

★ BULLSEYE ASSOCIATION ★

1999 NATIONALS AT ROCKPORT

The Sandy Bay Yacht Club in Rockport, Massachusetts, will host the Bullseye Nationals on Saturday and Sunday, June 26 and 27. This event is open to anyone who can bring a Bullseye to Rockport. A preliminary registration sheet comes with this newsletter. If you are considering racing, please fill out and mail this preliminary form. It is a non-binding statement of intention and will help the hosts with their planning. The Final Registration will come with the May newsletter. Although the Nationals are certainly competitive, there is always a strong emphasis upon fellowship at these events. Bullseye owners are, after all, especially fine people. Check out Sandy Bay's new web page, www.sandybay.org. Learn all the details and come join the fun!

ANNUAL MEETING, APRIL 22

The Annual Meeting of the Bullseye Association will be held at the Holiday Inn in Newton, Massachusetts on April 22. The reception will be between 6 and 7 PM, followed by dinner. President Ed Desmarais will then lead the business meeting. There will be voting on the use of the tackless mainsail in the Nationals and on changes in the measurement rules for mainsails. Explanatory material will be found on page 2 of this newsletter as well as a preliminary agenda for the business meeting. The evening will conclude with a slide presentation by Wendy Goodwin-Kelley, Vice President of Cape Cod Shipbuilding Company. Her topic will be "Cape Cod Shipbuilding Company Celebrates Its 100th Anniversary."

SIPPICAN WHARF RAT BECOMES VICE-PRESIDENT

When Wendy Goodwin-Kelley, our speaker at the upcoming Annual Dinner, April 22, was asked to give the editor some biographical information, she responded with some wonderful anecdotes, and it seems best to use her own words. Wendy is the oldest of Gordon and Linda Goodwin's three children and the Vice President of the Cape Cod Shipbuilding Company. Gordon, the President, is the son and Wendy the granddaughter of Les Goodwin, the man who bought the Herreshoff designs, began making fiberglass Bullseyes, and made the company nationally known. Wendy writes:

"From the beginning, sailing has been a family thing. Dad would tie a 90' line from our dock in Marion to the family MK dinghy. My brother and sister and I would spend hours rowing and fishing. Sometimes we would cut the line with my mother's best sewing scissors and leave them on the dock to rust.

"My first official sailing lesson came as part of the Beverly Yacht Club Junior Program. They had Dyer Dinghies and the Goodwin family had its own to save on yacht club bills. I have fond memories of Dad helping me sail *Budgie* from our house to the yacht club before each lesson. Dad let me steer and he would sit near the mast in an area too small for an adult to sit. When there was no wind, you could hear us arguing clear across Sippican Harbor as I didn't yet understand what 'head up' and 'head down' meant.

"When I grew out of the sailing program, the family Bullseye was a great way to keep sailing and improve racing skills. For the first few

MASTER OF THE WEB

You don't know anything about Bullseyes but you are interested in buying a versatile, safe, little boat for family sailing and/or racing. Or, you know a lot about Bullseyes. You even have one yourself! Regardless, you get on the Internet and type <http://www.shore.net/~bullseye>

and you revel in the feast of pictures and information. Bright burgees of some of the Bullseye fleets greet you at the start. There are glorious photographs of Bullseyes racing and of the packing up after a Nationals. Who won the Nationals in 1966 or 1975? You can find that information too. The technical specifications and proposed rules changes are at your finger tips. A full reading of the Bullseye web "page" consumes several happy hours of browsing.

Who is responsible for this artistic, nautical gold mine? It is Phil Nutting of Rockport, Massachusetts, the Association's Technical Director, and the time has come to celebrate Phil's many gifts to the Bullseye world. When asked to tell us something about himself, Phil wrote as follows:

"I started sailing at 13 when a gentleman invited me to sail with him on his 33' Alden-designed cutter. I became a regular 'crew member' and helped with

sail operation and, of course, brass polishing. I never spent any time in the tippy turnabouts, fireflies, and other small boats of the day.

