

★ BULLSEYE ASSOCIATION ★

SLEEPING BEAUTIES AWAIT THE KISS OF SPRING —

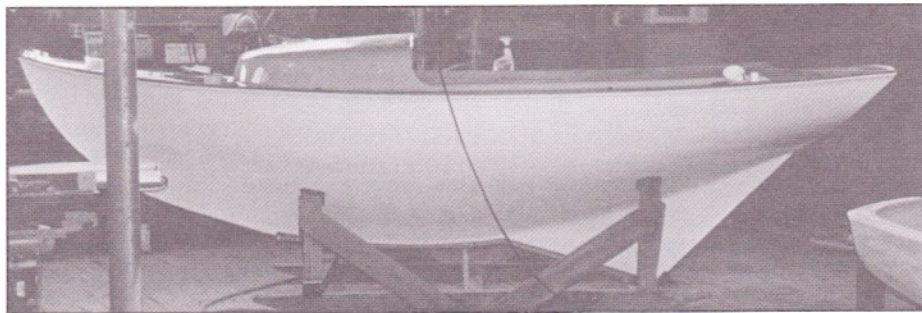


A SEASONS GREETING FROM SOUTHWEST HARBOR, MAINE

In the land of sea and pointy firs,
 all is quiet fast asleep under cover.
 But fear not since spring will soon be here,
 and sailors will come from far and near.
 Again people will toil and boats will be on the water,
 sailing and racing with joy and great endeavors.
 So we welcome you all and have no fear,
 for we only meet but once a year!

The Southwest Harbor Fleet is proud and honored to be hosting the 40th Bullseye Nationals. Planning is well underway with complimentary housing on beautiful Mount Desert Island for all skippers and crews. A record turn out of boats is expected which will surely make this a memorable event to cherish for years to come. Noteworthy for this year's Nationals will be awards for all junior crews' (18 and under) top finishers. Please mark your calendars for the weekend of September 7, 8 and 9, 2001 and we all look forward to good cheers, good food and friendly competition. For more information, please contact Jean or Margaret Beaulieu at 207-244-4374 or mjbeaulieu@acadia.net.

— WHILE NEW BEAUTIES COME ALIVE



EXECUTIVE COMMITTEE SUMMARY

President Wendy Goodwin-Kelley chaired a teleconferencing meeting of the Bullseye Association Executive Board on November 28. Those involved were Elizabeth Wohler-Berry, Vice President; Phil Nutting, Technical Chairman; Dave Burnham, Secretary; Jo-Ann and Connie Lavigne, Past President; Ed Desmarais, Commodore; Frances Fleming, Sandy Bay Rep; Steve Homer, SW Harbor Rep; Bob Holzman, Card Sound Rep; and Jean Beaulieu, Chair 2001 Nationals at SW Harbor.

Old business centered on whether local racing fleets should require all skippers to be members of the Bullseye Association. This is the policy at Card Sound and Sandy Bay. The Committee strongly recommends that all fleets strive to achieve this goal. Also, new venues are being sought for the Nationals both for the excitement of going new places and to relieve pressure on the five fleets which regularly host. Wendy will write letters to explore possibilities.

Steve Homer reported on the extensive preparation at SW Harbor for the Nationals, September 7-9, 2001. Elizabeth Wohler-Berry described the enormous growth in the Ladies Series in Marion where as many as 17 boats are on the line on Thursdays. Frances Fleming stated that about 8 boats race regularly at Rockport. The Wednesday races conclude with dinner and great camaraderie.

Bob Holzman, Commodore at Card Sound, commented that the racing season, just beginning, will have as many as 25 boats involved. Everyone is excited about the Lucille Dingley 90th

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The fleet is growing. Ten new Bullseyes are being built this winter at Cape Cod Shipbuilding. Pictured is #892 belonging to David and Marie Surridge of Kingston, Ontario and Marathon, Florida. Teak has been installed and she waits for her keel. By summer the 901st Bullseye will be completed.

FROM THE PRESIDENT

Happy New Year to Bullseye sailors near and far! Your committee has been hard at work to keep the lines of communication open among the fleets. Details of our yearly conference call are listed elsewhere in this newsletter. I am glad to discuss it with any of you, so please voice your opinion.

News of Bullseye racing groups has found its way to my desk, and we have sent letters to growing Bullseye fleets in Deer Island, ME, Winter Harbor, ME, and Squam Lake, NH in hopes that we can expand our association. With the Nationals in Southwest Harbor we hope these folks get a chance to join in so we can all learn from each other.

