



## **Bullseye Sailing Association**

[www.bullseyesailing.org](http://www.bullseyesailing.org)

**Hello Fellow Bullseye Sailors,**

I hope that everyone is enjoying their winter whether you are North or South for it. I do want to warn everyone spending it in the warmer climes that those of us enduring the repeated snowfalls here in the North will be in fantastic shape from all the shoveling!! So be ready!

January, February and March always go by so slowly compared to the summer months, but this is the time to be working on preparing for the racing season. Rockport is busy planning the Bullseye Nationals coming up July 31-Aug 2. They are hammering out the NOR to get it up on the website and lining up volunteers and support boats.

Here in Marion at the Beverly Yacht Club there will be racing everyday in the summer, except Mondays and Fridays. Bullseyes race on Thursday (Ladies-only) and Sunday afternoons, and we have four special races thrown in during the summer (one that we race at night!). A new Pursuit Race has been proposed for the Bullseye and H-12's to race in and the details and timing are being ironed out as I write this. That is a lot of racing so the race committee has been hard at work on the calendar, sailing instructions, researching trophies, on-the-water logistics, etc. to make sure that all goes smoothly.

So as we sit in our houses and watch the snow fall at about one inch per hour and we are anticipating another foot at the end of the week, it is never too early to plan for the upcoming sailing season. Look forward to seeing all of you this summer on the water.

Sincerely,  
Kym Lee  
President

### **Welcome to the 54<sup>th</sup> Nationals at Sandy Bay Yacht Club**

The Sandy Bay Yacht Club is excited to host the 54<sup>th</sup> Bullseye Nationals July 31-August 2. We first hosted the Nationals in 1969, and this will be our thirteenth time as hosts. We welcome you to a club that was established in 1885. The present clubhouse was built in 1931, and many of the current traditions were established in the 30s. Our inner harbor is quite protected, and the breakwater which forms the end of Bearskin Neck with its quaint shops is being rebuilt this winter.

To sail in Sandy Bay is to sail in a relatively protected bay because the outer breakwater, about three miles out, was built in around 1900 to create a harbor for Teddy Roosevelt's Great White Fleet. Inside the outer breakwater, the current creates gentle swirls, a subject of constant debate. Racing outside the breakwater puts us in significant current and ocean swells, sometimes allowing us to race to Thacher Island (named after Anthony Thacher who was shipwrecked there in 1636 and is a relative of our own Joan Thacher Tiffany) which sports restored lighthouses, keepers houses and opportunities for thousands of kayakers, campers and overnight guests throughout the summer. During the Nationals we will be racing on Saturday and Sunday in areas separate from the Club race courses. Weekends will see our racing classes Stars, Flying Scots, Rhodes 19s, 420s and Optimists out on the water.

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Our club has all the simple amenities needed for an active sailing and social program –a snack bar, an outside grill area, shower facilities, ice, and a fabulous view from the rocking chairs on our porch. Our two hoists are essential to sailors; dropping your boat in the water is a simple procedure at any tide.

Rockport has a long history as an artists' colony and a small walking town with many historic homes and interesting shops. It is increasingly well known as a music center, in part because of the opening of the Shalin Liu Performance Center five years ago. It is the home of the Rockport Chamber Music Festival

(perhaps still running in late July) as well as jazz, folk, pop and world music concerts throughout the year.

Rockport is on the tip of Cape Ann about 40 miles north of Boston. You can read more about our club at <http://www.sandybay.org/> Chart 13279 covers our sailing area. We will be publishing the NOR in a News Flash and on the website in mid-March, but please email if you have any questions before then. Visitors will of course be staying at members' homes.

We look forward to seeing old friends and meeting new ones at the Nationals.

Laura Hallowell, Nationals Chair  
[secretary@bullseyeclass.org](mailto:secretary@bullseyeclass.org)  
781-799-5988

### Notes from the Editor

Thanks to the work done copying many of Dave Burnham's newsletters by Garret Osgood and the fine job of organizing all of the separate newsletters files into a logical presentation by the class Web Master Richard Robbins, Newsletters back to October 1997 are now available on the class web site. The oldest one reports the results of the 1997 Nationals which were held at Fishers Island and won by Peter and Caroline Rugg in PEGASUS. Sound familiar??

