



Bullseye Sailing Association

www.bullseyesailing.org

From the President

Dear Bullseye Sailors,

Another spring is upon us and I know that most of you are readying your Bullseye's for the upcoming summer season. But as we start to think about rigging, teak care, bottom paint, etc., our friends in Card Sound have completed their winter season and their boats are safely put away until they reemerge in November. I hope that all of you, whether sailing or skiing or neither, had a wonderful winter.

On April 28th, the Executive Committee of your Bullseye Sailing Association held its Annual Meeting. With a strong attendance once again at the Community Boating Center in Providence and a wonderful lunch organized by Susan Mead (thank you Susan!) the meeting commenced. Highlighting the discussion on this day were the Nationals in Saunderstown, the proposed change to the last start time on the final day of the National's, and the election of officers for the next year. Representing the Saunderstown Yacht Club, Al Maybach reported that preparations for this year's Nationals are coming along and he mentioned a few challenges that they were experiencing. The ensuing discussion was very constructive, and we hope that there will be more information posted to the BSA website very soon.

As you noticed in the emailed announcement of the Annual Meeting there was a proposal to change the start time on the last day of racing for the Nationals. This proposal was tabled as it was incorrectly worded and the proper one was announced for discussion and vote at the 2020 Annual Meeting. The very lively discussion that followed, on the proposal for next year, highlighted some other items in our Rules for Regatta's that require review and possible modification for clarity. Over the next year a review will take place of those rules and any recommendations will be deliberated on and proposed for a member vote next year.

Finally, of note, we voted on the slate of nominees to lead the BSA for the next year. We welcomed David H. Burnham as our new Treasurer and Jody Smith and Peter Drinkwater as Vice Presidents. Of course as we welcome new members we must say goodbye and thank you to those who are standing down. Many thanks go to outgoing VP's John Glendon and Susan Mead. Also, many thanks go to Joan Tiffany who has for many years been our Nominating Committee Chair. But most of all we thanked our outgoing Treasurer, Ed Tiffany, for his years of dedicated service to the BSA and Bullseye sailors everywhere. As we all know, the Tiffany's are very passionate sailors and passionate about the Bullseye. Although they are shedding their formal roles with the BSA I'm confident that both Joan and Ed will remain integral in Bullseye governance for years to come.

My very best wishes to all of you as you prepare for the upcoming summer sailing season and I'm looking forward to seeing many of you at this summer's Nationals.

Fair winds and following seas,
Windsor D. Coffin
President
Bullseye Sailing Association

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58th Bullseye National Championship hosted by Saunderstown Yacht Club August 23-25 2019

Come one, come all to this event on the Lower West Passage of Narragansett Bay. SYC is located south of the Jamestown Bridge. We are approximately 5 miles south of Wickford RI and a little over 1 mile North of URI's Graduate School of Oceanography which is located at South Ferry. The sailing area is bounded by Dutch Island on the East, North Kingstown on the West, the Jamestown Bridge on the North and open water to the South. There is nothing South of SYC except Rhode Island Sound.

Those who came to SYC for the 2013 Nationals will remember the effect that the tidal current had on the race course. It has not changed over the past 5 years. The summer prevailing wind is Southerly and varies between 3-8 in the morning and 10-20 in the afternoon. The maximum tidal current varies from 2-4 knots depending on the height of the tide. Those who sailed at SYC in 2013 commented that it was a new experience in going sideways after completing a tack before making forward progress. In 2013 the wind blew out of the west which occurs once a summer. Depending on the New England weather, a North West breeze can occasionally occur.

For a number of factors, all beyond SYC's control, out of town boats that arrive by trailer will be launched and recovered using the club ramp. More details will be included in the Notice Of Race, which will be published in the very near future.

For those who request housing, it will be in the village of Saunderstown and usually within walking distance from the yacht club.

