



Retiring President Joan Tiffany (L) passes the symbolic Bullseye model to new President Nanna Buckley (R). Photo by Dave Burnham.

ANNUAL MEETING and DINNER

The Cambridge Boat Club on the banks of the Charles in Cambridge MA was the venue on May 12 for a successful annual meeting followed by succulent, joyous, convivial dining. Outgoing President Joan Tiffany presided with her customary acumen and grace, which included Tiffany-taken, framed Bullseye photos as tokens of appreciation to her supporting cast of officers.

NANNA BUCKLEY ELECTED

The annual meeting culminated with the election of the 2007-2008 officers as presented by Jo-Ann Lavigne, Nominating Committee chair. The new President is Nanna Buckley from the Beverly Yacht Club in Marion. Susan Mead will continue as Vice President, David Burnham as Secretary, Mark Cohen as Treasurer, Phil Nutting as Technical Chairman, and Emily Wick as Historian. Joan Tiffany now becomes Commodore assisted by Vice Commodores George Fenner of Key Largo, FL and Steve Homer of Southwest Harbor, ME.

NEW WEB WEAVER

Phil Nutting of Rockport has retired as the Bullseye Association's Webmaster. The job evolved out of Phil's work as Technical Chairman. When the technology was ready in 1998 for a website, Phil was ready. More words on Phil's great gift of time, expertise, and energy in the next issue.

Chris Memoli of Wayland, MA will pick up the threads and weave the magic web at the same address: www.bullseyeclub.org. We are grateful to Phil and Chris.

THE 46th NATIONALS MARION, August 10-12

For the 11th time in the 46-year history of the event, the Bullseye Nationals will be sponsored by the Beverly Yacht Club in Marion Massachusetts. Registration is on August 10th followed by two days of racing on Saturday and Sunday, the 11th and 12th. Included in this issue is the Notice of Race and a Registration Form. Copies can also be downloaded from the website: www.bullseyeclub.org. The co-chairs of the event will be Commodore Joan Tiffany and Vice-President Susan Mead.

The Bullseye Nationals are open to any member of the Bullseye Association who registers. Visitors normally tow their boats by trailer, though some from nearby will sail to Sippican Harbor. Everyone is urged to send in the Registration Form as soon as possible to facilitate planning for the hosts. A few boats on a first-come-first-served basis will be available for charter. If interested, check with Wendy Goodwin at 508-748-3252 or wendy@capecodshipbuilding.com. The Registration Form also provides space to register housing requests.

ANNE CONVERSE PRESENTS

At the conclusion of dining the guests at the annual dinner were treated to Anne Converse's narrated presentation of her passion for photographing sailboats. She began with Bullseyes and H 12-1/2s and then took her audience to Cowes, England for the America's Cup Jubilee Celebration. Next came the breath-taking array of classic yachts at Regattas in Cannes and St. Tropez, France. There was a visit to the waters of Nantucket as well. Anne Converse is a New England based, freelance, documentary photographer. For more on Anne, check her website:

www.annetconverse.com/about.htm

Those who attended the dinner were thrilled with Anne's presentation of the sheer joy and beauty of sail.



Anne in action

FROM YOUR NEW PRESIDENT

To my Racing and Day Sailing Colleagues in the Bullseye Class:

I am somewhat humbled by the honor of serving as your Class President for the next two years. There is a long and distinguished history of leadership of the Class which I hope to continue with all of your help. Past leadership has preserved and built a strong Bullseye Community with a dedicated group of racers from Southwest Harbor to Rockport to Marion to Fishers Island and even in paradise—Key Largo—not to mention the many day sailors who enjoy the virtues of the Bullseye. I have discovered that there are accomplished sailors in every Fleet as I have had the opportunity to attend Nationals at every Fleet except for Fishers, which I intend to do if I can master the art of sailing a Bullseye with a genoa.

There have been a number of initiatives by the Class Officers including the BCA Constitution, BCA Bylaws and Technical specifications which I intend to bring to completion with your contributions. We should all look forward to the debates and a final resolution (maybe).

I came to the Bullseye Class after spending my early years in Denmark, pulling ropes from "downstairs" on the "family" 6-meter. When I came to this side of the pond, I did a lot of cruising sailing at first. Then I discovered the challenge and fun of racing sailboats at Beverly Yacht Club. While I still love cruising, it is now in second place on my "to do" sailing agenda. By chance, I got a Bullseye for my birthday and have been in a dedicated search of speed around the race course ever since. It is not easy.

