



Bullseye Class Association

www.bullseyeclass.org

Editor's Notes

This issue of the class newsletter contains information about upcoming events (Annual Meeting and Nationals), a history of the Bullseye hull (12-1/2) that has reached 100 years of age, and a summary of the latest Executive Committee meeting. The issue also includes a very strong argument to all Bullseye owners to add buoyancy bags inside the cockpit and cuddy to increase the likely hood of a swamped boat becoming self rescuing. There is also an editorial that discusses this issue.

The Card Sound Sailing Club has conducted a series of test to determine the advantage of adding buoyancy bags to boats. The results of their testing makes a strong case to add these bags to our boats. This is a subject that all boat owners want to think about. Hopefully there will a lively discussion about this at the Annual Meeting . This testing has created the need for the Annual Meeting to consider making some small changes to the Class Technical Specifications"

As part of the Executive Committee's meeting, the idea of the class picking up the cost for "Launch and Haul" at the Nationals where the host club does not have a crane was raised. This procedure is used in the Shields class, but they impose a very tight window for the evolution. This year, Fishers Island Yacht Club has worked very closely with Treasurer Tiffany, and the BCA will pay the Launch and Haul fee, so the cost of attending a Nationals will be the same for both host club and out-of-towners. Hopefully this will increase participation.

The articles in this Newsletter are mostly written by Bullseye Owners for the benefit of all Bullseye owners. As Editor, my job is to encourage boat owners or crew to write an article. So if you think you have something of interest then please write it up using MS Word and send it along to me at cormorant61@verizon.net.

***Bullseye Class Association Annual Meeting
Sunday, May 4, 2014
Cafe Bistro at North Hill, Needham MA
Social hour 5 P.M., Dinner at 6 P.M.***

In this Centennial Year of the design, we are lucky to have our two illustrious Bullseye historians and builders, Wendy Goodwin and Halsey Herreshoff, entertain us with Bullseye sea stories.

Details on issues to be voted, registration and menu will be sent separately and will be posted on the website.

[Click here for directions to North Hill](#)

The Case for Strongly Recommending Added Buoyancy Bags in Bullseyes

Bullseye Class sailboats have an enviable record of safety. We are all proud of the proven seaworthiness of the design over the last 100 years.

But that good record has led many owners and sailors to be complacent and to assume that they can recover from a rare swamping due to a squall or to crew being caught to leeward in a gust. Such an accidental swamping almost resulted in an unnecessary tragedy three years ago. We were out sailing and by chance (and by Providence), we found the crew holding on to the tip of the mast, without life-vests (which were pinned under the deck), in an untraveled area. The boat had swamped, and floated decks awash for about 20 minutes before sinking in 20 feet of water. It caused our local Card Sound Sailing Club fleet to learn, or be reminded, that the built-in air tanks in the floor of the standard Bullseyes, even when properly sealed airtight, only provide enough buoyancy to float the boat. It may be only awash and unable to be bailed and self-rescued under rough sea conditions. If the air-tanks have slow leaks, and many have them, the boat will slowly sink.

So the first reminder is, CHECK YOUR BUILT-IN AIR TANKS OFTEN FOR LEAKS and SEAL THE CRACKS, FITTINGS, OR HOLES. This warning has been the subject of many previous articles. And now we say, even more importantly, ADD BOUYANCY BAGS TOO.



As a result this sinking incident, we have been experimenting with added buoyancy bags to find the most effective and economical design. **The test results have been consistent and rewarding.** We added buoyancy bags under the aft deck, under the seats, and forward of the mast. We heeled the boat over by pulling on halyards from the dock to an angle that allowed water to flow in and out of the cockpit. When the halyards was released, the Bullseye immediately righted and floated stable, high enough for two crew to bail from the cockpit and walk on fore or aft decks. The cockpit water was just under seat-level and the outside freeboard was about ten inches. Googling "Bullseye sinking attempt at Ocean Reef" can find a u-tube video of the first test.