Lastly, I would like to urge everyone to make plans to attend the Bullseye Nationals in Southwest Harbor in September. Jean Beaulieu heads a hard-working committee that is planning the Regatta and anticipating local and visitor needs. They have also organized a special award for Junior Bullseye sailors to encourage the all-important younger generation. I hope to see you all at the Annual Meeting in April, and on the water in September!

Wendy J. Goodwin-Kelley

ANNUAL DINNER TO FEATURE HART COLLECTION

The Annual Dinner will be held on Thursday, April 26 at the Holiday Inn in Newton, Massachusetts.

Kurt Hasselbalch, Curator of the Hart Nautical Collections at MIT will make a presentation entitled *The Hart Nautical Collections: A Treasure of Maritime Design*. He will devote particular attention to the Herreshoff plans.

Block off this evening on your calendar now.

1958 LETTER EXCHANGE

By popular demand this issue contains an insert completing the correspondence between E. L. Goodwin of Cape Cod Shipbuilding Company and N. Nash of the Great Eastern Lumber Company. The former argues for fiberglass, the latter for wood.

THE FIBERGLASS PIONEER



Another great day of racing in Winter Harbor. Photo sent in by Peter Drinkwater, owner of #393 *Manatee*.

SQUAM LAKE RESPONDS

I am delighted to learn of the Association's interest in our Squam Lake Bullseye fleet, possibly the fastest growing Bullseye fleet in the world. Two years ago, we went from zero Bullseyes to three. Then, a fourth Bullseye was added to our little family in 2000. It is our conviction that as more sailors become exposed to the Bullseye idea, we will experience further growth.

Albeit premature, the idea of hosting a Bullseye nationals on Squam Lake brings a gleam to our eyes. A goal of holding a Bullseye nationals on Squam Lake in 2004 or later seems a real possibility. However, we want the Association to be aware that we do not have a hoist and that all boats would need to be trailer launched.

I will share your letter with my fellow Squam Lake Bullseye enthusiasts, which will spark some interesting thought and conversation.

Thank you for your efforts on behalf of the Bullseye Association and your interest in our fledging fleet.

Best Regards, Douglas R. DeCluitt

BRIGHT YELLOW

If a bright yellow membership slip is in this mailing, it means that you have not yet renewed your membership in the Bullseye Association for 2001.

Please stay on board!

2000/2001 OFFICERS OF THE BULLSEYE ASSOCIATION

President: Wendy Goodwin-Kelley, 5 Narrows Road, Wareham, MA 02571, 508-295-9384
Vice President: Elizabeth Wohler-Berry, 7 Bradley Lane, North Hampton, NH 03862, 603-964-9548
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: Edward W. Desmarais, 1 Ashbrook Road, Exeter, NH 03833, 603-778-7510
Technical Committee
Chairman: Philip Nutting, 16A South Street, Rockport, MA 01966, 978-546-2594
Vice Commodore: Robert A. Stickles, 8 Ridgewood Lane, Marion, MA 02738, 508-748-6920
Vice Commodore: Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, 207-244-3794
Historian: Emily Wick, 27 Atlantic Avenue, Rockport, MA 01966, 978-546-6055

LUCILLE DINGLEY — NOT YOUR ORDINARY WAHINE

by Jim Leenhouts

Probably the oldest one-design sailor in the United States has me dead-to rights before the race start. Quite ironically, since it's December, I am sailing in the race series named after her ten years ago when this popular sailor was "only" eighty. Slightly irritated by her trap, I testily figure that, at the rate she's going, in ten more years, I won't even be sailing on Card Sound anymore; It'll be renamed Dingley Bay, I'll be sailing under the burgee of the Lucille Dingley Sailing Club, and she'll be off racing mountain bikes somewhere.

Unable to tack, I must jibe over in a desperate attempt to get back to the starting line in time. Perhaps those Dingley eyes register a little glee at my plight, but it's not on her face, it never is. I remember her well, serving as her Rear Commodore; she really smiles with her eyes. She smoothly tacks over to give herself a good starting angle. She's rock steady at the helm, slightly hunched over the tiller, chin down, head unmoving with only those expressive, hooded eyes searching out and recording the positions of each of her competitors - something she has been doing competitively for sixty-five years in the air, on the race track and now on water here on Card Sound, just off Ocean Reef. No thanks to her, I'm five seconds late so, naturally, I get a good look at her transom - the letters are bold - WAHINE.

It must take years to get to know Lucille - she answers questions about herself quite tersely, often with her hand at the side of her mouth - a sure sign she hates to brag. You might ask her, just for example, "Why did you name your boat WAHINE?" Her answer, always candid in the manner of Down Easterners, her adopted people, is, "Well, 'wahine' means a 'woman' in Tahiti." You can take it from there. That's all you get. You are left to assume she is immensely proud of her gender and probably has been to Tahiti.

