

★ BULLSEYE ASSOCIATION ★

BULLSEYES ARE FUN!



Yes, Bullseyes are just plain fun and so are the people who sail them! That is the theme of this issue as illustrated by its photographs. The lead article connects with this theme as it describes how one Bullseye fanatic has fun. The photos on this page were taken at the 1973 Nationals at Marion by Tom McMurray. The top boat is #536 owned by Sandy Ash. The editor needs help in identifying the lower boat and all the people on both boats. These were the happy days when genoas were standard, even in Marion. No question, everyone is having fun!



THE 45TH NATIONALS

Bullseye sailors at Southwest Harbor, Maine are looking forward to hosting the 2006 Nationals. The dates to remember are September 8, 9, and 10, the weekend after Labor Day. This will be the 45th consecutive Bullseye Nationals and the 5th one at Southwest Harbor. There is no place more beautiful to sail on a clear September day. Plan on being there. Your boat will appreciate the clear, cool water. More details in subsequent issues.

HEADING FOR THE BARN

My fifty-year old Querida spends her winters in my barn in Rehoboth, MA. She would love to do more brisk September sailing than I have time for, but this year, even though we headed home to the barn on September 12, we at least had a great last sail, one that challenged the two of us. We left the home port, West Harbor on Fishers Island, at 8:50 a.m. and headed for our usual haul-out at Dodson Boat Yard in Stonington, CT—a trip of seven miles. The southwest wind in the harbor was strong and puffy but, knowing we were going downwind, I confidently set an old genoa that a Providence sailmaker of the 1980s, Tom Rowse, had given me as a venture. It is made of light material, the kind used in older spinnakers. A failure when close hauled, this sail has proved faithful and fabulous off the wind. I never even considered reefing the mainsail.

We scudded out of West Harbor at hull speed, the wind at our tail, but had only gone a mile when we needed to jibe around the Clay Point can at the harbor's eastern gate. Suddenly I realized I was not in control. I couldn't get the main in to do a safe jibe while also steering the boat. I needed a third hand. With that big genoa, even uncleaned, I could not luff enough to get the main in. I wanted to drop it but there was too much pressure from the wind. I let the genoa halyard go but got no relief because I was too busy at the tiller to go forward and bundle it. At this juncture I realized that in my cocky way I had not put on a life preserver and couldn't leave the tiller long enough to pluck one from under the cuddy. What to do? There was a wicked chop and every time I tried to go about I "missed stays" as the square-rigger captains would say. There I was, couldn't jibe, couldn't go about, and overpowered by the wind. Panic was almost setting in. Once or twice we shipped a little water.

I really can't remember how I finally managed it, but eventually I got about and headed along the Fishers Island shore to a minor indentation known as Chocomount Cove. There, slightly protected from the worst of the wind and chop, I anchored and dropped my sails, put on my life jacket, and took a few deep breaths. Someone on shore shouted, "Are you all right?" "Oh, sure," I replied, faking casualness, "Just changing my sails."

I reefed the main with five full turns of the boom and then put on my old, old, cram-in-the-bag Thurston jib. Up went the sails and, mercifully, the anchor came up clean. We were off again but now in full control. The total trip, including 15 minutes at anchor, took an hour and a half to cover the seven miles, mooring to dock.

My truck and trailer had been left at Dodson's the day before and we had a very smooth 55 mile journey home to the barn. Querida has already begun her long winter snooze.

I have learned three things that I always taught my children but, apparently, had forgotten myself. Don't underestimate the power of the wind. It is easier to reef at the mooring than while bobbing at an emergency anchor. Make wearing a life jacket as automatic as a seat belt especially when sailing alone.

DEAR WENDY

The Newsletter is initiating a column that provides readers an opportunity to ask Wendy Goodwin, Vice-President of Cape Cod Shipbuilding Company, questions about Bullseyes. Letters should be sent to the editor who will forward them to Wendy. Here are the two questions for this issue:

Question: I ordered a new set of standing rigging for a Bullseye that a generous yacht club member has donated for general member use. I have now rigged the boat but I am never sure whether I have the turnbuckles and the nuts tight enough. In fact, when I took this boat out for a trial spin, it became obvious that the shrouds were becoming increasingly slack. How do I secure these turnbuckles so that I don't have to worry about suddenly seeing the leeward stay swinging far out over the water just when I want to go about? Must I always have a thin nail to put into the barrel so I can twist it?

