

# ★ BULLSEYE ASSOCIATION ★

## APPRECIATION

It's easy to know where to begin in expressing appreciation for the fine hosting of the Sandy Bay Yacht Club, but it's hard to know where to end. It was very much a team effort on the part of the Bullseye sailors and their friends in Rockport but the organizing genius was Jo-Ann Lavigne pulling it all together.

When a boat from "afar" arrived and made its way gingerly down the crowded town pier to the yacht club, it was immediately greeted by friendly faces and strong backs helping to disconnect the trailer and back it into line to await its turn at the lift. A bridle to help keep the boat balanced was supplied and ample kind advice given about making the lifting hook secure. Kevin Lane, Dan Karr and Phil Nutting did a great job supervising the Friday downs and the Sunday ups. Connie Lavigne was a whirlwind of energy driving empty trailers to Granite Pier for storage and helping wherever needed.

When approaching the Registration table the visitor was greeted warmly by Ellie Stevens and Emily Wick who presented one with a 14" x 16" baggy filled with everything one needed to know. Each sailor received a Rockport 2004 coffee mug. Sail measuring was done smoothly by master measurer Phil Nutting assisted by Dan Karr. Cheryl Nutting arranged the housing.

Then there was the matter of eating. Without a doubt the Saturday barbecue by Vinewood Caterers was the best anyone present had ever tasted. Other meals were delightful also, and huge credit goes to Shirley Preston who was assisted by Elaine Hassler and Joan Lane.

The Race Committee led by Charlie Clark assisted by Bobbie Paine and Jo-Ann was efficient and accurate. Ron Petoff, Stephen Ouellette, and Bill Cardoni handled the support boats. Ron did the scoring. Joe Dohert and Paul Sylvia provided spectator boats.

Jo-Ann planned the prizes with the help of Pam Jacobson. These awards were especially attractive: a platter for first place, and dinner plate for second, a salad plate for third. All have a Bullseye logo with the twin lights of Thacher's Island in the background. Winners of individual races received steins decorated with the same design.

All participants had a wonderful time. The success of the event was the work of many hands. Thanks to all, especially Jo-Ann Lavigne who put all the pieces together.

## HULL SPEED AND MORE!



*Red All Over was a magic boat, beautifully guided by the Goodwin team, Wendy and her father Gordon. Photo by Steve Ouellette.*

## WENDY GOODWIN, NATIONAL CHAMPION

Wendy Goodwin and her father Gordon of Marion, MA, won the 43rd Bullseye Nationals hosted by the Sandy Bay Yacht Club in Rockport, Massachusetts, the weekend of July 23, 24, and 25. The champions won decisively—two good wins and two seconds for a total of 6 points. Second place went to Dede and Beau Plessner who, with 15 points, narrowly nipped Association President Joan Tiffany and husband Ed with 16.

Race #1 took place in atypical Rockport conditions. It had begun to rain in the early morning with a strong northerly wind. By the time the boats left the harbor it was blowing 15 to 18 and the rain made for poor visibility. Most boats left the harbor early and

despite foul-weather gear everyone was pretty soaked before the Committee Boat got settled and fired the first gun. The course was a simple windward/leeward to a mark due north about a mile away. The Committee boat end was favored in this race and boats that stayed out in the middle fared better than those that played the shore. This was the only race of the weekend when this strategy proved best. Judging the layline proved difficult as a fairly strong current pushed boats to the left. Once the mark was rounded the Goodwins' Red All Over, already in the lead, successfully set a spinnaker. Michael Taylor in Aldebaran made the attempt but never got it flying. Others did not risk a set in the gusty conditions. Wendy won going away followed by George Fenner from Card Sound, Florida sailing Lou Molina's old Mistress, the Tiffanys in Cove Girl, Fishers Island's Cal Beggs in Mistral, and the Plessners' Lazy Bonz.

With wind, rain and chop steadily increasing, the Race Committee found it impossible to keep an anchor on the bottom and cancelled racing for the rest of the day. Not a single, soggy, chilled sailor complained. The next race was to a warm shower. On shore one host's anemometer reported the wind between 20 and 22 with gusts up to 28.

Sunday dawned rainless with a breeze of about 14-15 and gradually thinning cloud cover. The first race was windward / leeward twice around. Dave Burnham got Querida, which won the Nationals the year before, into the groove, and led from the start through the

*(continued on page 3)*

## THAT'S THE KIND OF DAY IT WAS!



*Querida and her three Burnhams are not sinking. This is the way it was in Rockport on July 24, the first day of the Nationals. Photo by Steve Ouellette.*



## FROM THE PRESIDENT

As reported in this newsletter the Bullseye National Regatta hosted by Sandy Bay Yacht Club in Rockport was a wonderful success with a variety of weather conditions and terrific leadership from Jo-Ann Lavigne and her committee! All Bullseye sailors are encouraged to include a National Regatta in their future sailing plans. It is a good chance for competition, to learn and to meet other Bullseye sailors, and the hospitality and socializing are wonderful as well!