"Oh, you've been to Tahiti?"

"Of course," she answers as if you completely missed the point, "We lived there for a year in 1934."

"My gosh, what in heaven's name did you do in Tahiti?"

"Of course it's a lovely place to live and quite inspiring for a painter." You can guess she must have actually known and talked to more than a few individuals who knew Gauguin when he was painting in Tahiti not too many years earlier.

"You must have real fluency in French to do that, just how did you manage that trick growing up in North Carolina?"

"Oh, of course, in our convent, we were absolutely forbidden to speak anything but French!"

And so it goes with Lucille, each question opens one door of her life only to find four more doors.



Lucille Dingley at the helm of *Wahine* with crew Sheila O'Brien.

What was the proudest moment of your life?"

"That's easy," Lucille says, and now she's really proud so her hand drops, "Maine Governor Payne appointed me the State Commissioner of Aeronautics. He wanted me to move Maine into the modern age of flying."

"You're an airplane pilot?"

"Of course," and she kindly doesn't comment on the fact that this is one dumb question because the governor of Maine surely wouldn't appoint some lady chicken farmer to such an important post — but that's the funny thing with Lucille, he really did.

"Well, yes and -" she continues trying to make her response correct, "not just planes, I also flew choppers."

Of course, she is a pilot. Of course, she raced airplanes. Of course, she raced her Alfa Romeo and Maserati - at Lime Rock, yet. Of course, she is a Raleigh School of Art graduate. Of course, she was part of a group that hunted Nazi U Boats, was a member of an elite group of women pioneer aviators, the "99's," which included Amelia Earhart and, of course, she ferried warplanes to relieve pilots for active duty overseas. And so the bewildering number of doors of Lucille Dingley's life continue to open.

After her marriage and the year in Tahiti in 1934, she and her husband, Henry, settled in his home state and operated the Auburn, Maine airport on land they donated to the city. There, she obtained her pilot's license in 1935. In the years leading up to World War II, she started a very successful 1500 bird chicken farm and pioneered the sale of dressed chickens ready for the oven. She and Henry raced their cars and planes throughout New England. She vividly remembers her longest, international, "lady" airplane race from Toronto to Havana, a race that was capped by a champagne breakfast with Cuban dictator Batista and also haunted by the terrible cliffs near the
(continued on page 4)

MASTS TAKE DINGLEY TROPHY

Lynn and Al Mast sailed their way to 12 points and the Dingley Trophy in the Card Sound Sailing Club's December Monthly Series which ended last Saturday.

Taking second place with 14 points was the team of Bob Holzman and George Fenner, followed by the 18 points of Jim Leenhouts and Tom Wyman and the 19 points of Shirley and Frank Shumway.

The winds for Saturday's event were 12-15 out of the southeast.

The Shumway team took a first and a second, as did the Holzman-Fenner team.

90TH BIRTHDAY REGATTA

This sailing season will mark Lucille Dingley's 90th birthday. She is probably the most senior, active, one-design racing sailboat skipper in the United States. She has honored our sport by remaining active, contributing to its success and the genuine enjoyment of her fellows. In her great honor, the Card Sound Sailing Club will host a special "Lucille Dingley 90th Birthday Regatta" on 17 February 2001.

EXECUTIVE COMMITTEE SUMMARY

(continued from page 1)

Birthday Race on February 17. (See page 3 for the full story on Lucille.) Dave Burnham reported that only 4 or 5 boats are racing at Fishers Island but he hopes for a big gain in 2001 as owners, lately racing in larger boats, return to their Bullseyes to prepare for the 2002 Nationals to be hosted at Fishers.

Phil Nutting led discussion on whether any amendment should be made to the Association Rules which at present do not permit the use of electronic compasses or VHF radios during racing. The consensus was that electronic compasses offer no special advantage and could be allowed. VHF radios, on the other hand, are for emergencies only. Otherwise they should not be used. Listening to Committee Boat chatter or the count down at the start are both unacceptable. Phil will draft statements for discussion at the Annual Meeting in April and these will also be in the March Newsletter with comments solicited.

Jean Beaulieu is hoping a big fleet will converge for the National races. They take place the weekend after Labor Day. Some charters will be available. SW Harbor will offer a Junior Award for the team of skippers and crew under the age of 19, which places the highest in the Nationals.

Elizabeth Wohler-Berry reported that the sale of hats and shirts has been slow but steady. Bullseye neckties are now available as well. (An order form is enclosed with this issue.) Elizabeth also mentioned a recent swamping episode at Marion when an ordinary bilge pump proved inadequate. Presently the rules give an option to carry either a bucket or pump. Phil Nutting will present a revised ruling requiring that a bucket be on board all racing Bullseyes.

