

WELCOME TO CARD SOUND!



*Atypical Card Sound weather at the start of the first race of the 2005 Nationals! Identifiable boats are 778 Sally/Bob Martin, 575 Nanna Buckley, 128 Brad Burnham, 141 Tom duPont, 613 Ed/Sandy Kirschner, 704 Dan/Eileen Mullray. Photo by Rick Fenner.*

Yes! Come to the Ocean Reef Club March 18-20. For over forty years the Card Sound Sailing Club has been a small boat racing group within the Ocean Reef Club at the north end of Key Largo, Florida. The Ocean Reef Club has grown from a tiny fishing camp to a recreational haven. The weather is tropical. For a Bullseye sailor it doesn't get better. Card Sound gets the thermal sea-breeze and trades, yet is protected from rough seas by the Key. Our boats are moored less than half-a-mile from the race courses. We have 23 Bullseyes on the Reef. Some will be loaners, but bring your boat if you can. We now have a CSSC website. The address is [www.cardsoundsailingclub.com](http://www.cardsoundsailingclub.com)

To open the "members only" section log on with "cssc" and used the word "sail" as the password.

On the Ocean Reef Club property there is no through traffic, and no traffic lights. Dominant modes of transportation are golf carts and bicycles. There is an air strip, a first rate theater, about five different restaurants, arts, exercise, pool, and health facilities. There is an Inn for guests (special Nat'l rates) and condos and homes for rent. Most members say they never wanted to come or buy in Florida until visiting Ocean Reef. It is a unique spot. Stay longer than just for the Nationals, and bring family and friends.

The Fort Lauderdale Airport is favored by most over Miami. A car rented from Enterprise can be dropped off at Ocean Reef Club for only a one-day charge and reverse that program to fly home. No need for a car at The Reef. The ride from either airport is about 1 hour 35 minutes, south on the turnpike, merge into Route 1, turn left onto Card Sound Road for 15 miles, and left 1 mile to ORC.

We look forward to your coming to race and relax and hope you might join our winter Bullseye fleet on a permanent basis. The Notice of Race and Registration Form are enclosed with this Newsletter.

*The Martins in Scallion skim by the Elliots in Kim on that unusually blustery day in 2005 at Card Sound. Wet but not cold! Photo by Rick Fenner.*



EXECUTIVE COMMITTEE MINUTES

The Executive Committee met on October 18 at the home of Pres. Chris Memoli. Present in addition to Chris were Chris Collings, Technical Chair, Emily Wick, Historian, Mark Cohen, Treasurer, Susan Mead, Co-Vice-President, Will Tiff, Co-Vice-President and Newsletter Editor, Dave Burnham, retiring Secretary and Newsletter Editor, Laura Hallowell, incoming Secretary, Wendy Goodwin, and Joan Tiffany. The minutes of the Executive Committee meeting of November 2008 were accepted.

**Treasurer's report:** The treasurer reported a balance of \$2,396, down slightly from \$2,566 in 2008. Because the Nationals are in March 2010, insurance will be covered under our current policy and we need not renew until the Nationals in

the \$500 lent to support the 2009 Nationals. The treasurer's report was approved.

**President's report:** Chris Memoli thanked SBYC in Rockport for hosting a successful Nationals and thanked Dave Burnham for his wonderful newsletters. Chris raised the question of whether we should incorporate. He thought it could be a fairly simple process. Others asked what the benefit would be and concluded that there would be no substantial benefit. We want to remain a small organization with minimal responsibilities.

**Old Business:** The location and program for the Annual Meeting of 2010 were discussed. The main business will be approval of revised by-laws, leaving insufficient time for a speaker. We will meet at Lindsay's in Wareham on Thursday,

## EDITOR'S FAREWELL

My first issue came out in October 1997 when I took over for Emily Wick our historian. Now, 48 issues later, it is my turn to relinquish the helm to Will Tift and Laura Hollowell. It has been a very rewarding voyage! The seas were made smooth by the first mate, Anne Burnham, who did most of the typing, made the labels, and stuffed and stamped more envelopes than I. To her and Lana Romano, who vastly improved my crude layouts, the Association owes much thanks. My thanks also to Mark Cohen who received the dues, paid the bills, and kept the membership list accurate. I am grateful to all the presidents with whom I have worked: Connie Lavigne, Ed Desmarais, Wendy Goodwin, Elizabeth Wohler-Berry, Joan Tiffany, Nanna Buckley and Chris Memoli.