Bullseye Class Association Annual Meeting 4-28-19 Minutes

Present : Windsor Coffin, Dave Burnham, Wendy Goodwin, Gordon and Linda Goodwin, Laura Hallowell, Jo-Ann and Connie Lavigne, Al and Bonnie Maybach, Susan Mead, Jill and Audi Osgood, Richard Pline, Joan Porter, Jody Smith, Ed Tiffany, Joan Tiffany, and Chris Verni.

The meeting was held at the beautiful Community Boating Center, <http://communityboating.com/about/us.html>, 109 India St, Providence, RI 02903 Staff member Eli explained the Center's mission to introduce children who would normally never have access to the water, to sailing, the marine environment, and to give them opportunities to apply new skills directly, with hands-on activities.

President Coffin called the meeting to order at 12:30 as the group was finishing lunch. The minutes of the AM of 5/19/18 and the Executive Committee minutes of 1/24/19 were approved. Secretary Laura Hallowell reported that we currently have 70 memberships, consisting of 48 individual members and 22 family memberships. That is a total of 92 members. In 2018 we had 103 members at this time.

Treasurer Ed Tiffany reported that we have about \$12,00 in our treasury, slightly less than last year because the support for two Nationals come out of the same calendar year (CSSC and WHYC). BSA also had expenses for repairing the Beverly Trophy which had been damaged while traveling. Dues collected in 2018 were \$1,000 less than in 2017. Ed will be retiring as treasurer, and Joan will be retiring as Nominating Chair. Wendy Goodwin presented them with a specially decorated spinnaker pole to honor their many years of leadership in the organization.

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Susan Mead was also acknowledged for her long time service as Vice President of the Bullseye Association including Co-chairing with Joan Tiffany two Bullseye National Regatta's hosted by Beverly Yacht Club in Marion. She has also been a regular racer and will continue to race in the Nationals and at BYC as a skipper and crew. Susan had found the annual meeting location at community boating and organized the food for lunch again this year!

President's report: Windsor reported that he has heard of declining interest in Bullseyes in the clubs with which he is familiar. Over the last 2-3 years, Southwest Harbor is now at 3 active boats, CSSC at 10, down from 14, Winter Harbor at 9, down from 12. The boats still exist, but are not being raced. At Winter Harbor, Bullseyes are used to teach sailing, and 3-4 kids are in the boat with an instructor. At Beverly YC, the 6-7 year olds go out in Bullseyes; when they are 8, they go into Optis.

Chris Collings has become active in the Marion Recreation Department to expand community sailing. They hope to have five Bullseyes available with an instructor giving lessons and for charter by anyone qualified. They will be holding races Saturday morning for any Bullseyes. This type of community activity may be the source of future Bullseye racers. The Harbor Master is working on the boats and a marina is contributing the launch and haul.

Nominating Committee report: The proposed slate of officers includes:

President: Windsor Coffin (WHYC and CSSC)

Vice Presidents: Jody Smith (BYC) and Peter Drinkwater (WHYC)

Treasurer: David H. Burnham (FYC)

Secretary: Laura Hallowell (SBYC)

Appointed officers:

Technical Committee: Chris Verni (BYC)

Newsletter Editor: Elizabeth Stowe (BYC)

Newsletter assistance: Richard Pline (BYC) and Vice -Presidents

BYC fleet captains: Marcia Browne and Chris Verni

A motion was made to approve the slate of officers. It was unanimously approved.

2019 Nationals at Saunderstown Yacht Club: Al Maybach reported that it has been impossible to find a suitable place to launch and haul for the current dates of August 23-25, so SYC is proposing that the day be changed to September 6-8, the weekend after Labor Day. Part of the problem is that there is a short time window for launching because of the tides, as was the case at Winter Harbor. SYC sailors usually launch down a ramp. In discussion, the group offered strong support for keeping the original dates, with the option of making Friday and Saturday the racing days, and launching down the ramp. Sailors could arrive before that or stay later to extend the possibilities for launching. Sailors at WHYC and BYC already launch from ramps. SYC hosts would be flexible. BYC members extended the possibility of holding the Nationals at BYC during the Buzzards Bay Regatta, August 3-4, but all prefer to keep the Nationals at SYC.