LUCILLE DINGLEY (continued from page 3)

Havana airport that snuffed out the lives of two of her fellow aviatrixes.

The war brought great changes as Henry went overseas with the then U.S. Army Air Corps. To her great regret, without help, Lucille couldn't make the chicken farm pay. In addition, the Navy had commandeered the Auburn airport for training. However, like most Americans who supported the war effort, she dug in and ferried airplanes while supporting the volunteers who used private planes to search for Nazi submarines off the eastern coast of the United States.

But the war did bring one benefit - after it was over, Henry and Lucille purchased an ELCO boat hull and completely fitted it out. Named SNAFU, a humorous expression coined in the armed forces, they became avid boaters eventually arriving in the Florida Keys in 1955. The couple, struck by the natural charm of the Keys, then wintered on their boat at the Ocean Reef Club docks every year after that.

Although the waters at Ocean Reef are a fishing paradise, the Dingleys opted for salmon fishing in Maine, Canada and Scotland. Maine also provided easy access for them to the great skiing in Quebec. Well known in her state, Lucille became the Chairman of the Board of the Central Maine Medical Center in Lewiston. But once the family had tasted boating, the activities and the climate at Ocean Reef, the die was cast and the door for Lucille's passion for one-design sailboat racing began to open. Sadly Henry passed away in 1987.

Without a lawn and garden to tend aboard SNAFU, Lucille was easily enticed into sailing by a friend who owned a Bullseye sailboat. Built by the Cape Cod Shipbuilding Company, the 15 foot Bullseye had been selected by the Card Sound Sailing Club for its racing venue. The tough, keel-hulled sailboat has a strong heritage traced back to sailing great Nathanael Herreshoff and is ideally suited for senior sailors. In addition, the Bullseye class has five very active fleets - four in New England and one at Ocean Reef, thus allowing the class to rotate annual national regattas at each host fleet's club. The Card Sound Sailing Club's choice of the Bullseye and its very active, 16 week racing program has attracted many northern sailors who move to Ocean Reef to enjoy superbly managed one-design racing at its very best in the winter.

Immensely popular, Lucille was elected Fleet Captain of the Card Sound Sailing Club in 1985 and, at 77 years of age, the Club's first female commodore. She was the first club Commodore to host and preside over a Bullseye National Championship regatta at Ocean Reef. Later, the club's first racing series, in December, was named the "Commodore Dingley Series" and a trophy carries her name.

Lucille Dingley is a remarkable "Wahine" — truly a national sailing treasure, living proof that Bullseye racing must be good for you.

Photo: Another view of Wahine with Lucille Dingley at the helm and Sheila O'Brien, her crew.

USEFUL ADDRESSES for those who want information or to buy or sell a Bullseye

Connie Lavigne
28 Parker Street • Rockport, MA 01966
Tel: 978-546-2071 • Fax: 508-459-7939
email: lavigne@shore.net

Phil Nutting
16A South Street • Rockport, MA 01966
Tel: 978-546-2594
email: Bullseye@shore.net

Dave Burnham
44 River Street • Rehoboth, MA 02769
Tel: 508-252-3442
email: Awburnham@aol.com

Internet: <http://www.shore.net/~bullseye>

ADVERTISE IN THE NEWSLETTER

The fee for up to 4 ads to buy or sell is \$25. Contact one of the above.

BRAND NEW BULLSEYES AND TRAILERS

Cape Cod Shipbuilding Company
Wareham, MA 02571
Tel. 508-295-3550



Continuation from October Newsletter of correspondence between E. L. Goodwin and N. Nash of respective merits of fiberglass and wood for boat construction.

From Volume 18-No. 1 of Messing About in Boats. Published with permission.

which type of craft will put more pleasure into boating. The laws of physics are quite explicit about that. Wood is a natural vibration damper. Fiberglass, like metal, transmits vibration. There are cases on record where the vibration in fiberglass boats caused decks, seats, coamings, and even transoms to crack loose.

10. Your remarks concerning speed are contradicted by the fact that the small boat speed records are held by wooden boats. Wooden boats took the beating of the 25,000 mile test run by Kiekhaefer. It is the opinion of many experts that fiberglass would have vibrated to powder within two days.

11. Put a motor, a lead keel, ballast and metal centerboard in a fiberglass boat and it'll sink quicker than a wood boat. Put the same amount of flotation in each and they both stay up - the wooden boat higher in the water. We are talking mainly about the thousands of power jobs being sold each year, and not about the comparatively small amounts of sailing jobs.

