



Bullseye Sailing Association

www.bullseyesailing.org

From the President

It is hard to believe, even though we have been blessed with a mild winter, that summer racing is only 3 months away. Now is the time to go through your list of things you wanted to upgrade and fix from last season. The Association website has a great link, Hints, with tips and tricks to aid you in your projects. Wendy Goodwin's column is always filled with a wealth of information and those can be found in the back issues of the newsletter that are on the website.

The 55th Bullseye Nationals are coming up on April 7-10, 2016 and will be a fun, warm, event for all at the Card Sound Sailing Club in Key Largo FL. For those of you who will not make it south or if you want to participate in another large event this summer the Buzzards Bay Regatta is being hosted this year at the Beverly Yacht Club in Marion, MA August 5-7, 2016 and the Bullseye Class is invited. It is world class racing in a fantastic location and many events are planned along with the racing. We will be in the same circle with the H-12's, but have separate starts and having all those boats on the race course can be very exciting. Beverly is my yacht club and we would love to host as many Bullseye sailors as possible. The more the merrier! Here is the BBR link for more info, www.buzzardsbayregatta.com.

Good luck with all your boat projects and may you have a very successful sailing season!

Sincerely
Kym Lee
Bullseye Sailing Association President

Save the Date!

The Annual Meeting will be held on Sunday, May 1. Members will have a guided tour of the New Bedford Whaling Museum in late morning, followed by a very short drive to Marion for the meeting and lunch at BYC. Details to come.

2017 Nationals will be at Winter Harbor, Maine

Hello again Bullseye Sailors!

As many of us prepare for the upcoming 2016 Bullseye Nationals in Key Largo, we must not overlook the new Nationals venue on the calendar for 2017, Winter Harbor, Maine. I have been asked to continue to contribute to the BSA Newsletter with tidbits on our little corner of paradise in Downeast Maine.

The Town of Winter Harbor was, in the very earliest years, a small village in the neighboring incorporated Town of Gouldsboro. Earliest maps of the area actually listed what it now Winter Harbor as "Musquito Harbor." But eventually the harbor became known for the fact that the harbor rarely froze, even in the harshest of winters. With that "Winter Harbor" was born.

In the late 1880's plans were made by a group of wealthy folks from Philadelphia to develop the Grindstone Neck section of Winter Harbor into a summer colony. This development prompted Winter Harbor to break away from Gouldsboro, and in 1895 the Town of Winter Harbor was incorporated.

Today, Winter Harbor is a town that has a Downeast feel, but the vibrant summer community adds to the unique flavor. The town has had its ups and downs over the years. In the early

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2000's, Winter Harbor endured the loss of nearly half of its population due to the closure of a Navy base that had operated for decades within the Schoodic section of Acadia National Park. The "summer colony" and its clubs, the Winter Harbor Yacht Club and Grindstone Association, bustle with activity. Our wonderful Grindstone Golf Course with its amazing views of the harbor on one side, and Frenchman Bay on the other will challenge any golfer. We have a 5&10 (owned by a BSA member, I might add), great restaurants, a fantastic small grocery store, regularly scheduled ferry service to Bar Harbor, a yearly Lobster Festival in August, and of course the Schoodic Section of Acadia National Park. Schoodic's loop road offers fantastic views of our harbor and the Gulf of Maine, but the view is even more spectacular at the top of the 440 foot Schoodic Head. We like to think Schoodic the best part of Acadia! There is a recently opened camping area at the Park that has garnered rave reviews, and the former Navy base has been redeveloped into the Schoodic Institute a public/private partnership that supports science and education initiatives.

Winter Harbor is a fantastic place for sailing and will offer a fantastic venue for the 2017 Bullseye Nationals. But it is also so much more. As the calendar draws closer to the 2017 event, I look forward to expound on some of the attributes I have outlined in this article, and some other hidden treasures. I hope that these snippets will entice many of you to come and sail the 2017 Nationals and explore our corner of the Maine coast.

For many of us "summah people", we may not have been born here but Winter Harbor is home.

Fair Winds,
Windsor D. Coffin
Commodore, Winter Harbor Yacht Club

Dear Wendy

What should I do if the Bull's Eye I'm considering purchasing has a loose rudder?
Sincerely, Perplexed by Pintles

Dear Perplexed: The health of the vessels steering system is always checked during a marine survey. In our case, that's pintles & gudgeons. 50's vintage Bull's Eyes originally had bronze pintles. Today the pintles are stainless steel. Although the upper & lower Gudgeon's are a different shape, they have always been bronze.



