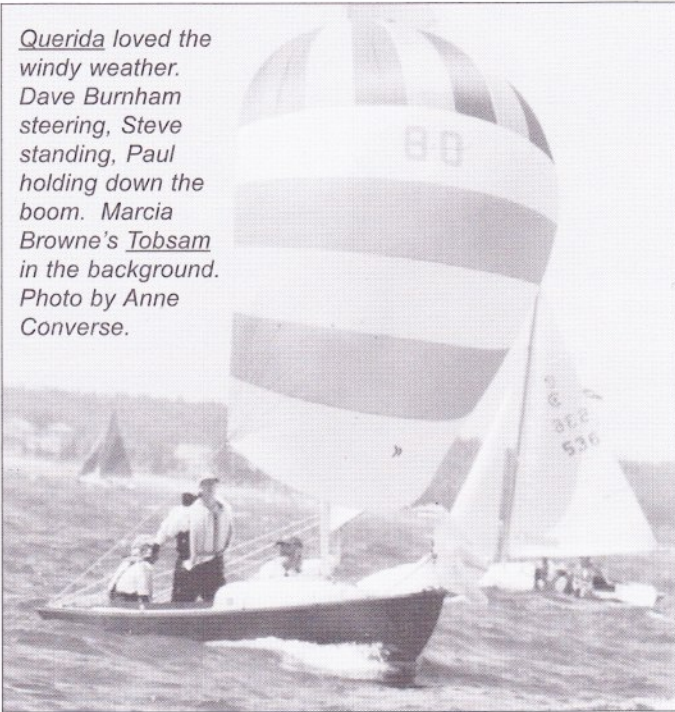


★ BULLSEYE ASSOCIATION ★

SURGING TO VICTORY

Querida loved the windy weather. Dave Burnham steering, Steve standing, Paul holding down the boom. Marcia Browne's *Tobsam* in the background. Photo by Anne Converse.



A FAMILY AFFAIR — by Beau Plessner

My wife Dede and I are relatively new Bullseye sailors. We purchased *Lazy Bonz* only 4 years ago. Marion was our second Nationals. Last year we had a delightful introduction to the family atmosphere that envelopes this class. Our trip to Fishers Island opened our eyes to the special phenomenon that is Bullseye racing.

This year I was paying even closer attention. A lot of families race together in Bullseyes! Lets start at the top... Dave Burnham, our 2003 National Champion. How cool it is that he sails with his sons! Probably the best choice David made this weekend was not to choose at all. He took both Steve and Paul. I'll bet that extra 185 lbs. on the rail didn't hurt. Not to be outdone by his younger brother, Brad Burnham races with Sofie, his granddaughter. I think Brad may be the luckiest skipper in the regatta.

As I reflect on the 2003 Nationals, one theme repeats itself. Families sail Bullseyes. The father and son relationships were prevalent at the top. Second place went to the Plines, with Alex flying in from Annapolis to crew for his dad, Richard. The third-place team was the Kapsembalis duo from Buzzards Bay Yacht Club. Chris crews for his son George. I saw teams of brothers, like the Stickles, Bob and Rick. I can't count the number of teams that raced as husband and wife, yours truly included. What a great class we are fortunate to be part of!

THE 2003 NATIONALS: HISTORY REPEATS ITSELF AS DAVE BURNHAM AND SONS WIN CHAMPIONSHIP

— by Emily Wick, Class Historian

To Bullseye sailors who had been part of past Nationals Regattas at Marion the scene off Sippican Harbor was both familiar and exhilarating. "Buzzards Bay conditions" prevailed. Each day was hot and sunny as the southwest wind built to around 20 knots and stayed there. Seven races were held—four on Saturday and three on Sunday. The courses were windward leeward. Code flag Y signaled that lifejackets were required. Conditions were very lively aboard all boats, an experience described by one sailor as "like spending all day in a washing machine." A total of twenty four boats participated, representing five different Bullseye fleets (Fishers Island, Pocasset, Cottage Park, Rockport and Marion).

From a vantage point on board the tossing spectator/press boat numerous small crises were observed: a boat hung up on the leeward mark; a crew member slipping overboard during a spinnaker set and getting herself back on with only the help of her skipper; a boat sailing very much by the lee to protect a weakening chain plate; and in the final race at the leeward mark a Bullseye swamping and then sinking to the bottom leaving only the tip of the mast in sight! In the strong winds even skippers who chose not to fly a spinnaker held their own quite well.

