

★ BULLSEYE ASSOCIATION ★

Spring Newsletter

April 1998

THE NATIONALS RETURNS TO MARION



Slow, quiet but tense going in the 1997 Nationals at Fishers Island. From left to right: #4 Neptune, John Brim; On Target, Laurie Rubinow; Acadia, Ed Desmarais; Whirlwind, John Nielsen.

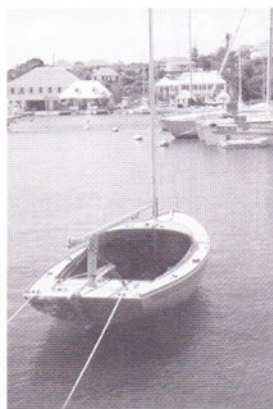
ANNUAL DINNER MEETING

The Annual Dinner will be held this year on Thursday, May 21, at the Hilton at Dedham Place. Guest speakers will be former Bullseye Association President Mary Pierce and her husband Eric. The evening begins with a cocktail hour at 6:00 followed by dinner at 7:00.

The Pierces will describe what their four children and they call The Great Adventure. In their 52' ketch, Ping, the whole family spent 14 months sailing to the most southerly Bahamas and home again. There was an academic side of life as well as a nautical one. Come hear how the Pierces managed and what they learned as a family. They will have slides to illustrate their Great Adventure.

There will also be a Business Meeting when Technical issues may be presented such as the acceptability of the floating tack mainsail. We can anticipate more details about this summer's Nationals from our members from Marion. And, finally, the Nominating Committee will present a slate of officers for 1998-1999.

All members are urged to make a special effort to come to the dinner where one's great expectations for a summer of Bullseye sailing will only be enhanced.



As announced in the winter newsletter the 1998 Bullseye Nationals will take place in Marion, Massachusetts on July 17-19. Longtime Association members Gordon Goodwin and Jack Rankin have taken the lead in the planning. The Beverly Yacht Club ably led by Commodore Graham Quinn is sponsoring the event.

Full details including a Registration Form will come in the Summer Newsletter which will be mailed to members in early June. It should be remembered that to race a skipper must be a member of the Bullseye Association. Let's take advantage of this opportunity to encourage the growth of the Association. A goal of 25 boats on the starting line is realistic when one considers the number of Bullseyes moored in Sippican Harbor at Marion and in adjacent waters.

MYSTERY SHIP AT ST. BARTHELEMY

In February my wife Anne and I were privileged to spend a week sailing in the Caribbean. When we stopped at St. Barts, I went ashore at the inner harbor to explore and what did my wondering eyes behold but a familiar shape, a lovely blue Bullseye.

I went alongside and peered into the neat, orderly cockpit. I craned my neck to look at the manufacturer's plate under the tiller and learned that this boat is Cape Cod's hull #2259. Then I wrote a note and put it in a plastic sandwich bag complete with the latest newsletter. "Dear Skipper," I said, "Please tell me who you are and when you got this lovely boat." I am, unfortunately, still waiting for an answer. The boat's name is Capricorne which, I believe, indicates the boat has a capricious or goat-like quality. But the image is mixed because on the bow at either side is a decal of what looks like a yellow dancing cow. I think of my favorite cheese "La Vache Qui Rit"... But perhaps it is not a cow either but a young Ferdinand. Surely somebody somewhere has named his/her boat Ferdinand, the Bullseye. But not the St. Bart's boat. It has only stimulated my capricious imagination.

Not getting a reply from the obviously French owner of Capricorne I wrote Gordon Goodwin to see if he could help me identify #2259. It turned out that he himself had seen this same boat in St. Bart's two years ago. The company records indicate that #2259 (sail #219) was sold in 1959 to David Beaton and Sons, a boatyard in Mantoloking, New Jersey.

Anyone want to pursue this further?

Dave Burnham

Capricorne

MR. BULLSEYE



Jim at the helm of Gannet.

Recently the Bullseye Association lost one of its most respected members, James O. Runkle, of Gloucester, long-time member of Sandy Bay Yacht Club, a former president and for many years the historian of our Association.

