

★ BULLSEYE ASSOCIATION ★

DINNER AT HERRESHOFF MUSEUM



A convivial moment. From l-r, Halsey Herreshoff, host and speaker; Jack Sutphen, veteran yachtsman; Bill Berry, husband of the new president at his left, Elizabeth Wohler Berry. Photo by David Burnham

WELCOME FROM FISHERS ISLAND

Dear Bullseye Sailors:

On behalf of the Fishers Island Yacht Club, I invite you to visit our "mystic isle" this summer for the 41st Bullseye National Championship, August 2-4. The Nationals will be the highlight of our sailing season. Hosting this colorful event will help reinvigorate competition within our local Bullseye fleet. In addition to the traditional warm reception you will receive on the race course from Charlie Ferguson, Dave Burnham and Peter Rugg, we hope to put several new boats and new faces on the line. Off the water, we are also working hard to be sure that visiting Bullseye sailors will be hosted in the usual Fishers Island style, with plenty of good food, great company and maybe even a cocktail or two at Peter and Meredith Rugg's new home overlooking West Harbor. Good sailing to you! We look forward to seeing you on Fishers the first weekend of August.

— Walter Keenan, Commodore

A MEMORABLE EVENING

At the cradle of the Bullseye in Bristol, Rhode Island, beneath the portraits of generations of departed Herreshoffs, Wendy Goodwin-Kelley conducted a seamless Annual Meeting and Halsey Herreshoff mesmerized his audience. It was a perfect evening.

Nearly 50 sailors enjoyed the fellowship on April 26 at the Herreshoff Museum amidst reminders on every side of the remarkable craftsmanship of a bygone era. Despite the excellent meal catered by staff from nearby Roger Williams University, there was no hint of somnolence throughout the evening.

The main agenda item of the Business Meeting was the election of officers. Since Wendy had completed her term, Vice-President Elizabeth Wohler-Berry was elected President. David Burnham was re-elected Secretary/Editor and Mark Cohen, Treasurer. The search is on for a new Vice-President. For more on Elizabeth, see her letter of greeting on page 2, or read about this two-time National champion, mother of four, skier, and future school psychologist in the October '98 Newsletter.

Routine reports were received from the officers followed by the Fleet

Representatives. Vice Commodore Steve Homer from Southwest Harbor described a December frostbite series and anticipates a busy sailing season. Cal Beggs from Fishers Island defined Fishers Island's problem of not having enough sailors to crew both Bullseyes and the currently popular IODs. The hope is that the Nationals will bring the latter sailors clambering back onto Bullseyes. By letter from Joanne Moar we learned that Sandy Bay anticipates an average of 9 boats on the line this summer. They will miss Ed Desmarais who has shifted to Stars. (We will all miss him.) From Florida Stewart Pinsof reported by letter of a great sailing season on Card Sound with an average of 12 boats starting. New officers have been elected and a few owners have ordered spinnakers for next year. In her letter, Jen Regan, leader of the Beverly fleet, outlines a very complete season with a great variety of events.

Phil Nutting urged each fleet to try to develop an Official Bullseye Measurer. (Phil will be glad to teach.) New sails could then be measured at the home yacht club. That would greatly decrease nail-biting tension while sails are being measured on Nationals eve.

Dave Burnham gave an earnest plea for fleets to begin to use genoas again. He stated that those who know only the working jib are missing some of the best thrills of Bullseye sailing. Dave then reported on plans for the Fishers Island Nationals that are described elsewhere in this Newsletter.

Among the special guests of the evening were Halsey's brother Nat with his encyclopedic knowledge of dates and names and all things Herreshoff, and Jack Sutphen, who has sailed everything from cup defenders to Bullseyes. Wallace Ackley brought greetings from the Squam Lake, New Hampshire Bullseye fleet.

Commodore Wendy Goodwin-Kelley receives a symbol of the Association's appreciation for her dedicated and energetic leadership over the past two years. See page 2 for a further tribute to Wendy.



FROM THE PRESIDENT

Those unable to attend the annual meeting missed a wonderful evening at an amazing venue. The Herreshoff Marine Museum is a gem and a "must see" for all lucky enough to own a Herreshoff-designed boat. Halsey Herreshoff was a knowledgeable and charming speaker. He regaled us with the history of his family's business followed by wonderful slides and stories of his cross-Atlantic trip and subsequent win in a vintage boat division at Cowes' 150th America Cup anniversary race around the Isle of Wight. He and his brother, Nat, have carried on the family's boat building tradition. The Herreshoffs were an innovative family whose legacy continues today.