Review of the table of results shows clearly that David Burnham and sons, Paul and Steve, in *Querida*, #80, dominated the competition. On the weather legs they left all others behind. Dave explains their success as "just a matter of having 600 lbs. in the boat." Weight was, no doubt, a help but excellent sailing, good starts and the absence of mistakes were much more likely the cause. CONGRATULATIONS TO THE BURNHAMS AND TO THE BULLSEYE FLEET OF FISHERS ISLAND!

Lively action on the water was matched by great hospitality on shore. Carmen and Gary Grainger welcomed us, fed us, and made us feel at home Friday evening as the weekend began. On Saturday, Faith and Charlie Paulsen did the same as sailors reshaped events of the day and absorbed the beauty of the sunset over Marion Harbor.

The 42nd Bullseye Nationals ended Sunday afternoon after visiting boats were hauled, an excellent lunch was consumed and a celebratory prize-awarding session was held. To resounding cheers the Burnhams and *Querida* took the E. L. Goodwin Trophy home to Fishers Island! Bullseye history (see the webpage) demonstrates that this was far from the first time this had happened! The first Burnham championship was won in 1975, also at Marion. Others followed in 1976, 1977, 1979, 1980 and 1985! What a fine record of accomplishment!



Arioso II, ably sailed by Dick Pline, won the first race and well-deserved second honors. Son Alex is behind the sails. Wally Ackley's *My Turn* is the identifiable boat in the background. Photo by Anne

FROM THE EDITOR

Sometimes everything comes together. I had predicted "breezy and sunny" and it was! It was a joy to have former champion Steve (1977 - at age 17) come home after 11 years working in Turkey and join his brother Paul and me. *Querida* somehow seemed more alive this year. Our Farrar sails, used only slightly the previous year, were magnificent. I prefer the genoa but can now almost tolerate the working jib. After 18 years in the doldrums it's a great feeling to be competitive again.

All would have been for naught, however, if after the first day's racing Gordon Goodwin had not spent at least 4 hours fiberglassing inside the cuddy where the chain plates were pulling away from the hull. Endless thanks for this emergency surgery to a 48 year-old lady.

There are so many people to whom we all owe thanks. Joan Tiffany and Susan Mead and the whole Beverly Yacht Club Nationals Committee are at the head of the list. John Buckley and his Race Committee and all those who helped by setting marks or rescuing boats in distress deserve great praise. And those of us from "out of town" want to thank our gracious hosts. Thank you, Marion, for placing bright summer embers on our winter hearths.

ANECDOTES

Memorable events take place on each boat in the course of seven races. Richard Pline has written about his son Alex's trip up the mast after the 2nd race on Sunday. "A fitting opened and our spinnaker halyard briskly ascended. Alex was determined to retrieve it, and while I broad reached downwind after the race, he scrambled up the mast and brought it down. He's in good physical shape for an early 40's guy, probably because of his experience on Snipes, and was wearing the thin boots which many hiking-sailors use. I thought they gave him a kind of Spiderman ability. We proved that an approximately 180 pound person at that height on the mast does not cause the Bullseye to go beyond the no return point (I provided some counterbalance with my own 185 pounds); but with a little more breeze he might have been able to pretty much walk up the mast as if he were on a tightrope!"

On *Querida* while Paul was setting up for the 2nd spinnaker run of a race the guy slipped off the bow. All 200 pounds of Paul flew through the air, grabbed the guy with left hand to port and right to starboard and slowly worked the guy back to its proper place at the forestay. The speed and finesse of this action will become family lore.

PEGGY DYER

Less than two weeks before the Nationals an indomitable lady passed away at 88. Peggy Dyer was so loved by her fellow Bullseye sailors that for a long time we made her the perpetual Commodore of the Association. She was an accomplished equestrian who enjoyed tennis, sailing, bridge, gardening, croquet, acting and just being with people. She had no rival for enthusiasm and endurance. My family and I often stayed with the Dyers when we came to Marion for the Nationals. Survivors include five children, 12 grandchildren, and 6 great grandchildren. A Peggy Dyer Trophy was created by the Beverly Bullseye Fleet in 2001 and given by the Dyer family. It is awarded to a senior member of the Beverly Yacht Club family who reflects Peggy's dedication to the club, love of sailing and zest for life. — DCB

BEVERLY VICE COMMODORE LINDA GOODWIN PRESENTS AWARDS AFTER THE NATIONALS



Photo 1, above: 1st place — Paul, Dave, and Steve Burnham. Photo by Jo-Ann Lavigne.