The bronze will wear at a faster rate than the stainless, so when considering a used boat purchase, or if you are wondering if it is time to replace your rudder hardware, check the wear on both gudgeons & pintles. The pintle is 7/16" and the clearance hole diameter on a new gudgeon is 29/64th". The lower set will wear more rapidly than the uppers. You'll find it beneficial to replace sloppy pintles/gudgeons as the feel on the tiller will improve. Less tiller movement = better performance. Only the upper pintle should have a cotter pin. This is to prevent the rudder from lifting & floating away should you run aground.

On 50's vintage Bull's Eyes, there is variation. The upper & lower gudgeons are the same shape so the fastenings for the lower gudgeon were installed aft to forward. When installing a new style lower gudgeon with rivets, the deadwood void may not be solid where the rivets insert. When replacing the lower gudgeon, fill in the deadwood void at the point where the rivets go through for an air tight fit.



Yours Truly,
Wendy Goodwin, Cape Cod Shipbuilding Co.

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Highlights from Executive Committee

The Executive Committee met in Boston on March 17, 2016. Chris Collings, Laura Hallowell, Kym Lee, Niko Kotsatos, Joan Tiffany, Ed Tiffany attended, with others on a conference call: Windsor Coffin, Wendy Goodwin, John Glendon, and Ed Kirschner.

Treasurer Tiffany reported that our end of the year balance for 2015, at \$7,568, was \$1400 higher than in 2014, but we had given a \$1000 donation to the Paul Cuffee School in 2014 in honor of the Burnhams. Secretary Hallowell noted the growth in Family memberships, from 8 in 2014 to 23 in 2015 and 24 to date has certainly helped. Our membership has increased from about 125 in 2012-2014 to 138 people in 2015. Thank you!

It appears that we have the funds to do more to help our member clubs. After discussion we decided to encourage clubs hosting the Nationals to apply for additional funds if needed. The need would differ from club to club and could be funds to purchase equipment that would help in running the Nationals and be valuable to the host fleet afterwards, or funds for haul-out fees for visitors, or simply funds to offset the very high expenses of some locations, for example.

President Lee announced that the Buzzards Bay Regatta will be held in Marion this summer on August 5-7. There will be a line for Bullseye's and 12 1/2s. The local fleet will host visiting Bullseyes, so plan on some great racing at Marion.

Nationals rotation:

- 2016 Card Sound Sailing Club
- 2017 Winter Harbor Yacht Club
- 2018 Beverly Yacht Club
- 2019 Saunderstown Yacht Club
- 2020 Fishers Island Yacht Club

Update on the 2016 Nationals

Ed Kirschner reported that 15 CSSC sailors and 8 visitors have registered to date. He also still has 4 loaner boats available. However Coffin reported that no more housing is available, so additional sailors will have to make their own arrangements.

Update on the 2017 Nationals in Winter Harbor, Maine

Coffin reported that he is trying to narrow down the date for summer 2017 to have a maximum number of his sailors available. There will be plenty of housing available for all visitors. Boats will be launched on a ramp. (see video at www.capecodshipbuilding.com/site/video.php)

New Business

Chris Collings, trying to think of ways the class could do more, proposed adding a single-handed event - possibly a separate day of fun at the Nationals. Executive committee will continue to consider an event where that could work.

Respectfully submitted

Laura Hallowell

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 II described the extensive structural repairs, and Part III described making her look beautiful. Do we get to sail yet?

Part IV: In the Water in Lake Erie

Once safely launched, Bruce and I shouldered the mast into place. The borrowed Tohatsu outboard fired-up and ran well on the Suzuki motorcycle ignition points I adapted to it.

My wife Lynn and I made the local news on our maiden voyage. We got pulled-over for a Safety inspection on our way down the Rocky River to the lake. I had not sailed in 20 years, and Lynn had only sailed with

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me once before. We were pretty nervous, and a news crew was on-hand. We passed the inspection with flying colors, and the officer commented that we were the first to pass that day.

All of our sails did not go perfectly, but we had some good sails and some nice "Water Days" combining my wife's SeaDoo and the Bull's Eye. It took a few tries to get good at docking stern-to with a close fit between the dock and a 12' tall rock wall.