No one loved Bullseyes more or had a more positive influence upon fellow sailors. He was revered. Those who sailed and raced with him thought of Jim as Mr. Bullseye.

A memorial service was held on April 4th in Gloucester at which time it became movingly apparent that in addition to sailing his Bullseye, Gannet, especially well, Jim had also been a devoted husband, father, and grandfather as well as a self-effacing, steady giver of himself to many civic and charitable endeavors. We extend our sympathy to his wife, Priscilla, and members of the family.

My memories of Jim begin with the Bullseye Nationals in Marion in 1975 when my sons, John and Steve, and I had sailed Querida, our new (for us) boat, from Fishers Island and found ourselves docked side by side with Jim's Gannet at Gordon Goodwin's hospitable float. That was the year our mast came tumbling down at the start of the practice race, not broken, but tearing a chunk out of the cuddy as it went. Jim and his sailing buddy, daughter Ginny, lifted us from despair, he with dry humor, she with friendly smiles. Gordon patched the cuddy together with strips of cherry wood and we went out and won the Nationals.

Inspired by Ginny's recollections at the memorial service and those of the pastor, Wendy Fitting, the essential Jim Runkle that comes to my mind is a man who had a gift for making other people feel special without acting the least bit special himself. Yes, he could be somewhat laconic but what he did say let you know he was thinking about you and your needs. This veteran of the toughest merchant marine routes in World War II knew well the darker side of life but the twinkle in his eye always seemed to say there is much to enjoy, especially if we help each other.

Jim's grandson wrote a poem a couple of years ago which describes both the fun-loving and the loving Jim Runkle. It was printed in the program for the memorial service:

Following the Wind

Out in a bay on the East Coast
Feet dangling over the edge of the sailboat seat
I look back to see my grandfather's
Ever serious expression covering his inner child.

He makes slight changes in the course of the boat
He follows the wind
Rides it to the finish line
He tells me to pull in the sail
The salty wind blows in my face as we pick up speed.

I thought I was just along for the ride
A voice tells me to come back and take the tiller.
I am confused, but I obey.
His only words,
"Steers like a car, except backwards
Make only small changes"
My first racing experience on water
and I won.

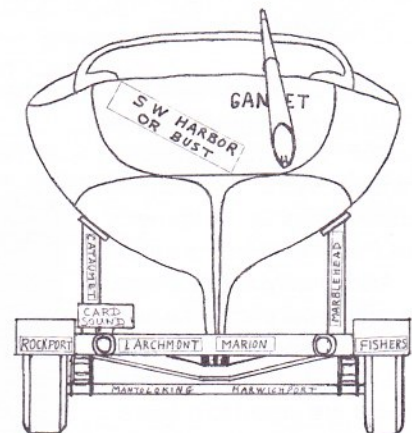
James was not the only person his grandfather taught to steer.



Summer Newsletter

July 1990

LET'S TAKE TO THE ROAD!



The spirit of adventure!
Newsletter cover by Runkle

Bullseye — Bull's-Eye — Bulls Eye — or Bulls-Eye? The Identity Crisis

Only upon becoming editor of the Newsletter have I been aware that there is an identity crisis regarding our little craft. Of course, "crisis" is too big a word for the two matters I have in mind. The first of these is how to spell the name and the second is whether a Bullseye (I mean Bull's Eye) is ever an H-12 or whether an H-12 is ever a Bull's Eye (I mean Bullseye). I realize I am stepping into deep water here and hope I will not be over my head.

In regard to spelling I can only say that I belong to the Bullseye Association and put out the Bullseye Newsletter. The stationery that I inherited from the past secretary says Bullseye Association. On the other hand, all the publicity of the Cape Cod Shipbuilding Co., the manufacturer, refers to the Cape Cod Bull's Eye. Upon Gordon Goodwin's suggestion I looked into the By-laws of today as well as those of 1977 when Jim Runkle, our then President, produced a 15th Anniversary Handbook. There it is, clear as can be, Article I "The name of this organization shall be Bullseye Class Association..." I went still further back to the Handbook produced in 1962 and found, however, Article I, "The name of this organization shall be Bull's-Eye Class Association..." In fact the 1962 Handbook consistently uses the apostrophe and the hyphen. Note that Cape Cod uses the apostrophe but not the hyphen.

