

# ★ BULLSEYE ASSOCIATION ★

Summer Newsletter

June 1998

## ANNUAL MEETING HIGHLIGHTS

The Annual Meeting was held at the Dedham Hilton during the evening of May 21. There were 36 Bullseye sailors present for an enjoyable social hour, dinner, business meeting, and entertainment. President Connie Lavigne, completing his third year in office, conducted all proceedings and then asked Emily Wick, Chair of the Nominating Committee, to present her report.

### Election of Officers

The Association unanimously accepted the Nominating Committee's report and elected Ed Desmarais, a Sandy Bay sailor, president. Wendy Goodwin-Kelley from Marion was elected vice-president, David Burnham of Fishers Island and Mark Cohen from Marblehead were reelected as secretary and treasurer respectively. These four officers are elected annually as per the by-laws and comprise the basic Executive Committee of the Association together with the commodores, historian, Technical Chairman, and Nominating Committee Chairman. These latter positions are filled as needed by the Executive Committee.

### Business Meeting

A number of important topics were discussed during the business session and several key decisions made. These include: a dues increase, a change in fee structure for listing Bullseyes in the newsletter, a long discussion regarding the tack-less mainsail, approval of a donation in honor of Jim Runkle, and a final decision for the use of the half-model generously donated by Betty and "Tut" Tuttle. All of these topics are described in detail elsewhere in this newsletter.

### The Great Adventure

The meeting closed after an entertaining presentation by former Association president Mary Pierce and her husband Eric. They and their four children spent 14 months on their 52' ketch Ping sailing to the Bahamas and home again. Colorful slides and anecdotes presented with delightful humor made clear the many challenges as well as the satisfactions of The Great Adventure, as the family refers to the trip. It was not all vacation because each youngster's academic goals had to be met.

So successful was the experience that by unanimous family insistence the Pierces are about to embark on Great Adventure II just as this issue goes to press. The itinerary calls for taking down the masts and going through the New York canal system to the Great Lakes, then to Chicago and the connector canal to the Mississippi. Then, in the wake of Huck Finn, though hardy on a raft, the Pierces will go down the river and, eventually, back to the Bahamas, unless they take a notion, as was hinted at, to turn right for Texas and Central America.

Bon Voyage and many thanks for a very enjoyable evening!



*Ed Desmarais, new skipper of the Association, at the helm of Acadia with Frank Berson crewing.*

## NATIONALS, July 17-19

The Nationals this year will be hosted by the Beverly Yacht Club in Marion, Massachusetts. The fleet will gather on Friday the 17th. Boats that are trailed in will be launched at Burr's Boat Yard. All sails must be measured between 1400-1800. Jack Ranklin and Gordon Goodwin are in charge of the event. Page 3 of this Newsletter serves as the Registration Form and contains additional information. Here's hoping for a large fleet.

## RENDEZVOUS, August 29, 30

On Saturday, August 29, the Herreshoff Marine Museum will host RENDEZVOUS '98 in Bristol Harbor. Racing is open to all Herreshoff designed sailboats. Halsey Herreshoff has specifically invited members of the Bullseye Association to participate. There will be no launching fee. There will be a traditional New England Clambake on Saturday night and optional additional racing on Sunday, August 30. For more information, contact Chris Trobridge at the Museum (401) 253-5000.



*A scene from the 1997 Nationals at Fishers Island. Identifiable boats from left to right are 94 Pegasus, the Ruggs; 741 On Target, Laurie Rubinow; 790 Red All Over, Wendy Goodwin-Kelley; 4 Neptune, John Brim; 265 Gannet, Jim Runkle; 63 Gondolier, Gib Patterson; 491 Mistress, Jim Wright; 291 Whisper II, Connie Lavigne; 416 Acadia, Ed Desmarais; 696 Dream Days, Phil Nutting.*

## DUES AND LISTINGS

The presentation of the Treasurer's Report at the Annual Meeting revealed that the Association can no longer continue to promote the Bullseye Class and conduct the Association's modest level of activities without increasing our annual dues. Although the \$10 fee has been sufficient to meet our financial obligations for many years, the members present at the Annual Meeting voted to increase the annual dues to \$20 effective immediately. This charge will enable the Association to maintain its current level of activities (including the publication of quarterly newsletters) while still keeping the cost of membership at a reasonable level.