In the year ahead the Executive Committee will give particular attention to refining measurement specifications. Dave Burnham, Phil Nutting and John Koopman have agreed to serve on the committee to make recommendations at the Association Annual Meeting in April. Dave is our class secretary and editor of this newsletter in addition to being a distinguished and long-time Bullseye sailor. Phil is our technical chairman and the class measurer. He has been instrumental in developing the specifications to date. John Koopman is a highly respected and internationally certified measurer, recently serving in Athens as Olympic measurer for the Star fleet. The committee will work closely with Cape Cod Shipbuilding Company and draw upon other expertise as necessary. As the recommendations are developed during the next several months the committee will report to the Executive Committee.

The remarkable fifty-year history of the Bullseye will be a part of the considerations. The protection of the one design quality of the Bullseye is a primary responsibility of the Association with the ultimate goal to continue to make racing a Bullseye fun and fair. If you have an interest in working on the specifications or otherwise helping with the Association or on fleet leadership, please be in contact.

It is a great pleasure to work with all of you Bullseye sailors! Even more fun is having the chance to sail in such good competition with others clearly enjoying themselves. The season is too short in New England - so hope to see you at Card Sound!

— Joan Tiffany

## FROM THE EDITOR

One of the highlights of the recent Rockport Nationals—one of many—was that all of the five yacht clubs that have been hosting the event in recent years were represented. Michael Taylor brought Aldebaran down from the Cranberry Isles, next to Southwest Harbor, Maine, and did a great job. So did George Fenner from Card Sound, Florida. There were two boats from Fishers Island and four from Marion. The Pentletons came from Mattapoisett and the Plessners from Buzzards Bay Yacht Club.

We have heard from the Cohasset Yacht Club that the day may come when they will feel ready to host a Nationals. The Winter Harbor, Maine fleet is developing a closer relationship with those on Southwest Harbor and the Cranberry Isles. Perhaps Winter Harbor will consider hosting a Nationals. Let's hope that as owners become increasingly comfortable trailing their boats our major racing event will become truly national. Winter weary northerners surely will be ready next March to head to Card Sound and it is not too early to begin dreaming about a 2006 Nationals in Maine.

Meanwhile the editor wants readers to know that summaries of summer racing at the various yacht clubs will be placed in the next issue and that the annual dues notices will be mailed to you before long. Happy September sailing!

## 2004/2005 OFFICERS OF THE BULLSEYE ASSOCIATION

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Vice Commodore:	George G. Fenner, 55 Tarnon Lane, Key Largo, FL 33037, (305) 367-4168

## THE 2005 NATIONALS

Linda Noble, Commodore of the Card Sound Bullseye fleet, has invited members of the Bullseye Association to participate in the 2005 Nationals to be held in Key Largo, Florida, on Friday, March 4 and Saturday, March 5. Everyone is encouraged to arrive on Thursday, or sooner, for launching and practice racing. Sunday will be the day for farewells and reloading visiting boats.

Cape Cod Shipbuilding is looking into costs for trucking boats to Florida. For the 2000 Nationals at Card Sound two boats were towed down on their owner's trailers and six went by truck. At that time the trucking fee was \$1000 for each boat. Wendy Goodwin's best efforts so far have yielded a price of \$1660. Hopefully this will not deter northern skippers from giving their boats some Florida sunshine. However, Linda Noble says she is quite sure there will be five or six boats available for those who do not wish to bring their own boats. Stay tuned for more details in the next issue.

*The champions, Wendy and Gordon Goodwin, back at Cape Cod Shipbuilding, proudly display Peter Vincent's wonderful etching which is presented each year to the sailors from "away" who do the best in the Nationals. Photo by David Burnham.*



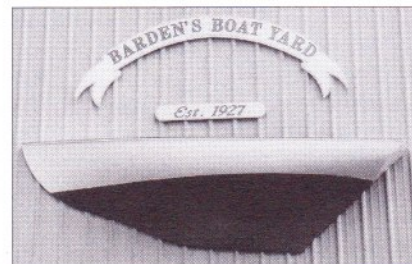
## LETTER TO THE EDITOR

Our long-time friend Carleton Burr's death was unexpected, and a great loss. He was a great help to me in getting into sailing and a constant source of encouragement over the years. I bought my first Bullseye from his yard in 1963. It was the last of five, which had been available for chartering for the season when Burr Bros. had a yard in Mattapoisett. I believe they also had five H-12's and they hoped to promote these classes there, but for reasons I'm not familiar with, closed the yard there and concentrated on operations in Marion. (Therefore, my sail identification, B5.) As you know, the yard has often been helpful in launching boats when nationals have been held in Marion.