The first bags tested, were by Holt Allen, made in the UK. This proved a success for self-rescue, and the bags were not in the way, but the bags quickly tripled in price, which put the project on hold.

Several weeks ago, we tested the use of standard Optimist Dingy floatation bags, widely available, built to rugged Optimist Class specs, and quite reasonably priced. Eight or nine bags will work: one or two aft, four lashed under seats, and three forward of the mast lashed to the floor. Our test on my boat this year was similar in design and favorable results to the test described above. In addition, we tested opening the inspection port after swamping to simulate leaking air tanks.



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With the inspection port open, the water in the cockpit drained, filling the air-tank, lowering the amount of water in the cockpit, but still providing about the same ten inches of freeboard and a stable platform for the crew to go to the decks and have a relatively dry place to bail. The key was with the buoyancy bags in place, a lesser amount of water is taken into the cockpit, allowing the buoyancy of the hull to perform. It proved that added buoyancy bags add safety even in a boat with undiscovered leaks in the air-tanks. Normally a boat with buoyancy bags can be bailed out and safely continue the day's racing or sail home unassisted.



Nine Opti air bags weigh less than seven pounds, cost under \$400 with installation hardware, save skinned shins from sliding into seat edges, and might save lives. They measure about 32 inches long and 9 inches in diameter when inflated. They still leave room for spinnaker, bucket, paddle, life preservers, and lunch. No downside.

Paragraph B4.4 of the BCA Technical Specifications already "allows" for floatation bags as an option. The Executive Committee has determined that there may be enough interest in these two subjects to consider a change to read,

"Additional floatation in the form of buoyancy bags is highly recommended".

One supplier, Colie Sails, is offering a kit with nine bags and all hardware for installation. Details on this offer and tips on installing the bags will be found on the BCA website and with this link, <http://coliesail.com/bullseye-buoyancy-kit.html>

An understandable Question: Why try to change a proven Herreshoff design and quality CCSB construction now?

Answer: When our current glass version of the Bullseye was designed by Sidney Herreshoff 70 years ago, the standard of floatation was based on the wooden boats that, at best, only floated awash and needed to be towed to shore. It was not until the 70s, with the explosion of designs like the Laser, and the availability of buoyancy bags for other classes, that self-rescuing and the ability to continue to sail became the norm.

Halsey Herreshoff, a highly respected naval architect and son of the designer, saw our floatation test and said; "my father would be the first to advocate additional floatation to make the boat self-rescuing today".

Halsey also added that he believed that the advantages of inspection ports to learn of leaks and enabling bilge air-tank inspection more than offset the less likely risk of a failed inspection port causing a boat to sink. After our tests with buoyancy bags, and then with open ports, that risk of failed ports is even minimized when using buoyancy bags. Therefore, a small change in the inspection port wording in the Class Technical Specifications will be considered at the Annual Meeting.

George B Lucas

Editorial: Boat and Crew Safety

In this issue of the Newsletter there is an excellent article written by our Association president regarding the importance of adding buoyancy bags to supplement the air tanks that all Bullseyes were built with. There have been three reported swamping of our boats in the last eleven years. In two cases the boats sank, but in the third case the boat with non-compromised air tanks stayed afloat and was rescued. In all cases the crews were successfully

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rescued. The key word in all of this is "supplement". Buoyancy bags are to be considered as a supplement to the built in air tanks and not a replacement. As George says in his article "CHECK YOUR AIR TANKS OFTEN FOR LEAKS and SEAL THE CRACKS, FITTINGS OR HOLES".