Leaving the matter of spelling in this somewhat unresolved state, let's look at the history of the name. Several letters came to me after the last issue of the Newsletter when I presented a two-page picture of Robin and called it the first Bullseye. I was told that Robin was a 12-1/2. I confess to being wrong though it is clear that the original name was not H-12 or H-12-1/2 either. In Herreshoff of Bristol by Maynard Bray and Carlton Pinheiro there is an illuminating footnote in the chapter which gives the history of these craft:

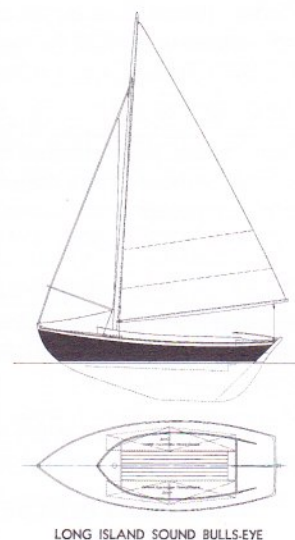
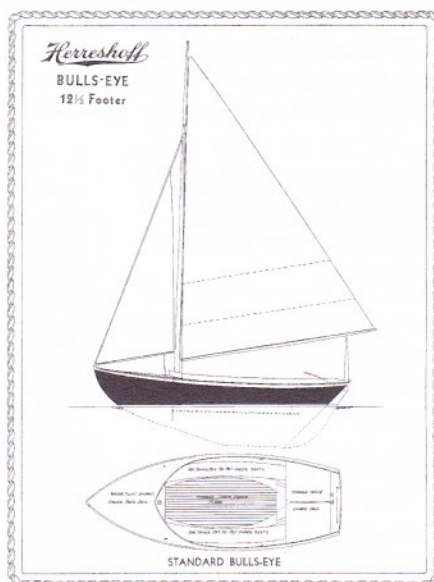
"Although early boats were alternately known as "Buzzards Bay Boys Boats" and Buzzards Bay 12-1/2 footers," other names such as "Doughdish," "Bullseye" and Herreshoff 12" have been applied later and in other locales. Throughout the rest of the chapter, the boats will be referred to simply as 12-1/2 footers."

A partial excuse for my inaccuracy may be the fact that I grew up during the 1930's and 1940's at Fishers Island where all these wooden boats, some with wide cockpits with tiller through the transom and others slightly newer with narrower cockpits and tiller over the stern deck, were called and spelled "Bullseye." I never heard the terms 12-1/2 or H-12 until the 1975 Bullseye Nationals when I wondered what those gaff-rigged Bullseyes were.

Perhaps it's the gaff rig that makes the difference. All the boats at Fishers Island in the 30's and 40's were marconi-rigged. I have a 1938 Herreshoff advertisement which reads as follows: "The Herreshoff Bull's Eye - popular 12-1/2 footer - lives up to her creator's traditions from stem to stern" and includes a picture of a Marconi-rigged boat which sold, incidentally, for \$890. Some other Herreshoff materials of a year or two later (see illustrations) describe the Bulls-Eye 12-1/2 Footer (traditional wide cockpit, no cuddy) and the Long Island Sound Bulls-Eye (narrower cockpit, no cuddy but wishbone jib). These boats (note absence of the apostrophe) sold "complete with Mainsail, Jib, and all necessary spars, blocks and rigging" and were "equipped with anchor, warp, three life preservers, and one Herreshoff bilge pump and hose." Telephone numbers were easier too. To order, one just had to call Bristol 300.

Conclusions. There is plenty of history behind Cape Cod Shipbuilding Company's retention of the older spelling of the name. The name Bullseye, perhaps, did not come into use until some boats were rigged marconi style. Somebody, was it Jim Runkle himself, or was it voted at a meeting, changed the spelling in the By-laws from Bull's Eye to Bullseye on or before 1977. It is definitely wrong for people to think that there were no Bullseyes prior to the fiberglass version. And, finally, we miss Jim Runkle who surely could shed some light upon these, admittedly, slightly muddy waters.

Dave Burnham



WHAT'S NEW AT CAPE COD?