I am the new President of the Bullseye Association, following in the steps of Wendy Goodwin-Kelley to whom we are all indebted for inspired leadership during her two-year tenure as president. While at the helm, Wendy successfully handled some difficult issues such as use of electronics on board prior to and during races. As a result of her hard work, I have inherited an Association with no outstanding tabled items. Wendy will continue to assist us all in her role as Commodore.

I have been a Bullseye owner for five years, after spending three years crewing in the Marion Ladies Series. I bought Mary Pierce's Underload, rechristened her Celtica, and have been having a wonderful time. I live on the New Hampshire seacoast but spend summers in Marion, MA. My husband, Bill Berry, taught me to sail many years ago. I crew for him on his Shields and he crews for me on Celtica. Our four children are avid sailors.

Two issues are dear to my heart and I hope to address them during my tenure. The first is the need to attract young people to our class. Our difficulty finding someone to take on the responsibility of vice president highlights the need for more owners who will become active advocates of the class.

A second issue is the possibility of designating a certain weekend for the Nationals, except for the year when Card Sound FL hosts the event. This may make it easier for skippers to attend and easier for clubs to plan the event (one could make plans with one's club two years in advance, if necessary, to accommodate the schedule). The Nationals provide an opportunity for multi-fleet competition enhanced by greater participation.

Dave Burnham has raised the issue of using genoas in races, both locally and at Nationals. We are seeking feedback as it does require an extra expenditure in sail inventory and requires more activity on the part of the crew.

I am hoping that people will contact me if they have feedback or concerns they would like the Association to consider. My email address is: EWBerry1@aol.com. Please reference your email with "Bullseye" as I delete emails I don't recognize.

I look forward to hearing from you and hope that you are as excited about the 2002 season as I am.

— Elizabeth Wohler-Berry

THE BULLSEYE BRASS



The Officers of the Bullseye Association for 2002-2003, l-r, Phil Nutting, Technical Chairman; Emily Wick, historian; Dave Burnham, Secretary/Editor; Elizabeth Wohler-Berry, President; Steve Homer, Vice Commodore from Southwest Harbor; Wendy Goodwin-Kelley, Commodore; Mark Cohen, Treasurer; Cal Beggs, Fleet Representative from Fishers Island. Missing from picture is Vice Commodore George Fenner from Card Sound. Photo by Jan Walker.

COMMODORE WENDY

For the past two years the Bullseye Association has been led with vitality and enthusiasm by Wendy Goodwin-Kelley. Actually, she has demonstrated these same characteristics all her life, much to the betterment of the Bullseye Association. She has been a great, pro-active leader. Her intelligence, helpful spirit, and great laugh, have been an integral part of what makes Bullseye racing fun for those lucky enough to compete with her.

Not that Wendy's helpfulness has been of the non-competitive sort. She does not give way on starboard tack or fail to luff you up if an opportunity occurs. In fact, on such occasions, she chuckles. Then, after the race is over, she will have kind things to say, tell you how lucky she was, and help you tune your rig. She has always been among the top contenders and in 1993 her Nationals championship included two firsts and only half as many points as her nearest competitor.

Wendy's messages on the editorial page of this Newsletter have always been upbeat and her articles informative. We all want to thank you, Commodore Wendy, for your leadership the last two years. You guided us through some difficult decisions or, rather, choppy waters, and concluded with a perfect final meeting. We salute you, and are glad you will not be far away, just at the other end of the telephone at Cape Cod Shipbuilding Company.

