

BACK TO MARION IN '07

The 46th consecutive BULLSEYE NATIONALS will be hosted by the Beverly Yacht Club in Marion, Massachusetts on Friday, Saturday, and Sunday, August 10, 11, and 12. Full details will be presented in the spring issue of the Newsletter.



MARION IN '03. L-R: Death and Glory, Bill Tiff, Matador, Rob Stickles, and #396 unidentified (borrowed spinnaker). Photo 2003 © Anne T. Converse.



L-R: Bonapatit, Chris Berry, Arioso II, Richard Pline, Red All Over, Wendy Goodwin, Matador, Rob Stickles. The jib in the right foreground is attached to Pinnacle, Brad Burnham. Photo 2003 © Anne T. Converse.

EXECUTIVE COMMITTEE MINUTES

Contrary to previous practice the editor is sharing the Minutes of the November 14, 2006 Executive Committee meeting verbatim.

The Executive Committee met on November 14 at the Tiffany home in Boston where all enjoyed a delightful dinner meeting. Those present in addition to President Tiffany were: Vice Presidents Nanna Buckley and Susan Mead, Secretary Dave Burnham, Treasurer Mark Cohen, Technical Chairman Phil Nutting, Past Commodore Wendy Goodwin, Jo-Ann & Jerry Lavigne representing Sandy Bay Yacht Club, and Jody Smith representing Beverly Yacht Club. The dinner was graciously co-hosted by Ed Tiffany.

The Minutes of November 22, 2005 were approved followed by a report from the Treasurer. We have 96 paid members to date for 2007 and a total of \$5,768.08 in the bank. It is early and more dues will arrive after reminders are sent. Normal membership is about 200. The Secretary clarified that membership is for the calendar year. Four newsletters are produced each year, normally in January, April, June and October. Back issues are mailed to those who subscribe late in the year. There was discussion about requiring all members of racing fleets to subscribe. Some clubs do that. Other incentives were suggested for building membership.

Phil Nutting led discussion regarding measurement practices. No set of Bullseye lines exists. We only have molds. Phil urged that CCSB and the Association work cooperatively to create a set of exact hull lines. Once that is done, templates can be made and hull measuring can be done rather quickly. Meanwhile, we will continue to use the jig made by Cape Cod Shipbuilding Company to measure keels. So far only 7 boats have had their keels measured and the Committee agreed that a least 25 must be measured before appropriate tolerances

can be determined. The Executive Committee voted to spend up to \$1500 to allow Phil and Wendy to go to Florida to measure the keels of the Card Sound fleet. President Joan will contact Vice Commodore George Fenner about this possibility. We plan to measure the keels of all boats entering the 2009 Nationals scheduled for Rockport. Nanna Buckley urged that we find an official measurer for the Bullseye fleet. Eventually all racing competitors should have a certificate signed by the measurer. A motion was made and unanimously approved to thank Wendy and Phil for their hard work. Special thanks to Phil for his calipers and to Wendy for the jig.

Further discussion took place regarding the rig of the jib. Must the club be used? If so, must it be attached with hook through the clew and using the holes at the forward end? President Joan stated that for this year's Nationals the Beverly Yacht Club will insist that the wishbone be used and the hook inserted in the clew grommet. There was further conversation as to whether cabin top jib sheet leads were acceptable. At this point, however, no specific new rulings on the job sheets will be presented at the Annual Meeting. Both the jib club and sheet lead issues are topics for further study.

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THE ANNUAL MEETING

The ANNUAL MEETING and DINNER will take place on Saturday, May 12. The dinner presentation will be by Anne Converse, photographer, sailor, and author of Wood, Wind and Water. She will share some of her adventures in sailing and photography including the Nantucket Opera House Race, Bullseye and H-12 racing, Antigua Race Week, and more! Check this page for Converse action shots taken at the 2003 Nationals in Marion. She's one of the best! Save the date and consult the next Newsletter for the location of the meeting and dinner.

BULLSEYE SAILORS HAVE FUN!

