

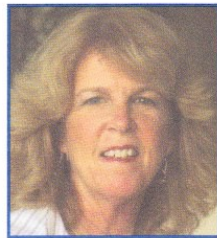
YES! BACK TO MARION – AUGUST 10, 11, 12
TIFFANY LEADS



Joan and Ed Tiffany lead the way. With this Anne Converse photo, so like a great painting, we celebrate Joan's leadership. Photo 2003 ©Anne T. Converse.

CONVERSING WITH CONVERSE

Our speaker on May 12 at the Annual Dinner is Anne T. Converse, a New England based, freelance documentary photographer. For the past thirty years Anne has been taking pictures that reflect her love for boats, horses, people and places. A native of Marion MA where she continues to reside, Anne has always been a friend of Bullseyes. At the Nationals in 2003 she was the official photographer for that event and her pictures have graced this newsletter many times since.



Seeing boats
through the eyes of
Anne T. Converse.

Anne writes, "As a child, I spent the summers sailing on Buzzards Bay, gaining a great respect for Mother Nature. I learned to sail on my grandfather's Herreshoff 12-1/2. I owned a Pearson Renegade for 18 years and downsized recently to a Doughdish. Seeing the Newport Classic Yacht Regatta in 1983, I fell in love with classic yachts and have photographed a number of yachting events ever since. The highlight was the 150th America's Cup Jubilee Celebration in Cowes, England, off the Isle of Wight, in August of 2001. In 2005 and 2006, I photographed the breath-taking array of classic yachts during Regattas in Cannes and St. Tropez, France."

She goes on to say, "I grew up with photography – the black and white snapshots of relatives I never knew ... Photographs from LIFE magazine, National Geographic and the US Camera books of the 50's.... All these... shaped my intuitive sense of photography and the way I work today. I still feel drawn to the 'still image,' fascinated by the capabilities to capture life in a fleeting moment."

Anne is co-author and photographer of the book *Wood, Wind & Water*, a story of the Opera House Cup Race of Nantucket. She is also associate producer for the video documentary entitled *Wood, Wind and Water, Classic Yacht Racing in Antigua Regatta 1999*. For more on Anne check her website: www.annetconverse.com/about.htm. Come to the Annual Dinner prepared to relish the sheer joy and beauty of sail.

ANNUAL MEETING & DINNER RETURN TO CAMBRIDGE BOAT CLUB, MAY 12, 2007

The Bullseye Association most cordially invites members and guests to the Annual Meeting and Dinner to be held at a favorite location on the Charles River: The Cambridge Boat Club, Cambridge MA on Saturday evening May 12. Meeting is at 5:30 p.m., Reception 6:15 p.m. and Dinner 7:15 p.m.

We are fortunate that Anne Converse, an internationally known photographer, will be our speaker. This is a special program and everyone is urged to attend and bring friends. For more about Anne see separate article this page.

The Agenda for the Business Meeting will include progress on measuring of boats, use of a spinnaker sheet catcher, a report from the by-laws committee, and the election of officers for 2007-2008.

Directions to the Cambridge Boat Club can be found at www.cambridge-boatclub.org (parking is available) and also on the registration sheet enclosed with this issue. President Joan Tiffany and Vice President Susan Mead are personally involved with the detailed planning for this event and the prompt return of reservations forms is requested (\$48 per person, checks to the Bullseye Association, send to Mark Cohen, Treasurer).

This will be a lovely evening rich in content. Be sure to come and bring guests. Let's see who can win the prize for coming the greatest distance. Card Sound, are you listening?

BULLSEYE NATIONALS

For the 11th time in the 46 year history of the event, the Bullseye Nationals will be sponsored by the Beverly Yacht Club in Marion. Registration is on August 10th followed by two days of racing on Saturday and Sunday, the 11th & 12th. More details will be forthcoming at the Annual Meeting and Dinner (see above) and in the June newsletter which will come with Notice of Race and Registration Form inserted. Plan now for a great weekend, or make it two by entering the Buzzards Bay Regatta at the same place the weekend before.

TIFFANY SHINES

At first the editor had trouble choosing the lead photo on page 1. Would another shot of the Cambridge Boat Club (see April 2004) help attract members and guests to the Annual Meeting and Dinner on May 12? Of course it would! But I wanted an Anne Converse photo to set the tone for the evening. After all, she is the speaker and her work has plenty of allure.