— David Burnham

2002/2003 OFFICERS OF THE BULLSEYE ASSOCIATION

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|----------------------------|---|
| President: | Elizabeth Wohler-Berry, 7 Bradley Lane, North Hampton, NH 03862, (603) 964-9598 |
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| Vice Commodore: | George G. Fenner, 55 Tarpon Lane, Key Largo, FL 33037, (305) 367-4168 |
| Vice Commodore: | Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, (207) 244-3794 |
| Historian: | Emily Wick, 27 Atlantic Avenue, Rockport, MA 01966, (978) 546-6955 |

THE 16TH NATIONALS — 25 YEARS AGO



Rounding the mark, Tommy and Barbara Sanders in Merry Meeting (218) are off and away. Mallory Lash in Cricket (656) has turned the corner but lacks air. Billy Smith in Whirlwind (557) stands poised and tense for the rounding. A Bullseye hat for anyone who can identify the gentleman kneeling on the cuddy and the name of the boat he is slowing down by endeavoring to set his spinnaker from there! Photo by John Harper.

FISHERS ISLAND NATIONALS

The Fishers Island Yacht Club will host the 41st Bullseye Nationals on the weekend of August 2, 3, 4, 2002. Bullseye sailors from far and wide are urged to come enjoy some great sailing at our beautiful island, just 2-1/2 miles off shore from Noank, Connecticut.

Launching will be at Spicer's Marina on Friday afternoon, the 2nd. Motorboats from Fishers will be ready to tow, or visitors can opt to sail if the wind is favorable. Once in West Harbor moorings will be assigned and skippers and crew can check in at the Yacht Club. Host families will be called to pick you up when ready.

That evening there will be a cocktail reception at the new home of Peter and Meredith Rugg overlooking the harbor.

On Saturday the Skippers Meeting will be at 0830 followed by a 0900 Harbor Start. Weather permitting, the first gun will be at 1000. Boats will return to the Yacht Club for lunch. We will try for three, possibly four, races on Saturday. The day will conclude with a festive Dinner at the Hay Harbor Club.

On Sunday the Harbor Start will be at 0830 and first gun at 930. There will be no more than two races, only one if we

have had four the previous day. The Award Ceremony will begin no later than 1300, and at 1400 the tow back to Noank will commence. Spicers will be ready to lift your boat, and any prizes you have accumulated, when you arrive.

The Notice of Race, a Registration Form, and further information will be sent in late May to all members of the Bullseye Association, with extra copies to Fleet Representatives who may find non-members who would like to join and come for the fun. The largest Fishers Island Nationals was in 1975 when there were 26 boats. Let's hope we can exceed that number.

— Dave Burnham

At the first Fishers Island Nationals, Harris Parsons works sheet and guy while daughter Mimi steers Sandpiper along the Fishers Island shore. The two boats in the distance are probably Bill Mays' Peregrine, now owned by Brad Burnham, and Shamrock, then as now, owned by the DuPont family but in this race sailed by Eliot Porter. The 2002 Nationals will be the 5th time the event has taken place in these waters. Photo by John Harper.



HALSEY HOLDS SWAY

The tour of the Museum was fascinating, the dinner excellent, the business meeting smooth and successful and the best of the evening was yet to come.

With his Bristolian Yankee twang and a fine set of slides, Halsey Herreshoff, President of the Herreshoff Museum, captured the full attention of his audience at the Bullseye Association dinner on April 26th.

We saw pictures of the early days of the Herreshoff enterprise and learned that besides Bullseyes, Cup Defenders, and hundreds of other sailing vessels, the company had also built a great variety of motor boats, many of them fast, and even a few airplanes and automobiles.

We then went to sea with Halsey while he shared the experience of sailing Rugosa, a Herreshoff New York 50, built in 1926, across the Atlantic last summer. We watched the boat slice through rough seas and enjoyed the warm, mid-ocean sun as clothes were hung on lifelines to dry. We watched dolphins playing about the ship. It was almost like being there.

Next, we were in Cowes, England for the 150th Anniversary celebration of the race when the schooner America won the cup and began the oldest rivalry in sports. We sailed around the Isle of Wight and saw at close hand the sharp and chalky Needles and other famous landmarks. Then we were able to celebrate with Rugosa and her crew their victory among the vintage yachts.

It was 10 p.m. when Halsey finished and still the mood was for questions and answers. Many people stayed on while Halsey took them on a tour of the Model Room. No one wanted to end the spell of a magical evening.

FINISH LINE—PUMPKIN KEY RACE



Don Wright (91) edging out Lou Bevier (706) with Ed Kirschner (613) 3rd and Sally and Bill Martin (778) 4th. The first three boats went clockwise around Pumpkin Key. All others guessed wrong and went counter clockwise. Photo by Lucy Otzen.