2020 Nationals will be held at Fishers Island. David H. Burnham is the Nationals chair in 2020. A tentative date is the weekend of August 7-9.

New Business:

Rule change: President Coffin had proposed a rule change to 7.3 to give organizing fleets more leeway. The 1300 hours last start time on the final day of racing is to provide time to haul boats, eat lunch, award prizes and give visiting sailors time to drive home. However, fleets are developing alternative schedules to cope with tides and distances. The proposed wording below will be voted at the 2020 Annual Meeting. It ensures that the plan will be clear.

7.3 No races will be started after 1300 hours on the final day of racing.

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(a) This may be amended by the Organizing Authority, but any change must be included in the event's NOR and SI.

Joining in racing at different clubs: Joan Porter explained that she has purchased a Bullseye, but has nowhere to race. Would it be possible to race with nearby fleets? BYC has a system which includes a modest registration fee if one wants to participate in their races. The visitor would have to figure out parking and mooring. SBYC does not allow visitors, partly because each racing member pays additional fees to cover the costs of racing. This could be a way for clubs to maintain racing fleets if some of these barriers could be removed.

The meeting was adjourned at 1:45pm.

Respectfully submitted,
Laura Hallowell, Secretary

IN MEMORIAM: JACK RANKIN

It is with great sadness that I write to the membership of Jack Rankin's passing on April 30th, 2019.

Jack proudly carried the Bull's Eye Association President baton, he chaired Bull's Eye National regattas and was involved with multiple revisions of the Bull's Eye Association class rules. When the time came to shift from sailboat to powerboat, he & Carol continued to appear at our local Bull's Eye races as a support boat. His was a lifetime commitment. The members of the Bull's



Eye Association & the Beverly Yacht Club remember Jack fondly. We extend our deepest condolences to his wife and crew, Carol.

My first memories of Jack date back to my early years competing in the BYC weekly Bullseye races. Each summer we would cross tacks with Jack & Carol Rankin and our family spent many races looking at the transom of their Bull's Eye "Carol Ann". Summers progressed, we moved up the ranks & before we knew it we were bringing home the daily prizes. Having had quite enough of this, Jack Rankin approached my dad & offered to pay to send me to sleep away camp. Jack's sense of humor and commitment to Bull's Eye racing were second to none. He taught us about sportsmanship by example, appearing on the race course consistently & cheering not only at Cups & Flags but also for his baseball team-The Red Sox.

Sincerely,
Wendy Goodwin

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Gone from my Sight
by Henry Van Dyke

I am standing upon the seashore. A ship, at my side,
spreads her white sails to the moving breeze and starts
for the blue ocean. She is an object of beauty and strength.
I stand and watch her until, at length, she hangs like a speck
of white cloud just where the sea and sky come to mingle with each other.

Then, someone at my side says, 'There, she is gone'

Gone where?

Gone from my sight. That is all. She is just as large in mast,
hull and spar as she was when she left my side.
And, she is just as able to bear her load of living freight to her destined port.

Her diminished size is in me - not in her.
And, just at the moment when someone says, 'There, she is gone,'
there are other eyes watching her coming, and other voices
ready to take up the glad shout, 'Here she comes!'

Ask Wendy

Have a question about your boat? Ask Wendy! Wendy Goodwin, President of Cape Cod Shipbuilding is happy to answer your questions & enlighten us all. Please submit questions to editor@bullseyeclass.org

Dear Wendy:

I am considering employing a mast hinge or tabernacle on my Bull's Eye to make rigging easier and faster at the ramp. Do you know whether this has ever been done by anyone on a Bull's Eye and, if so, what technique was employed? Does Zephyr by chance have any relevant parts for such a modification? Thanks for your help!