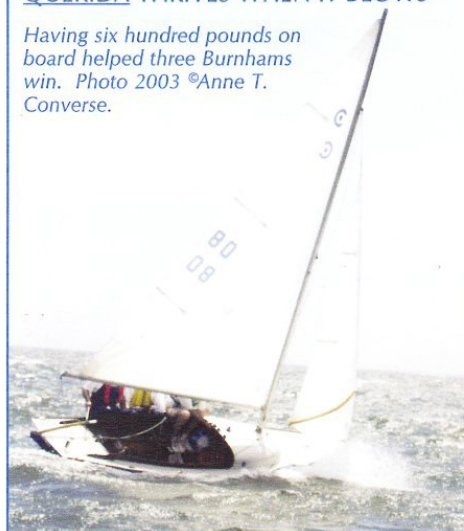
Then I found the right photo, a joint Tiffany/Converse production from the 2003 Nationals at Marion, the place many of us are returning in August for the 46th consecutive Nationals. Better than a photo of a building, this one is symbolic of the great leader our Association has had for the past three years.

Three years? Yes, Joan gladly took on one more than the customary two when no one else was quite ready to take the helm. She guided us through some choppy seas while we tightened our Technical Specifications, and she has done so without diminishing the warmth and collegiality characteristic of our Association.

Come to the Annual Meeting and Dinner on May 12 at the beautiful, Cambridge Boat Club. Come to applaud an indomitable lady who with her husband Ed has led us on land and on sea with all the polish expected of genuine Tiffany. —Ed

QUERIDA THRIVES WHEN IT BLOWS

Having six hundred pounds on board helped three Burnhams win. Photo 2003 ©Anne T. Converse.



PROPOSED TECHNICAL SPECIFICATIONS QUESTIONED

The January issue presented a suggested addition to the Bullseye Technical Specifications to be voted on at the Annual Meeting, as follows: A spinnaker sheet catcher may be used on the forestay chain plate, forestay turnbuckle or bow not to protrude more than 4" from the bow of the boat.

In regard to this proposal, member Al Maybach, Jr. writes, "I am convinced that the proposed addition as written is wrong for the following reasons:

First: Such an addition to a boat will change the overall length of the boat for purposes of the Racing Rules of Sailing. The added length affects starts, finishes, mark rounding and overlap situations. Since not all boats will have the added 4", those boats that have the 4 inch "spinnaker sheet catcher" must be identified to the Race Committee and all competitors. Should all boats equipped with the catcher be required to have a red streamer attached to the catcher? Or will some other distinguishing mark be added to the hull to alert all competitors and Race Committee members? Lack of such identification can have an effect in a close race or series. How will a Protest Committee view the added 4" at a protest hearing? Will the lack of a properly marked boat (streamer) be a factor?

Second: 'Section 1. Hull Measurements' of the current class Technical Specifications would preclude the attachment of a catcher to the hull by any method. The Section says. "... the boats are built over and around molds owned and maintained by Cape Cod Shipbuilding Company (CCSB)..." My interpretation of this section is that only CCSB can make changes to the hull. Catchers attached to the standing rigging would not be affected by this section."

BY-LAWS TO BE REVIEWED

President Joan Tiffany has announced that a committee is being formed to review the by-laws of the Bullseye Association. She and Vice President Nanna Buckley will begin this task and will be pleased to have assistance from volunteers.

Judging from letters and discussion over the last few years, the topics which most need to be reviewed are in the area of voting, especially as they pertain to the Annual Meeting. (At present there is no provision for extending the franchise to members who cannot attend the Meeting, either because of a conflicting obligation or too great a distance to travel. On a relatively minor note there is a conflict between Section IX in the by-laws and Item 2.2 in the Association Sailing Instructions regarding the provisions for crew changes in a Nationals regatta. See the website, www.bullseye.class.org for details.

Over the years our Association has been a very friendly and informal group. Now, there is definitely a need for greater clarity in a few of the rules. One hopes, however, that this congenial, relaxed quality will not be lost but enhanced when the By-Laws and Tech Specs are revised.

