



## **Bullseye Class Association**

### **Letter from the President**

What is unusual about this Class is a very neat tradition of year-round Bullseye sailing. As this issue is ready to go to press in November, many of the members are hauling their Bullseyes and lashing tarps, but most of our fleet of 22 boats in Key Largo are coming out of summer storage. The excitement of the first series race Sat Nov 23 is a mirror image of the sadness of no more soft water sailing in the Northern climes.

Our Secretary, Laura Hallowell, Webmasters, Kym Lee and Richard Robbins, and new Newsletter Editor, Al Maybach, have been hard at work upgrading the communication formats. We will be able to send more, and more often. The wonderful old Dave Burnham Newsletters with his stories of fact and fiction and timeless tips from Wendy and other winners will be available on our new newsletters and/or website.

In this issue, the well-written non-fiction story of a Lost and Found Bullseye swept by Superstorm Sandy last Halloween in New Jersey is hopefully an example for other members to submit their own Bullseye experiences.

At our recent Executive Committee Meeting, we voted a modest increase in dues, from \$25 to \$30, and added a new Family Membership at \$50. These funds help pay for the communications, help host the Nationals, and help the Trophy Fund.

For those folks who have swapped their Bullseyes for skis or skates, come on down some time and race with us. And for all, we look forward to celebrating the 100th Anniversary of the Herreshoff design and the other great tradition of The Nationals hosted by Fishers Island. Save the date, July 18-20, 2014.

George Lucas  
President

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**New on [www.bullseyeclass.org](http://www.bullseyeclass.org)!**  
**Members Page, Boat Lists, and Fleets Page**

Have you seen our member list on the *Members* page? Requested by members, it will be more useful as more of you decide to make your address and phone number "member viewable". However, you have to "opt in", either by asking the secretary to do it for you or by signing in on the *Member* page. You can pay your 2014 dues at the same time by using Pay Pal. Member/Help will get you through the process at <http://www.bullseyeclass.org/members/index.php>

The *Boat List* of all the Bullseyes currently owned by members is accessible when you sign in as a member. You can sort it in many different ways.

Also new is the *Fleets* page, featuring a list of the yacht clubs of all our members and 2013 race results from the fleets which have reported them. You might enjoy seeing where Bullseyes are scattered around the country. The interactive map is a work in progress.

Those who still like the security of paper can still update their member information on our paper form and send a check for dues in to the treasurer using the form at <http://www.bullseyeclass.org/pdf/memberform.pdf>

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**Dear Wendy,**

I noticed some racers have their mainsheet cleats on the boom and others continue to use the factory installed cleat on the back deck. Why are some people changing the Bullseye mainsheet?

Sincerely,  
Just Curious

Dear Just Curious,

The standard Bullseye mainsheet keeps things simple; it allows you to roller reef and is accessible to the skipper when single handing. Some folks may have changed their mainsheet as the mainsheet trimmer would prefer to pull down as opposed to forward. Others have upgraded their mainsheets for more speed/ability to point on the race course. The racing mainsheet where the cleat is installed on the boom allows the mainsheet trimmer to pull down instead of forward. For those with tennis elbow or shoulder issues it may be easier on the body.

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Both racing mainsheet arrangements allow racers to bring the boom more amidships than the standard mainsheet while sailing upwind. Moving the boom more amidships allows the boat to point higher in some conditions. Note that in some cases it's slow to have your boom amidships, so if you upgrade to a racing mainsheet you need to read the telltales on your mainsail and adjust accordingly.

Here are three ways of rigging Bullseye mainsheets, the standard and two racing versions. The One Design racing mainsheet brings your boom more amidships and allows you to continue to roller reef. With a cleat installed on the boom, the mid-boom racing mainsheet weakens your boom and prevents you from roller reefing.



Standard Mainsheet

Our racing fleet in Marion is split between the two racing versions and there are pros and cons to both. If you are going to be racing, I recommend upgrading as there is a performance advantage. If you would like to purchase an upgrade kit, just give us a call. Wishing you all smooth sailing into 2014!



One Design Racing Mainsheet

Sincerely,

Wendy J. Goodwin  
President  
Cape Cod Shipbuilding Co.



Mid-Boom Racing Mainsheet

## **Surviving Sandy**

by Valerie Sudol

BARNEGAT BAY, NJ -- Once upon a time, "sandy" was how your feet got after a day at the beach. Now "Sandy" refers to an epic event and is a word rarely spoken without a shudder or a sigh.

