

★ BULLSEYE ASSOCIATION ★

WINNER TAKES ALL BUT ONE

Will Welles with Carter White as crew won the 40th Bullseye Nationals decisively at Southwest Harbor on the weekend of September 8 and 9. Sailing AD, #33, a veteran local boat, this skilled twosome won the first four races during which they led the fleet at every mark except one. In the fifth race they were over early but recovered brilliantly for a 3rd. The E. L. Goodwin Perpetual Trophy for first place in the Nationals went into deserving hands.

With a very fine showing of 2,2,6,7, and 4 George Fenner came in 2nd bringing honor and glory to his home fleet at Card Sound, and also earning the Rockport Prize (an etching by Peter Vincent) for the most successful skipper from away. His accomplishments are all the greater since he used a chartered boat (Owl, #705). Third place went to the Association's ebullient president Wendy Goodwin-Kelley (Red All Over, #790), fourth to the Nationals genial master of ceremonies, Jean Beaulieu (Groggy, #719), and fifth to Nancy Homer (Nanny B., #795) whose magnificent 1st in the 5th race broke up the Welles monopoly. Connie Lavigne (Whisper II, #291) won the Beverly Trophy for Most Improved.

Saturday morning was beautiful but with very little breeze. What there was was fluky and full of holes between Greening and Sutton Islands out in the Western Way where all the racing took place. Starting was postponed until noon when instead of a start all boats were directed back to their moorings. Crews were picked up by cheerful launch drivers and taken to the Community Boating Center for lunch.

At 1400 the first race of the day began, a five-lap WL event in 10-12 knots from due south. W. Welles, George Fenner and Dave Burnham (Querida #80), finishing in that order, formed a dominating triumvir.

The second race was sailed in lighter conditions with the wind steadily shifting west of south. The course was the same, but the last leg became a beat back into the harbor, a frustrating one for those who stumbled into airless holes. After the race, as the fleet headed for moorings, violent Patagonian williwaws descended from the hills. Once again, Will Welles and Fenner finished 1 and 2. Connie Lavigne, very much a contender,

sailed through Dave Burnham's lee for a well-earned 3rd. Mark Cohen (Tradewynde #285) and Goodwin-Kelley finished 5th and 6th, both having been very competitive the whole race.

On Sunday despite consistently inconsistent light breezes, the hardworking and much-appreciated Race Committee managed to get in three races. Race #3 of the series finally started after the eager mob had been called back twice. The course was an Olympic with the breeze at 170°. Protested at the start Querida had to do circles and never was a contender, finishing 16th. (We had been promised a throw-out if there were 6 races but with the light breeze that was not going to happen.) This was the race when the Beaulieu family (our Southwest Harbor hosts) emerged as a force to be reckoned with, and Wendy Goodwin-Kelley and Ed Desmarais (Acadia #416) showed their great skills, finishing in that order behind pace setter Welles.

The fourth race, also an Olympic, was one in which Ed Desmarais made Welles/White work hard for their win. The



Skipper Will Welles, new champion, sits high to windward as he and crew Carter White sail AD to the finish line. A bit of committee boat can be seen under the boom. Photo by Phil Davis.



White and Welles, holding bowl, are all smiles on their many trips to the trophy table.

THE NEW CHAMP

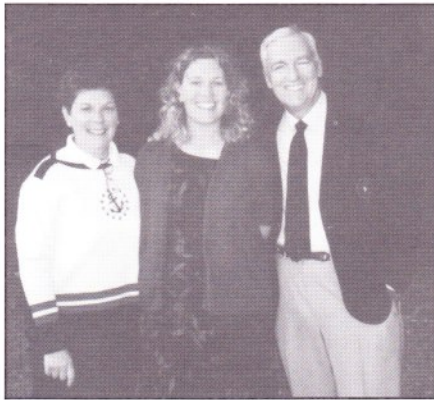
Will Welles, the new Bullseye champion, is a 26-year-old sailmaker who lives in Marblehead, Massachusetts. His family, however, has been living in Southwest Harbor since "the time I was born." This is where he learned to sail and love Bullseyes. His father's boat AD was "practically a member of the family." At the Nationals in Southwest Harbor in 1995 Will crewed for his dad on AD and with his cousin,

Will now does most of his sailing around Marblehead and all along the New England coast in J-24's. He won every race in the Marblehead Racing Association Series this past summer. One of his regular crew is an old friend, Carter White, now a sailmaker in Portland. In the Nationals it was easy to tell that this genial, friendly, aggressive, determined team had been together for a long time.