The photo shows what Barden's boat yard, also in Marion, chose as a decoration for one of their main buildings — it's a real Bullseye hull cut in half! I haven't heard how or why they did this, nor have I heard any comment about whether this was a good thing or what happened to the other half.

— Richard Pline, New Bedford

*Richard Pline is a former Secretary and President of the Bullseye Association. He finished second in the 2003 Nationals at Marion. Oh for more letters to the editor!*



*Some Bullseyes are wrecked in hurricanes and once in awhile one dies of old age. This one at Barden's Boat Yard will be hanging around for a long time. Photo by*



**Wendy Goodwin** (continued from page 1)

first two legs but was passed by the wily Wendy on the next upward leg proving that going to the left close to shore was the way to go this day. Wendy finished well ahead for her second bullet of the series. Querida followed. Then came the Cranberry Isle's Aldebaran, followed by Rockport's own Walter Luikey in his smooth-bottomed beautifully restored Templar. The steady Tiffanys steered Cove Girl to 5th.

The second race of the day was a single windward / leeward in slightly lighter air, still from the north, and clearing conditions. Boats that went to the left as long as possible dominated. This may have been because surface conditions were better on port tack further out. Everyone found the port tack challenging, demanding absolute concentration to retain speed in the dying wind conditions. Dede Plessner mastered the situation best of all, finishing first followed by the Goodwins, Tiffanys, Cal Beggs, and Walter Luikey.

At this point the Race Committee, as the air continued to die, chose to post an Olympic course though there would have been time for two more short races allowing contestants to have a throw out. The two Fishers Island boats attempted port tack starts. A good idea! The space was there! Start on port and immediately flip to starboard and lead the pack

towards the shore! But—Querida mistimed it, and blocked Mistral. To Cal Beggs' credit he got back in the race better than Dave Burnham, finishing 9th to the latter's 12th. Those who succeeded best in this long, drawn-out race with the wind falling to 5 knots were George Fenner (1st) recovering his form after two poor middle races, the Goodwins (2), Dede Plessner (3), Walter Luikey (4), and Joan Tiffany (5).

The Awards Ceremony took place in the Sandy Bay Clubhouse after most of the visiting boats were back on their trailers ready to roll over the highways. Wendy Goodwin (1-1-2-2) received the first place prize and also, of course, the E.L. Goodwin perpetual trophy, named after her grandfather who began making modern fiberglass Bullseyes in the early 1950's. The second place prize went to Dede Plessner (5-6-1-3) followed by Joan Tiffany (3-5-3-5). The Beverly Trophy for the Most Improved went to Cal Beggs (4-17-4-9) a great recovery after his "deep" swamping in Marion the year before. The Goodwins also won the Peter Vincent Award, which goes to the boat from "away" which does the best in the Nationals. It is Peter's etching of Beaver II, when she was owned and raced by George Warren Smith, a now deceased, and much loved Bullseye guru of the 70's who hailed from Rockport. Beaver II is now Emily Wick's boat.

2004 BULLSEYE NATIONALS	Place	Sail #	Yacht Name	Skipper	Crew	Yacht Club	R1	R2	R3	R4	Total
	1	790	Red All Over	Wendy Goodwin	Gordon Goodwin	Beverly	1	1	2	2	6
	2	782	Lazy Bonz	Dede Plessner	Beau Plessner	Buzzards Bay	5	6	1	3	15
	3	512	Cove Girl	Joan Tiffany	Edwin Tiffany	Beverly	3	5	3	5	16
	4	333	Templar	Walter Luikey	Charlie Jones	Sandy Bay	8	4	5	4	21
	5	380	Aldebaran	Michael Taylor	Curtis Thorman, Caroline Sholl	Little Cranberry	7	3	7	6	23
	6	80	Querida	David Burnham	Paul & David Burnham	Fishers Island	6	2	8	12	28
	7	705	Mistress	George Fenner	Peter Fenner	Card Sound	2	12	15	1	30
	8	299	Mistral	Cal Beggs	Tim Patterson	Fishers Island	4	17	4	9	34
	9	1291	Dream Days	Phil & Cheryl Nutting	Tyler Nutting	Sandy Bay	9	8	12	8	37
	10	291	Whisper II	Conrad Lavigne	Peter Lavigne	Sandy Bay	13	7	9	11	40
	11	670	Beaver II	Laura Hollowell	Beth Ingram	Sandy Bay	15	14	6	10	45
	12	354	Bullseye	Harvey Pentleton	Sue McGowan	Mattapoissett	dns	9	10	7	48
	13	575	Freya	Nanna Buckley	Lilly Goldfarb, Hanna Sudikoff	Beverly	12	11	16	15	54
	14	579	Good Shot	Jean Childs	Jan Walker	Sandy Bay	14	13	14	14	55
	15	294	Sea Saw	Jerome Lavigne	Peter Vincent, Louise Lavigne	Sandy Bay	10	20	11	19	60
	16	359	Day Spring	Dan Karr	Leslie Cooney	Sandy Bay	dns	15	13	13	63
	17	518	Just Ducky 2	Norma Brettell	Joanne Moar	Sandy Bay	11	19	17	18	65
	18	266	Y-Knot	Kristina McDavid	Jeff Roehr	Beverly	16	16	18	16	66
	19	621	The Last Dance	John Preston	Ben Loiacono	Sandy Bay	17	10	20	20	67
	20	63	Speedwell	Susie Kinder	Frances Fleming, Richard Fahrenz	Sandy Bay	18	18	19	17	72
	21	676	Laurelei	Shirley Dean	Laura Dickey, Barbara Bridges	Sandy Bay	dns	dns	dns	dns	88