Full view of electric motor and control unit which rests on boat's deck.

Some people who are buying their first boat, and are still learning how to sail, feel the need for a motor they can depend upon if anything unexpected happens. We have received requests about the possibility of installing "training wheels" that are easier to use than the conventional gas motor installed on the bronze outboard bracket.

If you were at the Nationals at Fishers Island you may have noticed our solution to this request. An electric motor installed in the Bull's Eye rudder! You may remember we had incorporated a solar paneled electric motor into a Bull's Eye about 10 years ago, but this takes it one step further! All electric motors make it easier for people who day sail in an area where a motor is necessary to travel in and out of the harbor, as they are lighter to carry, quieter, easier to start, and eliminate those trips to the gas dock. With the prop installed into the rudder it solves the problem of the mainsheet fouling a stern mounted motor after tacking and jibing, not to mention the aesthetic improvements!

We had a lot of fun testing this new motor. When launched at Spicers Boat Yard, we were able to motor right out of the slip and into an open area where we could keep the boat in the wind to raise the sails. Soon after, we shut down the motor, only to turn it on again to keep her steady in the waves while reefing! You do detect a slight tiller vibration, even when the motor is off, as the propeller turns. At Fishers Island we switched rudders for racing as the prop does slow the boat down slightly.

As Dave Burnham thankfully incorporates more cruising stories into the Bull's Eye Newsletter, we thought it appropriate to let you know that we are coming up with new items that make Bull's Eye cruising easier!

The Goodwins, Cape Cod Shipbuilding Co.

ANNOUNCEMENTS

If you have not paid your dues. Mail your check for \$10 made out to Bullseye Association to Mark Cohen, Treasurer, 203 Washington Street, Marblehead, MA 01945.

For more information on Bullseyes. Contact Philip Nutting, 16A South Street, Rockport, MA 01966, 508-546-2594, or David C. Burnham, 44 River Street, Rehoboth, MA 02769, 508-252-3442. Or use the internet: <http://www.shore.net/~bullseye>.

Rudder and Tiller. Barbara Nelson in Marion (508) 748-0736 is looking for these items second hand.

BULLSEYES FOR SALE

Built c. 1962	Sail #354	\$3000	Built 1959	Sail #259	\$3500
Fiberglass seats, all sails inc. spinnaker, mast and trailer need some work. Good fittings. Located on Cape Cod in Mashpee. Contact Richard Gray, 316 Russett Road, Chestnut Hill, MA 02167. Tel. 617-323-7070. E-mail: Rgray@alum.mit.edu			Boat in excellent condition. Good trailer. Antique Seagull motor runs like new. Thurston cover. This is an outstanding boat. Contact W.J. "Steve" Stevanus, 8524 Vollmert Ave., Baltimore, MD 21236. Tel. 410-256-8008.		
Built c. 1959	Sail #278	\$3000	Built c. 1974	Sail #702	\$3500
Mahogany seats, main (almost new), jenny, working jib, cover, 3 hp Yamaha outboard (well maintained), paddle, dinghy oars, cushions, life preservers. Contact Fred Kiachif, 100 Strickland Road, Cos Cob, CT 06807. Tel. 203-869-7595			Completely Awlgripped, 3-year old sails, no spinnaker. Varnished cap and cockpit coaming. Contact Bill Low, Golf Village, Unit A, Key Largo, FL 33037. Tel. 305-367-3905. E-mail: Billow@worldnet.att.net		
Built 1961	Sail #384	\$3300	Built 1963	Sail #	\$5000
Well equipped boat with good trailer and outboard motor. Contact Leonard Schwartz, 21 Ashwood Drive, Brick, NJ 08723-3401. Tel. 732-477-4231.			Older boat but in fantastic shape with 1994 Triad Trailer that is like new. Equipped fully. Contact John Cataletto, 113 Dayton Lane, East Hampton, NY 11937. Tel. 516-324-0096		

Note: When boats listed in the Newsletter are sold on an "as is, where is" basis through the Association, a fee of 2.5% of the sales price is to be paid by the seller to the Treasurer of the Bullseye Association. See address above under Announcements.