"In 1976 I started sailing with Dan Karr on his Bullseye and loved it so much I bought one of my own. I found that the Bullseye had many of the handling characteristics of the 33 foot cutter. Around 1979 my Bullseye got less use and spent a few years in storage until my bride of 3 years and I dusted it off and trailed it to Southwest Harbor for the '83 Nationals. This was Cheryl's first introduction to serious sailing. She was left puzzled many times. However, during the next seven years we honed our skills as a team with Cheryl being the tactician and eyes of the boat while I held the best course I could and operated the spinnaker on downwind and reaching legs. In 1990 we had our best year of competition. Some would say it was because we had extra ballast. Cheryl was pregnant with our daughter Cheryl.

"Our sailing since 1990 has been limited by parenting requirements. We have made few short recreational sails with the children, Cecely now 8 and Tyler almost 6, but racing with the children is not in the immediate plans. They usually have had enough after about 45 minutes. Maybe in '99 we can get them out for a race or two.

"Over the last 14 years I have used computers at work and through lots of hands on experience I have become proficient at



Wending home! An on-the-web photo of Wendy Goodwin-Kelley, steering, and brother Dan on the way into Sippican Harbor after a day of racing.

PRESIDENT'S MESSAGE

I welcome all of you to our upcoming annual Association meeting on April 22, 1999. In addition to our traditional agenda, we have several new items for discussion. The Executive Committee is recommending the membership's approval of 1.) the proposed changes to the Technical Specification, 2.) the proposed Sailing Instructions, and 3.) the Regatta Guidelines. We are recommending approval based on several years of discussions with various Association members and sailmakers, benchmarking with other racing fleets, and empirical race results. You can review these proposals on the Bullseye web site (www2.shore.net/~bullseye/). We invite each of you to contact your local fleet representatives or any of the Association's officers and committee chairs with your comments.

Our agenda also includes the formal presentation of the President's Trophy donated by 'Tut' and Betty Tuttle, a brief outline of the upcoming Bullseye National Regatta in Rockport, and a presentation on the 100 year history of Cape Cod Shipbuilding. (For a sneak peak at the upcoming Bullseye Nationals, I encourage you to go to www.SandyBay.org and check the regatta listing.) I look forward to seeing our old friends and meeting many new Association members. In closing, I want to express my thanks to George Fenner of the Card Sound Fleet for his correspondence and pictures. We look forward to similar contributions from the other fleets in our upcoming newsletters. Ed Desmarais

ANNUAL MEETING AGENDA

President's Report — Ed Desmarais

Vice President's Report — Wendy Goodwin-Kelley

Treasurer's Report — Mark Cohen

Secretary's Report — David Burnham

Technical Committee Report — Phil Nutting

1. Technical specifications changes including working and tackless sails - vote
2. Proposed regatta instructions - vote
3. Proposed racing instructions - vote

Fleet Reports

1999 Bullseye Nationals Update

Susie Kinder and Jerry Lavigne

Nominating Committee Report - Emily Wick

President's Trophy

PROPOSED SPECIFICATIONS CHANGES

There is a proposed change for *ARTICLE III, Section I*, General Specifications. Phrases in Bold Face type are additions. Those with a line through them are deletions:

1.1 Measurement Procedures:

- b. All new, previously unmeasured or recut sails must be measured and marked **by an Association approved sail measurer prior to being used for** a Nationals competition ~~before being used in any Nationals competition~~. All sails previously measured and marked at a Nationals competition may be used in future Nationals competition, if the "mark" is still readable. Competitors must show their "marked" sail to the measuring committee. **Article III Section 1-1.1 b takes precedence over Article III Sections 2, 3, and 4.**

Also there is a proposed change for the first two introductory paragraphs of *Section 2.1 Mainsail* (floating tack design).

~~The floating tack mainsail will be allowed in a 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 1999 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.

ARTICLE III, Sections 2 and 2.1

If the tackless mainsail is accepted, there are proposed changes to Article III, Sections 2 and 2.1. These changes refer to the measuring of the mainsail. Both traditional and tackless mainsails will be measured in the same manner. Only the leech and the girth will be measured. Leech specifications remain the same. Girth will be measured for all mainsails by measuring from the mid-point of the leech and then swinging an arc across to the luff. A part of the luff must fit between designated maximum and minimum lengths. This is the same method described on page 10 of the Technical Specifications (June 1996). However, to avoid an increase of sail square footage the proposal is to reduce the standard maximum and minimum girth by two inches each.