As in the past all present members of the Association will receive dues notices for 1999 with the mailing of next January's newsletter. Aspiring members during the remainder of 1998 will pay the \$20 and receive all further 1998 mailings as well as those for 1999.

The Association also voted to change the fee structure for listing Bullseyes for sale in the newsletter and the website. In lieu of the previous arrangement of charging 2.5% of the sale price, the Association will now require a \$25 payment in advance for listing a Bullseye for sale. The fee will pay for listing a boat for up to four successive newsletters.

## PRESIDENT'S PERPETUAL TROPHY

A beautiful Bullseye half model has been presented to the Association by Betty and "Tut" Tuttle, longtime Rockport Bullseye sailors. "Tut" was National Champion in 1981 and 1984.

The Association approved at the Annual Meeting the suggestion that the trophy be passed on from president to president. The names of former presidents will be inscribed on the plaque to which the model is attached.

We are grateful to the Tuttle for this generous gift which will no doubt brighten bleak winter days in the homes of future Bullseye Association presidents.

## TACKLESS SAIL DISCUSSION

At the recent Annual Meeting considerable discussion took place regarding the tackless (floating tack) sail as an approved sail configuration. Clarification of the issue can be presented most easily by quoting as follows from the Constitution and Bylaws, Technical Specifications, 1996 (page 9):

"The floating tack mainsail will be allowed in club racing only for a trial period of two years. During this time it will not be used in nationals competition. During this two year trial period local clubs shall keep track of the performance of the traditional sails versus the floating tack mainsail, keeping in mind weather conditions and, of course, the skill level of the skippers involved.

At the 1998 Annual Meeting there will be a vote regarding acceptance or rejection of the floating tack mainsail into class specifications. Data will be prepared for review by the membership prior to the Annual Meeting."

The upshot of the meeting was that no vote was taken because no substantial data had been presented despite requests from President Lavigne. Phil Nutting and Gordon Goodwin will look into the possibility of some match racing between otherwise equal Bullseyes, one with the tackless mainsail and the other with the standard sail. They will report to the Executive Committee. In the meantime the tackless mainsail continues to be unacceptable in nationals competition.

## ASSOCIATION HONORS RUNKLE

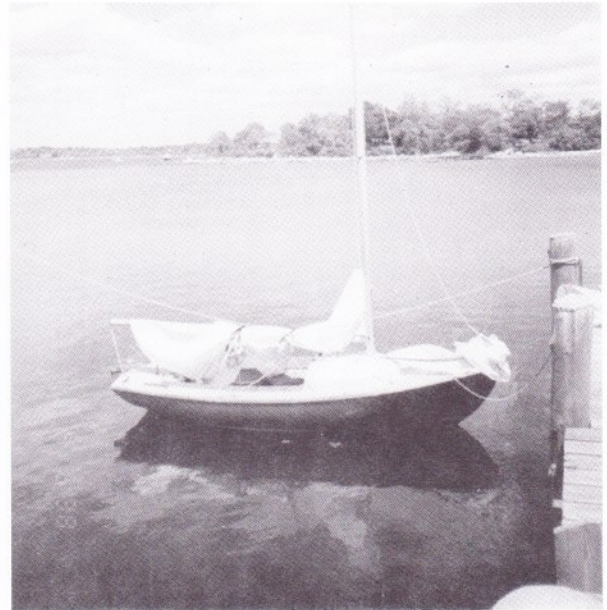
At the Annual Meeting the Association voted to honor the memory of Jim Runkle, our recently deceased historian and dedicated Bullseye skipper, by making a \$100 contribution to the Thacher Island Ramp Fund. Individuals who would like to make personal contributions in memory of Jim are encouraged to send them to the Thacher Island Ramp Fund, c/o George Carroll, 18R High Street, Rockport, MA 01966; or to the Independent Christian Church, 10 Church Street, Chatham, MA 01920.

