

The Bristol Yacht Club MAINSHEET

Winter is here. Let's embrace it!

This issue is filled with great stories, like Barbara Petrocelli's interview with past commodores. It will give you a window into the running of the club by a group of dedicated members over the past 50 years.

Winter is upon us. There are two obvious responses: hide from it or embrace it. I say embrace it and go hard. Hiking in the woods, skiing, mountain biking, working outside, frostbiting – these are the differences between the dread of winter and the love of winter. Recently on a damp, drizzly day, I hiked through the woods – off trail – in northern Vermont. It was spectacular. Slushy snow underfoot, crackling branches, good climbs, and some Irish whiskey upon my return. It doesn't get any better!

The frostbiters are beating the elements – well, sort of. They have had beautiful sailing days thus far. They are turning winter on the harbor into a sailing paradise. Come have a look and enjoy some soup and beer in the bar. You might even catch some live music. It is a great way to spend a few hours on a Saturday afternoon.

Save the Date for BYC's New Year's Day Potluck

You are invited to Bristol Yacht Club's traditional first gathering of the year - the New Year's Day Potluck get-together.

We'll gather on Sunday, January 1, 2023, at 12:30 PM. Look for more details in the Club's weekly Monday emails during December.

Our club thrives on folks pitching in. Some work is obvious and known, and some is not. That takes me to the volunteer shoutout for this month. Since I have been on the Executive Committee, each monthly meeting has started with a snack. Very tasty snacks! They are provided by Janet Gendreau. Scrumptious brownies, pastries, and cookies are an excellent way to turn the tired and grumpy into the happy and willing. One of the downsides to meeting via Zoom during the COVID pandemic was that Janet has not yet devised a method of distributing the snacks via Zoom. We were motivated to get back to meeting in person. Thank you, Janet!

Merry Christmas to all of you, and we will see you at the New Year's Potluck, if not sooner!

- Joe Whelan, Commodore

Commodore's Corner

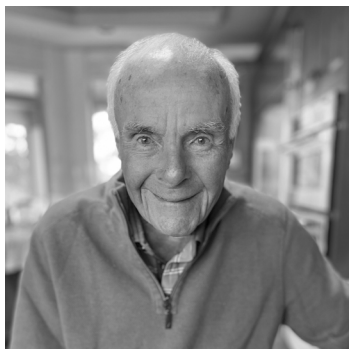


DECEMBER 2022



Saying Thank You to Our BYC Staff

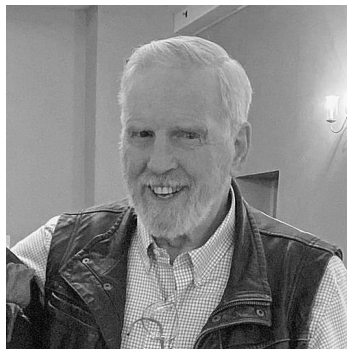
As we move into the Holiday Season, please express your thanks to our BYC staff for their many contributions this season by contributing to the 2022 Staff Holiday Fund. Before December 15, you can make a donation online [here](#) or send your check, payable to BYC, to P.O. Box 180, Bristol, RI 02809. Note on the memo line “Staff Fund.” Funds collected will be distributed to staff during the holidays. You can access their addresses [here](#) if you wish to send a special thank you to individual staff members.



William L. Mayer 1973 - 1975



Herbert P. Browne, Jr.
1977 - 1979



James C. Dollins 1987 - 1989



Raymond J. Renaud 1995 - 1997

Leadership at BYC: Perspectives from Past Commodores



Matthew D. Hayes 1997 - 1999



Anne D. Quigley 1999 - 2001



Bruce H. Cox 2001 - 2003



Dawne M. Nordstrom 2003 - 2005



Peter E. Maloney 2005 - 2007



Peter Canzone 2007 - 2009



Robert S. Hamel 2009 - 2011



Craig H. Lippman 2011 - 2013



David Schwartz 2013 - 2015



Joseph M. Brito, Jr. 2015 - 2017



Ruth E. Souto 2017 - 2019



Chris Bjerregaard 2019 - 2021



Since its founding in 1877, the Bristol Yacht Club has had fifty-five commodores, including our current leader, Joe Whelan. Each has brought a unique blend of skills to the job and left a distinct mark on the organization. One thing they have all shared has been a commitment to keeping the Club as a place where, in the spirit of the Neptune Boat Club, yachting is appreciated and celebrated in all its many forms – from racing and cruising to sailing lessons and social events.