THE CARD SOUND SEASON

As reported in the January Newsletter, the December Series, named for Lucille Dingley, was won by Al and Lynne Mast, followed by Don Wright and Rick Link, with George Fenner and Bob Holzman taking third.

The Masts prevailed again in January's Connors Series with Bill Martin and Bob Teeter coming in second. Don Wright and Rick Link were third.

In February Linda Noble and Spencer Gowrie won the Magic Series by edging out Don Wright by two seconds on the last day of racing. George Fenner and Bob Holzman won the March Mills Series by one point over Don Wright, while the Metcalf Series was won handily by Dick and Valarie Elliot with four firsts out of six races.

The Pumpkin Key race, where the fleet

starts to windward and rounds Pumpkin Key either way, runs downwind to a leeward mark and then tacks back to the finish line, was won for the third time in a row by Don Wright who was the best of the three boats which rounded the Island clockwise, finishing 1,2,3. The other 12 boats mistakenly thought counter-clockwise was best.

The new officers for next season have been installed. They are: Don Wright, Commodore; Al Mast, Vice Commodore; and Linda Noble, Rear Commodore. George Fenner continues as Fleet Representative and is now a Vice Commodore of the Bullseye Association.

There was talk of spinnakers being used in March but that did not happen. However, several members are ordering new sails and some of the orders include spinnakers.

SAILS AVAILABLE

New, unused Bullseye genoa jib for sale: \$200. Call Hal Whitaker (410) 377-5992, 35 Parliament Court, Baltimore MD 21212, email: dediwhit@aol.com. Experience the fun of sailing with a genoa as described by Dave Burnham in the lead article of the winter newsletter. We bought a new one for the Nationals before learning they wouldn't be used!

Judy Kilroy of the Beverly Yacht Club has bought new sails and would be glad to donate her old ones "to a worthy cause." Phone (508) 748-0516 or email: rekassc@neaccess.net.

BULLSEYES FOR SALE

Asking \$9,250. Built in 1989 but like new, seldom used, sails in excellent condition. Varnished wood seats, cockpit cover, anchor and pump. Owner: Joseph Harvey, 1326 SE 17th Street, Fort Lauderdale FL 33316. Tel: (954) 527-1500 Fax: (954) 527-4507 Email: capjsh@hotmail.com.

Asking \$9750. A 1959 Bullseye totally rebuilt. Awlgrip, inside and out, interprotect epoxy bottom, New galv. trailer, all new teak (coaming and rubrail), Beautifully refinished varnished original seats, All new hardware, new mast, spinnaker and much gear. Owner spent of \$1000 for refit. www.classicboatshop.com Or (207) 244-3374. Ask for Jean Beaulieu.

Asking \$5400. A 1953 Bullseye. Has running lights, newly varnished. Not used much. Comes with Triad trailer in excellent condition and 4 hp Mariton outboard, main and genoa in excellent shape. Located in Daytona Beach FL. Contact Jim Mog at (386) 788-7150 or jrmag@bellsouth.net or try Brien Sweeny, Halifax Marine Service, (386) 846-5851.

GENOA GENERATES DISCUSSION....

Your editor was delighted to receive a number of communications approving his plan for the return of the Genoa. There is general agreement that people who do not use Genoas are missing a lot of fun. Here is a letter from Bill Siebold:

Dear Dave Burnham,

I must respond to your article *The Forgotten Sail* in the January 2002 issue of the Bullseye Newsletter.

I agree with your words!!! 'The Genoa jib gives a Bullseye a powerful feel as it drives to windward. The boat becomes faster and more lively. etc., etc.'

I use the Genny in heavy winds with the main reefed two, sometimes three full turns of the boom. Use it in light to no air to 'ghost' along the shoreline. Use it in light to medium air to sit forward by the cubby for balanced tiller, carefree sailing.

When the Genoa was excluded from the Nationals, I thought, fools—you have reduced the performance characteristics of the Bullseye from excellent to so-so. But I sail on Keuka Lake waters, not the ocean, so what do I know?

Good Sailing,
William E. Siebold, 11 Reynolds Drive,
Horseheads, NY 14845

USEFUL ADDRESSES

for those who want information
or to buy or sell a Bullseye.

Website: www.shore.net/~bullseye

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

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