Ted Tabernacle

Hi Ted:

Thank you for your question. Because the Bull's Eye mast has internal halyards, retrofitting with a tabernacle is complex. I have seen this done as I got a Bull's eye with a hinge in a round robin regatta many years back. We knew not to push the boat to her limits as the hinge was a real weakness. Later in the regatta, the mast fell down while another competitor was at the helm. The standard Bull's Eye rig depends on the support of the mast through the cuddy should a shroud or forestay break. If you change the halyards to exit above deck & install a hinge, you severely weaken the rig & it becomes terribly dependent on the health of the 3 wires holding up the mast. You would need to replace the standing rigging about every 5 years as opposed to every 10-15.

A hinge & to change the halyard exits above deck are not allowed by class rules. You may not be racing, but it's always best to keep the boat within class specs so it will hold it's resale value. If you make a change that prevents a buyer from racing the boat, you may discourage a sale as the new owner will have to purchase a new mast to arrive at the race course.

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Have you a machine shop nearby to remove the halyards, cut the mast twice, mill exit holes above deck & install 2 mast step castings & a hinge? There is an awful lot of engineering involved. We could sell the castings & the hinge but I don't recommend as the rig will be weak, and you lower your resale value.

All this being said, I've stepped & un-stepped enough Bull's Eyes to know it's OK to do at the beginning & end of the season, but more than that can get tiresome. If you are at the boat where you'd like to rid yourself of this duty, is there a boatyard who will launch & rig for you? Or, is there a hoist/gin pole at a local club that will give you some assistance so you don't have to lift the mast & step it yourself?

Sincerely,
Wendy Goodwin



Hi Wendy,

Thanks so much for this response. I did have concerns about structural integrity, and you have pretty much confirmed them. I think I will leave as is for the reasons you've described. Any increase in convenience seems outweighed by the downside structurally. (If I was as deft as the gentleman in that mast step video, I guess it wouldn't be as big a deal-he makes it look so easy!)

Best regards,
Ted

Note to all our readers: Gordon Goodwin is the gentleman in you-tube video stepping the mast that Ted was referring to. Way to make it look easy Gordy!

**Bittersweet,
Not a Bullseye but a shared
history with CCSB & how
boats outlast us...**

"A Bittersweet Ending is still ending on a high note, but one that is mixed with sadness and nostalgia. Often, such endings are the result of the plot making a completely happy ending impossible."

On a good day, I get the opportunity to sell a boat. Back in 2013 I had one of those days & we built & sold a new 18'

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sailboat to a local sailor, a stereotypical Yankee. Today, I had the pleasure of selling this boat again. This time to a couple fairly new to sailing. You see, the original purchaser turned 90 this year. He took excellent care of the boat which was on the market only a week. The seller walked right into my office to sign all the paperwork, listing all the Cape Cod boats he owned & sailed, where his adventures took him & he even wrote a letter to the new owners. This afternoon I'm left muttering the word bittersweet. As winter ends/spring appears, whether we like it or not.

Boats for Sale

For Sale - \$5,000 Owner: Herreshoff Marine Museum, 1 Burnside Street, Bristol RI 02809 Phone : 617-529-5832, w.ylnn@herreshoff.org Boat Location: Bristol, RI Sail number: 701, Boat name: Smoke Sails: Main by Horizon in good condition, Genoa by Horizon in good condition Gear: Spinnaker pole, Boom vang, and has varnished wood seats. Remarks: 2013 National Regatta Champion - needs some work, but Smoke was a great proven winner.

For Sale - \$8,000 Owner: Sandra Durant, Cohasset, MA, 02025 Phone: cell 781-771-3490, E-Mail: sadurant@comcast.net Boat location: Home address Colors: Deck: grey, Topside: white, Hull: blue Boat Name: Whisper Hull Number 1-93, Date of mfg. 1993, Sail number 842, Main sail by Thurston in good condition, Working Jib by Thurston in good condition, 1 Storm mainsail Quantum/Thurston. Gear: compass, boom rest, cockpit cover 2012, winter cover, outboard bracket, pump, jib boom, fenders. Outboard motor: 3.5 HP, Tohatsu, year 2011, in excellent condition. Trailer: Triad, year 2011, in excellent condition. Remarks: Oarlock sockets, 2-8 foot wooden oars barely used, boat has been readied every season for sailing/racing by both owners, professionally detailed 2018 Photos and flyer with photos available on request.