## FOGGY MORNING



*One of the most beautiful Bullseyes, Gib Patterson's Gondolier, as photographed by Charlie Ferguson from Laughing Water. The Thompsons on Osprey are in the background. An informal regatta was held in Fishers Island harbor on the second day of last summer's Nationals. While waiting for the fog to lift, these three boats and Querida did their own trangle/ windward/leeward around anchored yachts.*

ONE DAY IN JUNE



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Name on Card \_\_\_\_\_ Daytime Phone \_\_\_\_\_

Signature \_\_\_\_\_

US SAILING, PO Box 1260, 15 Maritime Dr., Portsmouth, RI 02871

**37TH BULLSEYE NATIONALS — REGISTRATION FORM**

**JULY 17, 18, 19, 1998**

**Beverly Yacht Club, Marion, MA 02738**

Name of Skipper: \_\_\_\_\_

Address: \_\_\_\_\_

Home Telephone: \_(\_\_\_\_)\_\_\_\_\_ Business Telephone: \_(\_\_\_\_)\_\_\_\_\_

Name of Boat: \_\_\_\_\_ Sail Number: \_\_\_\_\_

Yacht Club: \_\_\_\_\_ Home Port: \_\_\_\_\_

Name of Crew Member(s): \_\_\_\_\_

Others in party coming: \_\_\_\_\_

Sail measurement: All sails to be measured Friday, July 17, between 1400 and 1800.

Please note: The skipper must be a BULLSEYE CLASS ASSOCIATION member.

Registration fee: includes dinners for skipper and one crew member \$170.00

Extra crew (includes dinners) @ \$55 \_\_\_\_\_

Additional dinners: Friday (\$20 each dinner) \_\_\_\_\_

Saturday (\$22 each dinner) \_\_\_\_\_

Box lunches: \$6.50 each x \_\_\_\_\_ people x 2 days \_\_\_\_\_

Launching, hauling and storage of trailer \$50 per boat \_\_\_\_\_

If you are coming and do not plan to race, but would like accommodations,  
please give your name(s) here:

\_\_\_\_\_ All social events and dinners @ \$55.00 per person. \_\_\_\_\_

Late Fee (registration received after July 9) \$20. \_\_\_\_\_

**Total amount enclosed \$ \_\_\_\_\_**

Housing: Need housing in private home for \_\_\_\_\_ couples \_\_\_\_\_ singles.  
Will make own arrangements \_\_\_\_\_

I agree to be bound by The Racing Rules of Sailing and all other rules that govern this event.

Signature of skipper: \_\_\_\_\_

Please make checks payable to the Bullseye Nationals Committee and mail with this form no later than July 9 to: **Registrar: Kathy Enegren, PO Box 839, Marion, MA 02738**

Event Cochairmen: Jack Rankin 508-758-6688 and Gordon Goodwin 508-295-3550

## See No Evil

### A one-design sailor's lament: Turning a blind eye to rule infractions will ultimately take the fun out of racing.

by Read Hayward

A version of this article appeared in *Sailing World Magazine* in July, 1992.

It's 30 seconds before the start. The weather end of the line isn't particularly favored, but it's crowded anyway. Several boats are sculling their rudders - checking their speed to avoid being over early. Shouts of "Up, Up!" are encountered by the barge's lie: "My helm is over! My helm is over!"

At 15 seconds, one of the early arrivals, now luffing to avoid the committee boat, suddenly hails that "the wind" is tacking him. The starboard tackers edging up behind quickly alter course to avoid this obstruction now backing on port. But the muffled thud of bumping boats is heard. One skipper, three boats back, cuts through the ensuing confusion with a crisply hailed sail number and a call for a "720." The offender's response (as he starts with the fleet) includes the words minor, unavoidable, and "jerk."

The race officers on the committee boat look on with befuddled stares, fearing that the beer might be gone by the time a protest hearing is over. But then someone remembers (out loud) the "No protests please" remarks from the skipper's meeting, and levity returns.

Are we talking Snark fun races at a Catskills resort? No, this was Race 2 at a major one-design championship! Alas, even officials at national events are now discouraging protests and conveniently confusing "minor and unintentional" with "minor and unavoidable."

Guilty race committees deny this indictment by claiming that their admonishments are aimed only at those committing infractions and that they, indeed, "welcome all protests not settled on the water." But that's baloney! The message sent with their "C'mon guys, let's party, not protest" is that "Only jerks sweat the small stuff."

