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Welcome All Bullseye Sailors!

First off I would like to thank Charlyn Feeney for being our new Newsletter editor, and also Kyle Stearns for being our editor the past few years. Please, if you have any ideas for an article, or something you want to share about some sailing adventure you have taken, please send it along to Charlyn at editor@bullseyesailing.org.

This past summer was a busy one for me. Greg Hodge and myself we co-chair of the 61st Bullseye Nationals and I would like to thank everyone that attended the Nationals. We had 21 boats on the starting line. This is the most boat that we have had in a long time. Let's have a bigger turnout next summer at Marion. We also had 12 boats at the 4th Single handed race. We almost didn't have the single-handed race. The weather did not cooperate with us on Thursday when we were supposed to race, but we had great weather on Saturday and we had 45 min left in the time limit of the day so we "tossed" our other crew members off the boat and got the race in with a couple of Minutes to spare. Congratulations to the winner, Chris Collings

I would like to congratulate Niko Kotsatos for winning the 61st Bullseye Nationals. We had 3 Boats skippered by junior sailors at this year's nationals. I would like to see the other host fleets see if they can encourage more youth to sail in future regattas. These are our future leaders in this group.

We have changed when we have our annual meeting. We used to have it in May. Now we are going to have the meeting at the host of the Bullseye Nationals. It will also be sent out on Zoom. We used an "owl" device here in Winter Harbor so the members online could see everyone in the room.

Don't forget that we have money in our account to provide a \$1,000 grant to clubs that need funds for fixing club boats. We gave out 2 grants this past year. Also don't forget to check out our clothing web site. It has a Great selection of swag to wear at your local club. Show them you are a Bullseye owner.

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here sooner than you think) And the southern fleets are just getting their boats ready to sail or race.

Stay safe everyone and please wear your life vest when sailing!

Pete Drinkwater

Five & Dime

President



[Secretary's Corner](#)

Greetings!

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association.

Before I do, I would like to take this space and opportunity to express my deep appreciation for the work of our outgoing secretary Laura Hallowell. She has served as the secretary for many years and has been a tremendous asset. She handled the meeting minutes, the archives, membership lists, proxy and in-person voting. At one point I understand she produced the newsletter as well.

She was a one-woman welcome committee to new members personally reaching out to them to find out where they were located and about their sailing life.

Along with Rich Robbins, our esteemed webmaster, the class records are in excellent shape. They worked together to keep the website and the membership list current. I cannot express my gratitude along with a warning to keep your expectations low. These are big shoes to fill.

I am a Bullseye owner and crew on Chimera at Beverly Yacht club. Sailing the Bullseye has been a blast in this lively and growing fleet.

I grew up sailing with my family on Long Island Sound but did not start racing until my children were in junior sailing. The Star sailors from our club would ask them to frostbite in International Penguins since they want a small persona at the front of the boat. I was always hanging around, so they put me in a boat too.

From there I went on to race on Ensigns, J24's, IC dinghy, Lightnings and Sheilds. The Sheilds brought me to Marion, MA and to the Beverly Yacht Club.

Here at BYC we sail on Tuesday evenings, Thursday afternoons and Sunday afternoons in the Bullseye and H12s. There is PERF racing on Wednesday night and keelboat racing on Thursday evenings and Saturdays. PHEW!

I am humbled and honored that you have asked me to be the Secretary, and I am excited to work with the rest of the executive committee to help grow the class and expand the membership. I am especially happy to be part of the team that is hosting the Nationals this year. I hope to meet you in person.

Be on the lookout at the end of November. Dues notices will be going out.

Please join or renew your membership and ask your crew and other non-racing boat owners to join too. Membership creates many opportunities for our community to connect and in addition it provides support that helps ensure that the class remains healthy and vibrant.

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Mary Endsley

Photo credit: Connie Dolan



[Annual Meeting Minutes](#)

Bullseye Sailing Association

Annual Meeting

July 26, 2024 at 5:00 PM

At WHYC and by Zoom

Present: Sherri Casey, Jon Charlton, Jean and John Childs, Windsor Coffin, Kathryn and Chris Collings, Alec Cutler, Peter Drinkwater, Charlyn Feeney, Wendy Goodwin, Laura Hallowell, Greg Hodges, Niko Kotsatos, Jim Lampman, Connie Lavigne, Jeff Morris, Franci Reardon, Brad Rodi, Gary Sayia, Chris Sears, Kyle Stearns, James Stewart, Neil Sullivan, Joan and Ed Tiffany, and Gabi White.