Additional appreciation encompasses all Bullseye sailors: those who race and those who just plain enjoy messing around in these delightful boats. Simply put, the Bullseye attracts great people. Chris Memoli, Will Tift, and Laura Hollowell will enjoy their company on the next leg. As for me, this is the year of number 80. My boat *Querida* will always be 80 but though that number will change for me in a few months I will keep sailing and sailing. Bon voyage to us all in 2010.

— Dave Burnham

## NEVER TOO LATE TO SAIL, or TO PRINT

August 17, 2005

Dear Gordon and Wendy,

I hope it is not too presumptuous to think that you might appreciate a few words about our Bullseye as it reaches its majority of 21 years. In June 1984, my father, Merle Westlake, and I took possession of Bullseye Hull 2-84, Sail #780. I recall meeting E.L. that day and became the first one to sail *Scribble*. For the next 18 years, she brought great satisfaction to my family in the salt water of Lagoon Pond on Martha's Vineyard. In 2002, Dad, in his '80's, asked if I would like to have the boat. I could not have been more pleased. In March 2002, I purchased a trailer from you and, with my sons, moved *Scribble* to our home in Maine. As a kid, I thought I had to sail with fire in my hair and something like Dad's Bullseye was just too sedate. Today, in a brisk wind on Androscoggin Lake, I was reminded that *Scribble* can provide plenty of fire to go along with its efficient design. Thank you for this classic little sailboat.

—Ted Westlake



*Pictured, Ted Westlake at the helm of Scribble on Androscoggin Lake. Photo by Sue Westlake.*

## INTRODUCING

**WILL TIFFT, Co-Vice-President and Editor:** Will grew up sailing in Marion MA. He started in a Beetle Cat and then Cape Cod Shipbuilding's Beverly Dinghy. From there it was Widgeons, Tempests, Blue Jays, 420's, various big boats, and finally, he graduated to Bullseyes a decade ago. He sailed for his high school and then captained the Brown Sailing Team, partnering as it happened with the Brown Commodore John Burnham (son of Dave). His two children, Axel and Anna, grew up sailing, racing #639 (circa 1963) *Death and Glory* with him and can still be convinced to crew for him even though they are in college and better sailors than he. When not racing Bullseyes in the summer, Will sails Dyer Dhows through the winter with the Mamaroneck Frostbite Association.

**LAURA HALLOWELL, Secretary:** Laura Wick Hollowell has spent much of her life sailing at Sandy Bay Yacht Club in Rockport MA. Although she grew up in Chicago, the family made the trek to Rockport for the summer where Laura started sailing on aunt Emily Wick's Star. She learned to sail at SBYC at a time when a brand new fleet for children—Turnabouts—was just getting started. Laura taught sailing at SBYC and bought her first sailboat, a Firefly, before going to Wellesley College and Harvard Grad School of Education. After a long career teaching chemistry at Wellesley High School and spending summers hiking and camping, Laura returned to Rockport and began sailing Bullseyes about six years ago. She has permanently relocated to Rockport where she sails Emily Wick's *Beaver II*, previously owned by George Warren Smith. Laura's father, Warner Wick crewed for Smitty, so the family connections to the boat are long.

**CHRIS COLLINGS, Technical Chair:** Chris grew up outside Columbus, OH graduating from Ohio State with a BA in anthropology and minors in computer science and foundry science. He is also a graduate of the Landing School of Boat Design. He has had extensive experience in one design and keel boat racing, such as in Solings and Stars. He has worked for Thurston Sails and for Intra Corp as Manager of Custom Equipment. Presently he is VP for Sales and Business Development for SRS and RLS Group (commercial equipment and services providers). Chris sails his Bullseye *Puff* out of Marion MA and for the second year in a row is Nationals Champion. His wife Kathryn is also a great sailor and crews for Chris in the big regattas. The Collingses have two children, Morgan and Emma.