Photo 2, right: 2nd place — Alex and Richard Pline



Photo 3, below: 3rd place — Chris Kapsambelis and George, and 4th place — Wendy Goodwin behind the trophy table.



Photo 4, above: 5th place — Rob and Rick Stickles with Joan Tiffany and Susan Mead, co-chairs of Regatta. Photos by David Burnham, except where noted.

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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

SCENES FROM A WINDY NATIONALS



Querida (D. Burnham) 1st



Red All Over (Goodwin) 4th



Evangeline (Kapsembelis) 3rd



Matador (Stickles) 5th



Death & Glory (Tift) vs. Lazy Bones (Plessner)



Tift and Plessner bear down on Cove Girl (Tiffany)



Stickles and #396 join party.



Arioso II (Pline) 2nd, Goodwin, and Tift



Tiffany ducks Plessner.



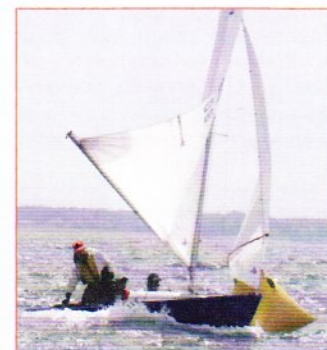
Pinnacle (B. Burnham) ducks Celtica (Wohler-Berry).



Burnham D., Pline, and Bonapetit (C. Berry)



At least 12 boats identifiable.



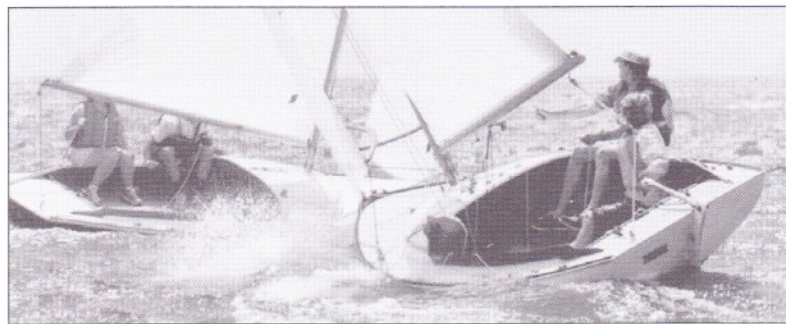
Burnhams in charge.

A FAMILY AFFAIR — continued from page 1.

Special memories from the weekend stand out. We saw friends whom we had met at Fishers in 2003. Connie Lavigne and his son Peter, for example. Connie races all summer in Rockport, while Peter lives on Cape Cod. Come Nationals, father and son have an annual date. I don't know how many Nationals they have done, but I envy them for every one. Next, lets talk about two of our gracious hosts, the daughter-father team of Wendy and Gordon Goodwin. Gordon greeted us as we moored in the harbor after a wet sail across Buzzards Bay... with a cold Heineken! Such hospitality! We then had the treat of racing against the Goodwins, as they showed us what years of experience and good sportsmanship can do with a Bullseye in 20 knots of wind. I hope that many of you have had the good fortune to see this team racing down wind. It seems that Gordon doesn't like to use a boom vang... he prefers to sit on the boom. Wendy doesn't like twing lines, so in a big blow, they really roll that little boat. There were times when I couldn't believe that Gordon was still hanging on. Red All Over should be re-named Rolled All Over. I saw them roll 45 degrees constantly. Oh yeah, Gordon also flies the chute while sitting on the boom. What a show!

Three weeks before the Nationals, Dede and I raced Lazy Bonz in a 5 knot drifter, on a sunny day that brought every power boater and his brother out to play. The breeze, or lack of one, couldn't push us through the motor boat chop... it was miserable... I wanted to sell my boat! After the windy, wavy, family experience at the Marion Nationals, I'm glad we've decided NOT TO SELL!

HITTING THE BULLSEYE!



Cove Girl hungering after Bonapetit but failing to slice. It wasn't even close! Photo by Anne Converse.

