

★ BULLSEYE ASSOCIATION ★

Autumn Newsletter

October 1998

A NEW CHAMPION!



*Elizabeth Wohler-Berry, the 1998 National Champion, holds her first place prize while her husband and crew **Bill Berry** displays the E. L. Goodwin perpetual trophy. Master of Ceremonies **Gordon Goodwin** also enjoys this special moment. To left and right Celtica, the winning boat, often sailing alone far ahead, shows her style.*

Elizabeth Wohler-Berry won the 37th Bullseye Nationals in Marion, Massachusetts, over the weekend of July 18, 19, 1998. Elizabeth, racing in her first Nationals, skippered Celtica with husband Bill for crew. With five firsts in the seven-race event the Berrys' score of 10 gave them a decisive margin of victory.

Other highly successful contestants were: Chris Kapsambelis and his father George in Evangeline (19), second place; Dick Pline with son Alex in Arioso II (21), third; Ed Desmarais with Frank Berson and Mary Nolan in Acadia (35), fourth; and Gib Patterson and son Mac piloting Gondolier (37) to fifth place nosing out Brad Burnham and son-in-law Charlie Van Voorhis in Peregrine (38).

This was the first time that the Nationals have sponsored a seven-race series. Up until 1986 there were only three races, two on Saturday and one on Sunday. Then we tried the ambitious experiment at Fishers Island of a five-race series and the idea was successful. Whether the Association will continue to attempt a seven-race program remains to be seen.

Except for the fifth race which was triangle/windward/leeward all races were simple windward/leeward, either twice around or one and a half. The use of a gate at the leeward end was new for a Bullseye Nationals and was generally approved and appreciated. The gate relieves crowding and provides interesting options and challenges. It was especially helpful considering that the fleet of 23 was the largest since 1990 when there were 32 entries at Southwest Harbor.

In the first race Celtica jumped into an immediate lead showing her proclivity to being the rabbit of the weekend, a rabbit with a pink spinnaker that was seldom caught. The course was windward/leeward twice raced in a light, dying northerly, and shortened when the RC fired a victor's cannon after the second windward leg. At the first windward rounding the order of the first five was Celtica, Red All Over (Goodwin-Kelly), Whisper II (Connie Lavigne), Arioso II, (Pline), and Acadia (Desmarais). At the finish there were some variations: Celtica, Arioso II, Evangeline (Kapsambelis), Good Shot (Childs) and Acadia.



***Chris and George Kapsambelis**, son and father, reflect their happiness over bringing Evangeline home first in two races and coming in a well deserved second in the Regatta.*

The Race Committee no doubt had shortened the first race realizing that it was taking too long if three additional races were to be attempted that day. The forecast had been for an all day, mild, northwest wind and the Race Committee promptly set us a windward/leeward 1-1/2 assuming the light northerly might back a bit and build in strength. This did not happen. What wind there was slowly died while new puffs came from all directions, including the south. Some racers anticipated the onset of the customary summer southwest breeze but that did not occur either. However, some boats did carry spinnakers on at least part of the final "upwind" leg. Great credit goes to those who mastered these conditions.

(continued on page 3)

FROM THE PRESIDENT . . .

It is now officially fall and the days are getting shorter. Yet I find winsome solo sails on crisp autumn afternoons to be some of the best days on a Bullseye.

Although the 1998 sailing season is drawing to a close, the Association has a full agenda. During the "arm chair" sailing season, the executive committee will discuss changes to our class specifications, promotion of, and participation in the Association, including local fleet news in our newsletter, and greater focus on sailing. I have asked Wendy Goodwin-Kelly to chair a committee that will work exclusively on sail configuration issues. Wendy has a separate message in this newsletter explaining some of the topics her committee will address. I invite and encourage all Bullseye sailors to contact me with suggestions and constructive comments for improving the Bullseye Association.