For Sale - \$12,500 negotiable Owner: Raymond A. Dore, Pocomoke, MD, 21851 Phone: Home 410-957-0361, E-mail: banannaquit@yahoo.com Boat Location: Pocomoke, MD 21851 Colors: Deck; light grey, Topside: Navy, Boot top: red, Hull: light blue Hull number: 14-55, Date mfg. 1955 Sails: Sail number 90, Main sail by Quontum in excellent condition, Working Jib by Quontum in excellent condition Gear: anchor, boom rest, cockpit cover in excellent condition, winter cover in good condition, lifting sling, pump, wood seats varnished. Trailer: Triad, year 1998 in excellent condition. Remarks: Pictures available upon request. Boat has been sandblasted and professionally re-fiberglassed and painted. It is as new.

For Sale - \$22,900 Owner: Stevan Patterson, Richmond, MA 01254 Phone: 413-698-2806, cell 413-822-1722, Fax 413-698-2806, e-mail: stevanfp59.5@gmail.com Boat Location: Richmond, MA Color: Deck: off white, Topside: green, Boot Top: white, Hull: black Hull number: MSZMT869F404, Date of mfg: 1968, Sail number: 585, Boat Name: WHISTLE Sails: Main by UK in good condition, Genoa by Sobstat in excellent condition, Working Jib by WK in good condition, Spinnaker by Sobstat Gear: spinnaker pole, genoa tracks, compass, winches, jib clutch, anchor, boom rest, lifting sling, outboard bracket, pump, cockpit cover in excellent condition, winter cover in good condition, 4 life jackets, seat cushions, Trailer by Triad, year 2005 with extended tongue and spare tire. Remarks: rub rail, toe rail & coming recently replaced, jib & genoa on a furling system, mainsail Dutchman furled, fresh water sailed, stored indoors, every imaginable upgrade, kept in immaculate condition. Contact seller for more detail extras.

For Sale - \$5,000 Owner: Bob Scribner, Kennebunkport, ME 04046 Phone: 207-967-9828, e-mail: gb36.721@gmail.com Boat Location: Kennebunkport, ME Color: Deck: green, Topside: white, Boot top: black, Hull: white Hull number: 11-64, Date of mfg.: 1964 Sails: Sail number: 483, Main by Thurston in excellent condition, Genoa by Thurston in good condition, Working Jib by Thurston in excellent condition, Spinnaker made in Hong Kong in excellent condition Gear: Spinnaker pole, Boom vang, Compass, Boom rest, Cockpit Cover in excellent condition Trailer: by American in good condition. Outboard bracket, Outboard Motor: HP 3.3, Make: Mercury, Year 1995 Remarks: Standing and running rigging replaced 2007, spreaders added 2008, spinnaker and associated hardware 2012, main and working jib 2007.

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For Sale - \$7,500 Owner: Robert M. & James S.L. Kidd, Boothbay, ME Phone: H 207-633-5660, Cell: 207-380-6660, E-mail: bob.m.kidd@gmail.com Boat Location: Boothbay, Maine Sail number: 324, Hull number: 00062, Date of mfg. 1962 Boat colors: Deck: gray, Topside: white, Boot top: red, Bottom: blue. Sails: Main, Genoa, Working Jib, all by Thurston in good condition, Spinnaker by Larry Sobstad in good condition Gear: Spinnaker pole, genoa tracks, jib club, anchor, boom rest, cockpit cover in excellent condition (new 2016), outboard bracket, pump, hiking stick, wind pennant. Outboard Motor: 3.3 Mercury year 2004 in good condition. Trailer: Triad, year 2008 (trailer stored inside last 10 years) in excellent condition. Trailer has never been in the water. Remarks: Bottom paint removed, bottom/keel faired, barrier coated, bottom painted, original gel coat on topsides and cuddy, well refurbished glassed to reseal main air tank - very successful result.