When accepting the E. L. Goodwin Trophy, Will spoke movingly and graciously of the two shipmates he has lost in recent years, his father, Ted, and his cousin, Peter, Jr. He told us that he had concentrated his efforts to win in

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FROM THE OUTSIDE



President Wendy Goodwin-Kelley with parental crew Linda and Gordon arrive at the Saturday night dinner between the two days of races at Southwest Harbor. Photo by Dave Burnham.

Many thanks to the SW Harbor fleet for their generosity in hosting the 2001 Nationals. Highlights that stick out in my mind: the cocktails and magic show, the well-run competitors' meetings, the family-run committee boat, the afternoons of racing with beautiful weather, the view! Oh, yes, and the lobster buoys!, the competitive 2nd day of racing with nice long courses (so we could catch up!), the speedy boat hauling and the heartfelt awards ceremony. It is very clear that SW Harbor Bullseye sailors enjoy a tight-knit community and don't take for granted their awe-inspiring surroundings.

I was thrilled to see so many competitors from other fleets. We had representatives from Winter Harbor ME; Sandy Bay Yacht Club, Rockport MA; Beverly Yacht Club, Marion MA; Fishers Island Yacht Club, Fishers Island NY; and Card Sound Sailing Club, Key Largo FL. Traveling to someone else's homeport makes us all better sailors. With the busy lives many of us lead, it takes a lot to make the commitment just to attend.

Special congratulations to the junior competitors! Bullseyes are very different than 420's. You must have learned quite a bit about teamwork, and patience. Hats off to George Fenner of Card Sound for taking a borrowed boat, racing in foreign waters with a spinnaker, and doing so well. I hope you all reached the goals that you set for yourselves. So many good things happened in such a short period of time.

Thinking towards the future, please keep in mind that your hardworking officers will have a phone conference sometime just after Thanksgiving. If you have any comments or changes that you would like to propose, please send them to any of us or to your fleet representatives so discussion can begin. It was so nice to meet again with all our Bullseye friends in SW Harbor.

— Wendy J. Goodwin-Kelley

DATES TO REMEMBER!

THE ANNUAL MEETING AND DINNER will be held in Bristol, Rhode Island at the Herreshoff Museum on **Thursday, April 25th, 2002**. Halsey Herreshoff, a past National champion, will be host and speaker.

THE 41ST BULLSEYE NATIONALS will be hosted by the Fishers Island Yacht Club on the weekend of **August 2,3,4**.

Put these events on your calendar and dream about them as the leaves begin to fall and snow starts to swirl.

FROM THE INSIDE

As a way of expressing thanks from the the entire Bullseye Association, the editor is printing, with permission, Margaret Beaulieu's excellent, insider's view of the 40th Nationals, something she intended just for members of the Southwest Harbor fleet. The many names mentioned give us all a better appreciation of the monumental task of putting together a super regatta. Margaret, however, fails to mention two key names for highest praise, Jean and Margaret Beaulieu.

"I had envisioned writing a humorous summary of the events of the past weekend. In light of the recent National disaster I would like to begin by offering my prayers and condolences to any members who suffered personal losses resulting from Tuesday's unimaginable crisis.

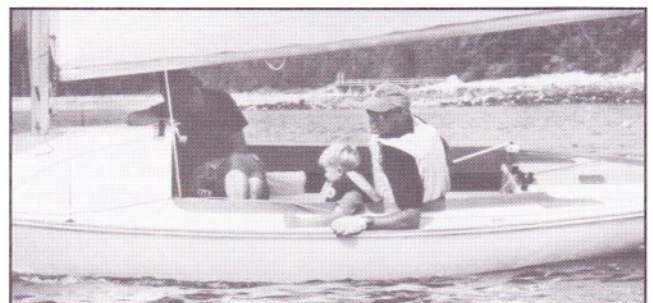
We gathered on Friday, September 7 at Manset Yacht Service to register, get acquainted and launch 10 boats. Bob Brown and Peggy Smith did an incredible job getting everyone organized, launched and situated on their assigned moorings. Friday evening's reception, organized by Ed and Judy Brown went well. The highlight of the evening was entertainment provided by our latest Fleet member, "The Magician", Alan Drew. Fortunately, he didn't do Jane Gray in by putting that sword through her neck and she was able to participate in the races Saturday!