USEFUL ADDRESSES

Website: www.shore.net/~bullseye

SALES COORDINATOR: Connie Lavigne · 34 Parker Street, Rockport, MA 01966 · Tel: (978) 546-2071 · email: lavigne@shore.net

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

SECRETARY/EDITOR: Dave Burnham · 44 River Street, Rehoboth, MA 02769 · Tel: 508-252-3442 · email: awburnham@aol.com

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 · email: ccsb@four.net

BOATS FOR SALE

Hull #9-1958, over \$2500 work done on it by Cape Cod Shipbuilding in 2002. Comes with triad trailer new in 1994 and a 3.5 Nissan engine recently serviced. Does need paint, but otherwise in excellent condition. Boat is in Pelham, NY. Asking \$7,000. Contact Mel Schursky, 68 Greenhaven Road, Rye NY 10580. Tel: (914) 698-3598. email: melsail@aol.com.

1994 Bullseye stored inside for the past four years. Fully equipped, electric motor, trailer, spinnaker gear and many extras, excellent condition. Asking \$12,500. Mark Cassidy, (716) 778-9028; email Rappareems@aol.com.

Built 1968. Sail 582. Excellent condition. Topside dark green, hull light green, new spinnaker pole, boom vang, new compass, boomrest, lifting sling, Harken running fittings, spreaders with many other gear and features. Full complement of sails, most in excellent condition. On 2002 Triad trailer excellent condition. Owner: Roy Kraus 1033 Roxbury Lane, Toms River, NJ 08753, phone: (732) 270-8131, W (800) 421-1386. email: roy_a_kraus@atlanticmutual.com. Asking price \$8,500.

Built 1967. Topside light blue, hull dark blue. Complete set of sails in excellent to good condition. Boat has a good racing record. Boat is on a cradle. Owner Larry Powers, email: candlpowers@att.net. Phone (941) 729-3798 or cell (941) 730-8647. Price \$6,000.

Built 1961. Sail 384. New Awlgrip inside and out. Faired & Epoxy sealed bottom. Newly varnished teak coamings and toe rails. New tiller, fenders, dock lines. New main & jib (and old main /genoa). Cockpit cover, spinnaker & gear, bilge pump, mast head windex, anchor chain & rode. Outboard bracket and 2000 galvanized trailer. Renewed spars 10 years. \$10,450 (Mount Desert Island, Maine) www.classicboatshop.com, (207) 244-3374.

Built 1974. Sail 717. Nice and clean original gelcoat boat. Varnished mahogany trim. Main, jib and spinnaker (and spin gear). Compass, new cockpit cover, anchor & rode, fender and dock line. \$6,500 (Mount Desert Island, Maine) www.classicboatshop.com, (207) 244-3374.

Sail # 303??? Older faster boat with molded sheer. Sound, seaworthy and clean but in need of some TLC. Galvanized trailer. \$4,500. www.classicboatshop.com, (207) 244-3374.



BOATS WANTED

Bob Haus wants to buy a second hand Bullseye. He can be reached at Box 606, Yarmouth, ME 04096. Tel: (207) 846-3966.

Bullseye for restoration. Location is not important. Will travel to pick up. Prefer boat without sails or motor. Contact: Wally at Seaweld@att.net or (978) 957-0334.

Fixer-upper Bullseye, any reasonable condition with or without rig or sails. Trailer a plus but not essential. Contact Mike Arms in Maryland at kay.arms@dol.net or (410) 275-9088.

TRAILER WANTED

Association Vice President Joan Tiffany is looking for a trailer. Contact her at (617) 287-8612.

DUES FOR 2004

A yellow slip is enclosed with this issue for renewing membership for 2004. Please fill out and mail NOW as directed and you won't be plagued with a reminder in December.

THIS ONE IS FOR FREE!

★ BULLSEYE ASSOCIATION ★

THE 16TH NATIONALS — FISHERS ISLAND, 1977



Genoas in their glory! Identifiable boats from L-R: 491 Mistress, Lu Molina, 316 Sandpiper, Harris Parsons, 4 Neptune, Barbara Riegel, 656 Cricket, Mallory Lash, 128 Heron, William May, 557 Whirlwind, Bill Smith, 670 Beaver II, George Smith, 345 Jayhawk, Jim Kubik. For another picture of 670 see Page 3. Photo by John Harper.

IMPORTANT PORTS OF CALL 2002

BRISTOL:
THE ANNUAL DINNER
Friday, April 26
Herreshoff Marine Museum.
Halsey Herreshoff
will be the speaker.
Details on page 2 and in
the next issue.

