

MRYC *Tidings*

WINTER 2014 VOLUME ELEVEN ISSUE ONE

View From the Bridge

By Jay McKernan

Ahoy, comrades and friends! Now that we have all our boats put away and winterized, it is time to focus on our 2014 activities. I trust that everyone had pleasant, fun and safe holidays.

On January 30 we had a social meeting that many of you attended and participated in, to develop our 2014 social calendar. I believe we've planned some very interesting and enjoyable socials for our 2014 season. Among these is a black tie/costume dinner commemorating the sinking of the *Titanic*. We are also lining up guest speakers to talk about a variety of boating safety and other marine topics, so keep up to date with these events by visiting our web site frequently. We will be adding cruises to the calendar and finishing development of our calendar within the next month.

Your board has been working hard, and more work and help is needed from all. An important result of an extended board meeting that many of you attended concerned our dues structure. I am happy to announce, although many of you already know, that we have now established two membership rates, one for singles and one for families. These are \$400 and \$600 respectively. All the invoices have been sent out with the first dues payment due March 1, 2014.

We also suspended the initiation fee for all new members until June 1. We are calling on all of you to invite all family and friends to join our yacht club—the friendliest in New England. Our Rear Commodore, Dick Dixon, has offered a prize to the person who recruits the most new members. This will be a day sail with lunch on *Bantam*, his 1932, 32 foot Alden cutter. A new member may also be a previous member of the club who rejoins. Our hope is to grow the club by 10 new members between now and June.

We will be having some fund-raising activities this year with the first being a wine/rum tasting that will be open to all members as well as friends and family. The cost will be \$20 per person with five to six tastings each from three separate vendors. Each member will receive two tickets to use or sell to their friends or family. This will provide the seed money to pay for the vendors' wines and rums. Stay tuned! We will have tickets available within the next few weeks for this exciting wine/rum tasting that is being held on Friday, May 2, 2014.

Hope to see you all at the wine tasting and other upcoming MRYC events.



MRYC'S 2013 ANNUAL MEETING

By Joan Volmar and Philip A. Shreffler

Mystic River Yacht Club's Annual Meeting was held in the clubhouse on October 26, 2013. After the acceptance of last year's annual meeting minutes and a financial report by Treasurer Michael Friedman, Commodore Bill Volmar commented enthusiastically on some of the highlights of the past year. Among these is that we now have a warm and cozy fireplace in the clubhouse to save heating energy, while the Mystic Chamber of Commerce formally acknowledged our place in the local business community with a ribbon cutting for our new clubhouse this spring. We sponsored the Sails Up for Cancer Regatta and had a successful Junior Sailing Program this summer. The Friday Night Socials attracted many people to the clubhouse over the course of the year and helped bring in three new members. The Commodore also thanked the Board of Directors for all their support and participation this past year.



Then it was time for some well-deserved awards. Commodore Volmar presented MRYC's Order of Merit plaque to Mike Ryan for an outstanding job with the Junior Sailing Program. Anne Wakim received the Order of Merit for her work on the Social Committee, and especially for her amazing decorating abilities to make the clubhouse look special for any occasion. An Order of Merit award also went to Anne-Marie Foster for doing a makeover on our website and her excellent job with the physical production of our newsletter, *Tidings*, edited by Philip Shreffler.

Dick Dixon, ever the sage gentleman, pointed out emphatically that we would not be here today if it were not for the tenacity and drive of Bill Volmar, who transitioned the club from where we were to where we are today. "He is the real McCoy," said Dick who appropriately presented to Bill a bottle of "The Real McCoy" rum. Bill thanked the board and each of the members who have worked together, going all the way back to Kevin Miller.



At this point the slate of officers for the 2013-14 year was proposed, seconded and approved unanimously by the membership. The Flag Officer positions now include Commodore Jay McKernan, Vice Commodore Mike Ryan, Rear Commodore Richard Dixon, Past Commodore Bill Volmar, Treasurer Mike



Friedman and Secretary Joan Volmar. Karen Fand was elected to a Director's slot.

Under the heading of New Business, Dick





Dixon thanked Philip Shreffler for serving on the Board as well as he did for the past 10 years. Incoming Commodore Jay McKernan noted that he would like to have several fund raisers for our Junior Sailing School, such as a Marine Tag Sale in the spring.