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Officers' Reports

The meeting was called to order at 5:05 PM. The minutes of the 4/28/24 Annual Meeting were approved. Secretary Hallowell reported that we have 76 individual memberships, 45 family memberships, and one club membership. That means a total of 122 memberships, and 166 members. That is the most since the Nationals were held at Fishers Island in 2017, and is no doubt due to the tremendous enthusiasm about racing in the Nationals this year at the beautiful WHYC.

Hallowell commented that she is retiring as secretary after 16 years of service, following the work of Emily Wick and David Burnham Senior before her. She noted that she was also in charge of Newsletter Production, working with Al Maybach from 2014 to 2018 when the newsletter went online. The position was rewarding because she came to know so many people in clubs up and down the East Coast.

New treasurer Jeff Morris gave the Treasurer's report, noting that he has had full access for only a few days. Our bank account has about \$17 k plus receipts for the Nationals. Big disbursements include insurance, which increased 8%, and our ad in Sailing World. It is difficult to give a complete accounting because some of the funds in our accounts will immediately be paid out to WHYC as registration fees and BSA support for the Nationals.

President Drinkwater reported on the ongoing Nationals, and announced that next year's Nationals will be at Beverly Yacht Club in Marion MA. The single-handed races will be on August 22, with the Nationals on August 23-24. Save that date! Chris Collings said that there will be loaner boats. Thanks to the \$1000 grant to BYC for the community sailing program, there will be 2 more Bullseyes available as loaner boats. Nationals sequence: 2025 BYC, 2026 SBYC, 2027 FIYC, 2028 CSSC

Committee Reports

Technical Committee: No report; substantial work was done in four meetings to prepare the wording for Motion #1.

Competition committee: Kathryn explained that BYC is considering adding a Jib and Main (JAM) division to the Nationals there. It would have its own trophy. Perhaps there should be an award for a junior sailing. However, this might turn out to be the same as the Filial Trophy.

Old Business

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1. A motion that Direct Sheeting be allowed in the Notice of Race at the discretion of the host fleet as proposed in class rule Part III 3.8. Direct Sheeting is defined in proposed class rule B9.8h. This would also amend class rules B7.5 and B9.7 as posted on the website and sent to members. Result: 31 for, 28 opposed, 1 abstained. The motion required 2/3, so the motion failed.

2. A motion to accept the revisions to the Technical Specifications Section E Sail Specifications and the accompanying equipment recommendations as posted on the website and sent to members. Result: 55 for, 2 opposed, 3 abstained Motion passed.

3. A motion that our Annual Meetings will continue to have an option of attendance by Zoom (or the like).Result: All in favor.

4. A motion that "The term of office shall be for one year, and officers shall assume their duties 30 days after being elected." This amends the BSA Constitution Article VII, 1.1. 56 for, 1 opposed, 2 abstained Motion passed.

New Business

Joan Tiffany presented the slate of officers developed with her team of David H. Burnham and Chris Streit. Only the first 4 officers require a vote of the body; the others are appointed by the Executive Committee, most of whom were present and voted to approve.

- President: Peter Drinkwater (Winter Harbor)
- Vice Presidents: Gary Sayia (Card Sound Yacht Club), Kathryn Collings (Beverly Yacht Club)
- Secretary: Mary Endsley (Beverly Yacht Club)
- Treasurer: Jeff Morris (Sandy Bay)
- Commodore: Windsor Coffin
- Newsletter Editor: Charlyn Feeney
- Tech Committee: Chris Collings and Niko Kotsatos
- Competition Committee: Kathryn Collings.
- Historians: Jim and Kristen Pluntze and Ken Jennings
- Boat Coordinators:

The slate was elected unanimously by voice vote.

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Secretary



[Fleet News](#)

Fisher's Island

The Fishers Island YC summer racing series saw 7 boats on the line on a weekly basis. Tom Cashel and his wife Beth sailed well throughout the July and August series to take first for the season. In July Cashel placed first followed by David H. Burnham and John Brim. Brim took the August series, followed closely by Louise Packard and Tom duPont. Enthusiasm is high for next season.