In closing, I once again want to thank Gordon Goodwin, Jack Rankin and the Marion Fleet for hosting the 1998 National Regatta. The narrative described in other portions of this newsletter only begins to capture the exciting times we had on and off the water. I am also pleased to announce that the Rockport and Southwest Harbor Fleets have agreed to host the 1999 and 2001 National Regattas respectively. The Rockport Fleet has tentatively established June 25-27 for next year's regatta.

Ed Desmarais

ROCKPORT TO HOST IN 1999

As President Ed Desmarais states above the Nationals will be in Rockport in 1999 hosted by the Sandy Bay Yacht Club. The tentative date, the last weekend of June, is early but Ed points out that this is the time when the wind is most reliable. Let's plan ahead for fun and excitement. Many of our hosts are in the photograph below, taken just before one of Sandy Bay's Wednesday night races.



Row 1 sitting: Ellie Stevens, Emily Wick, Barbara Bridges, Dan Karr, Peter Vincent, the empty chair is for those not present for the photo (Connie and Joanne Lavigne, Jean Childs, Courtney Worthington). Row 2 standing: Gerry and Louise Lavigne, Joann Moore, Phil 'Doc' Davis, Shirley Dean, Susie Kinder, Laura Dickey, Ed Desmarais.



HAPPY BIRTHDAY !

Next year, 1999, will mark the 100th Anniversary of the Cape Cod Shipbuilding Company, makers of Bullseyes and their H-12 sisters. All new boats produced by the Company this year will have a special centennial plaque. The Newsletter will present an extensive history of the Company in the winter issue.

FROM THE VICE PRESIDENT . . .

I am heading a committee to address some conflicting aspects of our class sail measurement specifications. These specifications require sails to measure within maximum and minimum dimensions, but we also permit the use of sails measured satisfactorily at previous National Regattas even though they may have shrunk or stretched. This issue occasioned some stress at our recent 1998 Bullseye National Regatta. We have also had difficulty deciding whether the tackless mainsail can be accepted for use in the Nationals. It is my hope that we can resolve these issues before the 1999 spring association meeting.

I need your input, suggestions, participation, and solutions. We will also review the approaches other classes use, as well as sailmaker suggestions. I already have a few solutions and suggestions to help resolve the conflicts, but need further input from each fleet to make sure we agree as an association on any changes.

An important objective is to encourage strong, spirited participation in the Bullseye racing we all know and love. We also want to make sure we uphold the vital equity inherently involved in one-design fleet racing. Please join me in contributing your thoughts on this matter so that we can present solutions to the membership prior to next spring's annual meeting. I would like to have a representative from each fleet on the committee. Please direct your thoughts to me by letter at 5 Narrows Road, Wareham MA 02571 or use my email address: ccsb@four.net.

Wendy Goodwin-Kelly

FROM THE SECRETARY . . .

It's a pleasure to enclose with this newsletter an ASSOCIATION MEMBERSHIP LIST FOR 1998. It will be updated annually. Members please encourage other Bullseye sailors to join the Association. I also want to encourage members to send me articles and photographs about their experience racing, day sailing, and cruising their craft. Let's hear from members in distant places.

David C. Burnham

AND THE TREASURER

A dues notice for membership in 1999 is also enclosed with this Newsletter. Please fill it out and mail it to me with your check before you mislay it. You will receive four Newsletter issues, the 1999 membership list, and be eligible to sail in the 1999 Nationals. And even if you don't race, there will be lots of useful Bullseye information.

Mark S. Cohen

MOST IMPROVED

Brad Burnham and Connie Lavigne receive the Most Improved Award from President Ed Desmarais at the Awards Ceremony. Gordie Goodwin, Master of Ceremonies, looks on approvingly.

A NEW CHAMPION *(continued from page 1)*

The son-father Kapsambelis team on Evangeline led all the way followed persistently by Gondolier's father-son Patterson team, in turn followed by Niko Kotsakos and crewmen Dan Berry and Chris Energen on Bona Petite. Ed Desmarais in Acadia improved from 7th at the first mark to finish 4th and the Berrys "motored" through the fleet after a bad start to clinch 5th.