It is essential that every Bullseye owner has the boat's air tanks tested at least twice a year: once in Spring prior to commencement of the sailing season and again in Fall prior to putting the boat into winter storage. Boats with air tank drain plugs should have the testing done with the drain plugs installed. The class website has information on air tanks and how they can be tested. Click on "Boats" and then "Hints (Maintenance)"

Inspection Ports: Over the years, throughout the Bullseye sailing area, many boats have had plastic inspection ports installed in the air tanks. These ports are usually 4 or 6 inches in diameter, and have a threaded top with a rubber gasket. There have been several instances where either the failure of plastic inspection ports or a slow air leakage from the inspection port has been observed when boats are swamped, causing the potential or actual sinking of the boat and putting the crew at risk. Sometimes they leak slowly and sometimes they fail completely. One such catastrophic event occurred in a National Championship that was held at Marion in 2003. These ports tend to leak through the gasket and threads as time goes by. Their very installation may cause the loss of integrity of the air tank. The recommendation from the builder is to use only metal inspection ports with an inside diameter of about 5/8" into which the hose of a pump could be inserted. Of course this defeats the ability of the bilge area to be inspected. While one cannot see into the bilge area, one can determine if water is present, pump it out, and arrange to have the air tanks repaired.

Buoyancy bags: Recently our class President has expended a great deal of time, effort and money pursuing a suitable set of buoyancy bags that will increase the safety factor of our boats. His article on the subject is included in the Newsletter, and he makes a case for including these buoyancy bags in our boats. However, some feel that any change to the Class Rules that makes it less likely that boat owner will test the factory installed air tanks twice every year creates a significant safety hazard. Slow leaks are difficult to detect, but can cause a swamped boat to sink. Buoyancy bags could give owners a false sense of security. There is no doubt that the addition of buoyancy bags will aid in the rescuing of a swamped Bullseye . However, the requirement for the integrity and twice yearly testing of the built in air tanks still remains. Buoyancy bags DO NOT eliminate the need for regular air tank testing.

Furthermore, buoyancy bags are made of a material which can be punctured by anchors, spinnaker poles, and screws protruding below decks. They also will tend to chaff and over time will develop leaks and need replacement. Obviously, a punctured bag provides zero protection. The cost of testing air tanks is low to non-existence, and one testing set up can be used on multiple boats.

It is the obligation of each and every Bullseye owner to think about boat and crew safety. Some fleets mandate the wearing of PFDs while others leave this decision to the individual boat skipper. The incident at Card Sound in 2010 is an example where the boat and crew were put at risk because of the failure of air tanks and the failure to wear or have readily available PFDs. There is little doubt that had the boat had buoyancy bags, the crew may have been able to bail out the boat and sail home. However because air tank integrity failed, the boat sank. ***The Executive Committee has determined that there may be enough interest in these two subjects to consider a change*** to the Sections B4, B4.4 and C7.2 of the Class Rules . Whether voting in person at the Annual Meeting or by Proxy, every Bullseye owner needs to consider if these changes are important or even necessary. The wording changes are small, but they can be significant. See the article below, "Highlights of Executive Committee", for the wording of the proposals.

Set Your Course for the Nationals at Fishers Island

After 52 consecutive years, the Bullseye National Championship has acquired a substantial history, yet it exists every year only because enthusiastic Bullseye sailors reinvent it when they join their boats together in a single fleet. The swift and the clever on the particular weekend find their names inscribed on the trophies afterwards, yet the results are only a small facet of this unique social-competitive adventure. What you and every other potential competitors come away with is a unique experience of people, boats, close-quarters racing, and the elements of wind and water that we all love.

Our Fishers Island Bullseye sailors know this because, while our fleet pre-dates the introduction of fiberglass, we'd never sailed a race in the larger off-island world of Bullseyes before 1975. Fortunately, the editor of the class newsletter in the early '70s was George Warren Smith, who began sending newsletters to the club, inviting one and all to compete in the Nationals. One copy found its way to the Burnham family cottage in 1974, and as a direct result, Querida was acquired, sailed to Marion, and competed in the 1975 Nationals. Fishers Island boats, Querida in particular, have raced at the Nationals every year since.