A further proposal is that all sails in existence now be grandfathered, even the new tackless sails which may have a larger roach. Any sails purchased or delivered on or after June 30, 1999 must comply with the new specifications (provided these changes are accepted at the Annual Meeting).

For a further explanation consult the Web, <http://www.shore.net/~bullseye>. If you are a boat owner thinking of buying a new mainsail or a sailmaker preparing to make new mainsails, please check Article III, Section 2 before cutting any cloth. Immediately after the Annual Meeting of April 22, 1999, the web page will be edited to reflect the vote.

BULLSEYE DREAMS

The water was clear, clean, shimmering, sapphire. The sun, an orange ball rising among cotton clouds. The majestic mountain cast its shadow on the bay. I was sailing my Bullseye Querida across Suruga Bay, Japan, from Heda to Shimizu. Mount Fuji stood serene saying, "Okay, I'll let you do it today. Next time, you may have to placate me. You'll never know when."



The spaghetti is on the sterno. Note cook's right foot. Obviously we are not stowed for underway.

Another time I sailed out of the Aegean right up through the Hellespont and Dardanelles into the Sea of Marmara. I sailed amid the wash of huge freighters passing me at three times my speed despite my eager spinnaker. Turks and Greeks, Russians and Norwegians waved to me as night descended. I pluckily kept going two nights and a day before a fresh southwest wind, and the next morning Querida and I entered the Bosphorus, forcing our way against the everlasting Black Sea ebb, hugging the shore past the minarets of Istanbul till we came to a tideless cove near Emirgan. Next moment I was rapping on my son Steve's door. "Surprise, surprise!"

Some voyages are simpler, such as launching on Lake Champlain and putt-putting by canal to the Hudson River. Then, down with the current, past the old Dutch country of the van Rensselaers to the big city once named Nieuw Amsterdam. Then up the East River, through Hell Gate, and along the Long Island shore to Orient Point across the Race, and into West Harbor, Fishers Island, at sunset, inching up to the home mooring on the final gasps of the evening breeze.

The last of these three scenarios might yet actually happen. The other two are simply illustrative of a Bullseye lover's dreams. Querida can be snug in the barn, snow piled outside, but she travels with me in my imagination wherever I go, especially as soon as I see water.

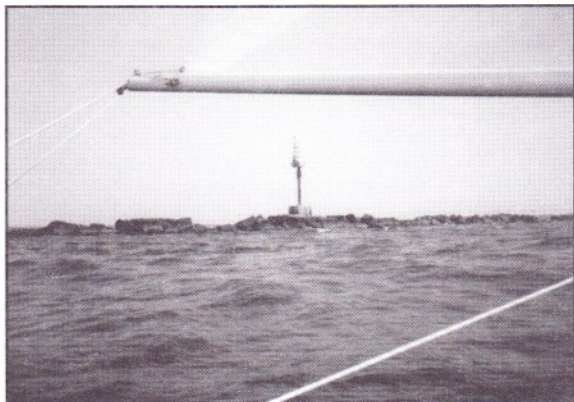
Not that we have not made some challenging voyages. We've sailed twice to Block Island from Fishers Island. The first time we astonished a friend there who reported that the ferry had not run that day. Too rough! All I remember is the thrill of that broad reach in the stiff northerly and the little gnawing fear that the port chain plate would pull out or a clevis pin break. Querida and I have sailed from Fishers to Rockport three times to the Nationals, well over a hundred miles. Once a whale surfaced at mid-day while my radio was blasting the Emperor Concerto all over Massachusetts Bay and I was getting my bearings by lining up the Prudential Tower with the Hancock Building.