FISHERS ISLAND:
**THE 41ST
BULLSEYE NATIONALS**
will be sponsored by the
Fishers Island Yacht Club
the weekend of Aug. 2,3,4.
Details in future issues.

THE FORGOTTEN SAIL

No matter what suit of sails it is wearing, sailing a Bullseye is a wonderful experience. But, for the most fun, use your genoa.

It feels strange to write these words because I continue to think that a Bullseye without a genoa is incomplete. New sailors may not realize the genny was the sail of choice at all Nationals until 1983. That was the first year the Nationals were hosted by the Southwest Harbor fleet where the working jib has always been the assumed headsail. Then the Beverly Yacht Club in Marion, in 1988 made the switch stating in its Notice of Race "genoa jobs will not be permitted."

In 1989 the Nationals were hosted for the first time in Florida by the Card Sound Sailing Association. The fleet there, started in 1973, had used working jibs from the start. In 1990 we were back at SW Harbor. Fishers Island in 1991 and Sandy Bay in 1992 doggedly carried on with the genny. After that it was all over. The tiny working jib became standard.

smaller sail the boat does not tip as much and some will say it is easier to handle. The wishbone makes it very simple to go about. The crew has nothing to do except shift weight and play the jib a little to help gain speed on the new tack. For those who are learning to sail, for older people and for children, the working jib makes for a more docile boat.

What has been lost? Excitement! The genoa jib gives a Bullseye a powerful feel as it drives to windward. The boat becomes faster and more lively. It cuts through choppy water better. In light air it catches more breeze. Though larger, it is an easier sail to attach and hoist. No cotter pin has to be fed through the appropriate hole in the wishbone.

I honestly do not feel a person has experienced the best of his Bullseye until he has set a genoa. I use it for day sailing and cruising unless I have very small children on board. In heavy air I reef the mainsail and still fly the genny. Take note. The boat sails better and faster with that combination than with full main and working jib.

Admittedly, it does take strength to flatten the genny against the lee shroud in a breeze and that is where it has to be for best upwind sailing. But everyone should give this power sail a try. Maybe each fleet could set a day for a special race, or club cruise and picnic, with genoas.

Yes, a wonderful sail has been lost. I have a "new" North genoa exactly like the one with which Spencer Gowrie won the 1991 Nationals at Fishers Island. Except for the swan song of the genoa at Rockport in 1992, it has been resting in my attic rolled up in its tube waiting, like its owner, for better times.

Dave Burnham

DUES STILL DUE FOR SOME!

If there is a yellow registration sheet in this mailing it means we have not received a membership renewal from you for 2002. Please fill out and return to Mark Cohen, as directed, with your check for \$20. Membership entitles one to all the privileges of the Bullseye Association including four Newsletters

FROM THE PRESIDENT

As the first snowfall of the season blankets our Bullseye winter covers, it's time to begin planning the new year ahead. The association has been somewhat quiet this past fall. Due to a lack of items up for discussion, the council compiled an email bulletin in lieu of the conference call. Your fleet representative has a copy if you would like the bulletin details, but most of the information is in and around this newsletter.

Stewart Pinsof of the Card Sound Sailing Association announces that spinnakers are making an appearance at the Ocean Reef Club in Key Largo, FL. They are planning a split fleet series in March, and will keep us posted. George Fenner's performance at Nationals proves those Floridians know what to do with that third halyard on the mast. Congratulations!

Questions have come up as to how to become a certified Bullseye Association measurer. Our hard working technical guru Phil Nutting is working on a way to make this possible. Uniform measurement is certainly a priority, but getting all new measurers together for some sort of instructional class presents a transportation problem. This is something that we should discuss at our upcoming April meeting.

I hope everyone is looking forward to the Annual meeting as much as I am. If you have never visited the Herreshoff Marine Museum before, it is a wonderful tribute to the genius of Captain Nat. If you have been there before, you are sure to find something new to appreciate. It has been a while since many of us have caught up with Halsey, so it's time to learn of his recent adventures. Elsewhere on this page is a list of B&B's for those of you who are coming from far away. We recommend you make your reservations ahead, as Bristol is a college town.