The third race, windward/leeward/windward twice, was sailed in a mild southwest wind. This was the race in which Jack Rankin brilliantly port tacked the entire fleet at the start and brought Carol Anne to the windward mark first followed closely by Celtica, Bona Petite, Red All Over and Querida. At the finish line, however, it was Wohler-Berry, Rankin, Goodwin-Kelly, Pline, and Kotsatos.

Saturday's fourth and final race was a W/L/W 1-1/2 in a still modest SW breeze. As in the previous race going to the right was definitely the way to go but some people, yours truly for example, failed to learn. The first mark order was Rankin, Pline, Wohler-Berry, Brad Burnham and Stickles. That changed to Wohler-Berry, Pline, B. Burnham, Rankin, Stickles.

Again on Sunday light airs prevailed. This time what breeze there was came from the east, a most unusual fair weather direction. The Race Committee unhesitatingly started us off, apparently confident that the soft breeze would continue in the same direction long enough to complete the race. The course was a triangle W/L but it was too long considering that the vapors from the east seemed to be diminishing and so the final leg was omitted. This race was another Kapsambelis triumph all the way, first at the mark, first at the finish. Two young classmates from Yale duked it out for second and third, Gib Patterson ahead to windward but Brad Burnham getting the second at the finish. Ed Desmarais stayed steadily in 4th while Jack Rankin and the Stickles brothers dueled for 5th, the latter winning out.

ABOUT THE NEW CHAMPION

Elizabeth Wohler-Berry, the fourth woman to be Bullseye National Champion, grew up in Norwood, Massachusetts, the oldest of ten children. Her husband, Bill Berry, is a surgeon in Portsmouth, New Hampshire and they have four children of their own, three boys and a girl, between the ages of 16 and 10.

How did she learn to sail? "My husband taught me.", she told me during a telephone interview. She learned to sail in a Lightning and in a Shields. She had been crewing for a couple of years on Bullseyes but this past summer was her first as a skipper. Elizabeth's boat Celtica was a birthday present from husband Bill. It was purchased from veteran Marion Bullseye sailor, Mary Pierce, and prior to that it belonged to Richard Holcombe who kept it at Pocasset.

This summer Elizabeth also crewed for Bill in the Shields Nationals in Chicago where they came in 3rd. When not sailing and not bringing up four children, Elizabeth works in her husband's office. She also finds time for "as much tennis and skiing as possible."

When asked whether she would defend her championship in Rockport in 1999, Elizabeth said, "Of course!" The Bullseye Association proudly acclaim the meteoric rise of its new champion, clearly a sailor of phenomenal skill and energy.

Dave Burnham

The easterly didn't quit and the RC started the 6th race as soon as possible, a short W/L/W 1-1/2 course. First to the windward mark were the Berrys making a convincing comeback after their only poor (relatively so) race. The Kapsambelises were right behind followed by Pline, and a moment of glory for Dan Karr and Susie Kinder in 4th. Blood red Matador, the Stickles ship, was in 5th. At the finish it was Celtica, Arioso II, Evangeline, Carol Anne, and Blue Heron, skippered by Suzanne McManmon.

Then at last the SW wind filled in to give us a reasonably steady source of power to take us around a W/L/W -2 course. At the first mark the leaders were Celtica, Evangline, Bona Petite, Whisper II and Red All Over. Celtica and Evangeline held their positions to finish first and second while Red All Over fought her way to third, Arioso II secured fourth, and Jean Childs brought Good Shot home to complete the top quintet.

Huge compliments go to John Buckley and his Race Committee composed of himself, Carol Rankin, Josephine DuBois, Ann Tenbrook and Ben Fisher. They did a superb job of getting in seven challenging races during a very unusual period for Buzzards Bay of light and fickle air. The Committee's operations were made all the smoother by the excellent work in the mark boats of William Hanson, Frank and Barbara Lingard, Robert Kostyla and Alan Stickles.

All sailors also want to thank the Registration Committee headed by Kathy Energen, assisted by Linda Goodwin, Joy McGuinness, and Jane Dolan. Visitors are very grateful to Suzanne McManmon and her team of hostesses for wonderful housing arrangements. Many thanks, also to Faith and John Paulsen for so graciously hosting the Friday evening reception.