For Sale - \$16,000 Owner: Martin C. Lian, Beverly, MA 01915 Phone: Home phone 978-927-4546, Cell: 978-314-9409, E-mail: osloson@comcast.net Boat Location: Beverly, MA Sail number: 895, Hull number 007 048101, Date of mfg.: 2001 Boat Colors: Deck: White, Topside: White, Boot top: White, Hull: Green Sails: Main by Quantum in excellent condition, Working Jib by Quantum in excellent condition, Spinnaker by Harding in good condition. Gear: Spinnaker pole, Boom vang, Jib club, Anchor, Boom rest, Cockpit Cover in excellent condition, Winter cover in good condition, Pump. Trailer: Make: Triad year 2007 in excellent condition.

For Sale - \$4,500 Owner: Bruce Maffeo, Brooklyn, NY, 11215 Phone: 917-648-3899 e-mail: jbrucemaffeo@gmail.com Boat location: Port, Washington, NY Sail number: 966, Boat name: Applesauce Color: Deck: White, Topside: White, Boot Top: Navy, Hull: Blue Sails: 2 Main, Genoa, Working Jib all by Thurston in fair to good condition. Gear; Anchor, Boom rest, Cockpit cover, Pump, boat cushions, 4 life preservers, bumpers. Trailer; Make: Highland in fair condition Outboard bracket, Outboard Motor by Mercury, 3 1/2 HP, year 2012 in good condition.

For Sale - \$3,000 or \$2,500 w/o motor Owner: Bruce Johnson, Redding, CT 06896 Home Phone: **203-938-3248**, Cell phone: **203-313-4446** Boat location: Bridgeport, CT Sail number 18, Hull number 17, Date of mfg. 1950, Boat name Leopard Sails: Main by Quantum in fair condition, Working Jib by Quantum in fair condition. Gear: Compass, Jib club, Anchor, Boom rest, Cockpit cover (poor condition), Pump, Cradle in good condition, Outboard bracket, Wood seats varnished. Outboard Motor: 2009, 2HP Honda in good condition. Remarks: Leopard may be the oldest Bullseye still sailing. New standing rigging 2013, Painted 2012, All new mahogany 2008. Shrink wrapped on a metal cradle. Bring your trailer and enjoy this historic boat.

For Sale - \$12,000 Owner: Richard D. Webb, Marion, MA 02738 Email stpentropy@gmail.com Boat location: Marion, MA Sail number 895, Boat name Puck, Hull number 4-2001 Colors: Deck white, Boot top white, Hull green. Sails: Main by Quantum 2016 in excellent condition, Working jib by Quantum 2016 excellent condition, Spinnaker by Harding 2008 in good condition. Gear: Spinnaker pole, Boom vang, Compass, Anchor, Boom rest, Cockpit cover in excellent condition, Pump, Hiking stick, Windex,. Trailer: Triad 2007 in excellent condition. Remarks: Teak handrails on cuddy cabin. All teak treated with Cetol. Cam cleats for jib and for Spinnaker. Toast colored cockpit cover.

For Sale - \$7,000 Owner Tyler Fitzsimmons, Stow, MA. Phone: 978-549-4712. tfitzs24@gmail.com Boat location: Stow, MA, Sail number 822, Hull number 589, Date mfg. 1989, Colors: Deck blue; Topside white; Boot top blue; Hull red, Sails: Main by Thurston in fair condition; Working jib by Thurston in fair condition. Gear: Boom vang, Compass, Jib clutch, Anchor, Boom rest, Cockpit cover in excellent condition, Outboard bracket. Trailer: Triad, 2008 in good condition. Remarks: Includes 150 lb. mushroom mooring with 25 ft. of chain, mooring ball, pendent and pick-up buoy. The boat is in good condition and ready to sail