Sandy: A point between two realities. Sandy: A picture with a million pixels of misery. Sandy: The storm that ate the Jersey Shore.

For boat owners with a weather eye, signs that the coming storm would be a bad one were there several days out. By Wednesday of the previous week, I arrived in person at my boatyard in northern Barnegat Bay to ask (plead?) that my Bullseye *Lark* be hauled. Her position on a mooring in the boatyard basin was far too vulnerable.

By week's end, *Lark* was in her cradle at the back of the yard, the farthest point possible from the bay front, in the last row bordering on the marshlands to the west. Bow pointed to the northeast, protected from the worst of weather (I thought) by the yard buildings and ranks of other, much larger boats, I figured she'd be safe.

The boat was stripped of her gear and while I couldn't get back to remove the rudder, I'd felt I'd done what I could. At home, 15 miles north and inland, I had laid in food, candles, batteries, flashlights and all the rest. The power in my town went out on Sunday Oct. 28, the day BEFORE Sandy made landfall around Atlantic City. Figure that. I couldn't.

No power, no water, no lights, no heat. No power, no TV, no internet, no phone. (This went on for 14 days.) Cell service was spotty, then dysfunctional. The storm raged overnight on Monday Oct. 29 and the wind was so loud I never even heard the largest tree in my backyard crack and fall. I was huddled in my candle-lit living room, congratulating myself on the move of my boat two years before from the Navesink River in Monmouth County back to David Beaton & Sons boatyard, my old home on Barnegat Bay in Ocean County.

Had I still been on the Navesink, my boat would have been at its winter quarters in Sea Bright, a notoriously narrow beachfront town on the barrier island at the convergence of two rivers where they team up to empty into the sea at Sandy Hook Bay. In fact, Sea Bright was one of spots hardest hit along the shore.

It wasn't until the day after the storm – Tuesday Oct. 30 – that I was able to venture to my small town center, where some essential businesses like the pharmacy (and the pizza place) were open during daylight hours. There, on the iPhone of another customer, I first saw what became the iconic Sandy photo –

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an aerial shot of the new inlet cut at the eastern end of the Mantoloking Road Bridge connecting Mantoloking, a barrier island town, to the mainland.

My boatyard was just west of this new inlet, directly across bay. It was worse than bad. It was unthinkable, unreal. Nearly half the houses in Mantoloking were destroyed, smashed to splinters or washed off their foundations. Ninety percent were damaged. When someone repeated a rumor? theory? that waves broke OVER two-story beachfront houses, my mind rejected the idea.

But the buoy offshore from Sandy Hook registered 36 foot waves on top of a storm surge that measured between 12 and 16 feet. The surge at Beaton's swept nearly all of the boats stored on land out to the marshes immediately west. Many boats still in slips were punctured by pilings and holed, sunk in place or cast up onto the docks; some survived, but they were few.

All of the boatyard buildings were still standing, but flooded and damaged. Debris from broken-up houses on the beach strip filled the boat basin, lifted sections of dock eight feet in the air and littered the marshes beyond. One house shifted from its foundation stood half-sunk in the bay. The devastation was staggering; the view to the east where the ocean severed the barrier island was surreal.

It wasn't possible to get onto the boatyard property for nearly two weeks and information about individual boats was scarce. I had heard that my Bullseye was out in the marsh, but had no idea of her condition. I thought the dismasting *Lark* had suffered in a 2009 nor'easter was the worst that could happen – the mast broke in two causing structural damage to the cuddy and the rigging was a loss - but Sandy was on a different order entirely, an epic disaster. I didn't dare hope for too much.

When I was finally able to enter the boatyard, I found my *Lark* amid a pile of boats that wound up just off the yard property. Thanks to that heavy keel, she had remained upright, rudder and tiller still in place. It wasn't possible to approach closely to view the hull, but through binoculars I could see that my boom was still in the cockpit, an encouraging sign.



Lark and Friends by Valerie Sudol



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Bullseyes are tough little boats, as we know. *Lark* had been swept from her heavy timber cradle (which was smashed to smithereens) but had made it through a storm that shipwrecked thousands of boats along the East Coast. *Lark* lived! Her new mast, stored inside the bayfront rigging shed, also survived. We were still in business.