The season results:

1. Noble Plenty – Tom Cashel..... 13 points
2. Querida – David H. Burnham 14 points
3. Piccolo – John Brim 19 points
4. Pegasus – Louise Packard.....20 points

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-
- 6. T. Eregline - David Burnham.....20 points
 - 7. Pippa – Tom McChance.....30 points

Winter Harbor

It s a short season for the Bullseyes in Winter Harbor, with weekly racing starting just before July 4th and ending Labor Day. Each week is scored on its own with a consistent 10 boats on the line. The fleet is very proactive with their junior sailors. Once each month a junior sailor has the helm! At the 2024 Nationals there were a few Winter Harbor juniors mixing it up with the old guys!!

A very anticipated annual race is the “Windsor Coffin Champagne Race”. Bubbly for everyone and a great time had by all!! The top 3 finishers receive a Champagne Bucket for their Champagne! The 2024 winner was 11-year-old Ava Longmaid with her father AJ as crew on The Owl, sailing in very challenging conditions with gusts over 20 knots. Ava celebrated by dinking sparkling cider from her trophy!

- 1. Ava Longmaid - Owl
- 2. John Towsend- Clive
- 3. Erin Coffin-GO 7's

Sandy Bay

Sandy Bay 2024 season was filled with fierce competition and joyous camaraderie, adventures with whales and great meals on the porch. We had races, weather permitting , Saturdays, Sundays, Wednesday evenings and holiday Mondays. 32 races in all. We even had a four way collision/protest hearing that started with tears and ended with hugs and lessons learned. Two boats changed ownership but stayed in the fleet. We had three sailing instructors putting upwards of 20 students through their paces on club Bullseyes (quite a few really promising recruits). We have a new intent to foster adventure sailing in our capable little boats. These adventures often see bullseyes miles offshore sailing with huge pods of dolphins and whales. Minke, humpback, basking sharks, white sharks, tuna, dolphins, seals are all within reach. The season ended with the Peter Vincent race for new skippers which four boats contested in wild blustery conditions, nobody went home dry that day! We are looking forward to 2025 already.

Scores for the season:

- 1. Chris Sears 5 points

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-
3. Conrad Levine...12 points
 4. Kristen Block.....19 points
 5. Laura Hallowell..22 points
 6. Ben Loiacono.....22 points
 7. Jean Childs.....22 points
 8. Jacques Gordon..26 points
 9. Club boat / Costello..30 points

Beverly Yacht Club

BYC, had 61 races with up to 15 boats with 3 special races and racing on Tuesday, Thursday and Sundays. BYC has added new boat owners and sailors with more coming on for 2025!!

Tuesday Twilight with Spinnakers - 8 to 10 boats on the line. Evening sailing is such a treat added with a touch of competition!

Ladies Thursdays with the second race driven by the crew! Many of the ladies started their Bullseye racing career as crew helmspersons.

Sunday series had up to 14 boats registered. Always a competitive bunch out on the mighty Buzzards Bay!

Special races include The Van Rensselaer, one of the oldest races in the country, won this year by Jon Charlton. The Thayer Francis Moonlight race that starts at 9PM, and the full moon did not disappoint this summer with a super moon rising on schedule! Won this year young Tigger McMichael on Cindy Lou Hoo. And the single hand challenge with 6 bullseyes and 11 – H12's on the line, Nikko Kotsatos!!

BYC is looking forward to hosting the 2025 Bullseye Nationals.

Racing our little boats is only part of why we love our Bullseyes! A great learning boat and family friendly for day sails, or if you are a Burnham from Fishers, a cruising boat! More on that story another time!! Happy Winter!!

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[Ask Wendy](#)

Dear Wendy,

I bought a used Bull's Eye that came with a trailer. The nearest boatyard mainly handles power boats & isn't comfortable launching & rigging a sailboat, but there is a ramp. Can you please send me some instructions on how to ramp launch?

Sincerely,

Dryland Dan

Dear Dan:

First, be sure to get the trailer registered & get a license plate on the trailer so you can legally get around. Having the registration will also assure it can be sold to the next owner when the time comes. Trailers save on storage fees as you don't have to keep the Bull's Eye at a boatyard. They also give you the flexibility to move her in/out of a building for maintenance. You'll still need to lift the boat off the trailer at some time to sand/paint the very bottom of the keel but you'll be able to reach everything else while she is in the trailer.