And so, 37 years later, we're proud and excited to invite you to be part of the eighth running of the Nationals at Fishers Island Yacht Club, July 18-20th. Every Nationals venue has special attractions, and what Fishers Island offers, among other things, is the unique chance to truly sail away for a weekend of adventure. You will leave the mainland behind on Friday afternoon and sail

into a peaceful harbor a few short miles to the south. You'll be welcomed at the yacht club, treated to the first of two evening events in extraordinary waterfront settings, then drift off to sleep to the sound of the occasional seagull or bell buoy.

On Saturday, you'll compete in up to five races in the relatively protected waters along the north shore of the island, and through the day, you'll engage in the mental test of grasping the best strategies and tactics as the wind builds and shifts and the tide turns. Once you've put away your boat and cleaned up, you'll have a chance to relive the day's adventures and rekindle friendships over dinner and refreshments.

A much shorter day of racing will follow on Sunday, and we'll celebrate everyone's results on the club lawn over a late lunch. You'll leave our island in your wake an hour or two later and sail back to the mainland for your haul-out before heading for home. You'll take with you a fresh supply of memories and friendships, and leave us, at the same time, with our own overflowing supply.

Detailed information about the regatta, including the official Notice of Race, can be found on the homepage at www.bullseyeclass.org.

John Burnham, johnsburnham@gmail.com

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Sailing at Fishers

We Fishers Islanders think we have the best sailing spot in the world and we welcome Bullseye Nationals sailors to enjoy it with us on the weekend of July 18, 19, 20.

One of the many delights we offer is smooth water. It's less than three miles from the Connecticut shore to the entrance of West Harbor. That's too narrow a slice of water to build up much sea with the prevailing SW wind. Even the occasional northwester creates only modest turbulence. Of course when rare east or due west summer winds joust with current as strong as 2.5 knots out in the middle it can get a bit bumpy, but one crosses the worst of that swirl rather quickly. I recommend to our visitors the joy of sailing across to Fishers. Of course if the wind is too light and the tide too strong, take a tow. Your hosts will be ready to take your line.

The typical afternoon sou'wester is plenty strong enough to take you from your launching pad at Spicer's Marina in Noank to the red flasher at the entrance to West Harbor. Your rhumb line is 210. If the tide is flooding, you will be on starboard tack all the way. If ebbing, a few port tacks will be needed to keep you out of trouble. Plan to sail between nun #2 of Flat Hammock and can #1 at Pulpit Rock. Once past these two sentinels you will be entering the National's' racing area. You will find the tide much weaker but the wind will be stronger. No matter what its direction, the wind is almost always stronger on the Fishers Island side of the Sound. Keep that in mind while racing and while sailing back to Spicer's Sunday afternoon. But have no worries. Tow boats will be standing by.

Once you are past #8, the flasher at the mouth of West Harbor, you will curve to the right past nuns #12 and #14 which serve to keep you from going aground on Hawk's Nest Point's shoal. Further along docks will be on the right and soon you will see the flag pole and spacious lawn of the FIYC. Tie up wherever you can. The registration desk will be on the porch. There you will receive your packet of information and you be told where to moor. Once your boat has been put to bed to bed, blow your horn and John Evans, Marina Manager or one of his assistants will pick you up in the faithful Attentive. Your hosts will soon be at the yacht club eager to welcome you and show you around.

This will be the 8th time the Fishers Island Yacht Club has hosted the Bullseye Nationals. In addition to all usual preparations for a Nationals, I suggest you read John Rousmaniere's book, Sailing at Fishers. You will learn much about an old (1886), small but proud Yacht Club, eager to provide its visitors with a good time.

David C. Burnham

From the Builder

It's amazing what comes and goes in one century. If something has been produced for 100 years and is still sought after both on the new and used market it has serious staying power. Some might describe the Herreshoff H-12½ as a boat with an identity complex. Herreshoff MFG customized each fleet to meet their needs and so the boat acquired a few nicknames. The keel and hull shape however remain unchanged and forever cherished by those who sail them. Today we celebrate the Herreshoff H-12½'s 100th Birthday.



