

June 2015 Newsletter



Bullseye Sailing Association

www.bullseyesailing.org

Report of 2015 Annual Meeting

About 30 members enjoyed the 2015 Annual Meeting held on May 3 at North Hill in Needham, MA. After an hour of seeing old friends and meeting new members, dinner was served. President Kim Lee started the business meeting with a moment of silence to honor Dave and Anne Burnham. It was only a year ago that many of us last saw Dave; he and Anne remain very much in our thoughts. After a short discussion, the 2014 Annual Meeting minutes and treasurer's report were approved.

Representatives of Sandy Bay Yacht Club (2015), Card Sound Sailing Association (2016) and Winter Harbor Yacht Club (2017) gave a short status report on plans for their respective Nationals. Sandy Bay YC in Rockport, MA is hosting July 31 - August 2, 2015 while Card Sound Sailing Club in Key Largo FL will host April 7-10, 2016. Ed and Sandy Kirschner had traveled all the way from Card Sound to be with us. Windsor Coffin, Commodore of Winter Harbor YC in Maine, reported a great deal of interest and enthusiasm for the 2017 event. He also commented that about 2 feet of ice remain in front of the Harbor Master's dock.

The vote to change Bullseye Class Association to Bullseye Sailing Association in all our written documents was approved unanimously.

Officers were re-elected for a second term. However, we still very much need a Historian. The featured speakers introduced attendees to a new aspect of our sport that most of us had never thought about - Blind Sailing. Each boat has a blind helmsman and blind main sheet trimmer. There are two sighted crew members in each boat: the tactician and jib trimmer. The tactician is not allowed to handle any lines, but is the "eyes" of the helmsman. The preferred boat is a J22, but J24 have also been used as recently 2013 in Sebornia Japan.

The first speaker was Matt Chou who has been sailing since 1979 and actively racing since 1992. He was blind a birth and was one of the first blind persons to go the Newton MA Carroll Center for the Blind's sailing program. He has competed in seven World Championships and medaled in three of them, the most recently being in 2013. Matt is a six time US Blind Sailing National Championship, having competed in 20 of them. Not to be limited by his "disadvantage", Matt has competed in regattas against sighted sailors for several years. He won the 2012 Sail Newport Members Championship (non-spinnaker class). He was the recipient of the 2011 US Sailing Association's Gay S. Lynn award for outstanding contribution to sailors with disabilities.

The second speaker was Nancy Jodoin, who was born with ocular albinism. She became a Registered Nurse until in 2007, when she her sight failed even more and she was declared legally blind. She joined the Carroll Center recreational sailing program and then advance into competitive sailing and in 2009 was the alternative blind sailor for the US team that competed in New Zealand. Nancy underwent eye surgery in 2010 and regained partial sight. Today she is sighted guide for blind sailors, competed as a sighted crew member of the one of the 2013 US Entries to the Blind Nationals in Japan, and is the currently the Director of Sail Blind (the current blind sailing program at the Carroll Center).

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Both Nancy and Matt spoke about the freedom they experience while sailing. The need for team work in races is extreme, and total trust that develops between the sighted and blind sailors. These people are tough sailors! Both of them had experienced significant injuries in regattas but kept sailing.

54th Nationals at Sandy Bay Yacht Club, Rockport, MA

Sandy Bay is gearing up for the Nationals July 31-August 2; are you coming?

We will have hosted five 44 foot Navy sailboats a couple of weeks before, so the Bullseyes will be another prestigious group! Our new inner breakwater is finished and easy to walk, we are busy racing and sharpening up our skills, and we are very much looking forward to seeing many of you again. In Rockport, once you leave the inner harbor, you are quickly in the ocean.



SBYC facilities

While the deadline for receiving your registration is July 14, as Nationals Chair I'm making a plea for you to send in your registration if you know that you are coming. It will help us to firm up our plans and get a more realistic idea of numbers. We are looking for as many loaner boats as possible for folks coming long distances, and priority will be given in order of registration. It will help us to know how many teams are looking for loaner boats; we have heard that it may be as many as six!

Rockport offers a lot for sailors and non-sailors alike, with artists' shops and beaches all within walking distance of the yacht club. Our regatta will follow the

traditional format of five races if possible on Saturday and two on Sunday.

Links to the NOR, registration form with costs, and waivers are all posted on the website homepage at www.bullseyesailing.org Other useful websites are listed in the NOR.

Some people have asked about private inns, motels and B&Bs in Rockport. We are looking forward to sharing our homes with you, but for those who want more privacy, please visit the Rockport Chamber of Commerce website, rockportusa.com

Please feel free to call me at 781-799-5988 if you have any questions.

Laura Hollowell, Nationals Chair
secretary@bullseyeclass.org



Launching a Bullseye

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The Long Tale of a Bull's Eye Resurrection
By Brad Babcock

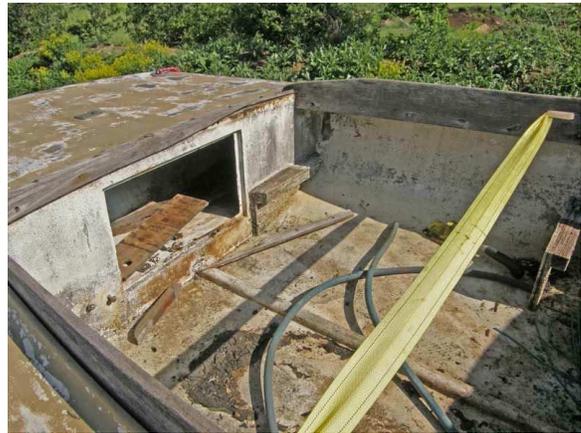
From the Editor: This is an amazing story about rebuilding a Bull's Eye over a long period of time. The story will be printed in four installments. In Part 1 Brad described his adventures moving a Bullseye from Marathon Key to Ft. Meyers and finally to the Cleveland area.