But, in the not too distant past, disputes on the water used to mean racers protested or hit the showers, period. Everyone agreed (at least publicly) that having fun meant finishing the best one could by "fair sailing" only. That brand of sportsmanship produced safe enjoyable events that truly showed at the finish how everyone performed.

Why then, and not now? Perhaps it was because wooden yachts of yesteryear were expensive works of art that didn't fare well in opposite-tack disputes. Or maybe, Americans then were just more civic-minded, and it spilled onto the race course. After all, more people voted, insurance companies and their customers still trusted each other, and you could leave your foulweather gear on your boat overnight without finding it replaced by empty beer cans in the morning.

Today, we still employ the same concepts, developed during that age of "wooden boats and honorable men," to ensure that personal ability alone determines the finishing position. But today's liberal attitudes about rules compliance thwart that goal. When Corinthian sailors, who still regard the rules as an inviolate code of honor, race against others who view the rules as only rough guidelines, it is just as if those others had unfurled larger sails and lightened their hulls by 20 percent. Hence, personal ability is no longer the deciding factor, and integrity becomes a sea anchor.

I don't understand the debate. Every time I read the rule book it says the same thing: The rules are the rules, and anybody who breaks one - without immediately self-assigning the prescribed pen-

alty is cheating.

I have attended a few US SAILING Area eliminations and national championships run in that mode. The format included no alternative penalties, no throwout races, and a phalanx of US SAILING judges, (Once they even handed out protest forms in the sailing instructions!) We all felt like boat contact would produce a severe electric shock. Everyone's mind set was: "Hail early, stay out of trouble, and withdraw if you goof (without being told to)." What a coincidence - they were the friendliest regattas I have ever experienced.

Yet even with 720s now taking the pain out of penalties, those sailors who oppose consistent rules enforcement (and thereby condone cheating) continue to proliferate. There are three types: THE WAFFLE, who advocates cheating for everyone; THE BULLY, who advocates cheating for just himself; and THE TURKEY, who is too lazy to advocate anything.

THE WAFFLE is known by his specious arguments when his views on compliance are challenged. Say he, "Why protest if it doesn't matter?" or "New sailors won't think penalties are nice and might take up bowling." The Waffle also believes that sailors who stick (and make others stick) to the rules have forgotten that "racing is supposed to be fun."

I disagree. Being inconsistent about the rules is what causes most of the acrimony in racing and ruins the fun. And it's those who cling to unearned positions (the cheaters) who take things too seriously when they sacrifice honesty for fake position. When the Waffle invokes qualifying adverbs like "barely," to excuse infringements (as in: "C'mon...you barely had to alter your course"), the rules become a moving target, and our sport is then reduced to daysailing-with-company and meaningless boatspeed duels.

But beware the Waffle when he's sailing well. He does own a rule book and, if the odor of a trophy is detected, he will become a strict constructionist and nail his best friend with a safety equipment check.

THE BULLY cheats on purpose and escapes penalty by relying on other competitors' distaste for confrontation. He calls "bouy room" when four boat lengths from the mark, and insists "you tacked too close" when you were still too far away to even hear his shouting. His defense when caught is, "Hey, everybody does it." He is the shrill sea lawyer who draws fouls while using intimidation to obfuscate his own transgressions. The red flag owes the Bully most of its bad press.

The Bully also suffers from selective memory. After he fouls you, his defense mechanisms go to work on his memory tapes - editing out his mistakes and dubbing in yours. At the hearing you're convinced he's on drugs.

THE TURKEY is too lazy to learn anything beyond "starboard and leeward have the right-of-way." (And even here he is sometimes wrong.) This is inexcusable in anyone who has been racing for more than a year. The rules are quite manageable - and interesting - when digested in small doses by anyone with a fifth grade reading level and a copy of "Elvstrom" or "Perry."

The Turkey sees racing as a game of chance. He sputters, "I bust my hump in a competitive job all week and I don't need this rules stuff when I'm out here to have fun!" The Turkey also thinks paying the entry fee is his only responsibility to the game. He is wrong.

Even sailors who want to do right often can't. From disuse they no longer grasp the rules well enough to apply them in the heat of battle. And even when sure of the facts, many feel it's no longer "politically correct" to make eye contact with an impenitent offender and say, "Do your 720 - or you *will* be dining late."