I urge everyone to go to the Web site and look at some old issues. For example the April 1998 issue is discussing where the Annual meeting will be held (Hilton in Dedham Place) a dues request for all those who have not paid up, a Bullseye that is located in Saint Barts, and most interesting, the installation of an electric motor in a Bullseye rudder.

Our past President George Lucas reports that the Herreshoff Marine Museum is looking for two Bullseyes to add to SMOKE for use in their seamanship program, teaching sailing to youngsters. As they acquire these boats the intention is to name one "DAVE BURNHAM" and the second one "STAN LIVINGSTON". As HMM is a nonprofit organization, the upkeep and maintenance of these boats will require additional funding. They will also need sails. It is my experience that boats actively used in a sailing school use up sails at an astounding rate. If you have a set of sails that still have some life in them that you no longer use and are taking up space, HMM would be very grateful for a donation.

Apparently HMM is finding out what we all know: that a Bullseye is a great sail training boat and is especially good in the confines of Bristol Harbor and Upper Narragansett Bay. Thanks to

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a kind donor HMM already has one Bullseye, SMOKE, which was last year's class champion won at Saunderstown, RI.

Gifts to HMM are tax deductible and should be arranged through the Director of Development, Elizabeth Lavers. She can be reached at 401-396-5000 or by email at [e.lavers@herreshoff.org](mailto:e.lavers@herreshoff.org)

The Card Sound Fleet has now grown to 25 boats. Wow! Lark, the Bullseye that survived the Tropical Storm Sandy as described in the January 2014 Newsletter, has relocated to Card Sound according to George Lucas. What a great place for her to wind up.

The Card Sound Sailing Club is looking forward to hosting the 2016 Nationals and have set a tentative date of April 7-10. So mark the calendar or place a note on the fridge to save the dates. Card Sound is an amazing place to sail with water only about 10-15 feet deep and so clear that the bottom is very visible. Thus a crew member looking over the side may comment that the boat is drifting sideways and not making any speed towards the mark. It really gives the skipper a new sense of boat speed or lack of.

Al Maybach  
BSA Newsletter Editor

### **The Long Tale of a Bull's Eye Resurrection**

By Brad Babcock

From the Editor: This is an amazing story about rebuilding a Bull's Eye over a long period of time. The story will be printed in four installments.

#### **Part 1: Out of the Sand**

First, a word of caution. I have done car and motorcycle restorations for myself and other people. What I have learned is that in most cases, if all you want is a nice toy, you will be far better off to go buy the nicest one you can get within your budget, and enjoy driving, riding, or sailing it. Projects are money pits.

There are a few circumstances where projects make sense. One case is when someone comes across a really valuable but undervalued object. This means a Duesenberg or a Bugatti found in a barn. Another case is when the person under-taking the project enjoys the work for its own sake. That covers the people like me who built too many models when we were kids. The third case is when the thing being restored has personal significance. That also applies to me.

Think long and hard before undertaking a project. Make sure you are doing it for the right reasons. By the time you finish reading about my Bull's Eye adventure you will probably conclude that I am insane. Part of my reason for resurrecting the Bull's Eye was that I had something to prove to myself and my father.

I believe my Bull's Eye was originally part of the Ocean Reef Club fleet. It was eventually purchased by a building contractor, along with several other Bull's Eyes as part of an auction lot in the mid-1980s. My dad bought it from him around 1986. At the time, my dad was living aboard "Seamus", a houseboat in the middle Keys. He also bought a lawnmower shop in Marathon, and moved both boats to Marathon from Islamorada. The Bull's Eye was freshly painted Miami tan with a white boot stripe and red bottom paint. It was intended to go in the water soon when tragedy struck.

A spinal abscess at his fifth cervical vertebrae left my dad quadriplegic before he ever got to sail her. I left my life in Cleveland and took over the shop in Marathon. The Bull's Eye was in the lawnmower shop parking lot aboard a very rickety trailer. Dad spent 6 months in Jackson Memorial Hospital on the mainland before I was able to bring him home to the Seamus. It was a rough time, especially getting his wheelchair on and off the Seamus only when the tide was

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at the right level. While dad was paraplegic on paper, his spine was not completely severed, and he recovered to the point of being able to propel his own wheel chair. He could use a walker briefly, dragging his feet like dead weight. He also was able to drive a car using hand controls.