Recently I had a chance to talk with sixteen past commodores to get their perspectives on the Bristol Yacht Club (past and present), their experience of being commodore, and their thoughts on the value of volunteering at the Club in general.

Bill Mayer (1973 – 1975) started the conversation by remembering what the Club was like in the early '70s when he was commodore. “Back then, BYC was basically a day sailing and racing Club,” said Bill. “We raced on Wednesday nights in small boats, and you could buy dinner afterward for \$3, cooked by the commodore’s wife. We had a small youth sailing program and a couple of social events, mostly picnics, when people brought food to eat together at the start or end of the season. Today there is a much larger racing program, cruising, and many great social events. The Club is just so much bigger and richer. I don’t think today’s members know how much more is available to them now.”

Herb Browne, Jr. (1977- 1979) fondly recalled a similar time of competition and friendship. “What I remember most about my time as commodore was our members’ camaraderie and good-natured sportsmanship,” said Herb. “We were skilled and competitive racers, but we also were friends, and once we got off the water and were in the Clubhouse, the conversation and companionship were unmatched.”



The start of a Sunfish race in 1976. (Source: Boat House on the Shore)

Serving as commodore nearly 25 years later, Dawne Nordstrom (2003 – 2005) echoed Bill and Herb’s sentiments. “So many things have changed over the years. The building is entirely new, the boats are bigger, and generations of people have come and gone. Still, the core of the Club – the focus on volunteerism, the family orientation, and the genuine warmth and friendliness of the membership – remain the same.”

When Crises Occur, Commodores Respond

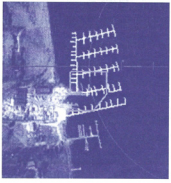
The evolution of the Club from the ‘70s to its current form has been a constant process. Events in the broader world have created new challenges. Likewise, each commodore has stepped into their term with their own skills and priorities. As a result, each commodore’s tenure has been unique.

Even before he took office, world events dominated the tenure of Bruce Cox (2001-2003). “9/11 happened just weeks before I became commodore, and by the time I started, the economy was in freefall. Some members had lost their entire businesses when the Twin Towers fell. We had to pivot quickly to find flexible ways to retain members while protecting the Club’s financial needs. We stepped back from a planned dues increase to a smaller bump. We developed a temporary concept called “Guest of the Commodore,” which allowed people facing catastrophic financial ruin to remain members for a year or two until they got their feet back under them.”

“The next year, Bristol Marine announced plans to add four acres of new docks,” continued Bruce. “If Bristol Marine was allowed to expand to dominate the north end of the harbor, it would have seriously harmed our



Bristol Marine Shares Its Vision of Bristol Harbor



Andy Tida and Ron Blanchard of Rhodus West LLC (aka Bristol Marine) and Stu Engineering Inc. presented the expansion plans for the busy port next door at the March Executive Board Meeting. Andy explained that this is a major undertaking requiring several public meetings and the approval of multiple agencies. He indicated that the new docks would be constructed of concrete, that floating facilities would not be immediately available and shell fishing would be encouraged around the docks during the off season. Ron explained that no dredging was required and that the turning distances between the piers met or exceeded current guidelines.

The MainSheet plans to publish your letters (pro and con) over the coming months regarding this development. Please address your letters to BYC, PO Box 180, Bristol, RI 02809, or eMail Webmaster@BristolNYC.com.

