



Bullseye Class Association

www.bullseyeclass.org

Hello Bullseye Sailors,

As some of us put our boats away after a great summer of sailing, some fleets are still frostbitten and our southern friends will continue to sail on, I want all of you to start thinking towards next season.

My goals as president are to bring the fleets together and to increase communication. What would you as a Bullseye sailor and association member like to see, read or attend that will help you with your boat, fleet building, communication, sailing, etc next season? Did you know that there is a Bullseye One Design Class page on Facebook? Do you want to see more access to this type of content and communication? We have two events on our docket for next year that I would also like to encourage you to attend.

The Annual Meeting will be in the Spring of 2015 and it is a time to get together and communicate with other fleets, get to know your Executive Committee, deal with housekeeping regarding by-laws, tech specifications, class rules and of course an interesting presentation. The date is still being finalized but stay tuned to your email and the website for this announcement. This past year Halsey Herreshoff and Wendy Goodwin were our guests of honor in celebration of the 100th anniversary of the hull design. It truly was a treat to hear them tell stories of their families and the history of the boat. Halsey's grandfather was Nat Herreshoff, the boats designer, and Wendy's family, the Goodwins, the boats builder. The Bullseye is such a fun, easy sailing boat, but it is the history that makes it great!

Our Nationals in Rockport MA July 31st-Aug 2nd 2015, will be here sooner than you think; what can we do to encourage as many people as possible to attend? We had such a good time in Fishers Island this year, with great racing, lots of reminiscing and stories, a beautiful location, and getting to know new members that it is a shame not to share it with more of you!

In conclusion, improving the fleet and the annual events can only happen with your ideas and participation. We need your feedback. Please let us know what you think?

Sincerely,
Kym Lee
President

2014 Bullseye National Championship

Competitors gathered at the Fishers Island Yacht Club on July 19-20 for this year's Championship. Out-of-townners found their way to Spicer's Mariner on Friday with time to renew old friendships as boats were launched and tows to FIYC were organized. Some decided that the day was too nice not to sail across Fishers Island Sound. At Fishers Island, soon all visitors were safely on moorings and were greeted by various members of the Burnham Clan, given our information packages and introduced to a host family.

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The first event of the championship was the meet and greet party, hosted by Tom DuPont. At dinner we observed a moment of silence for Dave and Anne Burnham; their spirit was very much with us throughout the regatta.

On Saturday we gathered for the early skippers' meeting and then made our way out to the race course just outside of the harbor. It took some time for the light and fluky wind to settle in so that we could begin racing.

All of the courses the first day were windward-leeward, twice around. The wind was about ten knots, and the current flowed towards the west and increased as the day went on. Racing was tight with four different boats winning a race. The original plan was to have five races Saturday, but wind and time didn't allow for that. At the end of the first day Peter Rugg was in first, followed closely by the Kim Lee/Jed Hoffer team, and then George Lucas, David H. Burnham and Al Maybach.



The day ended with a Buffet dinner at the FIYC. Many a story was told about what went right and what went wrong on the race course. The evening concluded with a toast to Dave and Ann.

Sunday dawned with a nice breeze, sun and great activity at the FIYC docks and club house as racers and Race Committee got organized for the day's three races. The weather cooperated and there was a good breeze, again about ten knots. Once again the Race Committee signaled a windward-leeward, twice a round for the first two races. On this day the Kym Lee/Jed Hoffer showed everyone that the lack of a Genoa was not a handicap by winning the first two races. The championship was on the line between Peter Rugg and Kim/Jed. This time the race committee felt comfortable to make the final race W-L, three times around. The start was tense at the pin, where Kim and Jed were forced over early and had to return to the starting line. At the end of the racing Peter Rugg was the class Champion with Kim/Jed one point behind.

After the days racing FIYC hosted the traditional "Picnic" and awards presentation. Wendy read a poem that is included in this Newsletter. After all of the prizes were handed out, we gave a final salute to Dave and Ann.