For Sale - \$11,900 Owner: Jamie Davis, Saunderstown, RI 02874 Cell Phone: 917-539-0970, E-mail: john.coghlin@gmail.com Boat Location: North Kingstown, RI Boat Name: Elixir, Hull number 534, Date Mfg. 1966, Sail number: 534 Color: Deck, Tan; Topside, Blue; Boot top,

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white; Hull, Green Sails: Main, Racing, Quantum in excellent condition; Working Jib, Racing, Quantum in excellent condition; Spinnaker in good condition. Gear: Spinnaker pole, Genoa tracks, Boom vang, Jib clutch, Anchor, Boom rest, Pump, Winter cover, Cockpit cover in excellent condition, Outboard bracket. Trailer: In good condition.

For Sale - \$2,800 Owner: John Duke, Providence, RI 02906, Cell Phone: 401-277-9880, e-mail: johnduke@johnduke.com. Boat location: Providence, RI Sail number: 87, Date of mfg. 11-55 Colors: Deck gray, Topside white, Boot top blue, Hull none- bottom stripped Sails: Main by Thurston, Genoa in good condition, Working jib in good condition, Spinnaker by O'Neil in good condition. Gear: Genoa track, winches, boom rest. Trailer: Fair condition , make unknown. Remarks: Wood seats varnish stripped, toe rails removed and varnish stripped. Boat has early molded Herreshoff shear strake. We stripped the bottom paint and discovered badly crazed gel-coat. We have stripped the gel-coat to bare fiberglass. Have pictures to e-mail.

Used Boats Wanted

Wanted to Buy - Any age, any condition considered. Trailer preferred, outboard preferred. Located close to Northern Michigan is best, but any location considered. Grandchildren have learned to sail on Lake Michigan in the summers! Ready to crew! Reasonable price around \$3,500. Please contact Tom Mackell tpmholdings@comcast.net 804-221-6100 mobile/text. Pictures helpful!

To List Your Bullseye for Sale

To list your Bullseye for sale, download and print the Bullseye For Sale Form PDF and mail it along with a \$25 check made out to the Bullseye Association to:

Conrad Lavigne, Boat Coordinator
34 Parker Street
Rockport, MA 01966

Email:
boatcoordinator@bullseyesailing.org

About Us

Fleets located all along the East Coast keep in touch through this newsletter, which is packed with sailing tips, stories, regatta information, and results. Established fleets and their fleet representatives are below:

Fishers Island, NY	David H. Burnham
Marion, MA	Ed Tiffany
Miami and Key Largo, FL	George Lucas
Rockport, MA	Susie Kinder
Saunderstown, RI	Al Maybach
Winter harbor, ME	Windsor Coffin

Everyone comes together for the National Regatta. The location of the regatta rotates around the fleets. Come join the fun! It only costs \$30 to join. You can find the form on our website, www.bullseyesailing.org

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Officers

President: Windsor Coffin, president@bullseyeclass.org

Vice President: Jody Smith rfrates@aol.com

Vice President: Peter Drinkwater, wh5n10@myfairpoint.net

Secretary: Laura Hallowell, secretary@bullseyeclass.org

Treasurer: David H Burnham, treasurer@bullseyeclass.org

Technical Committee Co-Chairs Chris Collings,
Niko Kotsatos, Chris Verni, techcom@bullseyeclass.org

Historian: Jim and Kristen Pluntze,

Boat Builder: Wendy Goodwin, wendy@capecodshipbuilding.com

Nationals Chair for 2019: Tim Collins, tcollinsa2b@gmail.com

Nominating Committee Chair:

Newsletter Editor: Elizabeth W Stowe, editor@bullseyeclass.org

Newsletter Support: Richard Pline

Commodore: Kym Lee,

Competition Committee Chair: Kathryn Collings

Bullseye Class Association | secretary@bullseyeclass.org
37 High Street, Rockport, MA 01966