12. I am not surprised to hear the good news that your boats, Mr. Goodwin, have a high resale value. From your letter I can see that you are an exceptionally thoughtful man who likes to go to the bottom of things. Ah - but there's the rub. You are the exception rather than the rule.

13. Eye-appeal is a powerful sales stimulant. But the public has a frightening habit of rejecting extremes and flashiness after the novelty wears off. Just ask Detroit's car mak-

ers.

Have the manufacturers of wooden boats been too conservative? Should they have shown more daring, originality, and imagination in their designs and colors? How much must be sacrificed for the sake of styling? Should boat manufacturers copy the car makers' mania for yearly model changes?

Granted perhaps, that the public knows what it wants. But is it good for them? Will they want it again next year?

14. Like anything else, some lap-strake boats are well built. Others are horrible examples of how not to build a boat. So-called lap-strake fiberglass boats are but copies of a well-known wood boat builder's hull. Strength of hull had nothing to do with it. In fact, one of the plastic lapstrake manufacturers spent several years learning that his so-called laps cracked at each lap corner, and he now inserts plastic covered wood ribs to hold the boat together.

This brings me nearly to the end of my reply to your letter, Mr. Goodwin. However I suspect that I have not been able to change your opinions to any large degree.

Yet, there is one thing we both can whole-heartedly agree upon, and that is: No boat should be graded entirely by the materials used.

I can well understand why my original article "Battle for the Waves" came rather as a shock to you. Nobody expects Lumber to fight back.

But this is all going to be changed. A new spirit of urgency and militancy has come over our entire industry. This movement is spearheaded by the National Lumber Manufacturers' Association, who will spend in excess of \$1,000,000 in the next 12 months campaigning for "Wood - the New Building Material".

You had better sharpen your pen, Mr. Goodwin. If you didn't like my article, I shudder to think what your reaction will be when you hear what the NLMA has to say.

Again I repeat. I am proud that a man of your caliber and distinction has done me the honor to comment at such great length on my literary efforts. As I started out to say: Thank you. Thank you. Thank you.

Cordially yours, N. Nash, Great Eastern Lumber Co. Glens Falls, NY

August 20, 1958

Mr. N. Nash
100 W. 72nd St.
New York 23, NY

Dear Mr. Nash:

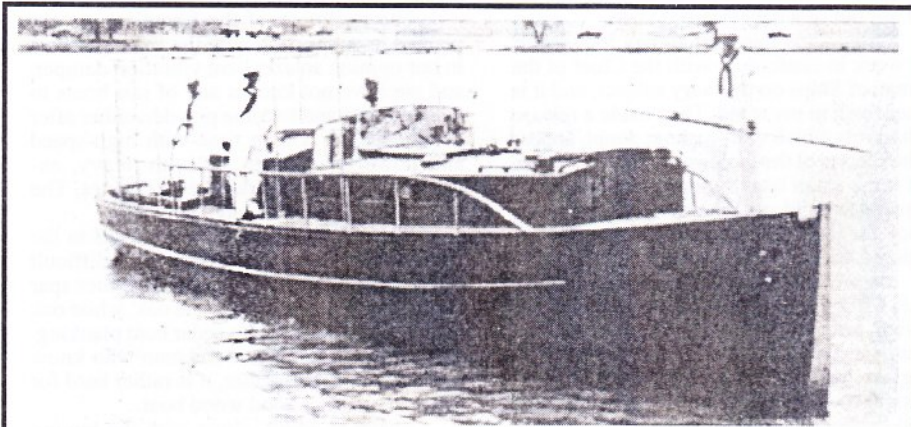
Have your letter of August 4th, and am afraid that, being in the writing business, you have a distinct advantage. Really think that you missed the entire point of my earlier letter in which I pointed out that I, personally, am a woodworker, have sizeable investments in growing timber, and believe that such a magazine as *Hitchcock's Wood Working* should realize that the fiberglass boat business is aiding the use of wood rather than detracting from it. Consequently, they should be very fair in their statements, and not take the attitude that everything in wood is good, and everything in fiberglass is bad.

In our own case, we are employing more woodworkers today than we did 15 years ago, or immediately after we finished our war work in World War II. We are much better able to pay them the high wages which they demand, and our credit when we buy various kinds of wood seems to be excellent. These, in my opinion, are the most important points. The other details are incidental, but for the sake of a good argument, I will answer your letter with my opinions, point for point.

Frankly, I am much more concerned as to whether this country will be able to produce sufficient lumber to supply its needs, rather than believing that wood is going to be outmoded. Whether they will continue to use it in its present form, or whether they will get it into a fabulous machine and spew it out in boats, furniture, panelling, etc., remains to be seen, and if I were allowed to prophesy, I would guess that the latter might be true chiefly because apprenticeship in woodworking seems to be going entirely out of style.