My joy was tempered by witnessing the destruction along the shore, apocalyptic and sobering. Many had lost everything, literally overnight, in a tumult of wind and water. Mantoloking, Ortley Beach, Sea Bright, Union Beach – these towns were unrecognizable, hammered by waves and over-washed by the sea surge. In Seaside Heights, the amusement pier was bitten in half and the giant rollercoaster wound up in the ocean.

That was the land damage. Sailors mourned the catastrophic effects on the waterways -- the inlets, bays and rivers that made up the water world of the shore -- our playgrounds and home ports. From aerial photos, it was plain that the entire bottom configuration in some places had changed, cut deeper or shoaled in, and all filled with storm debris.

It was early December before the boatyard's recovery efforts reached the back tier where *Lark* was stranded. When I saw photo evidence that she was back on dry land, propped up on jack stands, hull intact, I was elated. Muddied but unbowed, she carried battle scars of the storm on her filthy topsides but was sound. It felt like a blessing, a gift. We would sail again.



Lark Retrieved by Valerie Sudol

First aid amounted to a thorough scrubbing and setting up winter tarps to snug *Lark* up for the winter. Fitting out for re-launch, which was delayed by a cold spring, a wet June and a brutally hot July, involved a lot of patient cleaning and refurbishing. I repainted the bulkheads and cockpit sole, touched up the battered topsides as best I could and varnished the brightwork. The mast was filthy, too. I ran the halyards out and soaked them clean, washed and waxed both spars, checked all the fittings.

By the time *Lark* was launched I could say, as I always aim to at splashdown, "She gleams!" I have owned my Bullseye for 24 years and could not imagine

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being without her – I'm sure every owner knows what I mean. A boat is a "thing" least like a thing, not merely an inanimate object, but a vessel with a soul, a history and a personality. A boat is our ticket to that special place at the cusp of wind and water that a sailor's heart calls home.

A large, dark cloud in my sky was the high cost of getting back to that place, the salvage fees for *Lark* and for the repair of my crushed dinghy being a burden hard to tote. I feared that I would have to sell *Lark* and would lose her after all. But my story had a surprise happy ending.

A Beaton's neighbor from across the bay in Mantoloking, who like me had been in and around this venerable boatyard for decades, a long-time bay sailor and devoted Bullseye lover, has become my partner in ownership and can now also call *Lark* his own. You know this man – he is George Lucas, president of our association. And he's taking *Lark* to the nationals next year.



Lark at the Dock by Valerie Sudol  
much loved. No matter how she places in the standings, she's a winner, triumphant. As I tell my crew, when you're aboard, you're automatically "on a lark," good times and high adventure dead ahead. Long may she fly.

*See also this short slide show from Star-Ledger photographer Andy Mills, which begins with an overhead shot of the Beaton's docks immediately post-Sandy. It also shows some of the severe coastal destruction, including the inlet cut at Mantoloking. The page will appear dark, but scroll down to see the photos for the slide show.*

[http://photos.nj.com/4504/gallery/hurricane\\_sandy\\_news\\_photography\\_by\\_the\\_star-ledgers\\_andy\\_mills\\_1/index.html#/5](http://photos.nj.com/4504/gallery/hurricane_sandy_news_photography_by_the_star-ledgers_andy_mills_1/index.html#/5)

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**2013 Race Results for Chartered Fleets**

**Beverly Yacht Club**

no season trophy is awarded

**Series winners**

June Thursday Series	Kathy Reed in 645 Rascal
June Sunday Series	Chris Collings in 766 Puff
July Thursday Series	Suzanne McManmon in 888 Blue Heron II
July Sunday Series	Wendy Goodwin in 790 Red All Over
August Thursday Series	Suzanne McManmon in 888 Blue Heron II
August Sunday Series	Wendy Goodwin in 790 Red All Over

**Special Races**

Sou'wester Regatta:	Wendy Goodwin in 790 Red all Over
Thayer Francis Moonlight Race	Nico Kotsatos in 845 Bona Petite

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

no season trophy is awarded

**Series winners**

Commodore Dingley Series	Al Mast, Henry Stout in 700 Pretsail
Connors Series	Bruce Jeffreys, Jerry Klimowicz 817 Chance
Magic Series	Gary Sayia, Bonnie Schoedinger 810 Taurus
Pumpkin Key Race	George and Molly Lucas 701 Wahini
Mills Series - Bulls	Gary Sayia, Nancy Lampman 810 Taurus
Mills Series - Eyes	Dan and Eileen Mullray 704 Green Hornet
The Herreshoff Trophy	Marvin Blumenfeld