Eventually the shop stabilized enough for me to be comfortable buying a house and thinking about diversions. I propped-up the assortment of rust and angle iron that the Bull's Eye was on, and had some new axles fabricated at a local welding shop. Once the frame was stabilized, I went to work on the cradle portion of the trailer.....

Over the next four years, Dad improved to the point that he was able to live independently in Ft. Meyers, and I decided to head back north. We got the Bull's Eye moved onto a very large power boat trailer that dad bought at a Homestead NAS auction, and I towed it up to Ft. Meyers. I closed the shop, rented out the house, and made my escape amid the evacuation for Hurricane Andrew. The 1,400 mile trek in a grossly over-loaded \$500.00 pickup truck with my Triumph TR-6 on a trailer behind is a story in itself.

I visited my dad fairly regularly over the next 18 years, and watched the forlorn looking Bull's Eye sink deeper into the sand in his back yard with each visit. In 2010 I recruited a high school friend to help me retrieve the Bull's Eye.

The tarp had long since disintegrated, and the boat was filled with water. As I was getting a siphon hose started, dad helped. After the siphon was running I asked quizzed him about the merits of green bilge tea versus black bilge tea. Wheel chair or not, Dad still has a pretty robust immune system.



We jacked up the trailer, then removed the wheels and wheel bearings. We fixed the brakes with a Sawzall. We replaced all the wheel bearings and three of the four wheels and tires. One of the replaced wheels was still suitable as a spare. The Sawzall got another workout on a second powerboat trailer that dad found on a tree lawn and dragged home behind his station wagon. The cross-members were rotted, but the wishbone frame was sound. I had ideas of

sistering the small trailer to the top of large trailer for the journey north. We got the wheels back on the trailer, and filled in the trenches where the wheels had been. Dad used his station wagon to pull the boat and trailer onto solid ground. Then we installed the trailer lights.



After the last day of work to get the trailer mobile, Mike and I decided to celebrate with a trip into town for diner. The roads into Ft. Meyers were all barricaded. Puzzled, we parked and walked into town. We had forgotten, that it was May 5<sup>th</sup>. There was a very good Cinco de Mayo party that filled downtown Ft .Meyers. We enjoyed a good dinner a

few drinks, and lots of live music.

On the 6<sup>th</sup>, we rented a truck, finalized the wiring, and got ready to head north. The small trailer went in the back of the truck. Mike drove my Mini North, and I drove the truck. The big trailer and the Bull's Eye went to a car repair shop I worked at fifteen years prior. Mark, the owner agreed to let me use the lot behind the shop, with access to compressed air,

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electricity, and water. In exchange, I agreed to give him the big trailer once I got the boat onto the small trailer. Mostly, I think he just wanted the entertainment. The small trailer went to a friend's barn.

Now for the real work.

### **Bullseye Class Association and Bullseye Sailing Association**

You may see The Bullseye Sailing Association in your 2015 readings, searches and browsing.

There is no name change. The organization according the filing some years ago for FID was the Bullseye Sailing Association and has probably always been so. My suggestion is we use it more while still keeping the "class" designation and slowly convert us all to use the term "sailing." The use of "class" to define a sailing class must have begun at some time and I am sure will always be used. Using the original name broadens our association to all those sailing the Bullseye and avoids any confusion with other bullseyes.

I started thinking about the name when I needed to transfer funds from Papal to our bank account and it would not go through with my description of Bullseye Class Association. I needed to change it to Bullseye Sailing Association which is how the account was at the bank.

When you google Bullseye you come up with a radio station, comic strip character, KDrew video, testing technology and shooting supplies. When you google Bullseye Class the first two hits are Bullseye Glass and "classes" of that glass. When you google Bullseye Sailing the first hit is our organization web site Bullseyeclass.org. So it works.

The second thought I had was in broadening fleet membership having the term sailing return to our name had value. Sailing sorts can think of it as a sail boat not just a class boat.