Saturday morning, following an 8:00 a.m. skipper's meeting, 26 boats headed out to Western Way to await the start sequence. The wind never materialized and we all headed back in to The Community Sailing Center where Anna Welles, Carolyn Merriam and many helpers were awaiting us with lunch. When we were well sated, we tried again and were able to squeeze in two afternoon races before the wind completely died and then blew a gale as we were sailing in the harbor trying to find our moorings.

Saturday evening's meal was held at the Causeway Club. Again Carolyn and her crew did a magnificent job choreographing the caterers, bar tenders and helpers. The meal was a great success and enjoyed by many tired, hungry sailors and their families.

Sunday races were awesome! After 17 rounds of ammunition and two general recalls, the race committee was finally able to send us on our way! We succeeded in completing a total of three races before heading in for the barbeque and some very serious boat hauling! Susan Homer managed to whip everyone into shape and, somehow, between her, Bob Brown and Peggy Smith, they managed to haul all fourteen boats in two hours. Awards were presented: Will Welles very graciously accepted the E. L. Goodwin Trophy for his first place finish in

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The Beaulieus raced as a family on Groggy with Jean, and Sean, at the helm and the indispensable Margaret in the shadows. Photo by Linda Goodwin

A TIP OF THE DAY

We've all been there. You pull on the jib halyard from under the cuddy, and oops! The shackle went up, but the jib stayed on the deck. Someone forgot to shackle it and now the shackle is out of reach. Fishing with the spinnaker pole or boat hook usually works. If all fails, climb the mast, or unstep it. Sometimes one can bring the boat into a pier at low tide and simply reach for the darned thing. This even works for main halyards where the docks are high and the tide goes down 10 feet, such as in Maine.

If the halyard slips out the other way because someone forgot to tie the figure eight knot, this is usually when folks resort to calling us here at the shipyard. This tip will also help if you are planning to replace your older three strand halyards with new dacron ones. Here is a description of what to do when you need to reeve a new halyard:

If you are replacing halyards, do not just pull the old halyards out of the mast. Place the mast on horses so that you can easily walk from one end to the other. If you would like to keep the old halyards intact, get some small diameter line and sew it to the non-shackle end of your halyard with some sailors' whipping twine. Pull the old halyard out, which in turn will reeve the new "messenger line" in its place. Then you can sew the new halyard to the messenger line (from the top of the mast) and pull it through. Remember that you need to reeve new halyards in from top to bottom because the shackle is spliced at the top. Take care when pulling the messengers through the sheaves. The sheaves are made with just enough clearance for the line. Sometimes even the whipping at the end of a new halyard will be difficult to pull through. Take your time and if you have to, remove the sheave box at the bottom of the mast and feed it through by hand. Remember, a lot of trouble can be avoided by tying a knot at the end of each halyard.

Happy fall sailing from the Zephyr spar department and everyone at Cape Cod Shipbuilding! Do not hesitate to call if your problem is more complicated than the ones I have described.
— Wendy Goodwin-Kelley

WHERE IS IT?

President Wendy and her dad, Gordon, were hard at work at the end of the long dock at Manset Yacht Services, Southwest Harbor. It was the afternoon before the Nationals and their boat had just been put in the water and brought to the float. Busy organizing their gear and with their backs to the boat they were dreaming about the races the next two days. Then they turned back to put things on the boat. Where was it?

Wendy: Dad, I thought you had tied it up.

Gordon: Wendy, I thought you did.

They gazed out into the harbor and there it was, not yet a speck but too far to swim for in Maine waters. Is this why #790 is called Red All Over?

A TIP OF THE CAP

In the last issue of the Newsletter there was a photo of a man in a Bullseye cockpit looking up at someone climbing his mast. A Bullseye cap was offered to anyone who identified these people. Dan Karr of Rockport wrote that he was the one in the cockpit and Daniel Goodwin was the lad on the mast. Wendy Goodwin-Kelley confirmed that Dan's memory and eyesight are sound. So a hat is off in the mail to Dan Karr.

More should be written about this avid Bullseye sailor. He attends almost every Nationals and adds friendship and warmth wherever he goes. He has the true Bullseye spirit. I recall the time when three Bullseyes were sailing across Massachusetts Bay from the Cape Cod Canal. We were several miles off shore and the wind had died. Dusk was falling. A speck on the horizon turned out to be Dan Karr in a motor boat searching for us. I thank Dan each year for that welcome tow.

