

★ BULLSEYE ASSOCIATION ★

SPRING EVENING — CAMBRIDGE BOAT CLUB



*The beautiful Cambridge Boat Club on the north bank of the Charles River will be the site of this year's Bullseye Association annual meeting and dinner on Saturday night, April 17.
Photo courtesy of Cambridge Boat Club.*

JOHN ROUSMANIERE SPEAKER AT ANNUAL MEETING APRIL 17

The Bullseye Association most cordially invites members and guests to the Annual Meeting and Dinner to be held at the Cambridge Boat Club, Cambridge, MA on Saturday, April 17. Reception 6:00 p.m., Dinner 7:00 p.m.

We are fortunate to have a speaker of international stature in the boating world. This is a special program and everyone is encouraged to invite friends. Author John Rousmaniere's 22 books include *After the Storm*, praised by Nathaniel Philbrick as "the crowning achievement of one of America's foremost sailing writers." Mystic Seaport has just published *Sleek*, a new collection of photographs from the Rosenfeld Collection, with text by Rousmaniere. After his presentation the author will sign copies of *Sleek* and a portion of the proceeds will go to the Bullseye Association.

Before the program there will be a brief business meeting which will include the nomination and election of officers for 2004-2005.

Directions to the Cambridge Boat Club will be found at www.cambridge-boat-club.org and also on the registration form enclosed with this issue. Vice-President Joan Tiffany and member Susan Mead, chief organizers of the very successful Marion Nationals last summer, are personally involved in the detailed planning of this event and the prompt return of reservation forms would be much appreciated for the sake of the number count. Needless to say, the evening promises to be unusually rich in content.

ON THE HORIZON

The 2004 Bullseye Nationals will be sponsored by the Sandy Bay Yacht Club of Rockport MA on the weekend of July 23rd, 24th and 25th. Full details will be presented in the June Newsletter. Inquiries may also be presented at any time to Sandy Bay Fleet Captain, Jo-Ann Lavigne: lavigne@shore.net.

The 2005 Nationals will be held in Key Largo, FL and sponsored by the Card Sound Fleet. Newly elected Commodore, Linda Noble, says "That it may seem a long way down here but you will be welcomed with warmth of temperature and warmth of heart."

NEW WEB ADDRESS

All hands should note that Technology Chair Phil Nutting has changed the Association's Web address. It is now www.bullseyeclub.org. The page is more accessible than ever and frequently updated by Phil. Those who have never looked at it have a pleasant feast in store. It is a very complete page. Headings available are: [The Evolution](#), [The Features and Construction](#), [Cape Cod Shipbuilding](#), [By-Laws](#), [Tech Specs](#), [Regatta Results](#), [Hints](#), [Trailers](#), [Sails](#), [Boats and Parts](#), [Photographs](#), [Rules for Conducting Regattas](#), and [Sailing Instructions](#). The Association is most grateful to Phil for nurturing this quality presentation.

THE AWAKENING

Spring is almost here and a new season of sailing about to begin. Our little craft are ready and willing to bob at a mooring rather than shiver out of water under tarps and shrinkwrap. We, the skippers and crew, are equally ready to take the tiller and sally forth for day sails, cruises, and races. Of course the boats in Florida and other warm climes are returning to harbor and will begin patiently waiting for winter.

But for most of us the sailing season is beginning, not ending. We wish the Floridians could join us for the Annual Meeting in Cambridge. John Rousmaniere will take us back to a time of great beauty when yachting was "yachty," when there were fewer sailboats in the water but many were big, powerful, and "sleek." It was a day when owners wore neckties and white duck pants and ladies modestly managed long skirts. Owners and their "parties" were pampered by the professionals who did the heavy work and served the drinks.

It was into this world that Nathanael Herreshoff's Buzzards Bay Boys Boat was born in 1914. It had the lines of a yacht and though it has mutated a bit, with cuddy, wishbone, side decks, and tiller over the transom instead of through it, the hull shape of today's Cape Cod Bullseye is identical to that of its 90-year-old ancestors. Pretty sleek!