I researched all the names in the US Sailing class membership and the use of sailing in the website was frequent enough to make sense. Most "classes" use their [name.org](#).

Now either sailing or class works on a search and my guess is Bullseyeclass will always be needed

The use of Bullseyesailing.org began when I received the bill for our listing in Sailing World in the Harken section. I wrote the following to our executive committee,  
"I suggest we add the word Sailing in between the Bullseye and Association. This is the actual name of the association and when used outside the sailing world means what it says. The term "class," most often used, could be a class of weapons, class of marksmen or archers on the range, target used for either or any other class. Bullseye.com is a software security system and Bullseye.org is taken. I think it would be better if we used Bullseyesailing.org which does not appear to be taken as a domain name. I recommend when possible we use the association name, "Bullseye Sailing Association" and discuss getting the domain Bullseyesailing.org and linking it to Bullseyeclass.org. So much for my year end soap box. There is no name change. The organization according the filing some years ago for FID was the Bullseye Sailing Association. My suggestion is we use it more while still keeping the "class" designation and slowly convert us all to use sailing."

The result was buying the domain name Bullseyesailing.org and linking that to our website Bullseyeclass.org, adding "Sailing" and [www.bullseyesailing.org](http://www.bullseyesailing.org) in the Sailing World ad.

Ed Tiffany, your humble treasurer

## Newsletter February 2015 From the Builder

Recently a mast arrived at the shop where we detected wear at the deck/cuddy under the grey caulking. Unveiling the hidden wear in your mast may prevent a broken mast next summer.

To prevent wear like this, make sure your rig is tightened with the jib halyard shackled to the forestay chainplate. If your mainsheet & jib halyard are cleated, it will prevent the mast from excessive movement while at the mooring.

There are steps to take to maintain your rig which include bi-annual cleaning/waxing, periodic re-bedding of the fastenings, and replacing worn parts like gooseneck toggles or bent spinnaker pole ring slides. We recommend replacing your standing rigging every 10 years and the mast and boom every 20 years. It takes more sleuthing than a quick visual inspection while you step your mast in the spring. During the off season, have your rigger evaluate your rig. You'll be glad you did.



We have some upcoming boat shows in February. Our new Marlin Heritage 23 has been a great success. Stop by and visit our display!

The Goodwin's  
Cape Cod Shipbuilding Co.  
Wareham, MA  
[www.capecodshipbuilding.com](http://www.capecodshipbuilding.com)

### The Tale of a Lug Nut at the Fishers Island Nationals By Al Maybach

As the driver pulled off US 95 onto SR102, he mentioned that he needed to check the trailer tires. He had heard differing sounds as cars passed us and he was concerned. Once at a "pull out" we hopped out of the truck to find the left trailer rim held on by one long recalcitrant but loose lug nut.

When I went to my first National Championship at Fishers Island, I had created a "road" tool box. It includes a piston jacket, collapsible lug wrench, a spare tire, and other pieces of equipment essential in towing the boat.

The lone lug nut has always been a bit difficult when putting on the tires each spring. It seems to require extra force to properly tighten. Each spring I take the boat and trailer off of the blocks on which it winters over, put the tires back on and tighten the lug nuts. Apparently this year the tightening on the left side was not adequate to ensure that the tire was really on.

As we headed for Spicer's Boat yard we stopped at a gas station to put the correct air pressure in the trailer tires. (My 20 year old air station just cannot develop the 90 PSI that the tire needs.) We noticed grease leaking from the left wheel hub. We cleaned the excess grease

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from the wheel and put some duck tape over the hub. Upon arriving at Spicer's I checked the tire and hub for temperature and then worked on getting the boat ready for launch.

After the Nationals, the boat was back on the trailer and readied for its return to my house. Neither the driver nor I checked the lug nuts despite the sticker on the trailer next to the tie down point to "check the lug nuts for tightness". It was about two hours later when we stopped at that "pull out" in Rhode Island.

We replaced the destroyed wheel, had four lug nuts on each tire and headed home, thankful the that one long lug nut had not come off with the resulting disaster and thankful for my road tool box. An additional part of the trailering checklist is now "Check the lug nuts before leaving".

