

★ BULLSEYE ASSOCIATION ★



This photo of Jane Gray's Canary was taken between races at the 2001 Nationals at Southwest Harbor, Maine, where the 2006 Nationals will be held September 8,9,10. There is not a more beautiful location for a Nationals. Photo by Wendy Goodwin.

PETER STONE AT NEXT ANNUAL MEETING

Peter C. Stone, artist, author, and sailor, will be the speaker at the Bullseye Association Annual Meeting to be held on Saturday evening, April 29, 2006 at The Beverly Yacht Club in Marion, Massachusetts.

Full biographical material on Mr. Stone will be presented in the March issue. All sailors would enjoy his recent illustrated work, *Sanctuaries*, which can be previewed at www.PeterCStoneStudios.com. —Mr. Stone's ability to match evocative words with evocative scenery is haunting—Heartland Reviews. Mark this date on your calendar now. Not to be missed.

Prior to the meeting all are invited to tour the Cape Cod Shipbuilding Company in Wareham to obtain a clearer understanding of where and how Bullseyes are made. The new jig for measuring keels will be on display. Times and directions will be stated in the next issue.

NOMINATING COMMITTEE

The Nominating Committee is searching for a new Association President and Vice President. Present incumbents Joan Tiffany and Susan Mead will come to the end of their two-year terms at the Annual Meeting on April 29. Nominating Committee chairs Wendy Goodwin and Jo-Ann Lavigne have written to the membership inviting suggestions, comments, and questions. Please contact them at: lavigne@shore.net, or wendy@capecodshipbuilding.com.

DUES UP

An increase in Annual Dues from \$20 to \$25 was approved by the Executive Committee at its meeting on November 22. The increase will begin for 2007. Those who have paid ahead for that year and beyond will be grandfathered. In addition to supporting the gradually increasing costs of printing and mailing the newsletter, the increased dues will assist the Association in meeting the expenses of the new measuring program. A dues slip enclosed with this newsletter means your membership has expired—temporarily, we hope.

MEASUREMENT IS EXECUTIVE COMMITTEE FOCUS.

The Executive Committee met in Boston on November 22 at the home of Joan Tiffany, Association President. The meeting focused primarily on Bullseye measurement. Reports from the Nominating Committee, the Secretary, and the Treasurer, were followed by proposals for the Annual Dinner Meeting, and a small increase in dues. These items are covered in separate articles.

The Committee agreed that the Association must seek greater uniformity among racing Bullseyes. While not wishing to stifle enthusiasm by an overemphasis on specifications, the Committee believes that some tightening is essential for the long-range health of the Bullseye as a racing class. Discussion centered on the measuring of the keel and hull.

Accordingly, the Committee approved the expenditure of up to \$3000 to create a two-part jig for measuring purposes. One part will measure the leading edge of the keel and the other will measure the width of the keel at certain pre-determined, standardized intervals. The jig will be made by Cape Cod Shipbuilding Company, builders of Bullseyes. At each location some tolerance will be allowed. To determine acceptable tolerances, up to 30 Bullseyes of various ages will be measured before hard and fast specifications are placed in the rule book.

The Executive Committee understands that it will take several years to put a keel-measuring program into effect even after the tolerances are determined. Therefore boats entering the Nationals at Southwest Harbor in 2006, Fishers Island in 2007, and Marion in 2008 do not have to meet required keel specifications, but those which will be raced in Rockport in 2009 must undergo measurement. Having this done prior to arriving in Rockport will save time and trouble. By the time of the Rockport Nationals the Association may also have a system for measuring hulls and weighing boats.

Moving to stricter policies regarding measurements for racing will not be easy and may cause some friction. Questions will be asked, such as, how will the measuring be done in places where there is no hoist? Will the jig be moved from place to place? Who will do the measuring? Will the rules be applicable for just the Nationals or are the local fleets expected to comply? Today the Association does not have all

the answers. Getting the jig made is simply a first step. Given time, proper procedures will develop and in the long run frustration will be less because of these rules. The skill of skipper and crew will be tested and inequality among the boats diminished, leading towards a goal of fair and fun racing.