So come to this special Association Dinner and invite some friends. You will have an opportunity to buy an autographed Sleek, the perfect birthday or Christmas present to

give to your favorite sailor, young or old. The price is \$50 but \$20 will go to the Bullseye Association.

DETAILS

The announcement of the Annual Meeting which was mailed out in the middle of March stated that the gathering would not begin until 6:30. That time has been changed to 6:00. Please note, also, that only wine, beer, bottled water,

and soda are being provided. Those who have a different favorite drink should, and are welcome to, bring their own bottle.

APPRECIATION

Members will all want to express appreciation to Elizabeth Wohler-Berry for her leadership over the last two years. Not only has she often led us over the race course, she has also led us with her enthusiasm and wise decision-making.

And let us also thank Elizabeth's great sailor husband Bill Berry for sharing his expertise with the Executive Committee.

AGENDA

There are no knotty problems to resolve at the brief business meeting before Elizabeth introduces our speaker, John Rousmaniere. We all know that we should not shave the trailing edges of our rudders or fill the gap between the deadwood and the rudder. Correspondence indicates that we are unanimous that we don't want expensive, electronic, digital compasses to foul the level playing field of Bullseye racing. We do, however, look forward to Commodore Wendy Goodwin's report from the Nominating Committee and to voting for the Association officers for 2004-2005.

One of the mutations! Judging by the sail number, this is a very early boat but it has a marconi mainsail. Most early boats were gaff rigged. Note club jib, wide cockpit, and the absence of a cuddy. A wooden boat of course! Photographer unknown.



2003/2004 OFFICERS OF THE BULLSEYE ASSOCIATION

President:	Elizabeth Wohler-Berry, 7 Bradley Lane, North Hampton, NH 03862, (603) 964-9598
Vice-President:	Joan Thacher Tiffany, 19 Braddock Park, Boston, MA 02116, (617) 267-8612
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:	Wendy Goodwin, 621 Delano Road, Marion, MA 02738, (508) 748-3252
Technical Committee Chair:	Philip Nutting, 16A South Street, Rockport, MA 01966, (978) 546-2594
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

AN AGENDA OF YORE

It seems timely to present the Agenda of the Bullseye Association meeting of 35 years ago, less eight days. The gathering was called Spring Rendezvous (not a bad title) instead of Annual Meeting. As is the case today, there was a speaker. We do not know whether there was a dinner upon this occasion but we note that, as today, the bar was open.

AGENDA

Bullseye Association

Spring Rendezvous - April 25, 1969 - Friday

1. Thanks: H. Inches & Committee - George Smith, Don Hurter, Bob Packard, Leonard Schley, Ted Flynn.
2. Treasurer's Report
3. Nominations & Election
4. Genoa - window - vote
5. Change Constitution and By-Laws - Article I - Name
 - a. Reads: The name of this organization shall be "Bull's Eye Class Association" (hereinafter referred to as the Association).
 - b. Proposed: The name of this organization shall be "Bullseye Class Association" (hereinafter referred to as the Association).
 - c. Vote
6. Report of Technical Committee.
 - a. Change of Bullseye Class Association Specifications - Article II - Rigging Specification, Section 1. Standing Rigging.
 - a. Reads: No change in the location, strength or dimensions of the standing rigging which are standard for Cape Cod Bullseye shall be permitted. No adjustments to any standing rigging shall be made after the start or during any race, except for emergency and temporary repairs.
Proposed: No change in the location or dimensions of the standing rigging which are standard for the Cape Cod Bullseye shall be permitted with the following exception. Prior to the start of any race shrouds may be moved aft to a position 6" from the present location or retained in the present location. No adjustments to any standing rigging shall be made after the start or during any race, except for emergency and temporary repairs.
 - b. Vote
 - b. Vote
7. Bullseye Nationals Announcement - Rockport - Roy Wheeler - Fleet Captain
8. Question: Hold Nationals every second year? - Vote - Fleet building or declining
9. Announcement of special events - trailer and model.
10. Open Meeting - General Discussion
11. Introduction of Captain Sharp & "Eighth Mission" - Ted Flynn to supply introduction.
 - a. Presentation of book.
12. Bar Open