On Saturday, September 22 this year, Dan took 35 Bullseye sailors from Rockport out to Thacher Island to look at the two lighthouses and tour the Island. That's the kind of thing Dan does. No one deserves a Bullseye hat more.

— Dave Burnham



Veteran Bullseye sailor Dan Karr from Rockport rarely misses a Nationals. Here he is at the helm of Day Spring. Behind the tip of his boom is Acadia, Ed Desmarais, and an unidentified boat. Photo by Phil Davis.

DUES ARE DUE!

Enclosed with this issue is a registration slip for renewing membership for 2002. Please fill out and return to Mark Cohen, as directed, with your check for \$20. Membership entitles one to all the privileges of the Bullseye Association including four Newsletters and other occasional mailings.

2001/2002 OFFICERS OF THE BULLSEYE ASSOCIATION

President:	Wendy Goodwin-Kelley, 5 Narrows Road, Wareham, MA 02571, 508-295-9384
Vice President:	Elizabeth Wohler-Berry, 7 Bradley Lane, North Hampton, NH 03862, 603-964-9598
Secretary/Editor:	David C. Burnham, 44 River Street, Rehoboth, MA 02769, 508-252-3442
Treasurer:	Mark S. Cohen, 203 Washington Street, Marblehead, MA 01945, 781-631-6313
Commodore:	Edward W. Desmarais, 1 Ashbrook Road, Exeter, NH 03833, 603-778-7510
Technical Committee Chairman:	Philip Nutting, 16A South Street, Rockport, MA 01966, 978-546-2594
Vice Commodore:	Robert A. Stickers, 8 Ridgewood Lane, Marion, MA 02738, 508-748-6920
Vice Commodore:	Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, 207-244-3794
Historian:	Emily Wick, 27 Atlantic Avenue, Rockport, MA 01966, 978-546-6955

SAIL ON!

Just the other day we sailed on a gentle sea cradled within a green bowl of islands that touched lip to lip with the overturned blue bowl of the sky. For two days our little boats were the centerpiece within this sphere. They weaved white zig zag patterns or chased each other merrily with bright spinnakers of many colors. These were magic moments from beginning to end.

With the fall of twin towers we have been exiled from our Eden in the islands. Our world has changed. We grieve and worry. Sights, sounds, and events that were the normal background of our daily lives now cause tension and can make us anxious. We wake at night startled by different dreams, aware of new evil on our shores. Summer's little ships have become toys on troubled seas.

Yet we must sail on! We must sail and sail for the healing of our souls. Beyond the present waves, if we have courage, our boats will return to evergreen silence between the domes of sky and sea.

— Dave Burnham

BULLSEYES FOR SALE

Asking \$9,250. Built in 1989 but like new, seldom used, sails in excellent condition. Varnished wood seats, cockpit cover, anchor and pump. Owner: Joseph Harvey, 1326 SE 17th Street, Fort Lauderdale FL 33316. Phone: (954) 527-1500 Fax: (954) 527-4507 Email: capjsh@hotmail.com

Asking \$8500. *Acadia*, #416. Outstanding racing record at Sandy Bay (Rockport) and in Bullseye Nationals. All equipment the finest including excellent trailer, sails, and covers. Owner: Edward Desmarais, 1 Ashbrook Road, Exeter NH 03833. Phone: (603) 778-7510 Email: edesmarais@mediaone.net

Asking \$5000. *Christine* #559. Sailed on Lake Winnepesaukee until brought to Rhode Island three years ago. Very good condition and much equipment including a 2000 Honda 4-stroke 2 HP motor. Owner: Walter Freiberger, 24 Alumni Ave, Providence 02906. (401) 751-6619 Email: Walter_Freiberger@brown.edu

Asking \$3900. *Jessica Ann* #499. Built 1964. Excellent condition, Triad trailer new in 1990, new upgraded hardware, boat and trailer always stored indoors, sails in good condition, spinnaker like new. Owner: Leon R. Krementz, Sr., 209A Pointe Way, Havre de Grace MD 21078. Phone: 410-942-0035. Email: Krementzp@aol.com

Asking \$8,000 Hull #15 built in 1969. Excellent condition. Like new when purchased in 1989. Stored professionally and not used in the last 11 years. 24HP Evinrude. Owner: Bob Bissell, 18 Railroad Ave, Chester CT 06412. (860) 526-1950. Fax: (860) 526-1960.