Then, addressing an issue that has long needed attention, Dick Dixon initiated a discussion about terms of office. Forrest Cramer asserted that we should amend the by-laws to say that the Commodore shall serve a two-year term. If at the end of the first year he does not want to serve a second year, he could resign. Discussion followed as to the other officers' term limits. M.E. Rich noted that other officers should serve two-year terms also, so as not to affect the succession of officers.

Dick read the section of the by-laws pertaining to the term of office: "Flag officers are elected for one year terms. Officers may serve

consecutive terms." There is no limit on the number of terms an officer could be on the board. John Wakim suggested that the officers should serve one-year terms so as not to get burned out. However Dick thought the term should be two years, because after the first year the officers are just getting the hang of the position and could easily do their best work during a second year.

Dick suggested that we table this revision until a later time when the Board could

work out a proposal for a change in the By-Laws to present to the membership. We would call a special meeting to vote on the proposal. Philip Shreffler made a motion to table the term limit vote. Mike Ryan seconded it, and the motion



carried. Upon which note, the formal meeting adjourned, and eating, drinking and good fellowship continued long into the late evening.

There is also a related story—sort of falling into the "Better Late Than Never" department: At a club Friday Night Social on January 24, 2014, Past Commodore Bill Volmar was presented by Philip Shreffler, on behalf of MRYC's officers and members, with a framed club burgee embroidered with his name and his two-year term of office as Commodore. And it will very likely be universally agreed that no commodore has worked as hard or accomplished as much for our yacht club as Bill has.



AMERICA'S CUP 2013

(Story assembled from news sources)

As we're all aware by now, last September Oracle Team USA staged one of the most unbelievable comebacks in the history of sports when they took the America's Cup over Emirates Team New Zealand in a dramatic series of races on San Francisco Bay. While traditional monohull sailors and powerboaters may think that the hydrofoiling 72-foot AC catamarans were more like airplanes than yachts, the excitement of the regatta can't be denied.

Here's how it all unfolded:

On September 3, four days before the Cup began, a sailing jury ruled that *Oracle* illegally added weights to a boat in an event held more than a year ago. The jury's punishment: *Oracle's* first two wins in the first-to-nine-wins series

would not count. Essentially, it would start the regatta with negative-two wins, a punishment that team chief executive Russell Coutts called outrageous. So even before the regatta began, USA was down by two races.

From September 7 through 13, New Zealand won four of the first five races. The Kiwis' edge

was on the course's third, upwind leg, where they easily surpassed a clearly slower *Oracle* yacht. After Race 5, Oracle called its sole timeout of the series, to postpone Race 6 two days and to regroup.

Race 6 took place after *Oracle* made a major crew change, replacing tactician and San Francisco Bay area native John Kostecki with Ben Ainslie, a British four-time Olympic champion that some regard as the world's greatest living sailor. But it didn't help. *Oracle* dropped Races 6 and 7, giving New Zealand six races to the USA's one. Then, on September 14, the tide of the regatta shifted. In the day's first race, *Oracle* won – after New Zealand nearly capsized spectacularly. Oracle had a slight edge near the end of the upwind leg and turned into the path of the Kiwi boat. New



Zealand turned suddenly to avoid a collision, but their sail was angled in the wrong direction. The boat tipped over about 45 degrees on its left hull, before the sailors cranked hard enough to correct the sail. The boat's right hull finally slammed back into the water, but the lost speed cost New Zealand the race.

Then, in the second race, New Zealand speeded to a commanding lead at the start of the upwind leg – only for officials to call off the race because it was too windy. Officials imposed strict wind limits after a fatal May accident involving a sailor on the Swedish team. Now it was New Zealand 6 and USA 0.

On September 15 to 18, the boats appeared equally fast, making sailing strategy more important. New Zealand took two of three races to push the regatta to match point, with the overall score 8 to 1 in New Zealand's favor, and *Oracle* won on September 19 to stave off match point.

Sept. 20 probably will be the day that lives in New Zealand infamy. In light winds, New Zealand built a gigantic lead of 1,500 meters, nearly a mile. The Kiwi fans onshore were ready to celebrate. And then – the race was called off. Because the winds were so light, New Zealand couldn't finish the race within the 40-minute time limit. *Oracle* then won the second race of the day. Now it was New Zealand 8 and USA 3.

Then came the breath-taking, astonishing comeback: Between September 21 and 24, *Oracle* won five straight races to force a decisive Race 19. In

Race 18, their boat appeared significantly faster than the New Zealand boat upwind, owing to minor engineering tweaks that were constantly being made between races. And the score was even at eight races for each team.