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- Launching the trailer at a ramp <https://www.youtube.com/watch?v=iHwYhBVrdto>
- Tie off the line <https://www.youtube.com/watch?v=iatRaX9nGjM>
- Pulling the trailer back out at the ramp <https://www.youtube.com/watch?v=B6BLji74Cd0>
- Stepping the mast <https://www.youtube.com/watch?v=lzco10wSQ5E>

There was a time I said “I never met a ramp I didn’t like”. Sadly, I can’t say that now.

Be sure to check the depth at your ramp. You need 41” to float the boat off a Triad Bull’s Eye trailer. Check the owner’s manual for your particular trailer. If the seller didn’t provide this, you can inquire with the trailer manufacturer. There are important maintenance steps & safety precautions to be taken each time you use your trailer.

Below are the additional instructions we supply when someone purchases a Bull’s Eye trailer.

Sincerely,

Wendy J. Goodwin

Cape Cod Shipbuilding Co.

Launching & Retrieving Using Your Triad Trailer:

It is advised that you launch & haul at high tide & have at least 2 people to do this job.

You will need the following tools: 90’ anchor line, 2 wooden blocks (short 2x4’s) large enough to block your trailer tires from rolling down the launching ramp, 1 docking line, all necessary tools to un-rig your mast, source of fresh water.

To launch from a ramp, begin by backing the trailer up to the ramp and stop when the trailer tires are just in front of the waters edge. Put your vehicle’s emergency brake on & remove the ratchet straps/tie downs. Tie a docking line to the quarter deck cleat of your boat so you have control of the boat once it is afloat. Block the 2 trailer tires to prevent the trailer from traveling down the ramp prematurely. Disconnect the trailer from the vehicle at the ball coupler. Use your 90’ anchor line & tie a bowline to the trailers vertical winch support at the tongue. Pull the line tight & wrap it twice around the

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around the ball hitch at all times. When the boat is afloat, Tie the anchor line off at the hitch and pull the boat off to the side. Take your vehicle's emergency brake off & drive forward to pull the trailer out of the water with the anchor line still tied. Once on the flat surface with both the vehicle and the trailer, back the vehicle up to the trailer and reconnect. All ramps are different, so take extra caution to familiarize yourself with your particular ramp.

To haul the boat, submerge the trailer in the same manner as launching with the anchor line. The forward poppits should be right at the top of the water. With someone in the boat, using a paddle, float the boat over the trailer. Secure the bow of the boat into the bow catcher on the trailer & fasten in place with the winch & mooring cleat. DO NOT raise the boat & trailer out of the water with anyone in the boat! Get out of the boat & then slowly drive your vehicle forward, pulling the boat & trailer out of the water. When the boat/trailer is on level ground, block the trailer tires, reverse your vehicle and hook the trailer & vehicle back together. Always secure your boat to the trailer & spars to the deck before driving away. During the hauling, keel guides can help prevent the stern from swinging and the keel from accidentally landing off the channel. Over submerging the trailer will cause the boat to float over the keel guides & can damage them beyond use.

Caution: Never launch or haul your boat with the trailer while someone is in the boat. Never stand on or behind the trailer while it is disconnected from your vehicle at the ramp. Always make sure when using the front wheel jack that the pin is secured in the hole. This pin locks the jack in the up & down position. Because this jack supports the bow of the boat when launching the jack is the only thing preventing the trailer from falling. Use common sense & care when pivoting your front wheel jack. Use caution when launching & retrieving. The weight of the boat traveling down the ramp will pull on your launching rope. Be sure to wrap it twice on the ball hitch & wear sailing gloves as an extra precaution.

Other tips:

Immediately after submerging you must thoroughly rinse your trailer of salt water. Pay special attention when rinsing to the pivoting wheel jack, bearings & axel. These will rust if not rinsed. You must pivot the wheel jack upside down & flush with fresh water in the hole. Oiling the front wheel jack shaft after each submersion is good practice. If the jack is not rinsed & oiled it will seize. Please refer to the trailer maintenance booklet for detailed care instructions on greasing the bearings.

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fall out.