Wendy Goodwin and John Burnham award the E.L. Goodwin to Peter Rugg (far right) and crew Cater Rose

With the throw out considered, the final scores are:

Peter Rugg	FIYC	10	
Kim Lee/Jed Hoffer	BYC	11	FIYC Fishers Island Yacht Club
George Lucas	CSSC	20	BYC Beverly Yacht Club
David H. Burnham	FIYC	22	CSSC Card Sound Sailing Club
Alfred Maybach	SYC	30	SYC Saunderstown Yacht Club
Wendy Goodwin	BYC	38	SBYC Sandy Bay Yacht Club
William Tifft	BYC	42	MSC Michigan Sailing Club
Joan Tiffany	BYC	43	
Tom Dupont	FIYC	46	
David Burnham	FIYC	55	
Laura Hallowell	SBYC	62	
Michael Barr	MSC	62	
Conrad Lavigne	SBYC	73	
John Glendon	FIYC	74	
Bill Reed	FIYC	79	
Ed Kischner	CSSC	88	
Tom McCance	FIYC	100	

Race Winners:

1	George Lucas
2	Peter Rugg
3	Alfred Maybach
4	Kim Lee/Jed Hoffer
5	Kim Lee/Jed Hoffer
6	Kim Lee/Jed Hoffer
7	Peter Rugg

Trophy Winners:

E.L. Goodwin (Overall Winner)
 Filial Award (Family crew)
 Rockport (First non host club crew)
 Beverly YC (Most improved from last Championship)

Peter Rugg
 George Lucas
 Kim Lee/Jed Hoffer
 Alfred Maybach



The Burnham team carries on the tradition: Paul, John and David H.

Thank Goodness for Rum Punch!

By Jed Hoffer

The conversation with my co-skipper about whether to attend the Bullseye Nationals at Fishers Island began with a question: "Are they going to allow Genoas or not?" The real question was, "If they allow Genoas, which we don't have, should we skip the regatta for fear of getting trampled in light air, given how much we hate losing?" We would skip the regatta, we decided, and this would send a powerful message to the authorities to make room in the future for boats that have only a jib club and no Genoa. Power to the people!

A week later my co-skipper was named the Bullseye Class President. Of course we're going to the Bullseye Nationals, we said. As for the poor souls with Genoas, let them eat wake!

Armed with our jib club and the pride of having the chance to represent the fleet, we made our way to the beautiful regatta venue [the following month], where we encountered the fun and friendly camaraderie amongst the Bullseye class members that we always enjoyed no matter what place we took at the finish line.

We arrived at Spicer's Marina where we got together with some old friends and started rigging up the boats, which Bill and Company launched flawlessly and efficiently. We enjoyed a tow across the sound from the very generous Renny and Rob Maier, whose trip, we learned, was not going as smoothly as ours so far. They were busy scrambling to repair a melted hole in their RIB due to a trailer spring failure. But, they quickly remedied the problem with a "little" Gorilla tape, and we were soon off to Fishers to register with Liz.

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At Fishers, Isabelle introduced us to our generous host families. Isabelle's father also graciously lent us his pick-up truck, "The Zippadee Do-Da", so we could cart ourselves and all of our stuff around the island. After a quick sail measurement, we were off to get settled in our new homes and prepare for our dinner at the Grey Gull.

The next morning was day 1 of the Regatta, and all was well with a light 5 knots of breeze to start things out. I rigged up our spinnaker during our leisurely sail out to the starting line, and we decided to give the spinnaker a quick set as usual to make sure everything was copasetic. As we hoisted the sail, it became clear that I had managed to lead the spinnaker halyard between the shroud and the mast, which is something a competent sailor would normally not do.

As the halyard went up, it dragged along the spreader and unceremoniously ripped out 2 of the 3 screws holding the spreader to the mast, startling both my co-skipper and several passing seabirds. One would imagine it difficult to cause one's boat to disintegrate in 5 knots of wind before starting the first race, but I have a lot of experience with this sort of thing.

Frantic, I tried climbing up the mast by placing one foot on the mast ring attached to the spinnaker pole, using one hand to grasp a screwdriver with the other desperately clinging to the mast as powerboat wakes tried their best to toss me overboard. I was losing hope when Sandy Riegel suddenly appeared *deus ex machina* on his powerboat "Rum Punch" and shouted, "Would it be easier to use my fly bridge to do that?!".

Sprawled awkwardly against the mast as if I were trying to play Twister on the mainsail, I turned my head and replied, "YES PLEASE!"