If I were in your shoes and had something to do with a large amount of money to be spent for advertising or promotion on wood, I would look into the matter of encouraging young men to develop an ability to handle wood. The change from wood to metal spars is chiefly because wood spar makers are just not available in the country today.

I resent your mentioning boats and cars in the same paragraph. We never believed from the first that fiberglass cars would be satisfac-



Wooden Boat is Navy's Oldest

It's modern, it's old, it's tops in service! That's the description of the oldest boat in the service of Uncle Sam's Navy, a streamlined 50' admiral's barge.

Now flying the flag of its sixth admiral, Rear Admiral Harold Davis Baker, commandant of the Potomac River Naval Command, the barge will continue to serve other admirals in the years to come because in spite of its 46 years, it is still seaworthy and shows no signs of decay or rot.

This sturdy and durable barge is built of wood as is 70% of all naval small craft in use at the present time. Its hull is sound and "eye sweet" and the appearance and tightness of the swept teak deck are like new. Yet the barge has "lived" through three wars aboard the battleships Louisiana, Utah, Florida, Arkansas, and New York.

The graceful lines of the boat and the soundness of its hull make it a strong rival

the hull structure has been removed or replaced because of deterioration or mechanical damage.

Built in 1912 at a cost of \$12,000, the boat has undergone minor alterations and has had its original gasoline engines replaced by 105-horsepower diesels, but it still has the cedar planking; the white oak keel, stem, frames, timbers and deck beams; the Oregon pine clamps and bilge stringers; and the teak deck and cabin which the builders, Herreshoff Manufacturing Company of Bristol, RI, used in its original construction.

Such a testimonial to the durability of wood has led Richard Hartley of the Bureau of Ships to state, "Wood is particularly suited to naval use." Supporting that statement he points out that, in addition to the admiral's barge, there are several motorboats and launches which have served Uncle Sam for 20 or more years.

with wood, but really come under the controversy between steel and fiberglass.

The *New York Times*, a year ago at Larchmont Race Week, had headlines on the story where the fiberglass Raven rammed by a wood Lightning that was nearly demolished, was able to finish the race and turn out with temporary repairs the following day and ended second in the series. The Lightning was out for more than a week. We cannot concede that fiberglass is difficult to repair or expensive; we have too much evidence to submit if we had the time to prove our point. It is very simple for the woodworking boys to claim otherwise, but they do so only with lack of current knowledge of fiberglass repair kits and repairs in general.

We quote from a letter recently received from Jim Willis of Manset, Maine, who operates a fleet of small boats in connection with his sailing school. As a result of a bow and beam collision in a brisk breeze that would have laid a wood boat up for weeks, he phoned us a description of the damage which was a hole some 6" in diameter above the waterline of the boat. He phoned us in the afternoon and we mailed out a repair kit that night. The following afternoon the boat was back in commission with a total of four hours of inexperienced labor charged to the job, and the letter comments that the next time he would do it in two hours.

Along these lines we are enclosing a Repair Manual by Owens-Corning, as well as a recent bulletin from the Bureau of Ships, which I have not had time to read but which I believe might be of interest to you. Please note that this is not just an opinion by an individual who happens to wear a Navy uniform, but a report from the Bureau of Ships.

Please don't confuse our issue with kitchen cabinets, hardwood floors or furniture. We would like to confine it strictly to boats so that we can be on a subject in which we claim some knowledge.

We know Mr. Buckley of Penn Yan boats and have every respect for his opinions. We also can assure you that if we had made the mistake of sticking to wood some eleven years ago we no doubt would have had some rather pertinent reasons.

Your reasoning, however, about the location of the leading manufacturer of fiberglass is entirely in error. You, no doubt, refer to the Owens-Corning Company with headquarters at Elmira, New York, and I am frank to state that you could hang around that plant for many years without getting any information concerning the construction of glass boats which would be any more important than what you might pick up at any cocktail party.

The firm who manufactures the reinforcement for fiberglass boats is the Owens-Corning Fiberglass Corporation, with head offices at 598 Madison Avenue, New York, New York, with plants producing the material in Huntingdon, Pennsylvania, and laboratories and a new production plant coming in or near Providence, Rhode Island. Just no connection between the personnel in one corporation and the other.

Furthermore, the re-inforcing agent as manufactured by Owens-Corning is only one of many component parts which go to make up a fiberglass boat. The real "know how" in boat construction is not available from any one company, in spite of the many textbooks which might lead you to believe to the contrary.