Answer: The turnbuckle manufacturer does a beautiful job of making sure all the threads on the upper and lower ends of the turnbuckles are perfectly machined. Instead of a nail in the barrel hole, we use channel lock pliers to get the right torque on the lock nut. To keep a new set of standing rigging in place, tighten the nuts above and below the turnbuckle barrel using a set of channel locks on the turnbuckle barrel. On the nut you can use another set of channel locks or a 7/16" open-ended wrench. Put the channel locks on the barrel to hold it still, and put the other wrench on the nut and tighten until you feel the nut is seated. Tighten the other lock nut in the same manner. The longer the handles on your tools the more leverage you have to assure the lock nuts are tight. With the channel locks you may rough up the finish on the barrel, but at least the turnbuckle will remain in place. If you don't want to damage the barrel finish, C. Sherman Johnson sells a turnbuckle adjustment tool for \$10.70 that fits in the barrel hole and has a long plastic handle to get the right torque.

As a safety precaution you can also put rigging tape around the nuts. Don't leave the same tape on year after year. Make sure to remove it and apply new tape after yearly inspection. This tape should not be what is holding the nuts in place. It's important that the nuts be wrench tight on the barrel.

Question: I have used this Bullseye for a few years and am getting her ready to launch for the season. I was calling to ask, how much water ballast is required? It has this fitting that I put the hose in to fill the tank.

Answer: The space between the hull and floor should be full of air, not water. The boat has a 750 lb lead keel which is plenty of ballast for a boat that weighs 1,350 lbs. May we send you a pamphlet that explains how to get the water out of your air tank and assures that the tank is sealed air tight?

FROM THE PRESIDENT

As you will see from this newsletter, much progress is being made by Phil Nutting, with the assistance of Wendy Goodwin, John Koopman and others to create Bullseye specifications that will allow no question as to "What is a Bullseye?" It is essential to successful Bullseye Fleet racing and to the long-term vitality of the class that measurements and specifications be clear and fair.

JoAnn Lavigne and Wendy Goodwin have agreed to be co-chairs of the Nominating Committee for Bullseye Association officers. If you have suggestions or if you wish to volunteer, please be in contact with them. My term as Association President will be completed next spring. It is a pleasure to work with the great Bullseye team, and I urge others to take on leadership roles.

Hope that you have all had a wonderful sailing season!

—Joan Tiffany



This is *Gypsea*, the boat resurrected by Curtis Garret after finding her in a Michigan boat yard dump where she had been abandoned for 35 years. A handsome boat now at home in Texas. Photo by Curtis Garrett.



Bullseyes are fun for the whole family even when not in the water. Photo by Dave Burnham.

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FROM THE RACING FLEETS

BEVERLY YACHT CLUB, MARION MA

June Series: 1. Red All Over, Wendy Goodwin; 2. Cove Girl, Joan Tiffany, 3. Lady Susan, Chris Memoli

July Series: 1. Red All Over, Wendy Goodwin; 2. Lady Susan, Chris Memoli; 3. Cove Girl, Joan Tiffany

August Series: 1. Matador, Robert Stickles; 2. Red All Over, Wendy Goodwin; 3. Lady Susan, Chris Memoli

Special Races: Moonlight Race, Celtica, Dan Berry;
Van Rensselaer Race, Red All Over, Wendy Goodwin;
Thacher Trophy, Cove Girl, Joan and Ed Tiffany

CARD SOUND FLEET, KEY LARGO, FL

No races till December. Boats are coming out of summer mothballs. Perhaps Nationals champion Don Wright is psyching up to defend his title at Southwest Harbor in 2006.

FISHERS ISLAND YACHT CLUB, FISHERS ISLAND, NY

July Series: 1. Querida, Dave Burnham; 2. Peregrine, Brad Burnham; 3. On Target, Sara Porter

August Series: 1. Peregrine, Brad Burnham; 2. Querida, Dave Burnham; 3. Mistral, Cal Beggs

Season Championship: 1. Peregrine, Brad Burnham; 2. Querida, Dave Burnham; 3. On Target, Sara Porter

Special Races: Independence Day, Querida, Dave Burnham;
Labor Day, Querida, Paul Burnham

SANDY BAY YACHT CLUB, ROCKPORT, MA

June Series: 1. Templar, Walter Luikey; 2. Whisper II, Conrad Lavigne; 3. Beaver II, Laura Hollowell