It was on September 25 that *Oracle* absolutely dominated the determining race, crossing the finish line far ahead of the Kiwis, the crowds roaring with joy at the almost-impossible victory and the fact that the Holy Grail of yachting would remain in the United States.

And there's even an MRYC connection to



the regatta. Anne and John Wakim's daughter Lakey lives in the San Francisco area and sent along photos of the *Oracle* compound and America's Cup Park, including one of Lakey with an *Oracle* yacht, which we're happy to include here.



W E L C O M E

Mystic River Yacht Club would like to extend the warmest of welcomes to new members Jennifer and Robert Sampson. Jennifer and Bob have recently moved to Mystic from Ledyard and look forward to some great nautical fellowship. On behalf of our MRYC members, *Tidings* can promise them that! Welcome aboard!



MRYC AND THE MYSTIC STROLL

By Philip A. Shreffler

Every year, the merchants of the town of Mystic hold a massive sidewalk exhibition and sale of their wares, and MRYC is a proud supporter of the event. While many merchants set up tables and tents pretty much exposed to the chilly December elements, our club invited some into the cozy warmth of our clubhouse.

The 2013 Stroll was held on December 10 and, of course, the clubhouse was already decorated and inviting. Those setting up tables included Capt. William Palmer of ThunderFish

Videos who showed a video and signed copies of his book *The Last Battle of the Atlantic*. Lisa Saunders, returning for a second year, also signed her books, while Dream Catchers offered its line of organic creams and candles. We also had an impressive table set up by a jewelry vendor from Stonington. Thanks go to these fine folks and to the officers of the club who, working together, created for MRYC a very pleasant social event that also benefited hometown businesses.



MYSTIC HOLIDAY LIGHTED BOAT PARADE

By Philip A. Shreffler

Just at the end of November, quite a number of club members, spearheaded by the Social Committee, contributed to decorating the MRYC clubhouse for the holiday season. The Yule tree went up and was bedecked, a veritable festival of lights festooned windows and pillars, and it was all enhanced by the new, upholstered banquette bench, acquired from the next-door restaurant and running from the front door to the bar area, as well as warmed by our blazing fireplace. Stockings were even hung from the flat screen TV with care.

By December 1, the date of the annual Mystic Lighted Boat Parade, the clubhouse was in order, allowing the crews of MRYC's two yacht entries in the parade to get to work on illuminating their vessels. Skipper Mike Ryan of

the Sea Ray 39 *Dreamaker* had help from Jay McKernan and Bill Volmar in setting up a lighted tree on the foredeck. At the same time, Dick Dixon and Anne-Marie Foster worked at their dock—aboard their 1932 32-foot John Alden cutter *Bantam*—in the midst of an absolute spaghetti of strings of lights, a tangle all over the coach house roof and cockpit such that one wondered how in the world it all would come together in an esthetic way.

By the time it was dark, your humble reporter found himself shivering on the deck of the schooner *Mystic*, camera in hand. And sure enough, *Dreamaker* glided gracefully down the Mystic River, its multi-colored tree standing proud and white lights twinkling along the





lifelines and around the dodger.

The hard work of *Bantam's* crew certainly paid off too. Dick and Anne-Marie had transformed the electrical spaghetti into an impressive display that highlighted shrouds, stays and even halyards, showing off *Bantam* to her best advantage. Never mind that a faulty connection caused their display to wink out occasionally. After the parade—and throughout the holiday season—*Bantam* was at her dock, lighted every night, becoming a welcoming fixture of the Mystic waterfront.

Following the parade, it was certainly time to get in from the cold, and our clubhouse was particularly welcoming to members and parade crews who traded sea stories and restored their tissues with seasonal libations. In all, it couldn't have been a more successful event, and the club's thanks go out to the crews of *Dreammaker* and *Bantam* and to the Social Committee for their hard work in making it so.



Bantam ESSEX CRUISE OCTOBER 12 and 13, 2013

By Richard D. Dixon

While sitting here on *Bantam* this cold February evening with snow covering the waterways and fore-deck, the temperature heading toward single digits and the cabin oil trawler light giving of the golden glow, the "Little Tot" stove full of scrap locust and pine left over from the summer's repair of her bulwarks and frame has brought the cabin to a toasty 60 degrees in just about the time it has taken to fix a cup of coffee and find the right radio station for company. Finally time to write about the Mystic River Yacht Club fall cruise to Essex on October 12th and 13th. *Bantam* is the best place to write it as she was the only yacht club boat to brave the day, sailing from Mystic to Essex in close to 30 knot wind.