Many things can and do go wrong, sometimes from the least expected item. I have now replaced the damaged wheel, had both hubs inspected and checked the lug nuts for tightness. Come spring when I can reach the trailer without fighting eighteen inches of snow, I'll check the lug nuts for tightness. This is after I make sure I can still take each lug nut off the hub.

### **Annual Meeting - Save the Date**

The 2015 Annual Meeting will be held on May 3 at the Café Bistro at North Hill Senior Living community, 865 Central Ave., Needham, MA. The social hour will start at 5 p.m., with dinner at 6 p.m. The program is still being developed.

### **2014 Race Results for Chartered Fleets**

Our fleets were all very active this past year. This is just a summary of top finishers in each series/race; the complete results are on the website under Home/Fleets/Race results

#### **Beverly Yacht Club no season trophy is awarded**

##### **Series winners**

June Thursday Series	Susan Mead in 584 Celtica
June Sunday Series	Chris Collings in 766 Puff
July Thursday Series	Suzanne McManmon in 888 Blue Heron II
July Sunday Series	Chris Collings in 766 Puff
August Thursday Series	Suzanne McManmon in 888 Blue Heron II
August Sunday Series	Chris Collings in 766 Puff

##### **Special Races**

Sou'wester Regatta:	Chris Collings in 766 Puff
Thayer Francis Moonlight Race	Chris Collings in 766 Puff

#### **Card Sound Sailing Club, Key Largo FL**

**Season: Shumway Trophy:** Al Mast in 700 Pretsail

##### **Series winners**

Commodore Dingley Series	Al Mast in 700 Pretsail
Connors Series	Al Mast in 700 Pretsail
Magic Series	Gary Sayia in 810 Taurus
Pumpkin Key Race	Gary Sayia in 810 Taurus
Mills Series - Bulls	Al Mast in 700 Pretsail
Mills Series - Eyes	Windsor Coffin in 776 Red White and Blew The Canal Race Ed Kirschner in 544 Far Away

**Fishers Island Yacht Club**

**Season** H.Lee Ferguson Trophy

1. Tom duPont in 141 Shamrock
2. David Burnham II in 128 Peregrine
3. John Glendon in 701 Sea Belle

**Series Winners**

Independence Day	Tom duPont in 141 Shamrock
July Series	Tom duPont in 141 Shamrock
August Series	David Burnham II in 128 Peregrine
Commodore's Cup Race	.
Labor Day Series	

**Sandy Bay Yacht club, Rockport, MA**

**Season**

1. Conrad Lavigne in #291 Whisper
2. Jerry Lavigne in #294 Seasaw
3. Holly and John Yasaitis in #676 Laurelei

**Series winners**

Memorial Day Series	Jerry Lavigne in #294 Seasaw
Fourth of July Series	Conrad Lavigne in #291 Whisper
June series	Conrad Lavigne in #291 Whisper
Summer Saturday Series	Conrad Lavigne in #291 Whisper
Summer Sunday Series	Conrad Lavigne in #291 Whisper
Wednesday Evening Series	Bob Jorgensson in 359 Day Spring II
Labor Day Series	Conrad Lavigne in #291 Whisper

**Saunderstown yacht Club, Saunderstown, RI**

**Season**

1. Al Maybach in 747 Essex
2. Blue Wheeler family in 859 Seaglass
3. Jeremy Collie in 521 Swaddow

**Series winners**

Fourth of July Series	Blue Wheeler family in 859 Seaglass
Summer Series	Al Maybach in 747 Essex
Labor Day Series	Blue Wheeler family in 859 Seaglass

**About Us**

Fleets located all along the East Coast keep in touch through this newsletter, which is packed with sailing tips, stories, regatta information, and results. Established fleets and their fleet representatives are below:

Cataumet, MA	Thomas Gelsthorpe
Fishers Island, NY	John Glendon
Marion,MA	Ed Tiffany
Miami and Key Largo,FL	George Fenner
Rockport, MA	Holly and John Yasaaitis
Saunderstown, RI	Al Maybach
Southwest Harbor, ME	Steve Homer

Everyone comes together for the National Regatta. The location of the regatta rotates around the fleets. Come join the fun! It only costs \$30 to join. You can find the form on our website, [www.bullseyesailing.org](http://www.bullseyesailing.org)