Mark your calendars for the Bullseye Association Annual Dinner on May 12 and plan ahead for the Nationals in August! In the meantime, the work on specifications and measurements continues with good progress thanks to leadership from Phil Nutting and the assistance of Wendy Goodwin and others. Note the updates in the newsletter and on the website. Please be sure to offer your comments or to volunteer if this is an area of particular interest or expertise of yours. We believe this is important work for the long-term vitality of the Bullseye class.

We all enjoy Bullseyes because we know it is a great boat for day sailing or racing. It's the perfect boat for a family excursion or for an adventuresome long sail of exploration and reflection. The Bullseye is one of Nat Herreshoff's major triumphs, and we know why. Make it a point to encourage others to join us!

— Joan Tiffany, President



ALL SIX ON BOARD! Here is a pale blue *Querida* already 20 years old but just purchased in 1975 by the Burnham family. Note genoa jib, her standard headsail except in recent Nationals.

BULLSEYES: THE FAMILY BOAT

Recently I have received a number of letters from folks who are planning to buy a boat and are wondering whether a Bullseye would be a suitable family boat. Such inquiries always surprise me because I have long taken for granted that for their size Bullseyes are the world's best family boat.

It's a sad sight to see scores of Bullseye patiently tugging at their moorings gathering boot-top greenery but never used except when the skipper jumps aboard for a Saturday race. Two hours later, he tosses his sailbags back into the yacht club launch and is gone for another week.

Racing should be a minor part of a Bullseye's summer. I save my #1 jib and mainsail for race days but during the week old sails are kept furled on the boom and wishbone. They are ready for a late afternoon or after-supper sail among the visiting yachts and around the harbor buoys. This is the time when small children should be included and given a chance to take the tiller—even when they do it two-handed and look backward more than ahead. They "want to help" and we want to help them love being on a sailboat.

Several times each summer at Fishers Island we Burnhams "go to Carsons." This is a very popular event. A load of six or seven grandchildren comes on board in the early afternoon and we sail across the Sound to Noank and walk half a mile to Carson's ice cream shop. We have an excellent ice cream store on Fishers, but the family sail, not always without impatience, draws together the teenagers and little ones, and the anticipation makes Carson's ice cream the world's best.

Some readers may remember my accounts of cruising from Fishers to Marion and/or to Rockport. Perhaps I have not written about sailing to Block Island (18 miles) and back on a day when the ferry from Point Judith wouldn't run because of the weather. A Bullseye can do anything!

My point is that a Bullseye is not just fun to race. Its big cockpit makes it ideal for a family and it's the safest boat for its size imaginable. Readers, do you have your own anecdotes to share about your Bullseye, your family boat? We would love to hear from you.

— Editor

FINAL DUES NOTICE

We are sending the January Newsletter to all 2006 subscribers who have not yet come aboard for 2007. A second pink dues notice will be enclosed. We hope you will return it as directed so that we can keep you on the mailing list for 2007. We know you intend to re-subscribe. It is just that the first notice got eaten by the dog.

2006/2007 OFFICERS OF THE BULLSEYE ASSOCIATION

www.bullseyeclass.org

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DECEMBER ON CARD SOUND

Association Vice-Commodore George Fenner reports that all is well at the Card Sound Sailing Association in Key Largo, although "We only got in five races for the December series (Dingley Cup) due to too much wind or no wind, and only six boats raced in all five races." The final results were:

1. George Fenner & Michael Butz
#705 - 4 pts.
2. Al & Lynn Mast #700 - 8 pts.
3. Don Wright & Sandy Chapin
#91 - 9 pts.
4. Jim Leenhouts & Tom Wyman
#757 - 11 pts.
5. Jim Morrison #887 - 22 pts.
6. Jeanette Ragucci & Fank Schneider
#774 - 25 pts.

George observes, "We have several new skippers who look like they will be very competitive when we begin the January Connors and Combs Trophy Series."