With First Mate Anne-Marie and Captain Dick on board, *Bantam* left Schooner Wharf at 10:25 to make it through the 10:40 highway bridge and to the mouth of the Mystic River by 11:13. It looked a bit stinky in Fisher's Island Sound, with an East wind of 15 or better knots. The thought of reefing passed through our mind, but we were going down wind to the mouth of the Connecticut River and only putting up the club footed staysail, so no need to reef the main. Of



go, and were only planning to set the one of the three headsails *Bantam* carries.

All was well as we left Fishers Island Sound, passing Sunflower Reef at 11:43. Tacking downwind on a course of about 320 degrees seemed best as there was a good following sea building and we did not want an unintended jibe. *Bantam* has a boomkin (like a bowsprit, but on the stern) with a fixed back stay running from her 49' mast and if we did an accidental jibe, the boom could lift, fouling with the back stay with who knows what result in a wind that was now at least 20 knots.

We expected to meet up with Commodore Bill Volmar, as he planned to leave Shennecossett about the time we would be passing Avery Point. However, he called us to say he was not taking his boat to Essex after all due to some fuel problems. He thought it best not to chance a last trip in the building wind. Likewise we expected Mike Ryan and possibly a few others to join the fleet down the Sound, but all had decided to stay in port and come by car.

The thought did pass our minds that we could easily beat back to the Mystic River and catch a car to Essex in time for the planned dinner at the Essex Corinthians Yacht Club, but as we had only had our *first* sail of the year on the *last* day of summer and had sailed out of Fishers Island Sound, we would carry the yacht club colors to Essex. *Bantam* is a 1932, 32' John Alden



course Francis Herrishoff gave the sound advice that when you think about reefing, you probably should have already reefed. When we headed into the wind to put the main up, I thought of it a second time, but we did have a good distance to



Cutter we brought from Maine a few years ago. Although she was not leaking badly for an old girl we decided to re-caulk her this summer so she spent 6 weeks "on the hard" at Noank Village Boat Yard while I reefed out almost all of her old cotton and oakum and put in new over the entire hull. (But that is another story.) This trip was to be the test. We never sail her hard, but 20 knots



and building seas would surely be a test of her soundness. She had been pumping for about 45 seconds every hour before we hauled her, and after she found herself when re-launched, she would pump for about 15 seconds once in a while, perhaps once or twice a day.

Our downwind tack put us in the fetch of the Race a little after noon. It was time to tack back across the sound (now Eastern Long Island Sound). With swells rolling in through the Race, a careful controlled jibe seemed best. *Bantam* was still a relatively new boat to us and was still revealing her personality. She has a rather long main sheet with a double lead and tackle from both stern quarters. (Not like the high aspect ratio boats most of you are used to that have a relatively short main led from a traveler). The club jib was brought in amidships so it would not slam over when we changed heading. The boom came in with some effort in the still building wind, hand over hand, until well over the stern quarter and Anne-Marie put the helm over. All seemed well until..... *(Time for the author to put more wood in the stove and have a nip of Aquavit as the outside temp is in the low teens by now.)*

As *Bantam's* stern crossed through the wind, a wave tossed the stern up and as it dropped down again the boom hung just long enough for it

to catch the back stay as we swung around. I should have hauled full amidships!! That left us broadsides to the waves and wind with the main sail stuck amidships. The back stay had a 15 degree angle where the boom caught. We put the helm back down and surprisingly she responded immediately, probably because the staysail was driving her up. Then Anne-Marie looked up and saw that the entire main sail had dropped about a foot. What??? How could that be??? I looked to see if anything had let go. Nothing! *Bantam* was jogging nicely into the Race swells of at least 3 to 4 feet by now and seemed to be telling us "relax, all is well". She was also definitively and loudly telling us "time to reef or I will do it for you!" Not a too subtle hint. So we did. She behaved herself nicely while I tied each reef point, and then we tacked, thru the wind this time, brought her around and headed back across the Sound, past Bartlett Reef at 13:03, towards Niantic Bay.