Congratulations to Jack Rankin and Gordon Goodwin and to the entire Beverly yacht Club for arranging a very enjoyable, and professionally organized Nationals!

Dave Burnham



Will he make it? The photo above shows Jack Rankin's spectacular port tack start in the third race of the Nationals. Is Carol Anne moving fast enough to escape being gored by Matador #397, Bob and Rick Stickles, or by Querida #80, sailed by the three-generation team of Dave, Paul and David H. Burnham? The picture below (taken by a different photographer) makes clear that the gutsy maneuver was perfectly timed.



He did it!

BULLSEYE NATIONALS YACHT LISTING AND ORDER OF FINISH

Sail #	Yacht Name	Owner	Finish #1	Finish #2	Finish #3	Finish #4	Finish #5	Finish #6	Finish #7	Place
B5	Arioso II	Pline	2	12	4	2	8	2	4	3
4	Peregrine	B. Burnham	14	6	7	3	2	7	14	6
63	Gondolier	Patterson	10	2	12	5	3		8	5
80	Querida	D. Burnham	8	19	8	18	7		10	14
239	Peanut	Enegren	16	4	11	15		6	13	15
291	Whisper II	C. Lavigne	6	17	13	8			9	13
294	Seesaw	J. Lavigne	21	23	21	21			19	21
359	Dayspring	Karr	12	13	15	23			20	16
397	Matador	Stickles	7	20	9	6	5		15	9
398	Sandpiper	Paulsen	11	7	19	11				12
416	Acadia	Desmarais	5	4	6	13	4	8	6	4
444	Blue Heron	McManmon	18	15	22	20	11	5		16
452	Jack The Bear	Spanks	17	14	14	17	DNF	DNF	DNF	not placed
536	Tobsam	Browne	22	18	17	10			18	20
579	Good Shot	Childs	4	11	16	19	9		5	11
584	Celtica	Wohler-Berry	1	5	1	1	10	1	1	1
631	Bel Canto	Schmitt	23	22	23	22			16	22
645	Rascal	Reed	19	16	18	16			12	18
677	Evangeline	Kapsambelis	3	1	10	9	1	3	2	2
732	Carol Anne	Rankin	15	21	2	4	6	4	17	8
790	Red All Over	Goodwin-Kelly	9	10	3	7	12		3	7
803	Tid VII	Corkery	20	8	20	14			11	19
845	Bona Petite	Kotsatos	13	3	5	12			7	10

USEFUL ADDRESSES

for those who want information or to buy or sell a Bullseye

Connie Lavigne
28 Parker Street
Rockport, MA 01966
Tel. 978-546-2071
Fax 508-459-7939

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<http://www.shore.net/~bullseye>

ADVERTISE IN THE NEWSLETTER

The fee for up to 4 ads to buy or sell is \$25. Contact one of the above.

N.B. The final results of the 1998 Bullseye Nationals were destroyed inadvertently at the Beverly Yacht Club shortly after the races. Only the final placements listed above are official. Thanks to Eleanor Stevens' careful notetaking I was able to piece together complete results of most races. There are some gaps in recording placements for individual Sunday races. Dave Burnham

BRAND NEW BULLSEYES

Contact Cape Cod Shipbuilding Company
Wareham, MA 02571
Tel. 508-295-3550

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PHOTO CREDITS

Brad Burnham
Kathy Desmarais
The Goodwins
Barry Shepard
John Steenbock
Dave Burnham



Sisters—but far apart in age and place! Barry Shepard of Dryden, Ontario, recently sent the picture on the left of his newly purchased boat, sail #711, hull #1374. The upper right picture is John Steenbock's boat about to take to the water in Huntington, Long Island. As shown in the lower right, some of John's sails were measured and approved in 1961. But this could not have been for a Nationals because the first Nationals was in 1962. There is no plate with hull # on John's boat but his mainsail has a number 3. We'll do some research.