We decided to remove both spreaders altogether, recalling that our old 1965 mast did not even have spreaders and never seemed to suffer for it. Thanks to Sandy, we were able to pull ourselves and our boat together and finally pop up the spinnaker during the start sequence, just barely making it across the starting line in striking distance behind the rest of the fleet.

Sandy's heroic rescue turned our shaky beginning to the regatta around. Even in the regatta's light winds and strong, unfamiliar currents, Ferdinand summoned blazing speed and a pointing ability around 5 degrees higher than the Genoa sailed boats. We didn't win, but it was a victory for us.



Lots of company at the mark

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As the closing ceremonies concluded, we gathered our belongings, said our farewells, and started our tow back home. On our way by the diehards that decided to race back to Noank, our tow boat experienced what appeared to be an overheat problem. "Don't worry," I assured my co-skipper as I took out my toolbox. "I always keep a cool head when boats break down." She raised an eyebrow. I got to work putting a band-aid on the engine problem, and we soon finished our trek home.

We would like to thank everyone for a wonderful time at this landmark event. It was a great way to celebrate the Herreshoff's 100th anniversary, and we're already looking forward to next year in Rockport!

Herreshoff History

100 years ago Captain Nat designed
And Herreshoff Manufacturing built
A sloop so sweet that sailors pined
And caused other yacht designers to wilt

For there was something special
in that Buzzards Bay Boys Boat
She had the right stuff
To keep her waterline afloat

There was a 750 lb lead keel
So it wasn't scary when she started to heel
And a 12 ½ foot waterline length
Gave skippers the confidence and overall strength

Today the hulls may be of fiberglass or white oak
The trim of mahogany or teak
With some underwater body filler & fresh coat of antifouling
They were bound to not leak

The spars could be aluminum or sitka spruce
Tighten the peak, don't leave it loose
Some mainsail insignias are an H and others a Bull's Eye
At the start of each race raise those signals up high

Whether gaff or Marconi
The boom length is the same
And that self tacking jib
Keeps racers on their game

Two fingers on the tiller
And never any whether helm
Whether you sail in a bay or a lake we will deliver
Fresh or salt water is the H-12's realm

Truth be told, it's not what happened in 1914
Or what occurred last week
It's what was done in-between
That kept the Bull's Eye and H-12 at their peak

So raise a glass & send out a cheer
Because I'm so glad you all made it here

read by Wendy Goodwin at the 2014 Annual Meeting

Dues Notices for 2015 – Coming Soon

We always end the year by sending out our dues notices for the membership year that starts on January 1. Quite a few of our members like this arrangement and reply promptly. This is the second year that you can do everything on line if you wish, by logging in to the Members page, <http://bullseyeclass.org/members/index.php>, with the email address we have on record for you. Of course, you can also download the paper form and send it in to our treasurer Ed Tiffany, <http://bullseyeclass.org/pdf/memberform.pdf>.

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This is also the second year that you can choose to have an individual membership (\$30) or a family membership for two adults over 18, living in the same household (\$50). Don't hesitate to contact either our treasurer or our secretary if you have any questions.

Saunderstown Yacht Club 12-1/2 Cup

The Saunderstown Yacht Club held the Annual 12-1/2 Cup race on Sunday August 17. The race is open to all boats that are 12.5 feet on the waterline. This includes H12-1/2, Haven 12-1/2 and Bullseyes. The race is a distance race sailed on the lower half of the West Passage of Narragansett Bay and includes a bit of Rhode Island Sound.

This year course was reduced from the usual 13-14 miles to 10 miles because of the light Westerly that greeted the competitors. There were four Bullseyes and one Haven 12-1/2 that crossed the starting line. The wind was very light at the start and quite puffy. First one boat and then another would "surge" into the lead. One of the Bullseyes broke its rudder between the top pintle and the tiller and had to withdraw shortly after the start and was towed back to the club floats.

After about an hour of frustrating sailing the wind went South West and increased in strength to 10 kts. Slowly Bluenose skippered by Bob Holmes worked his way into the lead and rounded the first mark, Beavertail Bell, first. There was a long spinnaker run North leaving Dutch Island to port before crossing the bay in a dying Westerly.