Saturday Series: 1. Templar, Walter Luikey; 2. Whisper II, Conrad Lavigne; 3. Lauralei, Laura Dickey

Sunday Series: 1. Templar, Walter Luikey; 2. Whisper II, Conrad Lavigne; 3. Beaver II, Laura Hollowell

Season Champion: Whisper II, Conrad Lavigne

Special Races: Memorial Day, Templar, Walter Luikey; July 4, Whisper II, Conrad Lavigne; Labor Day, Whisper II, Conrad Lavigne; George Warren Smith Race, Donald Seiffert; Peter Vincent Race, Dan Karr

SOUTHWEST HARBOR FLEET, SOUTHWEST HARBOR, ME

July Senior Series: 1. Pamina, Jean Beaulieu; 2. Gizmo, Maggie Kelley; 3. Time Out, Bob McKown

July Junior Series: 1. Tyler Stewart; 2. Ian Campbell; 3. JT Sacht

August Senior Series: 1. Gandalf, Steve Brookes; 2. Silver, Peter Welles; 3. Scotch Mist, Charlie Hudson

August Junior Series: No report

Special Races: July Sweetheart Race: 1. Maggie Kelley and Peter Welles; 2. Kathy Falt and Jarvis Newman

August Single-Handed Race: 1. Ken Brookes; 2. Steve Homer

Other yacht clubs please note that results submitted to the editor will be printed.

TAKING OUR MEASURE

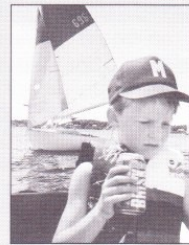
An article under this heading appeared in the December 2004 issue at which time it was announced that President Joan Tiffany had appointed a committee to make specific recommendations regarding the measuring of Bullseyes. While no one wants to see Bullseye racing restricted to absolutely identical boats as is the case in many "hot" racing classes, there is a need to verify that there is reasonable conformity and that no Bullseye so different that it is not a Bullseye shows up at the starting line. Non-racers need read no further unless thinking of selling a boat to someone who does.

Deciding what is "too different" is the task of the committee led by Phil Nutting, Technical Chair. Other members are John Koopman, internationally recognized measurer of the Star class, with Dave Burnham and Cal Beggs assisting. This committee is literally starting from the bottom up. When we asked Halsey Herreshoff, former Bullseye champion, grandson of Nathanael, and a naval architect himself, how to begin this project, he said, "Start with the keel. That is where key differences that affect speed are most likely to occur." And that is exactly what we are doing as described in the following comments by Wendy Goodwin who, though not on the committee, has offered technical advice and services from the builder, Cape Cod Shipbuilding Company.

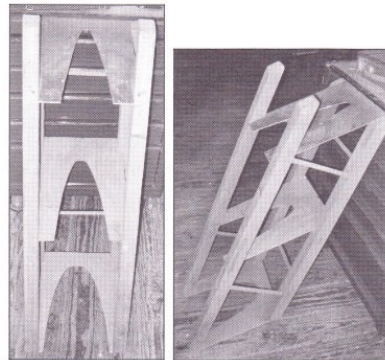
CCSB will build a new keel jig to assist measurers. Wendy explains this best, as follows:

"The Bull's Eye keel jig will be made of plywood and it will fit to the leading edge of the keel. It will give a measurer the opportunity to take measurements of the keel width at different heights using calipers. The challenge will be to make sure the jig is resting on all the keels in the same spot. Attached are 2 photos of the Atlantic keel jig. Initially a plywood jig was created and used to measure an assortment of Atlantic keels in order to create the acceptable measurements that class would allow (max & min). Once the max & min were determined and the jig shape perfected the plywood was replaced with stainless steel so the jig would last longer. When the measurer comes to our yard to measure a new Atlantic he snugs the jig up to the leading edge of the keel and uses calipers to take width measurements in increments along the 3 plates. In the aft view photo you can see the scribe marks in the plates. He then writes all the measurements down and compares them to the max and mins that the class determined. The Atlantic class requires keel measurement on all new Atlantics and on any Atlantic that has a major restoration which includes bottom fairing.

Technical Chair Phil Nutting's Dream Days with Lyon Van Voorhis, Brad Burnham's grandson, in the foreground. That day the only thing BRISK was the tea! Photo by Brad Burnham.