At A Glance

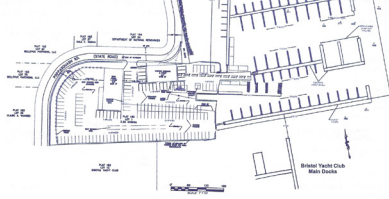
Dock Facilities expanded from 1 acre to 7 acres of waterfront.

Dock Extension into Bristol Harbor increased from 150 feet to 500 feet from shore.

Boat Slip capacity increased from 21 slips to 228 slips.

Parking increased to 154 spaces.

Moorings impacted: 15 total, of which 8 belong to BMS.



Bristol Marine expansion plan included docks all the way to the northwest end of the harbor.

members' access to our docks and fundamentally changed the character of the harbor. Preventing that from happening was the core of my task, and happily, we came out on the right side."

More recently, we have all seen the impact the COVID-19 pandemic had on the Club and the determined response of Club leadership in helping us move forward. Chris Bjerregaard (2019 – 2021) remembers clearly how this felt. "In February 2020, we had a party to reopen the Club, and a month later, the COVID-19 pandemic began, and everything shut down. I spent the next 18 months working on keeping us together as a community and continuing whatever programs we could do safely. There was still sailing throughout; foiling started, racing continued, and we found new ways to do social stuff together. It was truly heads down; stay the course, and this too will pass."

And before that, of course, Ruth Souto (2017 – 2019) led the Club during rebuilding after the Clubhouse suffered a significant fire in October 2018.

"My greatest challenge after the fire was keeping everyone together and

keeping our membership engaged," said Ruth. "One way I was able to do that was by getting a huge tent to be used as our temporary home and, of course, the Beach Bar (which was the brainchild of Past Commodores Ray Renaud and Peter Canzone) which became an instant success and continues to be popular to this day. Ruth continued, "For the Clubhouse rebuild, I tapped Past Commodore Joe Brito to spearhead the project, as his expertise and knowledge are unapparelled. Many members assisted during that time, and I thank all of them, but having the past commodores in my corner was amazing. I had that feeling that I was standing on the shoulders of giants. I was and am very respectful and mindful of that."



On Oct. 21, 2018, a fire ravaged the BYC Clubhouse, causing substantial fire, smoke, and water damage throughout the building.

Once a Commodore, Always a Commodore

This idea that current commodores count on the advice and work of others who came before them arose again and again in our conversation. For example, two major projects initiated by Matt Hayes (1997 – 1999) set in motion changes that continue to benefit the membership today. "When I became commodore – in my early thirties – and it all seemed to happen fast," recalls Matt. "I had rejoined as an adult member in my twenties and was quickly asked to become the Chairperson for Junior Sailing. That's when I helped form EBSF. And then, as commodore, I hired an architect to design the new Clubhouse." Matt's efforts laid the foundation for later commodores, including Joe Brito (2015 – 2017), to champion other improvements at the Club. "Considering all the work Matt did as commodore in designing the new Clubhouse, in my tenure, I focused on getting more people into the Clubhouse, making it a fun place to be, and finding new ways to make the Clubhouse a revenue stream," said Joe. "We had a lot of fun and strengthened member participation."

The organizational and administrative achievements of commodores also benefit their successors. Before becoming commodore, Ray Renaud (1995 - 1997) chaired the BYC Five Year Development Committee and other committees essential to Club operation. That positioned him ideally to focus on finance and operational improvements when Commodore. He formalized the Club's budgeting process and added the concept of capital

Continue on page 13



What's cozy, convenient, and beautiful?

Holiday Gifts from the BYC Ship Store

Visit www.bristolyc.com/ships-store to shop and buy.



BYC Themed Note Cards - \$20



Wicking Shirt with Hood - \$29



BYC Themed Note Cards - \$20



Men's Dress Shirts - \$44



Watch Cap - \$15



BYC Coffee Mug and More - \$15



Cocktail Napkins - \$5



BYC Frostbite Hat - \$21

Place your order by December 7 and if the item is in stock, we will strive to deliver your order by December 23. Thank you.