Each individual builder, like ourselves, has developed a technique in manufacturing boats, and this is either good or bad, depending generally on the length of time the individual has been in the fiberglass boat business. The source of his materials has very little to do with the quality of the boats. It is also interesting to know that, in practically all cases where personnel leaving Owens-Corning or the various resin companies to enter the fiberglass construction field, the enterprises have ended in failure.

The buoyancy of wood over other materials has very little to do with the safety of the boat. Since in almost all cases when a boat becomes larger and has a marine engine installed, or outside ballast, the items heavier than water used in the construction far outweigh the buoyancy in wood, requiring some type of buoyancy other than wood. To provide this in wood boats brings up many difficulties; first the inability to make wood airtight under various climatic conditions; second the introduction of rot in areas sealed off for buoyancy purposes.

Since we have spent many years working in peacetime mostly on pleasure boats, and in wartime entirely for the armed services, we cannot agree that the requirements are entirely different. Some differences, yes, but the requirements are basically the same. I am rather surprised that the average of wood boats in use by the Navy is not more than 70%, because they have had practically no appropriation for new small boats since fiberglass really got out of a development state.

I might add that I sat all day Monday of last week in conference with the Chief of the Bureau of Ships on this very subject, and it is rather fresh in my mind. They made a release at that time which will, without doubt, appear in the reports of the various trade associations, that if the small boat builders are going to be prepared to build small boats in the next emergency for the Navy, they should become acquainted with plastic construction and repair.

We are very proud of the fact that we have boats fifty years old built of wood and still in service, but before you can bring that up as an argument, we have to learn how long the fiberglass boats will last. Our boats built 11 years ago when we started seem to be in as good shape structurally as they were at the time they were built.

Fiberglass is far superior to wood in resiliency and ability to bounce back undamaged, as is best illustrated in the glass surf casting rods used almost exclusively in heavy surf casting these days.

Wood, of course, does not corrode, but it does rot, and I was taught when I went to school that this rotting started before the tree is cut, and under most conditions, when exposed to the weather, continues on its downward way until it is useless. It is a continuous fight from the time the wood goes into the boat until the boat is scrapped to keep the wood protected with anti-fouling paint against worms, varnish and paint against weather. It is estimated under today's conditions that a new boat built of wood costs annually 10% of its original cost for maintenance, with fiberglass less than 1%, so that in ten years a fiberglass boat saves her own cost in maintenance.

Boats of the *Queen Mary* type, or the largest being built 100 years ago, were built of wood so that I would say today the *Queen Mary* is built of steel because steel is both

cheaper and stronger per pound than wood, and just the same as a wood boat, she will sink under certain conditions. There is no question in anybody's mind, familiar with boat construction, that if the *Andrea Doria* had been built of wood, she would have gone to the bottom just as she did, and by this time the worms would have finished the job so that there would be no talk of salvage. The only large boats of this type that have ever floated after being wrecked and filled with water have been vessels carrying a cargo of lumber or other items lighter than water.

We are not advocating an ocean liner to be built of fiberglass for one reason only, and that is a matter of cost. With a base cost of fiberglass material at \$1 per pound, and steel at \$.15 per pound, a fiberglass boat builder is rather at a disadvantage where steel boats are practical.

As to price on today's market, a good fiberglass boat competes in first cost with a good wood boat, but does not compete with the cheaper plywood. The chief reason why fiberglass, properly built, is a better material to eliminate vibration is that it is laminated in one piece and caulking does not have to be held in place, which is usually the problem under severe vibration in wood construction. The wood itself is not the first to let go. The caulking comes out and starts the leak and the fastening in the wood begins to loosen; conceded that wood will absorb and take up a lot of vibration, but this does not keep the boat afloat.

The resiliency of the fiberglass, as explained in connection with the fishing rod, is in our opinion an excellent vibration damper, and we have not known any of our boats to disintegrate and become powder, either after being used for a long time with high-speed and powerful engines, or with heavy, extremely rough, 3-cylinder diesel engines. The repair job we trust we have covered.

We repeat that those that are still in the small boat business are still having a difficult time procuring such items as Sitka spruce spar stock, properly seasoned white oak, white oak bending stock, and white cedar boat planking. Without these items and the men who know how to put them together, it is rather hard for me to visualize a good wood boat.

I have to admit, along with the buying public on today's market, to liking a proper amount of frosting on the cake, and it is interesting to note that this frosting is very often converted into useable space not available in wood construction where space-taking frames are required. You say there are cases on record where vibration in fiberglass boats caused decks, seats, coamings and even transoms to crack loose. It is only obvious that in all the wood boats that have been built by novices and semi-experienced people, this same situation has happened thousands of times. Please remember that from the beginning we are not claiming that any fiberglass boat is a good boat. Our claim is that on today's market, fiberglass is by far the best material for the construction of boats up to sizes suitable for steel.