BRAND NEW BULLSEYES: Contact Cape Cod Shipbuilding Company, Wareham, MA 02571. Tel. 508-295-3550

ANNUAL MEETING AND ELECTION OF OFFICERS
Thursday, May 21, 1998

Hilton at Dedham Place
Tel: 617-329-7900

AGENDA

6:00 **Social Hour** - Cash Bar
Renew old acquaintances and make new ones.

7:00 **Dinner Buffet Entrees:**

Tossed Mixed Green Salad

Tortellini Salad with Sun Dried Tomatoes, Mozzarella,
Black Olives and Scallions

Soup du Jour

Breast of Turkey Stuffed with Spinach and Cheese

Broiled Lemon Sole Fillets with Julienne Vegetables
and Chardonnay Wine Sauce

Grilled London Broil with Three Peppercorn Sauce

Chef's Selection of Seasonal Vegetables, Rolls and Butter
Chef's Selection of Pastries
Coffee, Tea, Decaffeinated Coffee

8:00 **Business Meeting**
Election of Officers
Update on the Nationals
Sail Technology Discussion
Other business

8:30 approx. "The Great Adventure" a presentation by Eric and Mary Pierce

Reservations for Annual Meeting

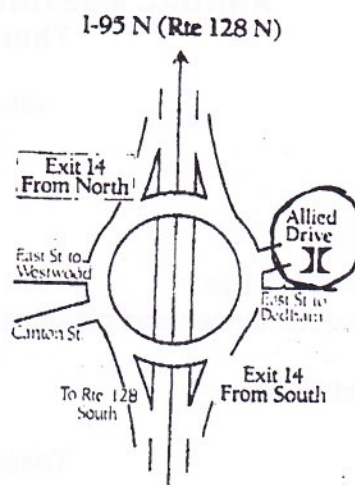
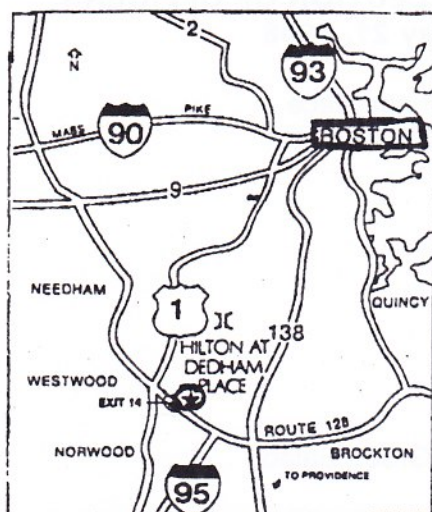
Return to David C. Burnham, 44 River Street, Rehoboth, MA 02769.

Make checks payable to: Bullseye Association

I (we) will attend! # _____ @ \$28.00 each Total \$ _____

Name: _____

Address: _____



To the HILTON at Dedham Place, Allied Drive, Dedham, MA

From the NORTH: Take I-95 South (Rt 128S) to Exit 14, then right on Allied Drive.

From the SOUTH: Take I-95 North, exit onto Rt 128 North to Exit 14, then right on Allied Drive

From the WEST: Take Mass Pike to I-95 South (Rt 128S) to Exit 14, then right on Allied Drive.

1997/1998 OFFICERS OF THE BULLSEYE ASSOCIATION

President: Conrad Lavigne, 28 Parker Street, Rockport, MA 01966, 508-546-2071

Vice President: Edward W. Desmarais, 1 Ashbrook Road, Exeter, New Hampshire 03833, 603-778-7510

Secretary/Editor: David C. Burnham, 44 River Street, Rehoboth, MA 02769, 508-252-3442

Treasurer: Mark S. Cohen, 203 Washington Street, Marblehead, MA 01945, 617-631-6313

Commodore: Paul Burnham, 195 Deer Run Road, Wilton, CT 06897, 201-761-0750

Technical Committee

Chairman: Philip Nutting, 16A South Street, Rockport, MA 01966, 508-546-2594

Vice Commodore: Peggy Dyer (Mrs. Holmes), 52 Water Street, Marion, MA 02738, 508-748-0555

Vice Commodore: Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, 207-244-3794

Historian: James O. Runkle, 7 Grandview Road, Gloucester, MA 01930