Yes, it was tempting to just put into Niantic Yacht Club but we still had to get those MRYC colors to Essex by sea. *Bantam* seemed fine. No signs of any lasting strain on the rig and the pump was still silent. It was not my plan to put her to the test, but perhaps she actually was the one testing us. With a tack out toward the middle of the Sound and then back past Black Point and



inside Hatchett Reef where the Connecticut River shoals begin, we cleared the "R8" bell at 14:20 and headed for the Connecticut River mouth, breakwaters and lights, clipping along on a broad reach. In better weather we might have chanced the shortcut but as we passed the Saybrook Outer Bar the breakwater was being topped by the waves we had just worked through, with the white

water tossed what looked to be 20 feet in the air.

Bantam was made to sail, not exhaust the atmosphere with diesel, so we sailed on a flood



tide through the RR bridge at 15:05 (despite tales of the bridge operator closing the bridge on top of more than one boat). The wind dropped and had many wind shadows. It was backing to the north and north east by now as we tacked between the bridges and decided which section of the highway bridge to

It was nice to feel the smooth water behind it. We consulted the chart and headed toward the eastern shore for one last tack back to the main channel. The wind dropped again and the wind shadow close to shore meant a slow tack around. But the flood-tide was getting swifter, sweeping us up river a little faster than expected. OK, time for a diesel safety net. Just in time. As I put 1500 rpm in reverse and a helm to shift us to starboard, the bowsprit tip passed over the bridge abutment. Glad my old (new to me) Volvo MD-11 starts easily or I would have been giving *Bantam* another fresh coat of paint (at least).

Lovely sail up the river in a 15 knot NE breeze. We were not sure where to drop anchor, but due to the swift current (engine back to sleep) we let the hook go just outside the channel to Dauntless Marine and dropped the sails to tidy up a bit. Commodore Bill radioed that we must bring the MRYC colors to the dock as we won by "sail over". Accepting his gracious offer we motored in and nosed into a snug slip on the inside and we all headed to the Essex Corinthian Yacht Club for earned drinks and dinner with a full complement of Mystic Yacht Club members who braved the dangers of I-95. Good Food and Good Friends and Good Drink to toast a lovely sail and enjoy a hearty breakfast the next day.





Mystic River Yacht Club Calendar of Events

JANUARY

- 13th – Monday - 6-7 p.m. – MRYC Board Meeting – Host: Jay McKernan
24th – Friday - 7-9 p.m. – First Pot Luck Social to create 2014 calendar – Hosts: Bill & Joan Volmar

FEBRUARY

- 10th – Monday- 6-7 p.m. – MRYC Board Meeting – Host: Jay McKernan
14st – Friday - 7-9 p.m. – Friday “Valentine” Pot Luck Social – Hosts: Philip Shreffler & M.E. Rich
21st – Friday - 7-9 p.m. – Special Meeting to complete the 2014 calendar – Hosts: Jay McKernan

MARCH

- 10th – Monday- 6-7 p.m. – NO MRYC Board Meeting – Host: Jay McKernan
21st – Friday - 7-9 p.m. – Friday “March Madness” Pot Luck Social – Host: Ron Beerbaum
23rd - Sunday – 1–5 p.m. – Mystic St. Patrick’s Day Parade and Pot Luck OPEN HOUSE

APRIL

- 12th – Saturday - 7-9 p.m. – “Titanic Black Tie circa 1912” Catered Social – Host: Social Committee
14th – Monday- 6-7 p.m. – MRYC Board Meeting – Hosts: Jay McKernan
18th – Friday- 7-9 p.m. – Boat Motor Training Pot Luck Social – Hosts: Bill and Joan Volmar
25th – Friday - 7-9 p.m. – SU4C Regatta Kick-off Pot Luck Social – Hosts: Bob & Karen Davis

MAY

- 2nd – Friday - 7-9 p.m. – “Wine/Rum Tasting” Pot Luck Social – Tickets \$20 Host: Jay McKernan
10th – Saturday 10 a.m. - 2 p.m. – Work Party – set up JY 15s for service: Host: Jay McKernan
12th – Monday- 6-7 p.m. – MRYC Board Meeting – Hosts: Jay McKernan
16th – Friday – 7-9 p.m. “Mooring & Anchors Training” Pot Luck Social – Hosts: Bill & Joan Volmar
17th – Saturday 10 a.m. – 4 p.m. Marine Tag Sail to support Junior Sailing
26th – Monday – 2-6 p.m. - Memorial Day Bar-B-Que – Hosts: Social Committee