Having spent considerable of my business life working for the speed king, Gar Wood, I have some knowledge of speed records in boats. Please consider, however, that fiberglass lends itself only to production boats. It would be a very wealthy man indeed who could afford to build a mold for an individual

records from fiberglass boats in the foreseeable future unless such a record is confined entirely to stock boats. It is our feeling, however, that should anybody have the money to build the mold, that we would like to take on a contract to build an individual race boat with an unconditional guarantee on our part that it will not vibrate to powder within two days or two years.

In your paragraph 11, you are technically correct simply because the wood in the hull of a boat has some buoyancy, whereas fiberglass itself is heavier than water, but when you consider the difficulty of adding flotation to a wood boat, and the simplicity of building in air tanks that will not rot out in fiberglass boats, there is no question that most parents wish to buy fiberglass boats, either sail or power, when the matter of safety or non-sinking is of foremost importance.

My comment to number 13 is, "The Lord help the individual company or organization that endeavours to teach the public what it should want. The present situation of the Detroit auto manufacturers is rather a good example."

Number 14 covers a man who came to our business from the automobile business and had very serious growing pains, and as far as I know, still has them. Latest reports show great improvements in the boats.

As to the proposed advertising, I lived through a small period in the automobile business when Buick of General Motors was taking full pages in the New York newspapers,

advertising the dangers of 4-wheel brakes at a time when the next year's cars were already in production with 4-wheel brakes. Possibly you do not remember when cars had brakes only on two wheels. I must say this did a great deal to shake my faith in advertising of any type, and I repeat that I believe if you would spend your million dollars in training woodworkers, you would result in more wood being used. I don't expect, however, that such a suggestion will get even the smallest consideration.

Have a certain pride in the clipping which you sent me concerning the 50' Admiral's Barge. Some few years ago we purchased the Herrshoff Manufacturing Company, who built this boat, and the rights to all their designs. Sidney Herreshoff, son of the famous Nathaniel, is now working with us as a consultant and, no doubt, drew the lines for this particular boat.

May we suggest that you pay us a visit at a time when we can, we hope, bring you up to date on what is going on in the fiberglass boat business.

With best personal regards, sincerely yours, E.L. Goodwin.

PS: Note the sinking of the *Revenoc*, the Conover yacht, last January in Florida waters; and the sinking of the Gold Cup racer, and the Coast Guard picket boat which she rammed. All indicate clearly what happens to wood boats. This past weekend in my town the Coast Guard rescued two passengers from a sinking Chris Craft 22' cruiser, wood, etc.etc.etc.

Epilog

As the new millenium arrived, E.L. Goodwin is no longer with us, but his Cape Cod Shipbuilding lives on, successfully building to order a range of fiberglass sailboats from 9' to 44', based on those Herreshoff designs that "Les" Goodwin had (with remarkable foresight) acquired, as well as Sparkman & Stephens and Phil Rhodes designs. A third generation of the Goodwin family is now working in the family enterprise, with second generation Gordon Goodwin President.

"Les" Goodwin was born in 1899 and died in 1995 at age 95, two years after he "retired" at 93, chiefly due, according to his son Gordon, to the failure of his hearing. I can of course only speculate, but it must have been a great satisfaction to him to see his version of what was going to happen in the boatbuilding industry come to pass.

Gordon Goodwin told me that this year Cape Cod Shipbuilding's entire production run of Herreshoff 12-1/2s and Bullseyes is sold out, they have a run of a dozen Cape Cod Mercurys in production, and will soon be starting a 30' Olin Stephens designed Shields One Design.

And what, I wonder, ever happened to *Hitchcock's Wood Working* magazine, or the Great Eastern Lumber Company?

BULLSEYE CLOTHING FOR SALE

Bullseye polo shirts \$32 (sapphire blue with red embroidery) Sizes M, L. or XL

Bullseye hats \$15 (stonewashed blue with red embroidery)

Bullseye ties \$29 (navy with red embroidery of bullseye sail plan)

Shipping & Handling: 1-2 items: \$4.00 3-5 items: \$6.00

Please state size of shirt(s) ordered and make check payable to: Bullseye Association.
Mail to: Elizabeth Wohler-Berry, 7 Bradley Lane, North Hampton NH 03862

NAME:

ADDRESS:

PHONE #:

E-MAIL ADDRESS:

ITEM

NUMBER

PRICE

SIZE

TOTAL

_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

SHIPPING & HANDLING _____

TOTAL _____