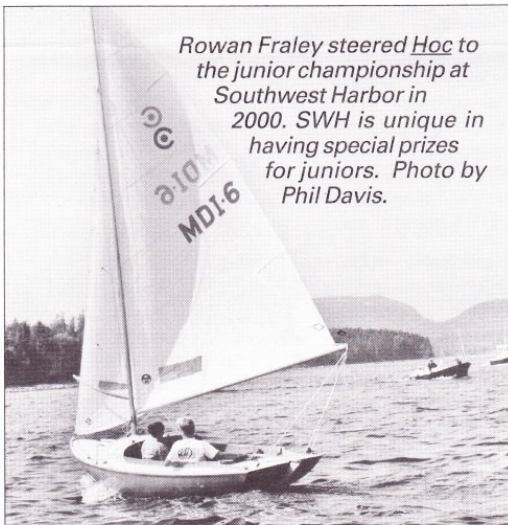
What is important now is for Association members to know that a movement towards consistency has begun. Answers to perplexing questions will evolve and become routine over the next few years. Many thanks are due to President Joan Tiffany, Technical Chair Phil Nutting, and the members of the Executive and Technical Committees for their persistence in leading the fleet towards a more serious and rewarding future.

FROM THE EDITOR

While most Bullseyes are shivering under their shrinkwrap, the racing season is in full swing at Card Sound. We are hoping that some of the great sailors there at Key Largo will come to Southwest Harbor next summer to compete with the New England summer crowd. George Fenner did it five years ago and came in second. All we need now is for Al and Lynne Mast, present National champions, to join the party downeast. That reminds the editor to apologize for naming in the last issue the '00 champion, Don Wright, the '05 champ. In subsequent correspondence Al has been most gracious and Don said he is "delighted" with this sudden elevation. Let's hope Al, George, and Don, and maybe more will be at SWH on September 8,9,10. This will be the 5th Nationals at SWH and there is nowhere more fun to sail, nor more warmly hosted. The theme of this issue is, through pictures and words, to lure a large fleet to that gorgeous place. —Dave Burnham

OMISSION

The August results for Junior sailors at Southwest Harbor were omitted in the October issue. Wells Bacon, Jr. won with 12 pts closely followed by Nate MacMullen with 13. Cady Spruce also had 13 but had no firsts to MacMullen's two. Peter Damrosch had 15 and Zack Stewart 20.



Rowan Fraley steered *Hoc* to the junior championship at Southwest Harbor in 2000. SWH is unique in having special prizes for juniors. Photo by Phil Davis.

DEAR WENDY

Two questions have recently come in about standing rigging and we would be grateful for your response:

1. *What is the reason for having a spreader? Older boats without spreaders seem to do just as well.* Spreaders are not necessary and do not change the angle of the shroud at all, they simply help to keep the mast extrusion straight. Zephyr added spreaders to the Bull's Eyes' masts in the late 60's to strengthen the rig and keep the top & middle of the mast from bending excessively on windy days. The shrouds are the same length whether you have spreaders or not. Recently Zephyr switched from supplying round/tubular spreaders to a more aerodynamic tube that includes metal end inserts to hold the shrouds so you no longer need seizing wire. These new spreaders still fit spreader brackets on all our masts. With round/tubular spreaders it is important each season to remove the rigging tape on the outboard ends of the spreaders to check that the seizing wire is still doing its job. Fresh rigging tape will adhere better and prevent the seizing wire from catching on your mainsail. Whether you have round/tubular spreaders, aerodynamic spreaders or no spreaders there is no advantage in light/medium conditions. In heavy air masts without spreaders have more bend.
2. *What is the advantage in having shrouds attached 6" aft of the regular chainplate area? I note this is legal but why do some people like it? Suppose I chose 4" aft. Would that be legal?* The standard shroud chainplate location is not athwartships of the mast, the chainplates are aft of the mast. Due to this aft location the shrouds not only prevent your mast from falling to the side they also act as a backstay preventing the mast from falling forward. The second set of chainplates rule was added in the 60's when Buzzards Bay sailors were racing with genoas and spinnakers on a more regular basis. They noticed forward mast bend in high winds when sailing downwind and asked to move their chainplates aft to decrease the forward mast bend.

Our Technical Specifications state, "Shrouds may be moved aft six inches from the standard deck attachment positions or returned to the standard deck attachment positions before the start of any race." What this means is you can install a second pair of chainplates 6" aft. It does not say you can also add chainplates 4" aft. That would be illegal due to the exact wording of this rule.