We have made the 75 mile trip to Marion from Fishers Island a dozen times, occasionally with a shipmate or at least another boat or two for company. One thing I have not done often, though it is always a cinch in my dreams, is sail throughout the night. I have a fear of hitting mysterious rocks close to shore and I don't like getting out in the middle of nowhere. I can imagine terrible things such as Querida getting guillotined by the towing hawser

between a tug and its unlit barge. I am not nearly as brave in reality as I am in my sleep.



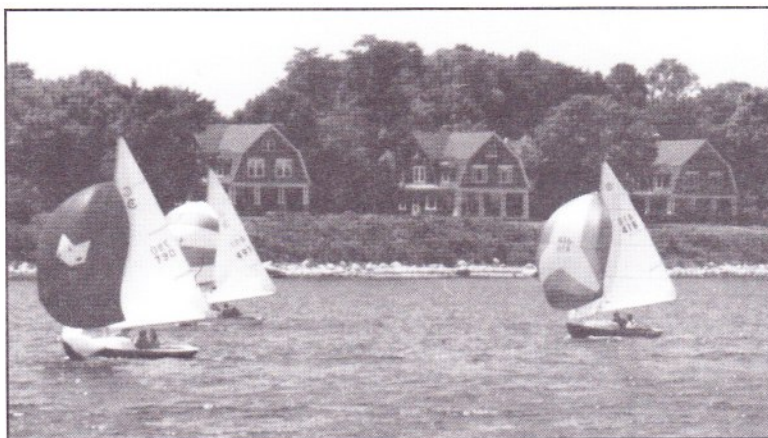
Ready to be tucked in for the night. During the day the foam rubber mattress and blanket are rolled up in a heavy plastic bag in the forepeak.



Spurning the Harbor of Refuge we sail outside the breakwater off Point Judith.

In the past I have written for the Newsletter some practical suggestions for cruising in a Bullseye. I will do so again in due course when fantasy does not overwhelm me. For now I will just comment on the three pictures with which I am decorating this article. Two of them show life under the boom tent while safely at anchor on a cruise. The third tries to catch the helmsman's joy as his craft races past Point Judith's outer breakwater.

I suppose I will never extend the cuddy aft and make a plexiglass bubble of it with a hatch in the middle for my head and shoulders when I want to catch the air. But my hunch is that anyone who so rigged his Bullseye, with tiller and running rigging at his fingertips beneath the bubble, could depart eastward and stand a very good chance of sailing into Falmouth, England, two months later, greeted by the cheers of more normal people content with telly and sofa. If offered a bottle of champagne on such an occasion, I just might accept.



Three sisters sail past three sisters at Fishers Island in the 1997 Nationals. Wendy Goodwin-Kelley in *Red All Over* leads Ed Desmarais' *Arcadia*, but the advantage, if they don't lose wind too close to shore, may belong to *Mistress* with Tim Wright at the helm. The three identical houses on the shore have always been called "the three sisters."

BULLSEYES FOR SALE

Built 1962 Sail #NA \$3000 or best offer
Reconditioned in 1994. All sails in fair to good condition (2 mains, 1 genoa, 2 jibs, 2 spinnakers), lifting sling, outboard bkt., 5.5 hp Seagull, trailer in fair condition. Contact Paul A. Lindh, 9 Pell Street, Newport, RI 02840. Tel: 401-846-4654, email: ad723@osen.org.

Built 1964 Sail #499 \$5600
Excellent boat. Four sails. White hull with red bootstripe. Smooth green bottom. Varnished coamings. Nearly new cockpit cover. Factory motor mount. Very complete inventory. On 1990 Triad trailer with new galvanized wheels. Ready to launch. Contact James F. Craig, 8351 Somerset Road, Thornville, OH 43076. Tel: 740-323-4499.

Built 1961 Sail #384 \$3300
Well equipped boat with good trailer and outboard motor. Contact Leonard Schwartz, 21 Ashwood Drive, Brick, NJ 08723-3401. Tel: 732-477-4231.

Built 1980 Sail #452 \$7500
Excellent condition, fully equipped for recreation or racing, 3 suits sails, 2 spinnakers, genoa. Present owner since 1984. New standing rigging and cockpit cover and more. Trailer available for \$1300. Ed Celette, 6 Cape Cod Lane, PO Box 3090, Pocasset, MA 02559-3090. Tel: 508-563-2669.