My success and the Class' success will result from the thoughtful involvement of all members of the Bullseye community. I am available and anxious to hear your thoughts as we chart the future.

I hope to see you at the Nationals in Marion during August. In the meantime, Good Sailing.

— Nanna Buckley



BULLSEYE BRASS: From L-R, Jo-Ann Lavigne, Nominating Committee Chair, Nanna Buckley, President, Dave Burnham, Secretary/Editor, Susan Mead, Vice President, Mark Cohen, Treasurer, Joan Tiffany, Commodore, Emily Wick, Historian, Wendy Goodwin, Past President & Commodore, Phil Nutting, Technical Committee Chair. Photo by Anne Converse.

SPINNAKER SPIN

At the annual meeting there was prolonged discussion about the legality of using a spinnaker sheet catcher. Some folks did not know what it is. Others who have experienced seeing the sheet, just prior to raising the spinnaker, drop off the bow and go under the boat, know exactly what it is. For them it is a dream come true. It is a small, curved-upward metal device used to cup the sheet so it does not fall off. Some people have been using bent coat hangers for this purpose. Others will scoff at the need for such hardware. "Just keep that sheet taut while setting up", they will say. Easier said than done. After much discussion the following motion was approved and entered with the tech specs as a continuation of **Section 1. Standing Rigging: A** spinnaker sheet catcher may be used on the forestay chain plate or forestay turnbuckle not to protrude more than 4 inches from the bow of the boat. This extension does not change the LOA (length over all) of the boat.

COME SAIL TO MARION

At the Annual Dinner I mentioned that I planned to sail from Fishers Island to Marion for the Nationals. "Why would you do that?", I was asked. I was taken aback by the question. The answer seems so obvious to me.

"Because it is fun" is my response. I have sailed Querida at least six times to Marion and three of those times went on to Rockport with the help of a tow through the Cape Cod Canal. I love to see what my boat and I can do as a team. It's fun to sail into Sakonnet, or some other little harbor along the way. One anchors, or begs a mooring, then drapes on the boom tent, unrolls the sponge rubber mattress that has been tucked into the bow, opens a few cans, lights the sterno, and has a feast. A small reading lamp, classical music and a good book combine for a perfect evening.

There is a mystique about small boat cruising which I cannot quite express, but it has something to do with traveling in the wake of mariners who first explored the waters one is now cruising. For example, sailing along Naushon Island, longest of the Elizabeths, makes one know that he is seeing just what Bartholomew Gosnold saw in the late 16th Century. Sailing across New Bedford Harbor puts one in touch with high-sided whaling ships outward bound, or, returning home, heavy laden, tacking in a January snowstorm in a buoyless bay.

Cruising allows my imagination to become fertile again, not squelched by the telephone or emails that must be answered. And even in a carefully buoyed world there is enough challenge for the small boat skipper to enrich his total adventure with just a tinge of fear. What triumph one feels when sailing into Marion, after a 70-mile passage, having done something a little surprising, a tiny bit risky!

Who will join me? It's fun and, after all, not quite like climbing Mount Everest. — David C. Burnham

2007/2008 OFFICERS OF THE BULLSEYE ASSOCIATION

www.bullseyeclass.org

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Historian:	Emily Wick, 27 Atlantic Avenue, Rockport, MA 01966, (978) 546-6955

CARD SOUND SUMMARY

It is time to devote a full page to the Bullseye sailors who sail on Card Sound off Key Largo, Florida. They are blessed with a fine, enthusiastic writer in Sandy Chapin and a capable photographer, Lucy Otzen. This is their page. Enjoy! — Editor

SEASON'S RESULTS

At the gala event of the Card Sound Sailing Club, the Awards Dinner, a remarkable transformation occurred. The salty sailors of Saturday had morphed into chic, sartorial sophisticates by Sunday. Lou Bevier began the evening with a remembrance of two wonderful members, Joey Mills and Maria Powell and a germane benediction. Commodore Shirley Shumway introduced next the in-coming Commodore Karl Otzen who announced the winners of all of the series using the "one clap" rule, a wonderful convention that allowed the members to continue to eat and drink copiously. The results are:

DINGLEY SERIES

1. Fenner/Betz
2. Mast/Mast
3. Wright/Chapin

CONNORS SERIES

1. Fenner/Betz
2. Mullray/Mullray
3. Mast/Mast

MAGIC SERIES

1. Fenner/Betz
2. Lucas/
3. Schaefer/Mullray

MILLS SERIES

1. Mast/Mast
2. Fenner/Betz
3. Wright/Chapin

COMBS SERIES

1. Leenhouts/Wyman
2. Morrison/Tice
3. Klimowitz/Klimowitz



DORT SERIES

1. Klimowitz/Klimowitz

METCALF SERIES

1. Rice/Lampman
2. Morrison/Tice
3. Klimowitz/Klimowitz

As the trash talk has already begun, we can be assured of another lively, enthusiastic sailing season next season. Those who are interested in joining us call Jim Leenhouts, membership chairman 367-2020 or Sandy Chapin, 367-8985. Even if you don't sail we'll find something fun for you to do.



Above, L-R, Jim Leenhouts, Nonsense (757), Al Mast, Pretails (700), George Fenner, Kiwi (705), Jane Schaefer, Wasp (704), and Jennifer Raguicci, Tom Cat (774).

Left, only boats easily identifiable are: Dick Elliott's Kim (699), Susie Rice's Taurus (810), and Jerry Klimowicz's Serena (141), plus the Karl Otzen race committee boat.

Below, clearly Don Wright and Sandy Chapin have just had a great race! Photos by Lucy Otzen.



MILLS METCALF ENDS

Despite the daunting winds a daring dozen plus one were determined to deploy to Card Sound to sail. Attendant Boat Chairman and Member at Large John Noble, ably and loyally assisted by Larry Chapin and Gene DiSabatino, set out the buoys for the two 1313F races. When the wind is strong (11-16 mph) and gusty (17 mph) both sailors and equipment are challenged.

On the wild starting line, Dan and Eileen Mullray's boom got caught on the shroud of the Dick Elliott/Cyndee Swenson boat which caused them to whip around to collide with Jim Leenhouts and Tom Wyman as the rest of the fleet sailed merrily to the windward mark. Although Leenhouts/Wyman were able to put their jib club back in order they were disheartened and retired after one time around the course. In the "Bulls" group the first four boats doe-see-doe'd a bit. George Fenner and Michael Betz fell into second place briefly at the first leeward buoy but quickly regained the lead that they kept to the end. Don Wright and Sandy Chapin had the brief taste of first place but fell to second around the third and fourth marks. Sally and Bill Martin had been in third, dropped to fourth around the final mark then streaked to the finish line passing Wright/Chapin (3rd) and Al and Lynn Mast (4th).

In the "Eyes" Susie Rice and Jack Lampman had a perfect start and beat it around the first two marks at the

another attractive and competent crew, Brooke Baker, took over at the second windward mark to win. Frank Schneider with Suzanne McManmon who had exchanged sailing expertise with Don Wright the previous week started in fourth place but steadily and stealthily sneaked by Rice/Lampman (3rd) and Jerry & Linda Klimowitz (4th).

There must have been an aggressive gust of wind at the beginning of the second race as all of the boats were over early which necessitated a general recall. On the second attempt Elliott/Swenson got off to a bullish start and held on around their first buoy, followed by the 3M group, Masts, Martins and Mullrays. By the next mark the order changed to Mullray, Mast, Elliott/Swenson, Wright/Chapin. On the second windward leg the Masts took the lead and held on to it across the finish line. Fenner/Betz made their amazing move from sixth to second place. Wright/Chapin made a similar move into third followed by the Mullrays.

The "Eyes" had a bit of shifting about. Morrison/Baker took an early lead only to be passed by Rice/Lampman, the eventual winners, at the third mark. On the home stretch the Klimowitzes managed to scoot in just ahead of Morrison/Baker to take second place.