I pulled the bilge inspection plug a couple times during the season. There was no significant amount of water in the bilge. All was good. For the last sail of the season, Lynn and I took an anniversary cruise with a little wine and a little cheese. A gentle breeze carried us past the spot on the shore where we got married. Heading back into the mouth of the Rocky River, the Tohatsu refused to start. My jury-rigged points had worked as long as they were going to. The wind was heading nearly straight up the river, so we sailed in wing-and-wing as far as we could. Eventually the curve of the river left us shadowed behind a 100' cliff. At that point I fired-up the auxiliary propulsion unit: a paddle. We were offered several tows, which was encouraging, but probably offered more complication than advantage. Docking went smoothly.



The dead outboard prompted me to pull Fugue out earlier than planned. When the residue of Hurricane Sandy reached my dockage at Emerald Necklace Marina, Fugue was resting safely on her trailer. Others were not so lucky. Several boats went down at Emerald Necklace Marina, and the docks were completely demolished.

At Edgewater Marina, nearer the lake, 27 boats went down, and others were wrecked beyond repair. Edgewater Marina was completely out of commission the following year. The parking lot was lined with the carcasses of boats. After the effort I had put into resurrecting the Bull's Eye, it was painful to see the destruction of other people's boats. Mine was saved by pure dumb luck.

I did go around the barricades while the Rocky River was still at flood stage. There were several other people exploring with flashlights. The river was roaring with a noise I have only heard at Niagara Falls. The docks were a tangled mess. Boats above and below water strained and bucked at the lines securing them.

Winter storage was uneventful. Come spring, I checked the bilge, and found about a gallon of water. There was a small crack in the floor near the front of the cockpit. It needed to be ground out and repaired. Of more concern were the blisters below the waterline.

As I ground-out the blisters, the bottom-side of Fugue began to look like a leopard. As I explored further, I broke through my own gellcoat and the glass matting...into the original gellcoat. The gellcoat I had stripped the previous summer had been laid on top of mat that had been laid upon the original gellcoat without stripping it. The original gellcoat was crazed badly.

I had lost my job in February. The first thing I did was buy a new Honda 2.3HP outboard, before I lost my nerve. I got a decent severance package, and I was getting my job hunt rolling, but I still had time on my hands.

In any other circumstance, stripping the boat again, from the waterline down, would have elicited a long string of profanity. At the time, it was almost therapeutic. What I have now is a nice Bull's Eye with a very thick hull above the waterline, a 3/16" chine at the boot stripe, and a job. I got to that point with a lot of help from a lot of people. I have thanked them individually, so I won't list them all here. Suffice it to say that I am grateful to all of them.

After the second and third sailing seasons, I have had no significant issues with water incursion or blistering. I have added an electrical system so that I do not need to be back at the dock by sundown.

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This past summer did not allow as much sailing time as I would have liked. Like most seasonal sailors, I swear to do more sailing next year. Regarding the project it took to get Fugue in the water, I would apply something dad said to me with a large knife in one hand and a bloody pickle in the other: "Do as I say, not as I do, and don't you ever let me catch you slicing a pickle in your hand."

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
Marion, MA

Miami and Key Largo, FL
Rockport, MA
Saunderstown, RI
Southwest Harbor, ME

John Glendon
Ed Tiffany
Ed and Sandy Kirschner
Holly and John Yasaaitis
Al Maybach
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

Officers

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Vice President: John Glendon, 4835 Davenport Street NW, Washington, DC 20016

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

Boats for Sale

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 \$3,500. Owner: Weatherly Dorris Address: PO Box 46, Falmouth, MA, 02541 Phone: work 508-548-0506 Email: Quissett@cape.com Boat location: Woods Hole, MA Sail # none, Hull number 26, Date mfg. 1963 Color: Deck Blue, Topsides White, Boot top none, Hull White. Sails: Squeteague Main, good condition, Squeteague working jib in good condition. Gear: Spinnaker pole, Genoa tracks, winches, anchor, boom crutch, cradle, outboard bracket, Pump, recently replaced shrouds.

Used Sails Wanted Bullseye owner in Annapolis, Md. looking to buy recently retired racing sails (main, jib and hopefully also spinnaker) that are in good to excellent condition but beyond their prime for racing. Contact Tim Bloomfield: email: tjblaw@comcast.net or phone: home, 410-849-2345 or cell, 301-908-5148.

Bullseye Class Association | secretary@bullseyeclass.org
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