Plans are well underway for the Annual Bullseye Nationals on Fishers Island, NY. One of my favorite sailing experiences ever was a sail back to the mainland from Fishers with my Dad after the nationals. Funny that it was not a race, but a cruise that sticks out so much in my memory. Just because there are no other Bullseyes to jockey against, or numerous marks to round, doesn't mean you can't be challenged. Please mark August 2-4 on your calendar and make plans to attend.

Wishing everyone far and near a Happy New Year!

— Wendy J. Goodwin-Kelley

SUMMER SUN AT SOUTHWEST HARBOR



All over *Red All Over*: Wendy Goodwin-Kelley in the cockpit at Southwest Harbor with Dad, leaning on cuddy, and Mom at left. Next, Nanna Buckley, also from Marion, skipper of *Freja*, with her crew of Hanne Sudikoff and Anne Severance. At right, Margaret Beaulieu, co-organizer of the 40th Nationals. Photo by David Burnham.

DIEHARDS MEET FOR A COLD ONE

By Aaron Porter, Ellsworth American

SOUTHWEST HARBOR - The close of the 2001 sailing season was celebrated late last month in an afternoon of digit-numbering, and sometimes food-soaking, competition. The Community Sailing Center's fleet of Bullseye sloops was swept of snow and rigged for action by a group of 10 diehard sailors. With air temperatures below freezing and a brisk northwest wind building through the afternoon, "frostbite" was more than a quaint term to describe late-season sailing - it was a real possibility. The decision to go out on the water isn't taken lightly in December. Two outboard boats accompany the tiny fleet to act as committee and errand boats. Sailors bundle up in a thick assortment of gear, from drysuits to snow boots and long scarves. The wardrobe for frostbite sailing isn't as rigidly or thoroughly defined as that for warm weather boating. With the variety of clothing come a variety of personalities, from airline and cargo ship pilots to cabinet-makers and retirees. They're not out to see and be seen at the club - they're out to sail in the cold. On the penultimate Saturday of 2001, four boats set out from the docks to take part in as many races as they could collectively stand. That turned out to be five in the course of an afternoon.

BRISTOL B & B'S

Bradford-Diamond-Norris House, 474 Hope St, Bristol (401) 253-6338
Rockwell House Inn, 610 Hope St, Bristol (401) 253-0400
William's Grant Inn, 154 High St, Bristol (401) 253-4222
Hearth House, 736 Hope St, Bristol (401) 253-1404
Reynolds House Inn, 956 Hope St, Bristol (401)254-0230
Bristol Harbor Inn, 267 Thames St, Bristol (401) 254-1444
Town & Country Inn, Fall River Ave, Seekonk, MA (508) 336-7300
Johnson & Wales Inn, Rtes 114 & 44, Seekonk, MA (508) 336-8700
Nathaniel Porter Inn, 125 Water St, Warren, RI (401) 245-6622
Swanson House, 150 Ferry Rd, Bristol (401) 245-5056
Touisset Waterfront, 845 Pearse Rd, Swansea, MA (408) 676-9560
Bestemor's Hus, 31 West Main Rd, Porstmouth, RI (401) 683-1176

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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

HAPPY BIRTHDAY, EMILY!

What makes Bullseye sailing so much fun, the boats or the people? It's the combination of course. No one represents the fun of Bullseye sailing better than Emily Wick, the Association's Historian, who lives in Rockport, MA. Last December Emily celebrated her 80th birthday. I asked her to write about her life and sailing career. Here is her response.



Emily receives a special award at 1988 Nationals.

"I grew up in Youngstown, Ohio. Steelmaking was its primary business. A red glow in the night from blast furnaces was a sign of prosperity. We lived in a Victorian house surrounded by maple trees on what had once been a dairy farm. The old barn still stands after 102 years!

I didn't set foot in a sailboat until 1938 when we spent a vacation in Rockport. The next summer we had our first boat, a one-design "O" class, designed by John Alden "for young people." It was 18 feet overall, had a centerboard, and was raced actively by Sandy Bay's teenagers. A fellow O boat skipper taught me to sail. By summer's end my sisters and I had participated in Marblehead Race Week and all the "chowder races" hosted by Cape Ann's yacht clubs. I had become totally involved in sailing and resolved to stay close to the ocean forever. That September I went off to my first year at Mount Holyoke and World War II started in Europe. During the next 5 years sailing remained active and opportunities to guide club activities opened for young members like me.