FROM THE INSIDE (cont. from p. 2)

honor of his late cousin, Peter Welles, Jr. Awards were also presented to the first five places, the Rockport Trophy, Most Improved Award and the first three juniors. We then called it a day, packed up our belongings and boats and headed on our way.

The Juniors! This is the first Nationals to give recognition to Junior competitors. Let me tell you, they were great! You wouldn't believe how they jockeyed for position at the start. They should all be commended for their efforts. I would also like to recognize the parents of these fine young competitors who made the effort and took time out of their busy schedules to travel here in support of their children's sport.

Jean Beaulieu summarized the event in three words: Wow, wow, and wow! We couldn't have hoped for better weather and conditions. Everything was a success because of the people involved. Thanks especially to all the competitors and helpers, hosts and hostesses who provided housing for the out of town competitors (excuse me if I leave anyone out) especially: Carolyn and Chuck Merriam, Anna and Pete Welles, Ben and Diana Belcher, Ed and Judy Brown, Sue and Jarvis Newman, Nancy, Steve and Scott Homer, Richard, Rocky and Susan Homer, Charlie Hudson, Fred Towers, Glen Squires, Bob Brown, Peggy Smith (and Mark who catered the meals!), Mary Anna Fox, Phyllis Aschenbrenner, Ben MacKinnon and Tom Rolfes. We could not have done it without you. Thanks again and we hope to see you at Fishers Island, August 3, 2002!"

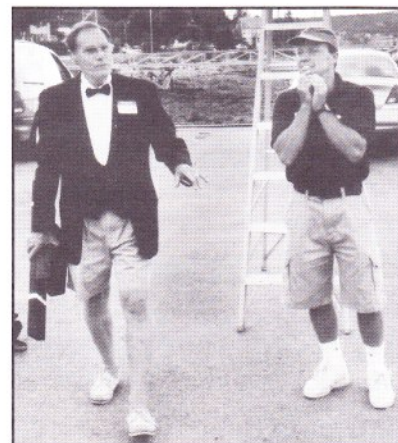
WINNER TAKES ALL (cont. from p. 1)

Beaulieus came in 3rd, Nancy Homer was 4th and Dave Burnham 5th. In all the races we had learned that going to left as soon as possible as long as possible was the preferred route. No race demonstrated this tactic more than this one, sailed in a steadily lightening breeze.

The fifth and final race advertised as another Olympic, was shortened after the start to just the triangle. The wind died to occasional puffs. Nancy Homer found these last gasps better than anyone else. She had raced a good series and richly deserved the win. Competitive President Wendy earned a solid second followed by Will Welles and the tenacious Fenner. Fifth went to Anne Mazlish (Never Better #239).

At the Awards Ceremony special recognition was given to the three teams of Junior racers all of whom were very much part of the action often sparring with the "big shots" in the competition.

A MAGIC START



Magician Alan Drew arrives at the Friday evening reception for Nationals participants at Southwest Harbor. Applauded here by Master of Ceremonies Jean Beaulieu the two of them set the tone for an entire magical weekend. Photo by Dave Burnham.

USEFUL ADDRESSES

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

Website: www.shore.net/~bullseye

SALES COORDINATOR: Connie Lavigne
28 Parker Street • Rockport, MA 01966
Tel: 978-546-2071
email: lavigne@shore.net

WEBMASTER: Phil Nutting
16A South Street • Rockport, MA 01966
Tel: 978-546-2594
email: Bullseye@shore.net

SECRETARY/EDITOR: Dave Burnham
44 River Street • Rehoboth, MA 02769
Tel: 508-252-3442
email: Awburnham@aol.com

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

BRAND NEW BULLSEYES AND TRAILERS

Cape Cod Shipbuilding Company,
Wareham, MA 02571
Tel. 508-295-3550
email: ccsb@four.net

BULLSEYE CLOTHING

Polo Shirts (\$32), hats (\$15) and ties (\$29) are available from Elizabeth Wohler Berry, 7 Bradley Lane, North Hampton, NH 03862.

Enclose check with order and add \$4 for 1-2 items and \$6 for 3-5 items. All profits go to the Bullseye Association.