Anatomy of an Avoidable Fatality

Unlike its ocean racing counterparts—the Fastnet and Sydney-Hobart races—the Newport to Bermuda Race (NBR) enjoyed a stellar safety record in its first hundred years—only one sailor



drowned. The 2022 NBR, with its unusually violent weather and rough seas early in the race, was an exception to that record when a massive wave turned a routine watch into a tragedy two days into the race.

On June 19, 2022, the owner and skipper of SV *Morgan* of Marietta was swept overboard and, despite the crew executing a quick return to recover the skipper, drowned in the vessel's Lifesling. US Sailing, at the request of the Cruising Club of America and the Royal Bermuda Yacht Club, empaneled six highly experienced sailors to investigate the incident. The sobering report is now available on the US Sailing web site, [here](#).

Wind and sea state were challenging at noon on the day of the accident: wind speeds were consistently in the low-to mid-20 knot range with higher gusts with a wind angle of 90-135 degrees. Seas were ten feet with higher waves of 12-18 feet. Heel angles were around 15 degrees, with the boat well-balanced. These conditions warranted personal flotation devices (PFDs), harnesses, and tethers — crew “clipped-in” or attached to the vessel. The skipper and three other crew were on-watch, the helmsman to leeward and the others to windward, everyone wearing PFDs and clipped-in — except the skipper, who wore neither and was not clipped-in.

At approximately 12:25 PM, a “large wave” engulfed the vessel, increasing the heel angle to nearly 50 degrees and the boat speed to almost 19 knots, submersing the helmsman and propelling the skipper overboard — without a PFD in 10-18 ft seas. The report indicated that the crew executed a near-perfect quick stop maneuver and returned to the Person Overboard (POB) in approximately 5 minutes, approaching to windward of the skipper and deploying the Lifesling. The skipper swam to and entered the Lifesling. However, during the recovery process — face-first—the skipper lost consciousness and, without a PFD, turned face-down in the water. Despite a valiant recovery effort, the unconscious skipper slipped from the Lifesling, resulting in an hours-long effort to recover his body. Afterward, the vessel returned to its home port, where the police, coroner, Coast Guard, and Customs officials awaited their arrival.

The panel's recommendations are wide-ranging, covering onboard safety protocols and improvements to the Safety at Sea program (e.g., stress a “skipper overboard” situation and develop chain of command procedures). The recommendations also address crew preparedness. In particular, they highlight that the crew failed to deploy the MOM-8 containing flotation and a tall pylon; several crew members were unfamiliar with the operation of the vessel's engine, and the chain of command was unspecified.

Several practical lessons from this report are relevant for BYC members. First, wearing a harness and tether clipped into the boat likely would have prevented a POB situation. Second, if the tether or the attach-point had failed, an offshore PFD likely would have prevented the skipper from drowning in a face-first Lifesling recovery. Wearing both in such conditions is not a “personal decision.” Failing to do so endangers the entire crew, as the downstream implications described in the report demonstrate.

- Brian Fitzgerald, Member (with editorial assistance from John Bell)



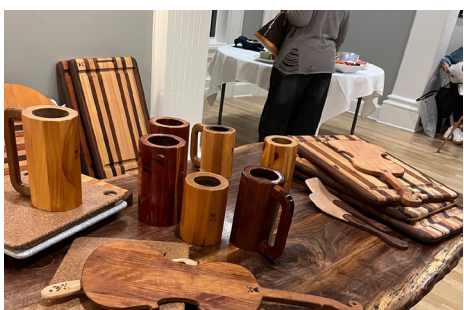
Holiday “Boatique”

What a night to remember! The Club’s annual Holiday Boatique on Friday, November 18, was a fantastic affair, with more than 100 members and friends enjoying a delightful evening of cocktails, appetizers, live music, and holiday shopping. People were all smiles and kudos to the House Committee, who outdid themselves by putting together an exceptional event – from the format and food to the music and vendors. Special thanks to Betty and Joe Brito for their gift of sponsoring the live entertainment for the evening, *Two for the Rhode*, who added that touch of class to our Holiday Boutique.