In 1944 our O-boat was sold and I bought a used Star (#1462) for \$400. The Rockport Star Fleet, chartered in 1931 was well established and is still very active. Stars are truly lovely boats. When I sold my Star in 1956 (for \$425--I always was into big money!) it was no longer competitive. It had been kept at a mooring and was way too heavy to keep up with dry-sailed boats. The "power hoist era" had taken over, and Star sailing had become expensive—requiring trailers etc.

My next boat was an Uffa Fox "Jolly Boat", made of molded plywood, 18 feet long and VERY light. Rockport got a fleet of four. It was fun screaming along on a wild plane but the boats were too powerful for ordinary-sized people like me. After 4 years I switched to Sandy Bay's Firefly fleet. Also molded plywood and Uffa Fox designed, they were 12 feet long and manageable in strong breezes. The fleet was a mix of teenage through forties types. By 1967 older members of the fleet found that hiking-out muscles tended to give out before races ended. Thoughts turned toward the Bullseye fleet, just getting established. George Warren Smith and Roy Wheeler were early promoters. So in 1967 I bought Whisper II and have been enjoying Bullseyes ever since.

George Smith was the prime mover in our fleet. He became active in the Association as Secretary and Editor of the Newsletter, and was the first to travel to the Nationals in Marion (1968). My first "away" Nationals was as crew in 1970 with Roy Wheeler in Marion. I first became aware of the Burnham family in 1975 when I met John at Cape Cod Shipbuilding. He was carrying half of Querida's cuddy under his arm! Gordie Goodwin put all the pieces back together and you folks won the

Nationals!! George Smith died in 1979. His boat came up for sale in 1981. I didn't need a new boat but I didn't want his to leave our fleet. In addition, Beaver II (#670) had some nice labor-saving devices on it. Conrad and Jo-Ann Lavigne were happy to buy my boat.

You asked how I felt when I won the 35th Nationals in 1996. I was amazed!!! We hosted that year at Rockport. I was thinking more about whether we had enough beds and food than about racing tactics. As we left the harbor, I told Doc "Let's keep out of trouble, avoid jams at marks, avoid trying to throw the boat around in light air and have patience". That's what we did and we were lucky.

I became editor of the Newsletter in September 1984. George Smith, Jim Runkle, Tut Tuttle and Dick Pline had preceded me. It was my turn. I turned the job over to you in the summer of 1997. Since then, as Historian I aim to keep a complete set of Newsletters (since 1961) and tables that summarize locations of National regattas and annual meetings. The Bullseye homepage put together by Phil Nutting is a BIG HELP with this task. I am also sorting Jim Runkle's Historian files.

As for my education, I majored in organic chemistry at Mount Holyoke, stayed there for a Master's degree and spent a year as an Instructor on the faculty. In the fall of 1946 I became a graduate student at M.I.T. (near Rockport). I escaped with a PhD in 1951 and post-doc'd in the chemistry department 'til 1953 when I moved to Arthur D. Little Co (still near Rockport). This got me doing work on food. In 1957 I went back to M.I.T. as a post doc and became a faculty member in the Food Technology Department. I managed to get tenure and be promoted to full professor as well as be a half-time Dean of Students during the Vietnam era. I began to get more interested in how academic institutions work than in trying to raise scarce money to support a small research group. This caused me to move back to Mount Holyoke in 1973 as Dean of the Faculty, a fascinating job. In 1980 I became Assistant to the President for Long Range Planning. I retired in 1986 and have been living happily ever after."

That concludes Emily's remarks. Her enthusiasm for sailing has been contagious wherever she is. One simply enjoys Emily's company both on land and sea. She is too modest about the 35th Nationals. It took a lot more than luck to win that regatta!

— David Burnham



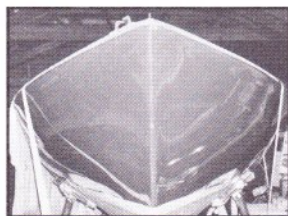
Emily at the helm of Beaver II at Rockport. Peter Vincent is her crew. Note genoa jib. Photo by John Harper

GELCOAT MAINTENANCE

This past fall a Bullseye arrived at our shop with two problems. She had a leak in her air-tank and as a result, the boat sat low in the water so she had a severe yellow stain and barnacle growth on the waterline stripe and topsides. We drained the air-tank and repaired the leaks. Once the air-tanks were tight, we went to work on the cosmetic repair. Because the bottom wasn't cleaned at the haul-out, barnacles were left to dry so they were much more difficult to remove. Immediately after hauling and before the bottom dries, barnacles must always be scraped. Yellow stain near the waterline is a constant problem for gellcoat. We use a material called Y-10, which is a gell like substance that you brush on, let stand and rinse off. Y-10 will remove the yellow stain easily and we recommend be applied just after hauling out. Once we left a soda can in our bilge and it got all rusty. Y-10 is also good for removing stains inside the boat.