Hopefully this gives everyone a visual on what we are talking about. Of course the Bull's Eye jig will look different as we will be measuring a 750 lb Bull's Eye keel as opposed to a 3,000 lb Atlantic keel, but the principles are the same."



Above are two views of the Atlantic jig described. Photos by Wendy Goodwin.

MORE BULLSEYE FUN



At left Andrea Goodwin sparkles in the sun at Card Sound in 2000, but what is the white bolt over her shoulder? Photo by Wendy. Below left the Sandy Bay Bullseye crowd having a picnic on Thatcher's Island a few years ago. Photographer? Maybe JoAnn Lavigne? Below, Querida cruising to Marion in the open ocean off Newport. Photo by Dave Burnham.



HEADING FOR THE BARN *(continued from page 1)*

Did I have fun? Yes, it's been awhile since the David and Querida team has really challenged itself. We had had more than enough placid, around-the-buoys, summer sails.

Isn't sailing more fun when there is a little tinge of fear, at least when one challenges himself in a Bullseye, the most amazing, seaworthy little boat in the world?

—David Burnham

BOATS FOR SALE

Asking \$8,200. Built 1977. Sail number 746, White topsides and Moondust deck. Included are Genoa tracks, Compass, Anchor, Boom Rest, Cockpit cover in excellent condition, 1997 Trailer in good condition, Outboard Bracket, 2000 3.3 HP Mercury Outboard Motor in excellent condition and Pump. Cameron Mainsail and Working Jib in excellent condition. Completely rebuilt 2 years ago and has laminated spruce boom. Boat is located in Houston, TX. Contact Dave Swanson (281) 334-3232 or dswanson230@earthlink.net

Asking \$8,900. Built 1959. Red topsides and White deck. Included are Genoa tracks, Boom Vang, Winches, Jib Club, Anchor, Boom Rest, Cockpit cover in good condition, immaculate custom steel Trailer with new tires, Outboard Bracket and Wood Seats. Thurston Mainsail and Genoa in good condition and new Thurston Working Jib and Spinnaker. Professionally refinished in 2005. Boat is located in Ipswich, MA. Contact Chris Small, (978) 500-4305.

Asking \$14,000. Built 2003. Sail number 909, White topsides and Grey deck. Included are Compass, Green Cockpit cover in excellent condition, tiller extension, wind indicator, swim ladder, green acrylic Mainsail cover and Cradle. Quantum Mainsail and Working Jib in excellent condition. Boat is located in Wareham, MA. Contact Wendy

Asking \$8,500. Built 1974. Sail number 716, dark blue topsides and white deck. Included are Genoa tracks, Winches, Jib Club, Anchor, Boom Rest, Cockpit cover in excellent condition, 1968 homemade steel Trailer best for storage, Outboard Bracket and Pump. 1974 Thurston Mainsail and Working Jib in fair condition and 1994 Thurston Genoa in good condition. Boat is located in North Ferrisburg, VT. Contact Douglas Griffin (802) 425-2709 or Bullseye716@hotmail.com

Asking \$12,500. Built 1994. Sail number 849, White topsides and Tan deck. Included are Genoa tracks, Compass, Anchor, 1994 Magic Tilt Trailer, Lifting Sling, Outboard Bracket, 1993 3.5 HP Nissan Outboard Motor, Pump and Wood Seats. One set each of Thurston and Santa Cruz sails consisting of Mainsail, Working Jib and Genoa. Boat is located in Gimli, Manitoba, Canada. Contact Randy Melnyk (204) 793-0235 or fax (204) 688-5277.

Asking \$12,000. Built 1995. Sail number 856. Red topsides. Gray Deck. Included are Thurston mainsail and jib, excellent cockpit cover, winches, lifting sling, outboard bracket, wind indicator, Triad trailer (2000) with tongue extension. Contact Chris Carney at (781) 631-2825 or chriscarney@comcast.net.

Asking \$6,500. Built 1960. Sail number 14. Blue topsides. Gray Deck. Included are

jib club, winter cover, wood seats, Triad trailer and 5 hp Evinrude in fair condition. Boat used in fresh water for last 30 years. Contact Stephen Weglarz at (781) 599-3495 or s.weglarz@comcast.net

Also, we have just heard of an older boat in excellent shape that is for sale at the Herreshoff Marine Museum in Bristol, RI. Contact Bill Knowles at (401) 253-5000.

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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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