As 2022 draws to a close, the House Committee would like to thank all BYC members for participating in the many functions we have organized over the past year. Thanks go as well to the House Committee members whose tireless work has created so many opportunities for us to enjoy time together and build the friendships and connections that are the foundation of our Club.

- Jane Guinther, House Committee Chairperson





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: *Blue Devil*, 37 ft C&C

Owners: Bob and Lisa McLaughlin

Why the name *Blue Devil* ??? The answer is best described in Bob's own words:

Blue Devil, our C&C 110, was named after the mascot for Duke University, where Lisa (my wife) and I both attended. I met Lisa during my sophomore year during spring break when I had chartered a couple of ~30' sailboats and took 11 fraternity brothers on a sailing adventure. I met Lisa, a friend of one of our crew members, when she came aboard for the day on our sail from Ft. Lauderdale to Miami.

When we purchased *Blue Devil* in 2012, Lisa said I could have any boat I wanted, so long as it was blue, and we named her *Blue Devil*, honoring our alma mater and where we began dating.



Lisa aboard a charter boat with Bob McLaughlin during the weekend they first met. They were both sophmores in college.



So now you know how the name was chosen for the McLaughlins' boat. If you have a name you would like to submit, please email me, Peter Canzone, at americanart1@aol.com.



Wetsuit Recycling



29ers Racing in Mt. Hope Bay – Photo by Greg Anthony

We want your old wetsuits in any condition; they will have a second life as playground padding. Donors should leave used wetsuits in the EBSF green hoop-tent beside the Mercuries. The East Bay Sailing Foundation is collecting old wetsuits for recycling in collaboration with Terracycle, a company that recycles just about anything. This opportunity comes through our Foiling First program and SailGP.



- Richard Feeny, Instructional Program Committee Chairperson

Other EBSF/Instructional News:

- Youth program registration opens in January.
- Adult programs registration opens in February.
- We still have a few Optimists, Lasers, and 420s for sale and would like them to stay local. Contact EBSF Program Director, Tricia Sellon, for details. (programdirector@eastbaysailingfoundation.org)

Kudos to BYC staff

On July 26, I experienced a medical emergency while on our boat in the harbor. Thanks to the quick work of Steve, Chris, and Jim, I was efficiently transferred off the boat and into an ambulance. It was a chaotic and stressful situation, but the professional skill and kindness shown by the dock team made it manageable. My wife and I feel grateful that BYC has such an amazing staff. We cannot thank you enough. And heartfelt thanks also to several BYC members who offered assistance at the scene.

**- Keith Duncan & Sarah Winsor,
BYC Members aboard MV Pelican**

It Takes a Yacht Club to Make a Newsletter

Members frequently tell me how much they enjoy the *Mainsheet*. I appreciate their kind words and enjoy the effort. It really is a labor of love.

Yet it is not something I do alone. In addition to help from our Executive Committee, committee members, Staff, and webmaster, talented writers, photographers, and editors help out every month. Thank you so much for your help.

Greg Aikman - writer
Stephanie Boutilier - writer
Peter Canzone - writer
Anthony Colesanti - photographer
Pat Crawford - editor
Lee Dawson - writer
Stacy Dochoda - writer
Jim Dollins - writer
Cindy Elder - editor
Brian Fitzgerald - writer
Susan Grandpierre - writer
Dave Guinther - writer
Bob Hamel - writer
Chris Healey - writer/reviewer
Joe Jablonowski - writer
Emelia Marino - writer
Mike Martel - writer/editor
Megan Roach - writer
Rosario Romare - photographer
Mark Rotsky - writer
Bob Rude - writer
Jim Sallinger - photographer
Marti Schwartz - reviewer/editor
Tricia Sellon - writer
Ruth E. Souto - writer
Jonathan Walsh - writer

**- Barbara Petrocelli,
Member-at-Large**



EBSF/BYC Relationship Meeting Follow-up planned for January 31, 2023

A follow-up meeting dedicated to the 2021 BYC/EBSF Focus Group report is planned for Tuesday, January 31, at 6:30 pm at the Club and via Zoom.