JUNE

- 6th – Friday - 7-9 p.m. – “FLAG DAY” Pot Luck Social – Hosts: TBD
9th – Monday- 6-7 p.m. – MRYC Board Meeting – Hosts: Jay McKernan
14th – Saturday – 4 – 8 p.m. – Commodore’s Dinner Catered Social – Host: Social Committee
21st – Saturday - MRYC/ Sails Up 4 Cancer Regatta First gun@11:30 a.m.- Hosts: Bob & Karen Davis
27th - 29th Friday-Sunday - – Save the Dates- WATCH HILL CRUISE
Junior Sailing –Monday Nights- Begins June 30th til Aug 18th 5:00 p.m. – 7:00 p.m. @MSY-W

JULY

- 7th – Monday 5 – 7 p.m. Junior Sailing – Mike Ryan
11th – Friday - 7-9 p.m. – Friday “Bastille Day” Social – Hosts: Richard Dixon & Anne-Marie Foster
12th – Saturday – All Day – SAILFEST NEW LONDON – no club events at this time
14th – Monday 5 – 7 p.m. Junior Sailing – Mike Ryan
14th – Monday- 6-7 p.m. – MRYC Board Meeting – Host: Jay McKernan
18th - 20th Friday-Sunday SAVE THE DATES – Cruise to somewhere
21st – Monday 5 – 7 p.m. Junior Sailing – Mike Ryan
27th – Sunday - 1-4 p.m. – Antique & Classic Boat POT LUCK OPEN HOUSE – Hosts: Social Committee
28th – Monday 5 – 7 p.m. Junior Sailing – Mike Ryan

AUGUST

- 4th – Monday 5 – 7 p.m. Junior Sailing – Mike Ryan
8th – Friday - 7-9 p.m. – “Woodstock” Social – Host: Mike Friedman & Nancy Apthorp
11th – Monday 5 – 7 p.m. Junior Sailing – Mike Ryan
11th – Monday - 6-7 p.m. – MRYC Board Meeting – Host: Jay McKernan
15th - 17th Friday-Sunday SAVE THE DATES – Cruise to somewhere
18th – Monday - 5 – 7 p.m. Junior Sailing Class Picnic and Awards @ MSY





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Back issues may be found on our website at
mysticriveryachtclub.com.

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2014 MRYC CALENDAR CONTINUED

SEPTEMBER

1st – Monday – 2–8 p.m. – Senior JY15 Regatta “Ancient Mariner Cup” & Bar-B-Que

8th – Monday- 6-7 p.m. – MRYC Board Meeting – Hosts: Jay McKernan

12th – Friday - 7-9 p.m. – “Caribbean Theme” Social – Hosts: ?

19th – 21st Friday-Sunday SAVE THE DATES Cruise to somewhere

OCTOBER

10th - 12th Friday-Sunday Cruise - Hold Date

13th – Monday- 6-7 p.m. – MRYC Board Meeting – Host: Jay McKernan

17th – Friday - 7-9 p.m. – “Pot Luck Theme Cook-Off” Social – Hosts: Bill & Joan Volmar

18th – Saturday – 10 a.m. – 2 p.m. Morning Work Party – Put JY15’s away for the winter

26th – Sunday – 5 –9 p.m. - Annual Membership Meeting & Catered Dinner – Host: Jay McKernan

31st – Friday – 6 – 9 p.m. – Halloween Pot Luck Social for members & friends – Hosts: RD Dixon & AM Foster

NOVEMBER

10th – Monday- 6-7 p.m. – MRYC Board Meeting – Host: Jay McKernan

14th – Friday - 7-9 p.m. – Friday “Theme TBD” Social – Hosts: TBD

29th – Saturday – 2 p.m. – Club House Decoration Party & Holiday Lighted Boat Parade

DECEMBER

8th – Monday- 6-7 p.m. – MRYC Board Meeting – Host: Jay McKernan

9th – Tuesday – 6 – 9 p.m. – Mystic Stroll Pot Luck Open House with local vendors

19th – Friday - 7-9 p.m. – “Yankee Swap” Pot Luck Social – bring a dish & wrapped booze bottle, limit \$20

All Events Subject to Change

Dates and details can be found on the website calendar page:

www.mysticriveryachtclub.com/calendar.html

ALL EVENTS ABOVE AS OF: 2/24/2014