In my lifetime, I'm lucky enough to have attended a few centurion birthday parties. When you get to the end of the Happy Birthday song and sing "and many more" you wonder, how many

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more? We'll that's not the case with the Herreshoff H-12½ and her sister the Bull's eye. Cape Cod Shipbuilding Co. has been building both boats side by side for decades and we plan to for "many more". Often I'm asked why two boats with the same hull and so it's important to reflect on our history.

Construction of the Herreshoff H-12½ by Herreshoff Manufacturing Co. of Bristol, RI began October 1914 . Officially, the class name was the Bull's Eye and the sail insignia was a round Bull's eye with an outer ring. As the class increased, such nicknames developed as Buzzards Bay Boy's Boat, Narragansett Bay Class, Fishers Island Class, Bristol Class and Doughdish. At that time, boats often were referred to by their waterline length and so she became lovingly known as the 12½. Some fleets had gaff rigs, some Marconi and some initially were established with a gaff rig and switched to Marconi. The Gaff and Marconi H-12½ had a straight jib boom, a very small waterway and a tiller that came through a hole in the transom. The Fishers Island H-12½s built in Bristol had a curved jib boom, a wider waterway and a tiller that came over the transom. Over the years, the Herreshoff's boatyard built 357 H-12½ sloops and they were sold from \$420 in 1914 to \$1,100 in 1931.

Herreshoff Mfg. also licensed the building to Quincy Adams Yacht Yard in Quincy, MA who built Fifty One H-12½s. These were outfitted with Herreshoff MFG builder's plaques but were built with mahogany planking as opposed to cedar. The planking swelled, ribs were broken and unfortunately they had a much shorter sailing life than the white cedar planked H-12½s built in the Bristol yard.



Cape Cod Shipbuilding Co. purchased the exclusive rights to build the Nat Herreshoff designs 30' and under from Herreshoff MFG in 1947. Many design plans were donated to MIT's Hart Museum for budding marine architects to study. Those designs with production potential like the Herreshoff H-12½, The Fishers Island Bull's eye, and Marlin to name a few were kept by E.L. Goodwin. The jigs & patters to build the Herreshoff's were moved from Bristol, RI to Wareham, MA. Less Goodwin worked with Nat Herreshoff's oldest son Sidney to re-design the Fishers Island H-12½ and it was at that time that the cuddy cabin appeared. Cape Cod Shipbuilding Co. built 34 wood Herreshoff H-12½s (with cedar planking) and simultaneously went into fiberglass production of the Fishers Island H-12½ which was re-named the Cape Cod Bull's Eye. In 1972 Cape Cod Shipbuilding Co. built the first fiberglass Herreshoff H-12½. Today both designs are so popular the molds remain side by side in the shop where new Herreshoff H-12½s and Bull's Eyes are produced today.

And so, we propose a toast to the 100 year old gal that brings us together every summer. May she continue to mesmerize the next generation into a life-long relationship with the sea.

Sincerely,

Wendy J. Goodwin, President
Cape Cod Shipbuilding Co. www.capecodshipbuilding.com

Used Bullseyes: What a Buyer Should Look For President Lucas' advice to a prospective owner

I bought my first Bullseye just 8 years ago in Key Largo and have not regretted it.

Since then I have bought several other ones to use at the Nationals or to warehouse and sell to new members of our fleet. The oldest one I bought and fixed up just won the Nationals this year when we were away, so age is not a problem, possibly an advantage but not clearly. Also down here [in Key Largo], one of the boats that was in the back half of the fleet for years, with a new skipper, same sails, has won everything. They are amazingly equal.

The things to look for affecting price are the condition of the bottom, which can be smoothed out with money or sweat equity. Next is the condition of the sails. We tend to buy new ones of racing about every three or four years. Next is the rigging of the sheets, which is personal, but five new Harkens is well over \$100 bucks, etc. Does it have spinnaker and spin gear? Easy to add but \$\$\$\$. Does it come with trailer and condition of tires and bearings. \$\$\$ The range of resale prices is about \$4000 to over \$15000 with all these things, plus cosmetics and location also a big factor to some buyers. I do not know of any hidden surprises to warn of that cannot be seen or fixed. The floatation tanks should be tested before sailing, but they can be fixed fairly easily. I strongly recommend additional floatation bags be added.