Here is a little background for those who are new to the Club.

Back in 2021, Past Commodore Chris Bjerregaard, with the support of the 2021 BYC Executive Committee, assembled a Focus Group to take a high-level look at the East Bay Sailing Foundation and its relationship to BYC. The BYC Membership asked the Focus Group to determine whether EBSF's 501(c)(3) status was the optimal organizational structure, along with recommendations on how the relationship between EBSF and BYC could be improved.

During the 2022 BYC Spring Member Meeting, I gave a short presentation on the Focus Group's findings and recommendations. There were more questions at that time than we had time to answer, and quite frankly, there had not been a lot of progress made then to report on. A stand-alone follow-up meeting was promised at the end of the presentation.

As reported by Rear Commodore Bob Millard in the November edition of the 2022 *Mainsheet*, much progress has been made since that time. During the January 31 meeting, we will follow up on questions raised during the Spring Member Meeting and provide an update on the status of recommendations made in the 2021 report. We will outline progress in all areas, including Governance, the development of a Standard Operating Procedures manual, updated financial reporting and accounting procedure, and new perspectives on fundraising.

Please look for a formal agenda in the January edition of the *Mainsheet* and weekly email updates.

- Paul Redman, Vice Commodore

Bristol Rotary Club's Winter Gala on the Harbor

December 3, 6:00 PM - 10:00 PM



You are invited to the Bristol Rotary Club's biggest annual fundraiser at the BYC Clubhouse on December 3. In addition to a silent auction and party games with prizes, the live auction will include items such as vacation rentals on Martha's Vineyard and VT, fishing trips, and a water rowing machine. All proceeds will go to 20 local charities via the Bristol Rotary's 501(c)(3) Charity Foundation. Guests will enjoy a full buffet dinner and live top-forty music.

Tickets are \$75 per person. Learn more and buy your tickets [here](#).

The deadline to buy tickets is December 1.

Coming Soon: Member Name Tags

If you have ever struggled to remember the name of a fellow BYC member or wished for a bit of help meeting new people at an event, things are looking up!

Starting in 2023, BYC members can purchase a high-quality reusable name tag featuring their name and the Club burgee. Look for an additional name tag item on your annual membership bill in January.



Diamonds, Racers, and Volunteers Launch BYC 2022-23 Frostbite Series

Mother Nature served up four near-perfect “diamonds-on-the-bay” days to launch BYC’s 2022–23 Frostbite Series. Laser and Aero sailors from across New England, supported by a boatload of volunteers, raced under sunny skies and moderate temperatures – think fall classic rather than frostbiting.

BYC members and frostbite racers stepped up to staff the race committee and safety boat for the first month of racing. Thank you, BYC “done-in-a-day” volunteers Tom Hagan, Peter Maloney, Dom Messerli, Sue McKay, John Mooney, and Charlie Payne for your support scoring and safety boat driving. Thanks also to Joe Whelan for the use of *Brightening Glance* as a safety boat. And finally thank you to frostbiters Ralph Kinder, Paul Keohan, and Dave Guinther for signing on as PRO for a day.

BYC Laser and Aero Frostbiters regularly sail multiple races on a variety of courses on Bristol Harbor.

Racing starts at 1:00 PM, followed by drinks and “tech talk” in the BYC Chartroom. If you enjoy being on the water, especially on “diamond days,” photographers on the safety boat are always welcome. If interested, contact Dave Guinther or Adam Langerman.

- Dave Guinther, Frostbiting Fleet Co-Captain

BYC Frostbite Series Factoid

27 Laser and Aero racers from Connecticut, Maine, Massachusetts, New Hampshire, New York and Rhode Island drove 5,900 miles to kick off 22 races over four days of sunny, “Diamonds-on-the-Bay” conditions in Bristol Harbor.



BYC Frostbite racers heading downwind on Bristol Harbor.