To complete the eventful day, upon returning to Baker Harbor Sally Martin grabbed for the mooring buoy which grabbed back. Undaunted by her unintended dis-

DEAR WENDY:

There is a great variation in the weight and shape of jib clubs manufactured by Cape Cod Shipbuilding. I recently broke my old club & got a new one from CCSB only to find that it weighed much more than the old one and had a flatter curve which interferes with shape of jib especially if attached with hook into jib clew. Signed, Jib Club Jim

Dear Jib Club Jim,

Through the 58 years we have been producing Bull's Eyes, the jib clubs have always been built using the same forms. No change to the shape has ever been made. However, I can shed light on what you are experiencing with the help of an older club that we had on hand and a new club just off the shelf. Older jib clubs were made by steam bending and gluing two pieces of spruce together and clamping the assembly to a form for shape. When a two-part jib club is exposed to moisture and not sanded and varnished, the club loses its shape as the weldwood glue eventually fails and the seam separates. When we began to recognize that the two-part jib clubs were literally coming apart at the seams, we altered the assembly process slightly. In order to make a product that would last longer without losing its shape we began building the jib clubs with five thinner strips of spruce instead of two and we upgraded to using west-epoxy instead of weldwood glue. These five strips are epoxied together on the same original forms used for generations and the overall dimensions are identical.

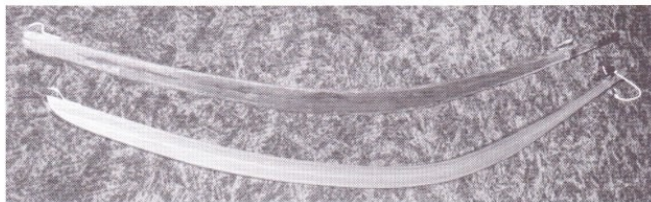
Old Jib Club



New Jib Club



In comparing the shape of our old and new sample clubs, the arc of the new club was slightly more pronounced as shown in the photo below. Although they both came from the same form, the old jib club over time has lost its shape as the glue failed. This becomes evident when you place the old club back onto the form. The newer assembly process helps the jib club better hold its shape over time. However, it is important to maintain the varnish on either jib club to retain its original shape and to protect the spruce.



Comparing our two samples, the old club weighed 1.2 lbs and the new club weighed 1.4 lbs. The weight difference may be due to a difference in the glue, weight of the individual pieces of wood, wear and tear and the number of varnish coats. We believe the slight variation is outweighed by the benefits of the longevity achieved with the newer process. I can assure you that with the proper care your new jib club will last longer and hold its shape better than your original jib club. Wishing you happy self-tacking for years to come! Wendy

BULLSEYESFORSALE

Asking \$3000. Formerly listed at \$2500 but has had substantial work done over the winter at Classic Boat Works on Mount Desert Island, Maine where presently located. Contact Jean or Margaret Beaulieu at (207) 224-3374 or at classicboatshop@adelphia.net.

Asking \$2900. A 1959 Boat. Sail #207. Green topsides. Same owner for the last 25 years. Stored indoors. Sails in fair to good condition, winches, jib club, anchor, boom rest, cockpit cover, outboard bracket with motor in good condition. Excellent 2003 Triad trailer. Contact Steve Scarangella, 273 Delancey Avenue, Mamaroneck NY 10543. (H) 914.698.7960 or (W) 914.490.0677 email: SCAPS768@optonline.net.

Asking \$9,000 Completely refurbished 2006 with all new teak seats, combings, toe rails, and trim, all finished bright. New ash tiller. Fresh linear urethane paint inside and out. Bottom faired. Looks beautiful! Recent 3 HP Mercury outboard, and serviceable trailer. Year built unknown, probably mid-70's. Located Annapolis, MD. Call Jim at 410-956-5599 or email jim.sargent@noaa.gov. Photos at <http://hometown.aol.com/j2us/twink.html>.

Asking \$7,000. Built 1985, #794, white topsides, light blue cuddy cabin roof. Dark blue boot-top and white deck. Genoa tracks, jib club, spinnaker pole, Compass, boom crutch, cockpit cover, 2 anchors, hiking stick, and seat cushions, OEM outboard bracket, Evinrude 3.5 hp 2-stroke outboard motore, Mainsail, working jib in good condition, genoa and spinnaker in very good condition, All sails professionally cleaned. Boat is in dry storage in Rye, NY on Long Island Sound. Contact Dan Lapin/Meredith Levy, 475 Hillcrest Road, Ridgewood NJ 07450

Asking \$4950 "Bullseye, with custom trailer, cockpit cover, outboard bracket, several sails, spinnaker, etc. All in good condition. Contact Larry Portner in Pocasset, Massachusetts. Call 508-563-7230. email: LPort81453@aol.com.

USEFUL ADDRESSES

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