A follow-up letter in June, no doubt a pre-cursor of the newsletter, states that windows in sails would be acceptable as would shrouds moved aft six inches. The official name of the organization became Bullseye Association, and we are told that everyone is looking forward to the 1969 Nationals at Rockport MA where "Facilities for launching and haul out at the host Sandy Bay Yacht club are excellent and are free."

So likewise do we look forward to this same venue on the last weekend of July 2004.

A BIT MORE HISTORY

Last March this page was largely devoted to the History of the Bullseye. Now, quoting from a 1964 Bullseye Association Yearbook, I will present an article entitled "History of the Bullseye Class Association" written by G. W. Douglas, MD, Westchester, New York:

It is likely that many individuals, and perhaps several informal groups, have discussed at one time or another the formation of a Bull's-Eye Class organization. In the Bull's-Eye Association of Long Island Sound, serious thoughts on the matter developed during the 1960 racing season. At that time it became evident that the Bull's-Eyes were almost alone, among the numerous racing classes, in having no specifications for sails or hull, and no class organization of more than a local nature.

A meeting to discuss the Class Organization was held at the Boat Show in New York on January 14, 1961. This was attended by a dozen of the Long Island Sound Association members, and nine other owners. These included A.S. Committee of the Mantoloking, New Jersey fleet. Mr. Ralph Thatcher provided much encouragement and promised the support of the Cape Cod Shipbuilding Company.

During the next few months, attempts were made to compile a mailing list of owners from the Cape Cod files and other sources, and a number of owners were consulted informally.

On April 21, 1961, at the annual spring meeting of the Bull's -Eye Association of Long Island Sound at Larchmont Yacht Club, the Bull's-Eye Class Association was formed. The 17 owners present voted to designate themselves as the Westchester Fleet, and adopted a Constitution and By-Laws, and Specification, for the Class. Formal election of officers was not held, pending the entry of additional chartered fleets. R.S. McCoy was named Acting Treasurer, and Fleet Representative for Westchester, and G.W. Douglas as Acting Secretary.

During the remainder of 1961, notices were mailed to owners throughout the country, and those who joined the Class were sent copies of the Sail Plan, By-Laws and Specifications, and a Membership card. A lively correspondence developed, and it appeared that many groups were in the process of organization.

However, it was not until May 1962, that the second chartered fleet became a reality. Through the efforts of Miss Henry Tuck, 11 owners were registered as a fleet from the Stonehorse Yacht Club in Harwichport. In July the Cataumet Fleet was chartered, followed later in the year by the Marblehead Fleet and the Mantoloking Fleet. In 1963, two new fleets have already been added: The Winnepesaukee Fleet, and the Biscayne Bay Fleet.

As we go to press, the Class Roster stands at 111, and from correspondence it seems likely that several additional fleets will be added this year. Our first order of business this year is the formation of the Executive Committee of Fleet Representatives, and the selection of Class Officers.

From a slow start, the Bull's-Eye Class Association is now developing rapidly, and your patient support during the past two years has been gratefully appreciated.



A new Bullseye being completed at Cape Cod Shipbuilding. The same hull shape as the wooden boat on the opposite page.

WINTER RACING IN FLORIDA

Bullseye racing in Card Sound this winter was exciting, competitive, and a lot of fun. As noted in the previous issue, the Dingley Series sailed in December was won by the duo of George Fenner and Bob Holzman. Gusty winds early that month had limited the number of races.