Sue McKay tracking race finishers.



Peter Maloney and Dom Messerli aboard Brightening Glance.



John Mooney and Tom Hagan aboard Hercules.



Faye Flam, one of four women who regularly sail in the Bristol Frostbite Series, upwind in SW swells.



Hingham High School student and Aero racer Gabe Synnott navigates waves and diamonds.



Laser Legend World Champion Peter Seidenberg leads Adam Langerman and Faye Flam around a BYC Frostbite Series penguin flag.



Continued from pg 5

reserves into the annual financial plan. He also quietly secured a Marine Perimeter Permit from Rhode Island's Coastal Resource Management Council. This permit established a larger footprint in the Harbor, which the Club could use for future dock expansion. Together these changes laid the foundation for the Club to more effectively manage spending in the near term and save money in the long term for essential maintenance and growth-oriented investments, such as the current dock/float expansion project.

As David Schwartz (2013-2015) put it, "when you become commodore, if all is going well, you benefit from the organization that your predecessor put in place. That was certainly the case for me. By the time I became commodore following Craig Lippman's tenure, the recession was over, we were close to full membership, and we had a solid set of Committee Heads. That allowed me to focus on the Club's financials. Specifically, I prioritized reducing expenses without reducing services and building up our reserves to afford to invest in bigger projects, like the current dock/float expansion."

For other commodores, pragmatic events at the Club created the urgency to solve near-term issues. Anne Quigley, the Club's first female commodore (1999 - 2001), faced this challenge when hiring a new Chief Steward in 2000. "Trying to find the right new Chief Steward for the Club was just such a monumental task...and then, based on a recommendation from Past Commodore Ray Renaud, we found Chris. At the time, he was at the Barrington Yacht Club and only 23 years old, but he was such an impressive young man - mature beyond his years, good at multi-tasking, good with members and staff, and strong on the waterfront and in the house. And he has, of course, become an invaluable part of our community. All these years later, I am very happy we brought him on board."



Changing social norms also sometimes informed the key issues commodores took on. That was certainly the case for Peter Canzone (2007 – 2009), who used his time as commodore to make the Club more progressive and inclusive. "I pushed to allow unmarried couples to join the club in a single application and with only one initiation fee," said Peter. "I also recruited three women onto the Executive Committee, thereby increasing the number of women in leadership roles and setting the stage for Ruth Souto to become the Club's third female commodore."

A Strong Team, Balance, and Lots of Listening

From new member to commodore, most of the Club's past leaders described their path to the top spot at the Club as more accidental than intentional. "It took me years to even figure out how you became commodore. I had no idea how that worked," said Bob Hamel (2009 – 2011). "Then Dawne Nordstrom asked me to join the Membership Committee and then the House Committee, and before I knew it, I was on the Executive Committee. That is when I realized there is an apprenticeship progression – from one or two committees through all four flag officer positions – that educates you on all aspects of the Club and prepares you to be a good leader. I benefited from that and appreciated that as a path that creates strong, well-prepared commodores. I hope we stick with that model."



Asked what's most important to a commodore's success in their role, the group repeatedly highlighted three things: (1) Listening to the membership, (2) Having a solid team of Committee Chairs, and (3) Maintaining a balance among the various interest groups within the community

As Peter Maloney (2005 – 2007) put it, “It is imperative to have a well-functioning Executive Committee where highly empowered, responsible, and competent Committee Chairs are solving problems in their committees. Then whatever they are serving up to the Executive Committee are just those things that need to be there in a positive, efficient, proactive manner. If you can get that going right, your work as commodore will be much easier, and the Club will be better off overall.”

“There are various constituencies at the Club who focus on racing, cruising, parties, and youth sailing,” recalls Craig Lippman (2011 – 2013). “A key responsibility of the commodore is to be aware of each constituency and ensure they are all getting value from their membership. It's really about not catering to one constituency over another but keeping the whole thing in balance and moving forward.”