SANDY BAY REVISITED

Walter Luikey has advised the editor that he did not win the season at Rockport in his own boat, as was reported in the October newsletter. That boat, Templar, was not in the water last summer. He won the June, July 4th, Saturday, Sunday, and Labor Day series in Fohn, a boat which belongs to the Yacht Club. In the Wednesday Series he crewed for Norma Brettell in her boat (#518) and they placed 2nd. He writes that he "gave the Peter Vincent trophy to Bob Prichard because I felt he better fitted the prescription of the qualifications for the award of this trophy than I did." In the Wednesday Series and the George Warren Smith Race, Walter was sail trimmer for Norma Brettell in #518 and they came in second in both events. Walter asked that mention be made of Norma's receiving the Max Kuehne Memorial Award for being the fleet's most improved skipper in 2006. Congratulations, Norma, and to you, Walter, for a wonderful season!

—Editor

TECH SPEC ADDITION

The following sentence is a suggested addition to the Bullseye Technical Specifications. This will be voted on at the Annual meeting: A spinnaker sheet catcher may be used on the forestay chainplate, forestay turnbuckle or bow, not to protrude more than 4" from the bow of the boat.

A BELATED INTRODUCTION

From time to time the Newsletter has published helpful hints about Bullseyes in a column entitled "Dear Wendy." It never occurred to this editor that Wendy needs an introduction. She probably doesn't but it is the polite and proper thing to do even for the 95% of readers who do know her. Wendy Goodwin is the perpetually friendly Vice-President of Cape Cod Shipbuilding Company, builders of Bullseyes. An avid sailor in a variety of classes, Wendy and her faithful Red All Over are the present Bullseye national champions, a title they have held twice previously. If there is anything she does not know about Bullseyes, and it couldn't be much, she can always tap a special source of wisdom, her dad, Gordon Goodwin, President of CCSB.



Dear Wendy,

How taut do you recommend the shrouds be? One champion Bullseye sailor says, "Get them as tight as you can." Others say keep them loose. What do you think? Could you also share your thoughts about forestay tension?

Shroud tension will affect the angle and straightness of your mast and consequently your sail shape. Depending on the make and cut of your sails you may adjust your shrouds accordingly. There really is no set measurement when determining shroud tension. Depending on how much draft your sailmaker built into your sails you will need to adjust your rig tension and learn by trial and error when sparring against others. There are two schools of thought where rig tension is concerned. Some have their shrouds so tight you can play a tune on them and some have loose shrouds. The extremes are what you want to avoid.

To initially set your rig, adjust the forestay first and then the shrouds assuring that the mast is not bending forward, port or starboard. To fine tune your shroud tension, you need to leave the mooring. Set your sails and go upwind. Get the boat to where you feel you are in the groove and the boat is moving well. Sight up the sailgroove of the mast by placing the back of your head on the cuddy cabin, looking up. Your objective is to make sure the sailgroove is in a straight line. If your mast is shaped like an "S" or is bending to windward your windward shroud is too tight. If the mast bends to leeward, the windward shroud is too loose. Adjust the turnbuckle accordingly until the mast is straight. Tack, get the boat moving well again and then sight up the mast, checking the tension of the opposite shroud. When tensioning this way you will notice that your leeward shroud will be quite slack, and when at the mooring your rig will be too loose to measure it with any sort of tension gauge.

If your rig is too loose your mast will wear on the step when the boat sits at the mooring. If your rig is too tight it puts unnecessary downward pressure on the mast step/air tank and you will bend and break your mast. Our family boat has always had a loose rig. When our boat is sitting at the mooring our shrouds can turn a circle about the diameter of a coffee cup. I will leave room here for tight rigged sailors to explain why they feel a tight rig is faster. Your sailmaker may also have an opinion on how tight/loose your shrouds should be for optimum sail shape. With our Quantum/Thurston sails the loose rig/straight mast is quite competitive.

The forestay tension is complicated on the Bullseye because of the pressure of the jib club, and the absence of a backstay. We have always set our forestay 3/4 of the way open, but you will need to sight up your own mast to set your forestay. The goal is to make sure the mast is not raked forward as that takes all the draft out of the mainsail. When sailing downwind you will notice the forestay is completely slack. When going upwind slight mast rake adjustments and mainsail draft adjustments are made by pulling in or letting out the mainsheet depending on the wind velocity. After a while you may find that your forestay gets a kink in it where the jib club rides. Be sure to check all of your standing rigging before stepping your mast to make sure all the strands are intact. If you notice even one loose strand your stay should immediately be replaced. You may need to replace the forestay more often than the shrouds due to the jib club wear.