Boats are available on the website, <http://www.bullseyeclass.org/boatpart.php> , and at Cape Cod Shipbuilding, www.capecodshipbuilding.com . Other fleets and owners may have boats for sale and give different opinions than these.

Highlights of the Feb. 17, 2014 Executive Committee Meeting

Present by conference call: Dave Burnham, Chris Collings, George Fenner, Wendy Goodwin, Laura Hallowell, George Lucas, Al Maybach, Susan Mead, Ed Tiffany and Joan Tiffany.

Planning for the Annual Meeting started with a decision to hold it on Sunday, May 4 at 5 PM. While not yet final, the program will focus on the 100th anniversary with a talk by Wendy Goodwin on the design (with the original drawings). [Note: Halsey Herreshoff is also going to be a guest speaker.] Joan Tiffany will be chairing the Nominating Committee once again.

Why Me !! Spring in New England



Dave Burnham reported that the NOR is almost ready, and the entry form will be out in March. Any normal sails, including genoas, can be used. Registration deadline is June 30. Chris Collings initiated a discussion on ways that the BCA could underwrite the cost of launching boats so that the Nationals would be the same cost for local and "away" boats. He explained that other fleets, e.g. the Shields and others, pay the launching costs for traveling boats. Sometimes those costs are absorbed by the local fleet. Ed Tiffany thinks that we have sufficient funds to underwrite some of the costs. [Note: BCA has arranged to pay the Launch and Haul fee for this year's Nationals.] Several noted that the way to control launching costs is to set a precise time window for launching and pull out; participants who do not make it are on their own. FIYC will arrange for tows back to the mainland, and BYC will be bringing a power boat, so boats should be able to meet the time window for pull-out. Ed Tiffany and John Burnham will try to work out a way to minimize the costs for traveling boats.

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Buoyancy bags: President Lucas feels strongly that the BCA should recommend and perhaps mandate the use of additional buoyancy bags to facilitate self rescue and avoid any fatal accidents. He has found that using nine Opti buoyancy bags at a total cost of about \$315 works well for self rescue. There was a question about liability for the BCA if we fail to mandate buoyancy bags, but Maybach pointed out that US Sailing rules stress the responsibility of each sailor, while Goodwin noted that the NOR is carefully written to deal with this issue. When a boat is not racing and not a fleet member, there is no issue. After much discussion, it was voted that we could recommend, but not mandate, buoyancy bags.

Our Technical Specifications may need to be changed to encourage buoyancy bags; the wording to be presented to the members was worked out by Executive Committee members via email. Three changes are proposed:

- Section B 4 Flotation Add "Air tanks should be tested for leaks and repaired on a regular basis to maintain air tight integrity." to the preamble.
- Section B 4.4 Replace existing language "Any additional flotation may be added at the discretion of the boat owner" with the following: " Additional flotation in the form of buoyancy bags is highly recommended."
- Section C 7.2 Assembled Hull/Deck Optional Fittings (m) Replace existing language " Inspection ports installed prior to 5/1/2011. Inspection ports installed in the air tanks are not safe for air tight integrity when a boat is experiencing the pressure of a swamping" with the following: " Inspection ports can be installed, but may be a source of air tanks losing their air tight integrity."

These changes will be voted at the Annual Meeting, and members may vote by proxy.

Creating a History of All Known Bullseyes

As part of the celebration of the 100th anniversary of the creation of the Bullseye hull, we are gathering information about all the Bullseyes still sailing. We are trying to develop a complete owner/sailing history of each known boat! Please send us information any boat you own, used to own, or know of in your fleet. It would be great if fleet captains could coordinate some of this information.

Boat name, sail number and hull number or year built if known. The brass plate located at the aft end of the cockpit provides this information. Boats built since 1974 have a hull number molded into the transom which will also provide this information.