The Best Job I Never Asked for

While BYC's past commodores are diverse in many ways, without exception, they are all glad to have been a volunteer leader at the Club. “Being commodore really is like having a second job – so many emails, phone calls, and meetings,” observed Bob Hamel. “But it was totally worth it. You get to do a lot of new stuff that you would otherwise never do – like meeting all the members and the other commodores on the Bay. Even now, some of my best friends are people I met at that time.”

David Schwartz added, “It was a lot of work, but even at its hardest point, it was still worth it. You just look past the tough days and stay focused on your good experiences. So many people would come up to talk to you, knew you and what you were doing, and were interested and appreciative. It was overwhelmingly positive.” For Ruth Souto, it all came down to one thing: service. “Just as I became commodore, Herb Browne asked me why I was doing this, and I said I want to give back to a Club that has been so good to me.”

As our conversation ended, Jim Dollins (1987- 1989) summed up the shared sentiment best. “The folks at BYC are some of the nicest, most fun people you could ever hope to meet. Being commodore was a great chance to get to know everyone and help as one volunteer among many. I could not ask for a better way to spend my time.”

- Barbara Petrocelli, Member-at-Large



BYC's past commodores get together annually for an informal social gathering. This picture from a gathering in 2018 includes (L to R, back row) Ray Renaud, Bob Hamel, Peter Canzone, Jim Dollins, Dick Boldt, Joe Brito., and Herb Browne; and (L to R, front row) David Schwartz, Craig Lippman, Anne Quigley, Peter Maloney, Spencer Martin, and Sid Smith.



SO MUCH FUN!!

This picture, borrowed from an older issue of the *Mainsheet*, reminds me how lucky we are to be part of the Bristol Yacht Club community and to enjoy so many good times together. Certainly Past Commodores Joe Brito, Ruth Souto, and Craig Lippman were having fun when this picture was taken. Happy Holidays everyone!!

- Barbara Petrocelli, Member-at-Large



Thank You for Supporting Our Advertisers

Appraise RI • Doug Gablinske

Residential and Commercial Real Estate
576 Metacom Avenue, Bristol, RI 02809
doug@appraiseri.biz; - 401-253-9910

Bristol Bagel Works

Herb, Chris and Rob Browne
420 Hope Street, Bristol, RI 02809
Call in your order • 401-254-1390

Bristol Yacht Rigging

Professional Rigging and Electronics
Solutions Located at Bristol Marine
Brennan Hale
brennan@bristolyachtrigging.com
401-200-8585

Paul G. Costa Tiling & Remodeling

Tile, Marble, Granite, Carpentry, Kitchen,
Bath, Interior/Exterior, Custom Built-ins,
Complete Remodeling • Free Estimates
401-578-4186

Coastal Chiropractic Group

Mark Alano, DC, FICPA, CCEP
Gentle Procedures, Insurance Accepted
576 Metacom Avenue, Bristol, RI 02809
www.coastalchiropracticgroup.com
401-253-1130

Ferreira & Grimo General Contractors

New Construction, Remodeling,
Kitchens, Baths, Windows
Pat Grimo • 401-574-0957
Tom Ferreira • 401-574-0959

King Marine, Inc.

Bud King
Hauling, Delivery, Mooring and Diving
www.kingmarineri.com
service@kingmarineri.com
401-247-KING (5464)

To advertise in *The BYC Mainsheet*, email byccomms@gmail.com.

Kinder Industries • Philip F. Kinder

Custom Boat Covers and Canvas
75 Tupelo Street, Bristol, RI 02809
www.kinderindustries.com
sales@kinderindustries.com
401-253-7076

Dawne Nordstrom

Residential Broker/Associate
www.dawnenordstrom.com
dnordstrom@residentialproperties.com
O: 401-245-9600 C: 401-573-0866

The Cruising Yacht Brokerage

Specializing in Helping Coastal
Cruisers Sell or Buy Boats
Jim Spiro, Certified Yacht Broker
www.thecruisingyachtbrokerage.com
jim@cybsales.com • 401-258-2625

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