Part 2: Fiberglass, rotten wood and insulation, and more fiberglass

The first order of business was a good cleanup. The residue of the wood benches and the wooden cuddy header board were loose on the floor, and a quart of petrified spar varnish had slithered our across the floor when the can rusted through. The rest was a matter of soap, water, and elbow grease.

There was more rotted wood inside the boat. Under the foredeck was a vertical 2"x2" post I mentally referred to as the table leg. The bottom 8" of it crushed in my hand. The wooden plank that supported the mast foot was equally soft after decades submerged in the bird bath.

The table leg, cuddy header, and mast foot support needed to be replaced, and the benches needed to be rebuilt. I rebuilt the cuddy header and table leg using 2"x2" square section tubing, bonded to the hull with two part urethane. I built a foot and a cap for the table leg, to spread the load. While I was at it, I built legs and supports for the benches.



Some work to be done

I duplicated the bridge-like structure that supports the mast foot from marine plywood, then built a fiberglass and polyester jacket around it. I fastened it to the hull with urethane and stainless screws, countersunk into the wood.



Table leg and bench supports

I had a fear that the years the Bull's Eye spent as a bird bath might have allowed water to find its way into the bilge. To allay this fear, I cut an exploratory hole in the floor. What I found was a bilge full of expanding foam, soggy expanding foam. The tubing I poked into the hole might as well have been a divining rod. It struck water about 6" down. The only way to resolve the bilge problems was to open up the floor in a big way. I divided the floor into quarters, and cut the quarters out with a RotoZip dad had given me for my birthday a couple years previous. Once the sections of floor were removed, I was faced with a hull full of icky, soggy, expanding insulation foam. It had to be removed.

Garden implements seemed to work best. I got a folding trench tool from an army surplus store. It served me well for the big work. A stout trowel got into the nooks and crannies. I hacked and dug at the fowl stuff, filling large garbage bags over a period of about two weeks. The weather cooperated with me. While the hull was open, hot mid-summer sun baked things dry.

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Once the hull was clean and dry, it was time to begin reconstruction. I inserted U-channels of protruded fiberglass into the channels that had provided support for the floor and bonded them in place with a two-part urethane. I used a similar technique to build window frames around the



areas I had cut out of the floor. These window frames provided a ledge for the floor sections to rest on for re-installation.



I liked the viscosity of the urethane for gluing things in place, as opposed to adding different powders to epoxy or polyester resin to make it thicker. I did choose a well-known brand of marine epoxy for the final bonding of the panels. Once the panels were in place, I ground a 7:1 bevel into each joint, and filled the bevel with fiberglass cloth and epoxy, as described in the Gougeon Brothers publications. I added colloidal silica to the mix for final fairing. I bonded together some left-over protruded channel to make a new door for the lazarette. The end product looks like horizontal slats of wood, but it will not rot.

Andrea from Cape Cod Shipbuilding provided me with lots of information and moral support throughout this process. She helped me identify the vintage of the Bull's Eye from the round bilge well and the molded-in rub rail. Andrea also helped me figure out what was original and what was not...like the foam in the hull.

One other thing that was not original was the chain plate in the bow. A heavy strip of bronze flat stock poked through the nose of the boat, right where forestay and the tack of the jib would normally connect. The plate was situated to provide a good mount for the forestay, but there was not a good way to attach the jib to it. If I wanted to get the boat back to anything like the original set-up, I would have to remove the chain plate. I cut the chain plate with a die grinder and cut-off wheel, and removed it in two sections. Finally, I filled the hole it had poked through.

Cape Cod recommends that no ports be installed in the floor. I agree with that for any boat whose floor has not been disturbed as badly as mine. There is a chance of leakage at any joint. There is also the fact that some of the hulls strength comes from the containment of air. Any distortion of the hull tries to compress the air within it. The air pressure will be applied equally across the inside surface of the air tank formed by the hull. It is a fairly ingenious way to maximize the strength of the hull while minimizing weight and building-in a certain amount of flotation.

I had a nice bronze fitting with screw-down flange and a thread-in plug. The plug is turned using a pin spanner, and sealed by a stout rubber O-ring. If I am going to set aside knowledgeable recommendations, I will at least do it with heavy duty hardware. My reasoning was the bilge had leaked before, and I would need to be able to check the bilge for water. If it did have water in it, I needed a way to get the water out.

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There is some repaired damage to the top of the cuddy, where the mast pokes through. Adding this to the modifications in the bow, I suspect that my boat was dis-masted and repaired at some point in its life.

Part 3, in our next issue, will describe the finishing work.

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:

Fishers Island, NY	John Glendon
Marion, MA	Ed Tiffany
Miami and Key Largo, FL	George Fenner
Rockport, MA	Holly and John Yasaitis
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

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Commodore: George Lucas, 19 Bay Ridge Road, Key Largo, FL 33037

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 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 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 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.

Asking \$9,850. Contact: Tony Fitch, Jeff's Marine Address: 2 Brooklyn Heights Thomaston, ME Phone: 207-354-8777 e-mail: sales@jeffsmarine.com Boat Location: Thomaston, ME. Color: Deck: White; Topside:White; Boot Top: Blue; Hull; White Sails: Main, Genoa, Working Jib, Spinnaker, all in good condition. Gear: Cradle in excellent condition. Trailer in excellent condition. Wood varnished seats. Remarks: See photos at jeffsmarine.com, under for sale previously owned inventory.

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,

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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!

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