Where you sail

Special anecdotes, Nationals participation (available on the website, but it would save us time if you looked it up).

Boat purchase:

Year purchased, name of previous owner and place boat was sailed

Boat sale:

Year sold, name of new owner, and place boat would be sailed

Where you sail

Listing of previous owners if known with approximate dates and where they sailed

Please send this information to either Susan Mead (semead@aol.com) or Joan Tiffany (joan.t.tiffany@gmail.com) by June 1. They are hoping to go into production early this summer. The information will be kept by the BCA and used for the anniversary book but will not be available to the public.

About The Bullseye Class Association

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

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representatives are below:

Cataumet, MA
Fishers Island, NY
Marion, MA
Miami and Key Largo, FL
Rockport, MA
Saunderstown, RI
Southwest Harbor, ME

Thomas Gelsthorpe
Dave Burnham
Ed Tiffany
George Fenner
Susie Kinder
Al Maybach
Steve Homer

Everyone comes together for the National Regatta. The location of the regatta rotates around the fleets. Come join the fun! It only costs \$25 to join. You can find the form on our website, www.bullseyeclass.org

Officers

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secretary@bullseyeclass.org

Boats for Sale

Asking \$4,500. Owner: Ron Rose, Bradford CT 06405 Phone: H 203-483-5996 W 203-401-6362 E-mail: adrosemd@comcast.net Boat location: Branford, CT Sail #210 Boat Name: Maya Color: Deck, Gray Topside, White Hull, Blue Date Mfg. 1958 Sails: Sail maker Kappa Sails; Main: in good condition Genoa: in excellent condition Working Jib: in good condition. Gear: Spinnaker Pole, Boom Vang, Jib Club, Anchor, Boom Rest, Cockpit Cover, Outboard Bracket, Wood seats varnished Outboard Motor: 4 HP, Torqueedo Electric, year 2009, in good condition.

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Remarks: Loved Bullseye in family since 1962. All sails, Tiller, Mast, Cockpit cover replaced within the past five years. Electric outboard optional.

Asking \$3,400. Owner: Mark Meyerand, Address: Grosse Pointe Farms, MI, Phone: C 248-288-0921, E-mail: mpmeyerand@gmail.com Boat location: Grosse Point Farms, MI Sail #105. Hull Number: 56-4; Date mfg. 1956 Color: Deck Blue; Topside: White; Boot Top: Red; Hull: Blue Sails: 2 main, 1 genoa, 2 working jib one in fair condition all other sails are in excellent condition. Gear: genoa tracks, anchor, cockpit cover, outboard bracket, pump, varnished wood seats. Outboard Motor: 3 HP, make: Electric Tourguedo, year 2013, in excellent condition. Trailer: 1982 Yarbrough in excellent condition. Remarks: A very original boat. Used sparingly for last 30 years.

Asking \$2,500. Owner: Eli King, New York, NY 10028-6473 E-mail: robineli@earthlink.net Boat location: Boat location Cushing, Maine Boat name: Chrissi N. Color: Deck: white, Topside: white, Boot top: blue, Hull: blue Date of mfg.: 1964 Sails: Main in fair condition, Genoa by Pope in excellent condition, Working Jib in fair condition Gear: genoa tracks (not installed), anchor, boom rest, jib club, boat hook, paddle, outboard bracket, pump. Outboard motor: 2HP, four-stroke, Honda, year 2009, in excellent condition. Trailer: Triad, year 2005 in excellent condition. Remarks: Purchased from Outward Bound 2001, topside gel coat and wood coamings tired.

Jib Wanted

Wanted: a working jib for recreational sailing (not racing)- a modern cut that has some life left. I am happy to pay upwards of half the cost of a new sail. If you have one you are willing to part with, regardless of its condition, let's talk. Please contact: nat_corwin@yahoo.com or call 518-439-0643.

Bullseye Class Association | secretary@bullseyeclass.org
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