Always make sure the bow catcher is properly secured when you are trailering (full or empty)

When towing with the boat in the trailer, always strap the boat down to the trailer & secure the spars to the boat. Tie a red flag to the mast. The ratchet straps we supply loop to your quarter deck cleats. Do not put a strap over the coamings, they will break. Note that the boat must be resting on her keel when in the trailer. The poppits & bow stand are for support only.

Your goal is to get the rudder sitting just at the aft most part of the keel channel. This assures the right tongue weight. The bow catcher is adjustable. Feed the winch strap through the bow chock, around the mooring cleat, forward through the chock & back to the trailer.

It is helpful if you label the screw poppits (i.e. front port, front starboard, aft port, aft starboard).

Always check the bolts that hold the poppits in place before your journey. If they are not tightened with tools the poppits will unscrew & not support the hull.

Always check to make sure your lights are properly connected & working before you tow your trailer. Check the lug nuts on your tires before & during your journey. It is the owners' responsibility to make sure they are tight.

[Rules Quiz: Rules Review by Dave Perry](#)

Question:

Boats P (on port tack) and S (on starboard tack) are beating to windward. P tacks into a position just in front of S. When P reaches a close-hauled course, she is a few feet clear ahead of S. S, who has not needed to change course prior to that moment to avoid P, immediately luffs above a close-hauled course, avoids contact and protests. You are on the protest committee; how would you decide this?

Answer:

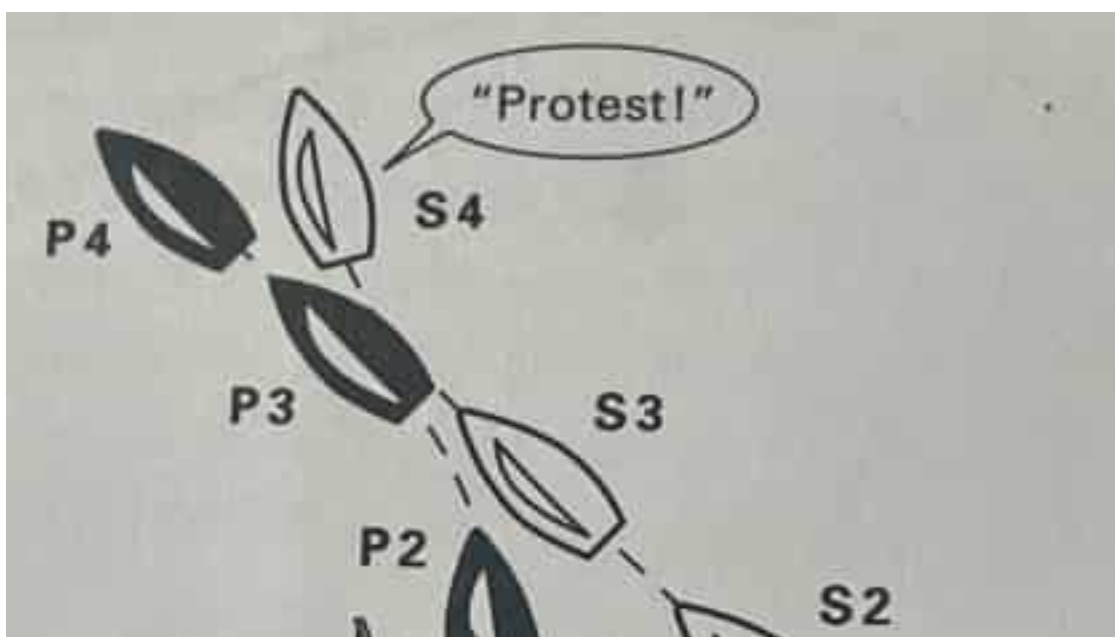
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keep clear of S from the moment she passes head to wind until she reaches a close-hauled course under rule 13, While Tacking. A boat “keeps clear” if the right-of-way boat can sail her course with no need to take avoiding action. S does not need to take any avoiding action before P reaches a close-hauled course.

When P reaches a close-hauled course, rule 13 ceases to apply and P is the right of way boat under rule 12, On the Same Tack, Not Overlapped. Because she acquired the right of way by her actions, P is required to give S room to keep clear of her under rule 15, Acquiring Right of Way. S is able to avoid P in a seamanlike way; therefore P complies with rule 15.