The final results were Bob Holmes Bluenose first, followed by Al Maybach in Essex, Jeremy Collie in Swallow and the loan Haven Quetenis skipper by Shel Sheldon. Quetenis finished two hours after Bluenose, and the crew almost missed the "Dark and Stormy" gathering at the end of the dock. Bob received his trophy, a ships decanter, at the SYC Awards night.

A lesson learned was the setting of the jib club is very important and very much dependent on the cut of the jib. Essex's jib club was set very tight based on the conditions at the start using a Quantum jib. She moved quickly and was in the lead for a while. As the boats sailed South and began to feel the effect of the seas and wind at the mouth of the bay, Essex slowed down as the jib was too tight for the increased sea condition and needed a wider sheeting angle. Thus Bluenose with a the jib club pinned one hole looser had the advantage, and sailed off to a well deserved win.

2015 National Regatta - Rockport, MA

The Nationals will be held on July 31-August 2 at Sandy Bay Yacht Club in Rockport, MA. The local fleet is excited to welcome sailors back to Rockport. Launching is easy at any tide, since the club has its own hoists. Our inner breakwater is being rebuilt this winter, so the harbor anchorage should be in good shape. As is customary for Bullseye events, visitors will stay at SBYC members' homes. Mark your calendars! The Nationals Chair is Laura Hallowell, secretary@bullseyeclub.org.

New Life for Old Sails

Most of us have at least one suit of sails that we used in the past for racing that are now gathering dust/dirt in an attic, basement, shed or some hidden spot. It turns out that there is a "demand" for such "old" sails that have life, but no longer for going around the buoys. They can be sent to Haiti or some other country and used by local subsistence fishermen to "power" their fishing boat as they transit to the local fishing grounds. Contact Sails for Sustenance at www.sailsforsustenance.org for more information.

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 representatives are below:

Cataumet, MA	Thomas Gelsthorpe
Fishers Island, NY	John Glendon
Marion,MA	Ed Tiffany
Miami and Key Largo,FL	George Fenner
Rockport, MA	Susie Kinder
Saunderstown, RI	Al Maybach
Southwest Harbor, ME	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 \$30 to join. You can find the form on our website, www.bullseyeclass.org

Officers

President: Kym Lee, 43 Holmes Street, Marion, MA 02738
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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. Remarks: Loved Bullseye in family since 1962. All sails, Tiller, Mast, Cockpit cover replaced within the past five years. Electric outboard optional.

Asking \$4,300. Owner: Norman A. Clemens Address: 2258 Lamberton Rd., Cleveland Hts., OH 44118 Phone: H 213-371-4373, Cell preferred 216-536-4399 Fax: 216-536-4399 E-mail: naclemens@cs.com Boat location: Jamestown, NY Sail # 138, Hull number 17-57, Date mfg. 1957 Color: Deck Blue; Topside white; Boot top blue; Hull red antifouling. Sails: Thurston, Main in fair condition, Genoa in good condition, Working Jib in fair condition, Spinnaker in fair condition, sail maker ? Gear: Spinnaker pole, compass, jib club, anchor, boom rest, cockpit cover in good condition, cradle in good condition, Pump. Wood seats, varnished in very good condition. Trailer: Cradle with trailer (see Remarks). Outboard bracket and motor: Motor 2HP, Make: Evinrude, Year 1980, Condition: Excellent Remarks: Sailed in fresh water since 1968. Trailer has been thoroughly inspected. The steel frame is sound, wheel bearings inspected and repacked, tires have good thread and appear on close inspection to be in sound condition, a new lighting system installed, include a new jack and crank. Senior mechanic is confident trailer is highway safe.

Used Trailers for Sale/Free

FREE - Contact: Weatherly Dorris, Quissett Harbor Boatyard, Inc. 36 Quissett Harbor Road, PO Box 46, Falmouth, MA 02541. e-mail: quissett@cape.com Phone: 508-548-0506

Asking \$900. Owner: Charles Krause Address: Peterborough, NH 03458 Phone: 603-924-6805 Fax: 603-924-9877 E-mail: chaskrause@aol.com Location: Cape Cod Shipbuilding, Wareham, MA Make: Triad, Date of mfg. 1999 in Excellent condition Remarks: All electrical lights working, custom installed PVC boat guards, only used in fresh water, always stored inside. Pick up at Cape Cod Shipbuilding, Wareham, MA. payment by bank check only.

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!