George Fenner, however, reports that for January's Conners Series, "The weather has been good for sailing but we have yet to get a big turn-out. Our best was 15 boats for the 3rd weekend. (George, the largest at Fishers Island last summer was 6. Ed). Nevertheless, the racing was very competitive for the first three places with only one point separating 1st and 3rd." Al Mast came in first with 12 points. Fenner/Holzman and Linda Noble tied at 13 and had identical records. The next seven places, in order, went to Don Wright, Frank Shumway, the Pages, Jane Schaefer, the Elliots, Don Hetzel and Stewart Pinsof.

The Fenner report for February's Magic Series states, "Won by Don Wright and Sandy Chapin in a tie breaker after finishing in a dead heat against Holzman/Fenner. Al and Lynn Mast were in contention until they were unable to compete on the final race day due to a golf tournament. Can you believe it? Ex-Commodore Jane Schaefer returned to racing after a 4-5 year

lay off and was very competitive." However, it was Linda Noble who was 3rd followed by Mast, Schaefer, Pinsof, Schneider, Leenhouts, Shumway, and Martin. The last named often wins when he races. He just can't be there often enough.

Finally, George Fenner tells us the story of the season's climax, the Pumpkin Island Race in which contestants have the option of deciding whether to go clockwise or counter clockwise. George writes, "Race was sailed in shifty NE breeze with heavy outgoing tide. This was the toughest Pumpkin Key Race ever with half the fleet finishing within one minute of the winner. There were nine lead changes during the race. All top six finishers chose the counter clockwise route. Spencer Gowrie and Linda Noble won the race in the last 20 seconds by edging out Dick Elliott in a photo finish at the short end of the line. Until that point they had never been better than 4th." Others in the top six were Wright, Schneider, Martin, and Schaefer.

"The entire sailing club met for lunch with our gracious hosts Bud and Jane Berry, on their wonderful tropical island for which the race is named."

Part of the after-race crowd enjoying lunch at Bud and Jane's Pumpkin Key Paradise with Bud's classic cruiser in background.



BOATS FOR SALE

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: h (732) 270-8131; w (732) 205-9222; cell: 973-420-5357. 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 and located in Marblehead, MA. 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. Renewed spars 10 years. \$9,500 (Mount Desert Island, ME) 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, ME) 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.

Built 1962. Sail #395. Topside white, deck blue, in very good condition. Spent 35 years on lake in NH. Stored winters in boathouse. Excellent 1996 Triad trailer. 1996 mast. Main fair, jib excellent. Cockpit cover, classic British Seagull outboard engine. Contact Jon Davies, 22 Clifton Ave, Marblehead MA 01945; h (781) 631-5616; w (781) 639-2625; jdavies@polycom.com Asking \$7000.

Built 1965. In fine condition. Good sails including genoa and spinnaker. Rigged for both. New running rigging. Excellent Triad trailer - year 2000, Airtight tanks. Newly painted. Contact Merv Taylor, 200 South Cobbtown Road, Lincolnville ME 04849. Tel: (207) 789-5676. Email: merv@midmaine.com. Asking \$7750

Building date uncertain. Thurston sails in good to excellent condition. Excellent Triad trailer, 1998. Contact Brian O'Keefe, 29 Thomas Street, Newport, RI 02840. Phone: h (401) 549-7564; w (860) 728-6548. Fax: (860) 660-0233. Email: brian.okeefe@utc.com. Boat located in Wickford, RI. Asking \$5,500.

Built 1965. Sail #517. Hull #1265. Excellent condition. Overhauled in 1997 by Cape Cod Ship. All usual equipment. Main sail and jib little used and second set of sails with genoa. 4hp Evinrude 1997 (recently serviced) and bracket. New lifting bridle, Thurston cockpit cover and sail covers. Winter storage frame and cover. New Triad Trailer, 2003. Located in Oyster Bay, Long Island, NY. Contact Bill Floyd-Jones at (516) 624-7415. Asking \$8,000.

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.

USEFUL ADDRESSES

Website: www.bullseyeclass.org

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

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

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