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### Officers

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### Boats for Sale

**Asking \$4,500.** Owner: Ron Rose, Bradford CT 06405 Phone: H 203-483-5996 W 203-401-6362 E-mail: [adrosem@comcast.net](mailto:adrosem@comcast.net) Boat location: Branford, CT Sail #210 Boat Name: Maya Color: Deck, Gray Topside, White Hull, Blue Date Mfg. 1958 Sails: Sail maker Kappa Sails; Main: in good condition Genoa: in excellent condition Working Jib: in good condition. Gear: Spinnaker Pole, Boom Vang, Jib Club, Anchor, Boom Rest, Cockpit Cover, Outboard Bracket, Wood seats varnished Outboard Motor: 4 HP, Torqueedo Electric, year 2009, in good condition. Remarks: Loved Bullseye in family since 1962. All sails, Tiller, Mast, Cockpit cover replaced within the past five years. Electric outboard optional.

**Asking \$4,300.** Owner: Norman A. Clemens Address: 2258 Lamberton Rd., Cleveland Hts., OH 44118 Phone: H 213-371-4373, Cell preferred 216-536-4399 Fax: 216-536-4399 E-mail: [naclemens@cs.com](mailto:naclemens@cs.com) Boat location: Jamestown, NY Sail # 138, Hull number 17-57, Date mfg. 1957 Color: Deck Blue; Topside white; Boot top blue; Hull red antifouling. Sails: Thurston, Main in fair condition, Genoa in good condition, Working Jib in fair condition, Spinnaker in fair condition, sail maker ? Gear: Spinnaker pole, compass, jib club, anchor, boom rest, cockpit

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cover in good condition, cradle in good condition, Pump. Wood seats, varnished in very good condition. Trailer: Cradle with trailer (see Remarks). Outboard bracket and motor: Motor 2HP, Make: Evinrude, Year 1980, Condition: Excellent Remarks: Sailed in fresh water since 1968. Trailer has been thoroughly inspected. The steel frame is sound, wheel bearings inspected and repacked, tires have good thread and appear on close inspection to be in sound condition, a new lighting system installed, include a new jack and crank. Senior mechanic is confident trailer is highway safe.

**Asking \$4,000.** Owner: Steve Scarangelle Address: 223 Delancy Ave., Mamaroneck, NY 10543. Phone: 914-698-7960 Email: scaps768@optonline.net Boat location: Mamaroneck NY. Hull plate 8-59, Sail # 207, date of mfg. 1959. Color: Sand Topsides, Green Freeboard with Red Boot stripe. Sails: 2 year old lightly used genoa, working jib and main in fair condition. Gear: anchor, jib club; running rigging replaced 2014 and standing rigging in 2011, Honduran mahogany seats and struts. Trailer: Triad trailer in good shape. Motor: 2.5 Mercury and motor mount. Boat needs a replacement tiller.

### Used Trailers for Sale/Free

FREE - Contact: Weatherly Dorris, Quissett Harbor Boatyard, Inc. 36 Quissett Harbor Road, PO Box 46, Falmouth, MA 02541. e-mail: quissett@cape.com Phone: 508-548-0506

**Asking \$900.** Owner: Charles Krause Address: Peterborough, NH 03458 Phone: 603-924-6805 Fax: 603-924-9877 E-mail: chaskrause@aol.com Location: Cape Cod Shipbuilding, Wareham, MA Make: Triad, Date of mfg. 1999 in Excellent condition Remarks: All electrical lights working, custom installed PVC boat guards, only used in fresh water, always stored inside. Pick up at Cape Cod Shipbuilding, Wareham, MA. payment by bank check only.

### Used Boats Wanted

Wanted to Buy - Any age, any condition considered. Trailer preferred, outboard preferred. Located close to Northern Michigan is best, but any location considered. Grandchildren have learned to sail on Lake Michigan in the summers! Ready to crew! Reasonable price around \$3,500. Please contact Tom Mackell tpmholdings@comcast.net 804-221-6100 mobile/text. Pictures helpful!

Bullseye Class Association | [secretary@bullseyeclass.org](mailto:secretary@bullseyeclass.org)  
37 High Street, Rockport, MA 01966