**Fishers Island Yacht Club**

**Season** H.Lee Ferguson Trophy Dave Burnham in 80 Querida

**Series Winners**

June Series	Dave Burnham in 80 Querida
Independence Day	Dave Burnham in 80 Querida
July Series	Dave Burnham in 80 Querida
Commodore's Cup Race	Paul Burnham in 559 Zephyr
August Series	Dave Burnham in 80 Querida
Labor Day Race	Thomas DuPont in 141 Shamrock

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

**Season**

1. Conrad Lavigne in 291 Whisper
2. Ben Loiacono in 622 Dreamboat
3. Jerry Lavigne in 294 Seasaw



**Series winners**

Memorial Day Series, 2 races, 3 boats:	Jerry Lavigne in 294 Seasaw
Fourth of July Series, 3 races, 6 boats:	Laura Hollowell in 670 Beaver II
June series: 7 races, 3 boats :	Conrad Lavigne in 291 Whisper
Summer Saturday Series 5 races, 8 boats:	Conrad Lavigne in 291 Whisper
Summer Sunday Series, 5 races, 8 boats:	John Yasaitis in 676 Laurelei
Labor Day Series, 3 races, 6 boats:	Conrad Lavigne in 291 Whisper

**Saunderstown yacht Club, Saunderstown, RI  
Season**

1. Collins family in 222 Yehudi
2. Al Maybach in 747 Essex
3. Blue Wheeler family in 859 Seaglass

**Series winners**

Fourth of July Series	Collins family in 222 Yehudi
Summer Series, 7 boats	Al Maybach in 747 Essex
Labor Day Series	Al Maybach in 747 Essex

It was a good summer for the SYC Bullseyes. Several club members have expressed an interest in join the class for 2014, so we hope for more close racing and a bigger number of starters.

**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 \$3,400.** Owner: Mark Meyerand, Address: Grosse Pointe Farms, MI, Phone: C 248-288-0921, E-mail: [mpmeyerand@gmail.com](mailto:mpmeyerand@gmail.com) Boat location: Grosse Point Farms, MI Sail #105. Hull Number: 56-4; Date mfg. 1956 Color: Deck Blue; Topside: White; Boot Top: Red; Hull: Blue Sails: 2 main, 1 genoa, 2 working jib one in fair condition all other sails are in excellent condition. Gear: genoa tracks, anchor, cockpit cover, outboard bracket, pump, varnished wood seats. Outboard Motor: 3 HP, make: Electric Tourqueedo, year 2013, in excellent condition. Trailer: 1982 Yarbrough in excellent condition. Remarks: A very original boat. Used sparingly for last 30 years.

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**Asking \$2,500.** Owner: Eli King, New York, NY 10028-6473 E-mail: [robineli@earthlink.net](mailto:robineli@earthlink.net) Boat location: Boat location Cushing, Maine Boat name: Chrissi N. Color: Deck: white, Topside: white, Boot top: blue, Hull: blue Date of mfg.: 1964 Sails: Main in fair condition, Genoa by Pope in excellent condition, Working Jib in fair condition Gear: genoa tracks (not installed), anchor, boom rest, jib club, boat hook, paddle, outboard bracket, pump. Outboard motor: 2HP, four-stroke, Honda, year 2009, in excellent condition. Trailer: Triad, year 2005 in excellent condition. Remarks: Purchased from Outward Bound 2001, topside gel coat and wood coamings tired.

### Jib Wanted

Wanted: a working jib for recreational sailing (not racing)- a modern cut that has some life left. I am happy to pay upwards of half the cost of a new sail. If you have one you are willing to part with, regardless of its condition, let's talk. Please contact: [nat\\_corwin@yahoo.com](mailto:nat_corwin@yahoo.com) or call 518-439-0643.

### About The Bullseye Class Association

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:

Miami and Key Largo,FL:	George Fenner
Fishers Island, NY:	Dave Burnham
Cataumet,MA:	Thomas Gelsthorpe
Marion,MA:	Ed Tiffany
Rockport, MA:	Jo-Ann Lavigne
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 \$25 to join. You can find the form on our website, [www.bullseyeclass.org](http://www.bullseyeclass.org)

### Officers

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