2006/2007 OFFICERS OF THE BULLSEYE ASSOCIATION

www.bullseyeclass.org

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A GLANCE ASTERN

Right, the outboard bracket on a Bullseye.



Left: It even works on a 12-1/2.

Photos by Wendy Goodwin.

OUTBOARDS – THOSE USEFUL THINGS

Within the space of a week Dear Wendy received two inquiries from new owners about outboards. Donna Russell and Lisa Cooper on Lake Ontario have a 1967 boat complete with a 1967 British Seagull engine. Neither has been used in 20 years. If the Seagull won't "fly," what should she get? Bruce Johnson in Greenwich CT bought Leopard, a 1951 boat and asks Wendy for general outboard advice. Though her replies are almost identical, Wendy has suggested that the editor blend them if he chooses to use them in the newsletter. He does so and accepts the challenge.

Dear Donna, Lisa, and Bruce,

The common outboard bracket for the Bullseye is a bronze 2-part bracket that mounts on the stern. There is a pad that remains permanently bolted to the stern and the extension drops into the pad and can be pinned in place. Attached is a photo of one of these brackets on a Bullseye.

These brackets are rated for a 2 or 3 HP outboard. Most folks have had good luck with the Honda 2 HP long shaft. This motor is popular as the fuel is kept in the head of the motor so you don't have to deal with leaky fuel tanks and hoses. It is small enough to fit neatly within the cuddy cabin. Also attached is a photo of the standard bracket on an H 12-1/2 with a Honda 2 HP clamped to it. The transom on an H-12 is higher than on a Bullseye, but the rating and bracket are the same for either design. This bracket can be installed in either the long or short shaft location.

Some folks have had good luck with electric trolling motors (Minnkota Riptide 40 lbs of thrust). Electric trolling motors are lightweight and are powered by a battery that can be charged at home and brought to the boat each time you sail. Make sure you opt for a Gell Cell battery to prevent acid from sloshing around in the boat.

If there is current where you sail, you will have better push using a gas powered motor. If you only need alternative power when the wind dies, the electric motors are nice, quiet, and cost much less. —Wendy Goodwin

The Honda is terrific. Many small motors of yesteryear also had the fuel in the motor – much of which always managed to leak out when stowed in my cuddy. —ED-

THE WORD FROM CARD SOUND

Our faithful correspondent in Card Sound, George Fenner, reports that he and Michael Betz won both the Connors Series in January (9 pts.) and the Magic Series in February (11 pts.). He expects stiffer competition in March when some of the folks "still working, or cruising around the world" are most likely to be available for racing. (At deadline we learned that Al and Lynne Mast had won in March.—Ed)

In January Don and Eileen Mullray finished second with 22 pts, followed by Al and Lynne Mast, (23), Dick Elliott/Cyndee Swenson, (30), and Spence Gowrie/Linda Noble (36). In February newcomer George Lucas and Lou Bevier, sharing skipper duties, placed 2nd with 19 points followed by the all-girl team of June Schaefer and Eileen Mullray (20), Jim Leenhouts and Tom Wyman (24), and Gowrie/Noble(28). Jerry and Linda Klimowitz came in first in the second division, the Dort Series.

The flavor of Card Sound is best caught by Sandy Chapin, writing with great humor for the Ocean Reef Press. She normally crews for Don Wright but he was the one cruising around the world, and so we find her on the committee boat. See below:

FROM "THE OCEAN REEF PRESS"

This week's sailing report comes from a different vantage point. After taking the oath "Whatever happens on the Committee boat stays..." I was allowed on the luxurious liner Amen 6 of very gracious Bill and Edmee Combs.

The first entertainment was watching John Noble, Larry Chapin and Gene DiSabatino wrestle the enormous buoys into place, Chairman Karl Otzen and Co-Chair Bob Stocker quickly got to work with the Wunderground reports, wind readers and complex compasses to make multiple calculations having to do with length of starting line given the number of boats racing, how much to offset the line so the aggressive sailors are not tempted to take the swim platform off the Committee Boat, and estimate the time/length of the course.

As there are no sophisticated instruments to make these calculations, the expertise comes directly from the fertile Otzen brain. The only glitch occurred while starting the second race. One piece of non-human technology failed—when the automatic horn decided on its own sequence, causing confusion among the fleet.