Built 1959 Sail #259 \$3500
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.

BRAND NEW BULLSEYES: Contact Cape Cod Shipbuilding Company, Wareham, MA 02571. Tel. 508-295-3550 or ccsb@four.net.

ANNOUNCEMENTS

If you have not paid your dues or would like to join the Association. Mail a check for \$20 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, 978-546-2594, or David C. Burnham, 44 River Street, Rehoboth, MA 02769, 508-25293442. Or use the internet: <http://www.shore.net/~bullseye>.

To sell a Bullseye. Contact Connie Lavigne, 28 Parker Street, Rockport, MA 01966, 978-546-2071, email: lavigne@shore.net.

TRAILER FOR SALE??

Jim McCray would like to buy a Bullseye Trailer in good condition. Contact Jim at 520-299-5877 or by fax at 520-299-5871, or email McCray 9 @ earthlink.net.

MAST, SAILS, RIGGING

Chris Sampson at 508-748-2710 or email: sampsons@massed.net would like to buy a mast, sails, and miscellaneous rigging in good condition.

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Easy ways to join:


Call 800 US SAIL-1 or join online at www.ussailing.org or by InfoFax, call 888 US SAIL-6

Join US SAILING and receive:

- 1999 Revised Edition to the Racing Rules of Sailing 1997-2000 or Safety Recommendations for Cruising Sailboats – it's your choice.
- a one-year subscription to **Sailing World** magazine, the authority on performance sailing,
- a one-year subscription to **American Sailor**, the voice of US SAILING,
- the 1999 US SAILING Directory, and
- discounts on regatta entry fees, publications, videos, accessories, safety gear & much more.

As a member of the National Governing Body for the sport of sailing and sailboat racing, you'll be supporting programs and services designed for sailors of all ages and abilities.





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FROM THE CLUBS

NEWS FROM BEVERLY YACHT CLUB

We have heard from Wendy Goodwin-Kelley that the Beverly Yacht Club in Marion, Massachusetts, has enjoyed increased Bullseye activity these past few years. In addition to hosting the Nationals in 1998, the club has had about 10 boats on the line for the Sunday Series and about 12 Bullseyes for the Thursday Ladies Series. The results speak for themselves but what they don't reveal is the extent to which Bullseye enthusiasm has grown.

On land, the membership has been working on clubhouse remodeling including a new bar/snack bar and new restrooms. Those who have visited during a rainstorm will understand why a roofed patio with bug protection will make Friday and Saturday night get together more pleasant in rain or shine.

The fleet has decided to measure new and recent sails before local racing begins each season. Beverly welcomes everyone who happens to cruise into Sippican Harbor to check the new dock this summer or at least see it on the web at <http://www.beverlyyachtclub.org/> Wendy wishes all Bullseye sailors a great season and hopes many will come to Rockport for the Nationals, June 26 and 27.

1998 BEVERLY RACING RESULTS

JULY CHAMPIONSHIP SERIES (Sundays)

1. Carol Anne, William J. Rankin
2. Celtica, Elizabeth Wohler-Berry
3. Tid VII, David Corkery
4. Arioso II, Richard A. Pline
5. Bona Petite, Heather Parsons/ Niko Kotsatos
6. Peanut, Kathleen Enegren
7. Matador, Alan Stickles

JULY WOMEN'S SERIES (Thursdays)

1. Sandpiper, Faith Paulsen
2. Chimera, Cheryl Greenfield
3. Arioso II, Joey DuBois
4. Peanut, Kathleen Enegren
5. Tobsam, Marcia Browne
6. Rascal, Kathleen Reed
7. Whimsey, Allyn Streeter
8. Celtica, Elizabeth Wohler-Berry
9. Mashallah, Anne TenBrook
10. Time Out, Cathryn MacLean
11. Whisper, Holly McDonough
12. Blue Heron, Suzanne McManmon

AUGUST CHAMPIONSHIP SERIES (Sundays)