THE SOUND OF THE SEA

Randy Melnyk of Camp Morton Manitoba has been advertising his Bullseye in the Boats For Sale section of the Newsletter. The other day I called him to find out if he had had any nibbles. He responded in the negative and said he expected he would have to tow the boat to the East Coast to get a sale.

I asked him how the boat got to Manitoba and he explained that it had originally been sailed on a lake in Arizona. (I forgot to ask how it got there.) It spent a little time in salt water in the Los Angeles area. Then a relative towed it to Randy's place near Gimli which is on Lake Winnipeg. Randy pointed out that Winnipeg is the 13th largest body of fresh water in the world. He sailed for three years on the lake but now has a larger boat.

It's a 1994 boat in great shape and comes with a fine Magic tilting trailer. It has sail #849 and is named SWN-Y-MOR which is Celtic for "Sound of the Sea." I told Randy I wish it were closer so that I could see this well-traveled Bullseye. In fact, I would love to cruise Lake Winnipeg in a Bullseye, IN SUMMER! I closed the conversation by asking him if they were having the same mild winter we have been having in New England. "Yes," he said, "By now it's often 20° below most winters and so far it's only been 5° below. At that I decided to wait till spring before I visit, or wait till Randy tows SWN-Y-MOR here. As one can see from the picture, it's a beautiful boat, and deserves to get off its trailer. — David Burnham



SWN-Y-MOR, "Sound of the Sea," probably Manitoba's only Bullseye, sitting proudly on her Magic trailer, eagerly waiting for water, fresh or salt. Photo by B. Wakefield.

MINUTES (continued)

Nanna Buckley and Joan Tiffany will review the By Laws of the Association and may have changes to present for vote at the Annual Meeting.

President Joan announced that the 2007 Bullseye Nationals will definitely be hosted by the Beverly Yacht Club in Marion on the weekend of August 10, 11, and 12.

In regard to David Burnham's request for the use of the genoa jib, it was pointed

out that the By Laws allow the home fleet to make the choice of headsails optional. Dave will ask the Fishers Island Yacht Club to allow optional headsails in the 2008 Nationals scheduled for Fishers Island.

The next topic was the Annual Meeting. Various possibilities were suggested for dates and speakers. Joan Tiffany and Susan Mead will pursue them. Jo-Ann Lavigne has accepted the chairmanship of the Nominating Committee and will present a slate of officers at the Meeting.

One final topic was whether a spinnaker sheet catcher at the bow of a boat is legal and, if so, how long may it be? Wendy will draft a statement for possible presentation at the Annual Meeting (see *Tech Spec Addition*, p. 3).

The meeting ended at 9:30 with expressions of appreciation to the President for effective, patient leadership amid an atmosphere of culinary delight.

Respectfully submitted,
David C. Burnham, Secretary

BULLSEYES FOR SALE

Two Bullseyes to choose from. \$2,500 "project" boat and \$10,700 beautiful condition, loc. Maine. Contact Jean or Margaret Beaulieu at (207) 224-3374 or at classicboatshop@adelphia.net

Asking \$12,500. Built 1994. Sail #849, White topsides and Tan deck. Included are Genoa tracks, Compass, Anchor, 1994 Magic Tilt Trailer, Lifting Sling, Outboard Bracket, 1993 3.5 HP Nissan Outboard Motor, Pump and Wood Seats. One set each of Thurston and Santa Cruz sails consisting of Mainsail, Working Jib and Genoa. Boat is located in Gimli, Manitoba, Canada. Contact Randy Melnyk (204) 793-0235 or fax (204) 688-5277.

Asking \$5,000. Built 1969. White with red boot top, Thurston main, genoa and

jib in good condition. Jib club, boom rest, cockpit cover, ouboard bracket, electric trolling motor, lifting sling, and good trailer. Overall in great shape. Contact Peter Scott, 5179 East Lake Road, Romulus, NY 14541; h. (315) 585-9146, w.(585) 230-1029; email: annscott58@rochester.rr.com

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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