After the course was set, Karl and Bob went promptly into their ancillary occupation, comic relief. (It was at this point that I understood the purpose of the oath). All business as soon as the race starts, the crew is a well-practiced machine. On the bow, Dave Dort and Reed Wills were confirming each others' wind readings. In the bridge, Timer and Scorekeeper Lucy Otzen coordinated the hoisting of the signal flags with Treva Bevier and Natasha Price.

As the race progressed, the attendant boat captains, Keith Pugh and Rick Fenner, reported the roundings. This is a terrific team! Little do the sailors realize that they are out there to amuse those on the Committee Boat who are eating and drinking and able to use a head. —Sandy Chapin

THE OLDEST BOAT IN THE FLEET?

Bruce Johnson has written a good letter about his "new" old boat. There may be older Bullseyes still floating but is there a member of the Association with an older one?

Dear Editor,

Leopard's ID plate is 17-51, which according to Wendy Goodwin means she was the 17th Bullseye finished in 1951. Her grandfather gave her sail number 18, and the original buyer took delivery in Wareham. I teach in Greenwich, and one of the other teachers I work with thought I should have a classic East Coast boat and saw Leopard when he was walking through Tod's Point in Greenwich. I contacted the harbormaster there, and he thought it was an abandoned boat, and said I could take her away. I found a J-24 trailer and tied the boat on as best I could, had an adventure getting the whole contraption home, and have worked on and off, repairing the cuddy, replacing all the wood, installing a new mast step from Cape Cod, and painting the deck and cabin. I went to the DMV to register her in my name, and they would not let me. I had to find the previous owner and get permission. Eventually I tracked down the last owner, a very nice man in Old Greenwich named Richard Colombo. He laughed for a minute, and said something like "I had forgotten I had that old boat." Apparently his father had bought it to teach the kids to sail thirty or forty years ago, and it had fallen into disfavor and disrepute. It has a 1999 sticker for Greenwich, and sat into its wood cradle with the mast slowly shoving the cuddy into the cabin. When the harbormaster tried to life her, the cradle collapsed into sawdust and I knew I had my job cut out. After the snow melts I will send a current photo on progress.

—Bruce



This green LEOPARD has a few rough spots. Photo by Bruce Johnson.



Above, Gypsea, restored by Curtis Garrett, was abandoned for years with a rusty backhoe resting on her. Don't sit too far aft if hiking out. OUCH! Photo by Curtis Garrett.



Left, Puck recently renovated by Cape Cod is a midsummer night's dream. Photo by Wendy Goodwin.

BULLSEYESFORSALE

Asking \$3000. Formerly listed at \$2500 but has had substantial work done over the winter at Classic Boat Works on Mount Desert Island, Maine where presently located. Contact Jean or Margaret Beaulieu at (207) 224-3374 or at classicboatshop@adelphia.net.

Asking \$2900. A 1959 Boat. Sail #207. Green topsides. Same owner for the last 25 years. Stored indoors. Sails in fair to good condition, winches, jib club, anchor, boom rest, cockpit cover, outboard bracket with motor in good condition. Excellent 2003 Triad trailer. Contact Steve Scarangella, 273 Delancey Avenue, Mamaroneck NY 10543. (H) 914.698.7960 or (W) 914.490.0677 email: SCAPS768@optonline.net.

Asking \$9,000 Completely refurbished 2006 with all new teak seats, combings, toe rails, and trim, all finished bright. New ash tiller. Fresh linear urethane paint inside and out. Bottom faired. Looks beautiful! Recent 3 HP Mercury outboard, and serviceable trailer. Year built unknown, probably mid-70's. Located Annapolis, MD. Call Jim at 410-956-5599 or email jim.sargent@noaa.gov. Photos at <http://hometown.aol.com/j2us/twink.html>.

Asking \$8,500. Built 1950's. A nearly new boat restored by Cape Cod Ship. Blue with white boot top, Thurston main and jib in excellent condition. Boom vang, winches, jib club, anchor, boom rest, cockpit cover in excellent condition, wood seats. New mast, sails, running and standing rigging, new hardware including pintles and gudgeons. Contact Avery Booth Stone, 156 Church Street, Belfast ME 04915; tel. (207) 338-3040; email: astone@prexar.com.

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

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