1. Bona Petite, Heather Parsons/ Niko Kotsatos
2. Arioso II, Richard A. Pline
3. Carol Anne, William J. Rankin
4. Celtica, Elizabeth Wohler-Berry
5. Peanut, Kathleen Enegren
6. Blue Grass, William Tift
7. Matador, Alan Stickles
8. Tid VII, David Corkery

AUGUST WOMEN'S SERIES (Thursdays)

1. Chimera, Cheryl Greenfield
2. Sandpiper, Faith Paulsen
3. Rascal, Pam Norweb
4. Blue Heron, Suzanne McManmon
5. Peanut, Kathleen Enegren
6. Bona Petite, Heather Parsons
7. Tobsam, Marcia Browne

SAILING HOME

In memoriam. Ruth Hendy at the helm of her beloved Mistress off Rockport. Ruth crewed for Lou Molina for five years. She bought the boat from him jointly with Tim and BB Wright and raced for two more years. Ruth passed away in August 1998.



1999 CARD SOUND RACING RESULTS

Reports from our faithful correspondent in Florida at Card Sound, George Fenner, indicate that the new Doyle sails with a floating tack seem faster than the old Doyles with floating tack. George, with Bob Holzman, won the January series.

Gene Corley (1989 & 1994 National Champion and perennial Club Champ) has come out of retirement and led the fleet after the first four races in February. However, newcomer Don Wright won the February series by a slim margin over Gene. "It looks," George writes, "like our final March series will be a real dog fight as any of the top nine boats have proven they can win."

George then describes the special Around Pumpkin Key Race which takes not only skillful boat handling but local knowledge of the coral shoals and tricky wind and current conditions that surround the island. From a downwind starting line all contestants must tack to windward, then choose which way they want to go around the island twice, finishing with a run back to the finish line.

As we go to press, we have learned that George and Bob won the Pumpkin Island Race and that of the two races so far in the March Series Gene Corley has won one and Jane Shaefer the other.

CONNOR SERIES

JANUARY 1999 (Best 10 finishers out of 6 races)

PLACE	SAIL#	YACHT	SKIPPER	POINTS	SAIL MAKER
1	705	Kiwi	George Fenner Bob Holzman	5	Doyle*
2	709	Duckling	Frank Shumway	10	North
3	700	Pretsail	Al Mast	10	Doyle*
4	757	Nonsense	Jim Leenhouts	15	Doyle*
5	785	Reef Racer	Stewart Pinsof	15	Anson
6	776	Winds Will	Ed Flynn-Lampman	21	Doyle*
7	699	Kim	Gail Joslyn	21	North
8	704	Wasp	Bill Combs Jane Shaefer	22	Doyle*
9	698	Bluebird	Don Hetzel	25	Doyle*
10	774	Mullie	Dan Mullray	30	Doyle*

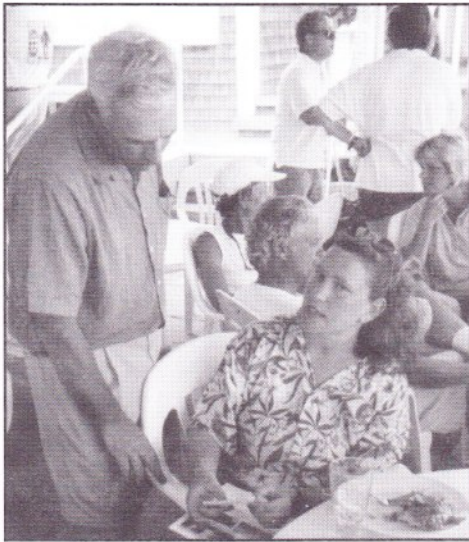
* tackless mainsail

MAGIC SERIES

FEBRUARY 1999 (Best 10 finishers out of 6 races)

PLACE	SAIL#	YACHT	SKIPPER	POINTS	SAIL MAKER
1	91	Target	Don Wright	9	Doyle*
2	784	Sloopy	Gene Corley	11	Doyle*
3	705	Kiwi	George Fenner Bob Holzman	13	Doyle*
4	785	Reef Racer	Stewart Pinsof	14	Doyle*
5	757	Nonsense	Jim Leenhouts	15	Doyle*
6	708	Duckling	Frank Sumway	16	Doyle*
7	704	Wasp	Bill Combs Jane Shaefer	17	Doyle*
8	699	Kim	Gail Joslyn Lew Bevier	18	North
9	774	Mullie	Dan Mullray	26	Doyle*
10	776	Winds Will	Ed Flynn-Lampman	24	Doyle*