Our only choice with this job was to use a sander on the boot top and topsides to remove the barnacle disks. In most cases 220 grit with a random orbital sander works beautifully. For small areas, wet sand paper wrapped around a block of wood will remove the barnacle and won't severely remove gellcoat. Gellcoat today is quite thin (around 15 mls). Careful testing must be done to make sure that you don't sand through the gellcoat finish, as it will expose the fiberglass. In this particular case, power tools were absolutely essential for the large amount of barnacled

surface area. We then used 2 grits of wet sand paper (600 and then 1200) to polish out the scratches.



MAKE IT SHINE!

The next step is to compound the finish back to a shine. To do this we use two grades of polishing compound (1 coarse and 1 fine). Apply the 3M Super Duty rubbing compound (part # 05454) to the hull and use a lambswool bonnet on a 7" diameter sander/polisher with a rpm no higher than 4000. In our shop we use a Makita brand, but Skil also makes one. Apply a small amount of the compound to a workable area (2'x2'). Work in one direction and overlap passes with the machine to make sure you go over the entire area. This will remove the large scratches and begin to bring the finish back to a shine.

After completing the job with the Super Duty Rubbing Compound we cleaned the bonnet and used the fine polishing compound; 3M Imperial machine glaze (part#06044). Use the fine compound in the same manner by applying the compound to the hull and going over it with the buffing machine. This will remove the minor scratches and bring the finish to a bright shine and luster. Once you are satisfied that the gellcoat finish is restored, put a coat of good quality wax on the gellcoat for protection. The wax will help protect the gellcoat from oxidation when exposed to the elements.

IMPORTANT: Do not use the above method on your car or painted Bullseye. Do not use a buffer designed for auto-motive detailing, as they are designed for soft automotive paints, not gellcoat.

The job we did this past fall is rare, but you can use this method if the gellcoat finish on your Bullseye is just dull and has some scratches. You may need to wet sand a few bad scratches, and then compound and wax to bring the finish back to new. We hope this article helps folks understand what to do with your gellcoat so you can enjoy sailing your Bullseye season after season!

— Gordon and Wendy!

REPORT FROM CARD SOUND

While most Bullseye sailors are strapping on their skis or checking the thermostat, those in Card Sound have completed the Dingley Series and are gamely competing under January's sun. In the Dingley, Al and Lynne Mast won four of the eight races for a decisive first. They were followed by Don Wright and Rick Link, and in third George Fenner and Bob Holzman. Winning skippers in 4th and 5th were Dot Williams and Stewart Pinsof.

As noted in Wendy's editorial, the Card Sound fleet will split into two divisions in March: the standard racers and the spinnaker division. There are six skippers in the latter group. One thing for sure, the big sideways parachutes will add color to the Card Sound scene.



The Fenners, George and Pete, make it look easy at the SW Harbor Nationals. Photo by John Johansen, Maine Coastal News.

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

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SAIL COORDINATOR: Connie Lavigne
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BRAND NEW BULLSEYES AND TRAILERS

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BULLSEYE CLOTHING: Polo Shirts (\$32), hats (\$15) and ties (\$29) are available from Elizabeth Weblor Berry, 7 Bradley

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: cnpjsh@hotmail.com.

Asking \$8500. Acadia, #416. Outstanding racing record at Sandy Bay (Rockport) and in Bullseye Nationals. All equipment the finest including excellent trailer, sails, and covers. Owner: Edward Desmarais, 1 Ashbrook Rd, Exeter NH 03833. Phone:(603) 778-7510 Email: edesmarais@mediaone.net.

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 over \$10,000 for refit. www.classicboatshop.com Or (207) 244-3374. Ask for Jean Beaulieu.

Asking \$9500. A 1993 Bullseye very lightly used and in excellent condition. Thurston sails in good condition. Located at Lake Champlain Maritime Museum. Contact Nick Patch at (w) (802) 475-2022, ext. 113 or (h) (802) 425-3992. Email: npatch@1cmm.org.

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