Not only can you participate in the Club's own team

race series (Monday evenings, June 7 to August 30), but there are also several regattas during the summer where you can represent BYC on a travel circuit. To help ensure all Club members have access to this fun program, please take a minute to complete this Team Race Interest Survey. [Link here.](#)

Preliminary 2021 Team Race Calendar— May 22 – 23: Women's 2v2 Team Race @ NYYC • **June 7– August 30:** Monday Night Team Race Series @ BYC • **June 12 & 17:** BYC New Normal 2.1 Team Race • **June 26 – 27:** Women's Thayer Trophy Invitational Team Race @ Corinthian Yacht Club • **July 30 – August 1:** Morgan Cup @ NYYC • **September 23 – 26:** US Sailing Team Race National Championship for the Hinman Trophy @ BYC • **October 2 & 3:** BYC Team Race Invitational • **October 30 – 31:** Halloween Team Race @ Eastern Yacht Club



Coming Up

Saturday, May 15, 4 - 6 pm

A Social Committee Event

Rekindle friendships over cocktails, hors d'oeuvres and easy-listening music.

Watch for details.

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The BYC Mainsheet is published monthly. Club members are encouraged to submit story suggestions and photos by emailing bymainsheet@gmail.com. Editor: Catherine Murray.