POWER DISCUSSION



Gordon Goodwin and Wendy Goodwin-Kelley, President and Vice President of Cape Cod Shipbuilding, confer on the patio of the Beverly Yacht Club at the 1998 Nationals at Marion. Ed Desmarais, President of the Bullseye Association, with dark glasses, is standing in the background. Wendy, of course, is also Vice President of the Association.

MASTER OF THE WEB *(continued from page 1)*

building, repairing and programming computers. I work for Kaiser Systems, Inc. in Beverly, MA, a manufacturer of high voltage power supplies used in lasers, x-ray systems and semiconductor equipment, where I wear many hats. My primary function is Manufacturing Engineer, but I am also the Quality Assurance Engineer, and for a short time was the Network Administrator, but I was spreading myself too thin and we hired someone to be the Network Administrator. So now I support him by working on all the PCs in the company and provide him backup if he is out.

"With my exposure to the Internet I eventually started the Bullseye Web Pages and also run the Kaiser Systems Web Pages. It is fun creating the pages and seeing hard work become useful and appreciated by others. It is always fun to try new software that lets one do really neat things like the new title on the Bullseye Home Page or the photos in our new Photo Gallery. As time passes, I hope to make other improvements to our Web Pages. Your comments are welcome."

AT THE REACHING MARK!

SIPPICAN WHARF RAT *(continued from page 1)*

years we were horrible, placing last in many races. We improved through practice and this brought us closer as a family. I worked for a year as the sailing instructor for the Marion Recreation Department, which had a Bullseye. That same year the Goodwin team won the Nationals. Coincidence? No. The key to winning was practice, practice, practice.

"In college I concentrated on theater, an interest of mine little related to sailing. I had no time to be involved with the Roger Williams Sailing team. I got home from college exhausted and Dad would tell me how many boats needed to be outfitted for spring delivery. I needed extra cash, so working at the boatyard was a great benefit.

"My grandfather's influence upon me was profound. I would be his designated driver to get him back and forth to work. I had to drive very slowly past the shore so he could count the ducks. We would talk about everything, not just boats. At the time I often liked to press the differences between us. He always had a story or a riddle to smooth things over. When he died and we began to collect articles to display at his funeral, I began to understand how much he did in his lifetime, and people tell me our mannerisms and personalities are frightfully similar.

"Although I have a new title at the shipyard, Vice President, my daily routine has not changed much. Communications with customers are key! Taking a 100 year-old-company into the computer age has been quite a challenge for me. It is a tough balancing act between traditional boat building and state-of-the-art, office tools. Most days are great, but the best part, as always, is lunch with Dad at the diner."



On board Dream Days Phil Nutting takes in the pole while Cheryl steers. Just ahead, the champs, Caroline and Peter Rugg, have Pegasus on the new course while Brad Burnham and niece Louise Burnham Packard sneak in with Peregrine. Three leaders at the 1997 Nationals at Fishers Island.

1998/1999 OFFICERS OF THE BULLSEYE ASSOCIATION

President:	Edward W. Desmarais, 1 Ashbrook Road, Exeter, New Hampshire 03833, 603-778-7510
Vice President:	Wendy Goodwin-Kelley, 5 Narrows Road, Wareham, MA 02571, 508-295-9384
Secretary/Editor:	David C. Burnham, 44 River Street, Rehoboth, MA 02769, 508-252-3442
Treasurer:	Mark S. Cohen, 203 Washington Street, Marblehead, MA 01945, 781-631-6313
Commodore:	Conrad Lavigne, 28 Parker Street, Rockport, MA 01966-1620, 978-546-2071
Technical Committee Chairman:	Philip Nutting, 16A South Street, Rockport, MA 01966, 978-546-2594
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