Since there is no speed advantage with chainplates 6" aft, most sailors today leave their shrouds on the standard chainplates regardless of the conditions. Our family Bull's Eye has only the standard chainplate location. We don't adjust the standing rigging during the sailing season. Any adjustment to the mast bend and sail shape is done with the sheets. We allow our mast to bend forward when screaming downwind with the spinnaker. We see no need to install a second set of chainplates. Our mast is over 20 years old. It still remembers to bend back once we turn around to go upwind.

—Wendy Goodwin

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ATLANTIC FANTASY

For quite a few years I have nurtured the idea of sailing a Bullseye across the Atlantic. If Robert Manry could sail his 13 and 1/2' Tinkerbelle from Falmouth, Massachusetts to Falmouth, England in 78 days, why couldn't my Bullseye Querida, more than 2' longer, make the same passage, and more quickly?

Though I love racing in the Nationals, and enjoy summer races at my homeport, Fishers Island, my heart is more into cruising than racing. I have sailed to Rockport 3 times and to Marion many more, and each time have enjoyed getting there more than the racing at journey's end. My favorite sail was from Fishers to Block Island and back, all in one day, a day when the ferry wouldn't run. So why not load up with adequate supplies and keep going the remaining 3000 miles or so to the other side of the pond? If Tinkerbelle could do it, why not a Bullseye?

Manry writes, "A small boat, first of all, is a great deal stronger, pound for pound, than a big ship. A small boat, being light and buoyant, will recoil before the waves and tend to ride over them, whereas a big ship will offer immense resistance." So far so good. A small boat would be like a cork on top of the water. It might not offer a comfortable ride in a storm but it would keep floating—

MY FAVORITE RACE

Many headed for Southwest Harbor next September 8,9,10 for the 45th Bullseye Nationals have fond memories of races in these lovely waters under Mount Desert. My favorite was the first in 1990. That year's October Newsletter sets the scene:

"How fortunate we were to hold the Nationals at Southwest Harbor, Maine, where Somes Sound provided a unique racing area. The fog was thick, thick, thick on Saturday August 11. The wind was light, but steady. Skippers ... found their way to the starting line off Sand Point north of the mouth of the Sound, and realized their good fortune. No way could we inadvertently sail ... to Nova Scotia! The windward-leeward course meant we tacked until the eastern shore appeared and then we tacked until the western shore appeared!! One rounded the weather mark (if one found it) and

headed straight downwind to the finish. No doubt the tide would complicate matters, but that would only add to the fun. So off went 32 Bullseyes through the pea soup fog."

Yes, Somes Sound is narrow and it is hard to get lost, even in the fog. However, in this race tide definitely was a factor. I did not tack from shore to shore (as described above) but rock-hopped along the eastern shore to stay out of the incoming tide. I even went inside some boulders. Luckily,

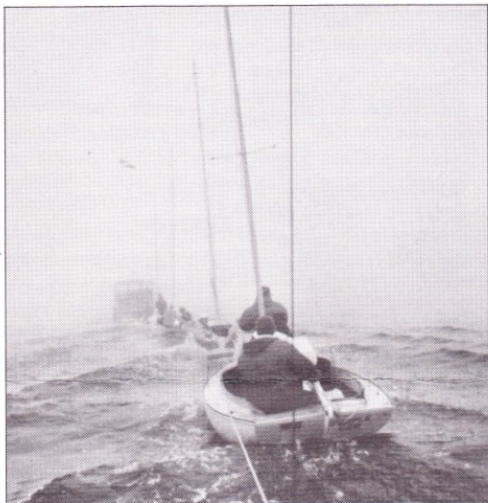
After the fog, on an idyllic Sunday, Charlie Hudson presents Dave Burnham an award for "his favorite race" and Dave gives it to granddaughter Elizabeth to honor her father,

provided one could make his bit of cork absolutely watertight.

Ay, there's the rub! Manry rebuilt Tinkerbelle, so that it had a large, for the boat's size, cabin which could be sealed shut both from inside and from out. This allowed a tiny, self-bailing cockpit, just big enough for one. By contrast, how could one seal off the generous, open cockpit of a Bullseye? In my imagination I see a plexiglas canopy from cuddy to transom. There would be a round hatch for the skipper to stick his head through for air and vision; Tiller and sheets would be handled from below. But, realistically, this limits the skipper's chance to fix something up forward. He climbs out of his hatch but forgets his pliers. Back he goes slipping on his plexiglas. Over he goes. Or how about fixing a

rudder? Manry brought along a spare, but both his rudders broke. He had to rebuild one while bobbing tethered to his sea anchor. Imagine reinserting a Bullseye rudder in mid ocean during a storm!