Source: 100 Best Racing Rules Quizzes, Based on The Racing Rules of Sailing for 2017-2020. Perry, Dave, Sixth Edition, p. 15.

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[Charting New Waters: Niko Kotsatos' Great Adventure](#)

In October I was honored to compete in US Sailing's Championship of Champions

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amazing to meet new people, and a pretty special experience to visit and race in a place I never thought I'd go or sail. As [you can see from the official recap](#), some sailors make winning this regatta a bucket list item, but we were just along for the ride, and ended up pretty happy with our results too!

The regatta is open to American sailors who win a Nationals, North Americans or Worlds in any recognized sailboat fleet. US Sailing encouraged us to apply, and include a sailing resume. I later learned that they're not only looking for the top 20 teams, but also for a cross-section of US Sailing competitors across modern, legacy, and classic fleets, as well as age groups, genders, and geography. The resume does matter to some extent, as they had to down-select from 50 teams, but its primary job is to confirm that you have a variety of experience, and will likely be capable and careful with the equipment (sailboats) you are borrowing. I highly encourage anyone who wins a championship in the future to apply.

For 2024, CofC was hosted in a provided fleet of Y-Flyers on Lake Maumelle near President Clinton's hometown. I had never been in a Y-Flyer, a hard-chined sloop-rigged centerboard scow, and neither had most of the fleet. Nonetheless, with a quick clinic, practice day, and a couple restrictions that partially limited the home-field advantage for 'Flyer vets, we felt we were able to adapt to the new boat pretty seamlessly. I was able to get a little bit of knowledge from some online videos before we went down, so we at least knew what gear to bring and what to expect in terms of athleticism, etc. The boats themselves came from all over the country to compliment the local fleet, and each had brand new sails, and had been tuned to match up evenly.

Grande Maumelle Sailing Club was a phenomenal host and demonstrated how much they care about sailing and hosting a great event. Their volunteers worked tirelessly to have the boats in top notch condition, to have incredible food and good parties, and put up many sailors in free housing. They even found crew for a couple of sailors who came solo. We kept saying that we had never eaten so well at a regatta, and the whole thing was really seamless, fun, and friendly. The Saturday night party hosted at the home of Bill and Hilary's interior designer was a blast and a great way to see another part of Arkansas. I was amazed to find the party hosts had sailed Marion-Bermuda a few years ago, proving its small world in the land of sailboat racing.

On the water, our Race Committee was top notch, getting off six solid races in light and shifty breezes. While it was unfortunate we didn't have enough wind to sail more, you could easily tell how close the competition was. Every boat and sailor felt like they belonged, and until the end, the leaders were changing each race! We acquitted

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class and Beverly Yacht Club, and I definitely felt there was a lot of respect for our fleet. But the best part for sure was meeting sailors from around the country, reconnecting with friends and acquaintances from past regattas, and hearing about boats and events I'd never known about before. The Buccaneer sailors travel every couple of years to northern Alaska for a championship event in provided boats where they host buoy racing around the clock for different fleets (kids, women, masters, and championship events in A and B fleets.) It was amazing how many people wanted to learn about the Bullseye and were intrigued by the rich history, and top notch sailors in a full-keeled boat with a tiny rudder, designed by Hereshoff, and still built and raced on famed Buzzards Bay! Interestingly, quite a few competitors had been in a Bullseye or an H-12 at some point, including several Arkansans. I would absolutely recommend to anyone in a position to apply to do so, take a good friend with you, and to enjoy the experience. The camaraderie, and ability to travel and sail was pretty special, and I absolutely would do it again!



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[2025 Bullseye Nationals at BYC](#)

August 22-24 2025

Beverly Yacht Club is looking forward to hosting the next Nationals. The racing schedule will include the 5th Single-hand on Friday morning, with the Nationals Saturday and Sunday. An addition to the 2025 Nationals will be a JAM division (Jib and Main). We need a minimum of 5 boats for this new division. Let us know if this is something you would enjoy participating in. Fun and yummy on shore activities. Launch and haul will be at a local boat yard. Housing is available!

The NOR will be posted in the early spring. We would like to have a straw poll for loaner boat, housing needs and interest in JAM. You are under no obligation providing your interest and needs. When the NOR is posted boats will then be on a first come first serve basis. Please contact Kathryn Collings collings.marion@verizon.net



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