**Page 4 photo identification:**

1. Freya sailed by Nanna Buckley with Lilly Goldfarb and Hanna Sudikoff.
2. Phil Nutting on his knees, sail measurer par excellence.
3. Identifiable boats are The Last Dance (221), Beaver II (670), Speedwell (63), Good Shot (579).
4. Whisper II, Connie and Peter Lavigne, looking handsome.
5. Just Ducky 2, Norma Brettell and Joanne Moar, ducks behind Connie and Peter Lavigne on Whisper II.
6. Just after the start, first race, second day, l-r, Querida, Templar, Lazy Bonz, Mistress, Aldebaran, The Last Dance, Red All Over, Whisper II,

and more.

7. President Joan Tiffany predicts the future.
  8. Gordon Goodwin, Cal Beggs, and President Joan Tiffany.
  9. Peter Vincent and George Fenner, first two on the left. Paul Burnham and Dave Burnham, first two on the right.
  10. Red All Over doing her thing while the fleet follows.
  11. Laura Hollowell, Wendy Goodwin, and Emily Wick.
  12. Mistral, Cal Beggs and Tim Patterson, takes the inside.
  13. We all had fun at the Sandy Bay Yacht Club!
- On-shore photos by Norma Brettell. On-sea photos by Steve Ouellette.

**BOATS FOR SALE**

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.

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 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.

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), (207) 244-3374, www.classicboatshop.com

Built 1960 (approx.) Sail 301. Boat sailed on Keuka Lake in Upstate NY since 1978. Needs new rubrail, gelcoat cleaning and deck paint. Mainsail excellent, jib fair. Has 1978 trailer in good condition and 2.5 hp outboard, 1992 in excellent condition. Contact Bill Siebold, 11 Reynolds Drive, Horseheads, NY 14845. Phone (607) 562-3933. Asking \$3000.

**USEFUL ADDRESSES**

Website: www.bullseyeclass.org

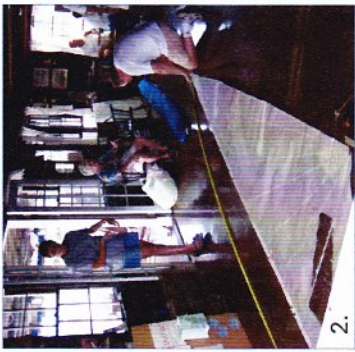
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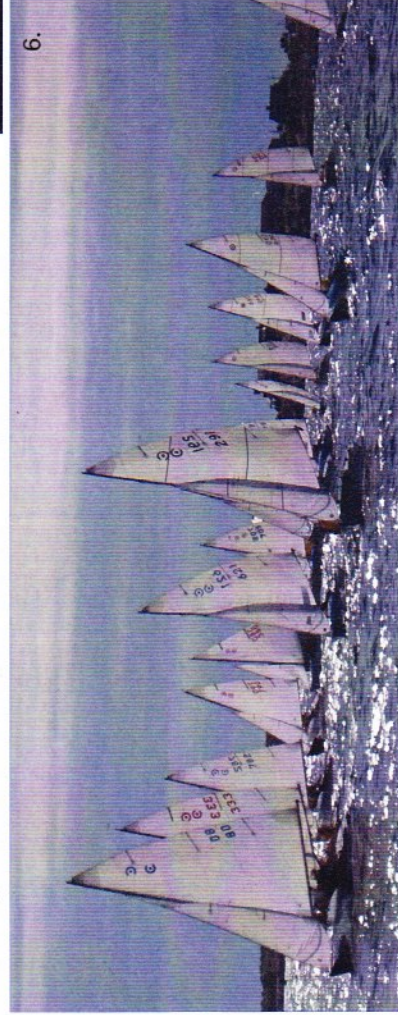
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