I have had to conclude that, wonderful as a Bullseye is, it is not the right small boat for long distance ocean sailing, not without being rebuilt so that it is no longer a Bullseye. Yet my Atlantic fantasy lingers on. It will be part of my dreams while I am at anchor in a snug cove during a trip I am planning—up the Connecticut River! —Dave Burnham



A string of Bullseyes being towed into Somes Sound, Southwest Harbor, for the first race of the 1990 Nationals, probably the foggiest in history. Photographer unknown.

I was tacking out when the weather mark came into view. Around we went, no other boats in sight. Up went the spinnaker and we steered into a grey void seeking now the middle of the Sound. An anchored motorboat came into view. Was it the Committee Boat? If so, where was the pin? We went up to investigate. "Congratulations," someone shouted, "You have won!!!!" Amazed, we dropped sails and watched the other 31 boats cast off their wet, grey shrouds and emerge from the fog. —Dave Burnham





*The 2001 Nationals at Southwest Harbor, Maine. Though haling from a spinnakerless territory of southern Florida, George Fenner and brother Peter prove they can handle the chute just fine, coming in second in *Owl*, a borrowed boat. To the left is Peter Welles in *Silver* and on the right, Jean Beaulieu in *Groggy*. Photo by Phil Davis.*

FENNER/HOLZMAN TAKE DINGLEY SERIES

Racing has begun in Key Largo, Florida and the Dingley Series, named after beloved sailor Lucille Dingley was completed just before Christmas. Sandy Chapin wrote an account for the Ocean Reef Press from which we quote:

"The team of George Fenner and Bob Holzman took two third places in last Saturday's Card Sound Sailing Club racing to claim victory in the Dingley Series, the first of the club's racing series this season. Despite missing the first two races, the Don Wright/Sandy Chapin team finished second, and the team of Al and Lynne Mast was third. Of course, Shirley Shumway, regardless of crew changes, took fourth place. The weather conditions were perfect and constant as the Bullseye fleet of nine boats competed in two races. In fact, their times were within one minute of each other, so close was the competition.

FIRST RACE

"In the first race there was a clean start with Al and Lynne Mast in the lead. At the first mark there were only three nautical inches between them and the Don Wright/Sandy Chapin boat with Ed and Sandy Kirschner in third place. By the leeward

mark, the Wright/Chapin team had sailed into a lead which they retained for the rest of the race. It was not until rounding the third mark that the crafty team of Bob Holzman and George Fenner and the perennial fourth place finisher Shirley Shumway and crew Frank Paige overtook the Kirschners.

SECOND RACE

"In the second race two boats—the Fenner/Holzman and Shumway/Paige teams—were recalled for crossing the starting line before the gun. Around the first mark, the Wright/Chapin boat led, followed by the Mast boat and the Kirschners. By the third mark, in spite of a restart, the Fenner/Holzman and Shumway/Paige teams had caught up to take third and fourth places, respectively."

Fenner/Holzman won the Series with Wright/Chapin 2nd. Third place went to Al and Lynne Mast, National champions, and 4th and 5th places were earned by Linda Noble and Shirley Shumway, respectively.

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 \$8500. Built 1972. Grey deck. White topsides. Comes with 1972 trailer in good shape. Boat very little used. In excellent condition. Stored indoors with cover. Located in Port Clyde Maine. Contact Christopher Schellens at (860) 767-1244 or kschellens@msn.com.

Asking \$4500 and \$2500. Two boats at Mount Desert Island ME. Both are 60's vintage. Former has new epoxy bottom and galvanized trailer in good condition. Latter needs TLC, but is in sailable condition. Contact Jean or Margaret Beaulieu at (207) 224-3374 or at classicboatshop@adelphia.net

Asking \$8,500. Built 1974. Sail number 716,

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 \$5,000. A 1960's boat in excellent condition. Recently refurbished by Cape Cod Shipbuilding Company and located at the Herreshoff Marine Museum in Bristol, RI. For details contact Bill Knowles at (401) 253-5000.

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 \$6,500. Built 1960. Sail number 14. Blue topsides. Gray Deck, Included are mainsail, jib, genoa, and spinnaker, all in good

USEFUL ADDRESSES

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