## 2009/2010 Officers of the Bullseye Association

[www.bullseyeclub.org](http://www.bullseyeclub.org)

President:	Chris Memoli, 11 Holiday Road, Wayland, MA 01178, (508) 358-3580
Co-Vice-President:	Susan Mead, 33 Lexington Avenue, Cambridge, MA 02138, (617) 547-5314
Co-Vice-President/Editor (2010):	William Tift, 127 Elderwood Avenue, Pelham, NY 10803, (914) 672-6013
Secretary (2010):	Laura Hollowell, 61D Maple Street, Canton, MA 02021 (718) 828-7965
Secretary/Editor (2009):	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:	Nanna Buckley, 342 Point Road, Marion, MA 02738, (508) 748-2342
Webmaster:	Chris Memoli, 11 Holiday Road, Wayland, MA 01178, (508) 358-3580
Technical Committee Chair:	Christopher Collings, 13 River Road, Marion, MA 02738, (508) 748-3272
Vice Commodore:	George G. Fenner, 55 Tarpon Lane, Key Largo, FL 33037, (305) 367-4168
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

## ATLANTIC FANTASY

For quite a few years I have nurtured the idea of sailing a Bullseye across the Atlantic. If Robert Manry could sail his 13 and "" *Tinkerbelle* from Falmouth Massachusetts to Falmouth, England in 78 days, why couldn't my Bullseye *Querida*, more than 2' longer, make the same passage, and more quickly?

Though I love racing in the Nationals, and enjoy summer races at my homeport, Fishers Island, my heart is more into cruising than racing. I have sailed to Rockport 3 times and to Marion many more, and each time have enjoyed getting there more than the racing at journey's end. My favorite sail was from Fishers to Block Island and back, all in one day, a day when the ferry wouldn't run. So why not load up with adequate supplies and keep going the remaining 3000 miles or so to the other side of the pond? If *Tinkerbelle* could do it, why not a Bullseye?

Manry writes, "A small boat, first of all, is a great deal stronger, pound for pound, than a big ship. A small boat, being light and buoyant, will recoil before the waves and tend to ride over them, whereas a big ship will offer immense resistance." So far so good. A small boat would be like a cork on top of the water. It might not offer a comfortable ride in a storm but it would keep floating – provided one could make his bit of cork absolutely watertight.

Aye, There's the rub! Manry rebuilt *Tinkerbelle* so that it had a large cabin which could be sealed shut both from inside and from out. This allowed a tiny, self-bailing cockpit, just big enough for one. By contrast how could one seal off the generous cockpit of a Bullseye? In my imagination I see a plexiglas canopy from cuddy to stern. There would be a round hatch for the skipper to stick his head through for air and vision. Tiller and sheets would be handled from below. But, realistically, this limits the skipper's chance to fix something up forward. He climbs out of his hatch but forgets his pliers. Back he goes, slipping on his plexiglas. Over he goes. Or how about fixing a rudder? Manry brought along a spare, but both his rudders broke. He had to rebuild one while bobbing tethered to his sea anchor. Imagine reinserting a Bullseye rudder in mid ocean during a storm!

On second thought I think my next "long passage" will be westward from Fishers to the Connecticut River. I will sail beyond Essex to



Above, *Querida* in cruising mode, safely anchored, spaghetti dinner in the pan.

Right, *Querida* in the open ocean. Spinnaker guy taut.



Hamburg Cove, drop the hook, furl the sails, drape the boom tent, cook my canned spaghetti on the Sterno, spread my mattress, curl up with a good adventure book, and surrender to my dreams in the stillness of a landlocked harbor.

— Dave Burnham

## DUES ARE DUE FOR 2010

A dues notice is tucked inside this Newsletter unless you have paid for 2010 in advance. Deadline for dues is the end of February, but please get this notice off your desk now. To race in the Nationals one must be a dues paying member of the Bullseye Association.

## EXECUTIVE MINUTES (continued from page 1)

**The Nationals** will be held at Card Sound, Florida on Friday and Saturday, March 19-20. Between 20 and 25 boats are expected. Card Sound itself has a fleet of 23 boats that race; one boat is going from Fishers Island, and several sailors are planning to charter boats. Wendy Goodwin researched the cost of transporting boats, and it proved prohibitively expensive. Susan Mead, one of those who had asked to be put on the charter list, will contact George Fenner to inquire about charter possibilities.

**The 2011 Nationals** were discussed. Normally they would be at Southwest Harbor. However, 2011 will be the 50<sup>th</sup> Bullseye Nationals, and Dave Burnham suggested holding the Nationals at the Herreshoff Museum in Bristol. This idea was received with enthusiasm. (As of this Newsletter the Museum and SWHarbor have approved.) It was also suggested that an inventory of all Bullseyes should be created and posted on our website.

**Beverly Yacht Club** in Marion would like to host a mini-regatta that coincides with the Buzzards Bay Regatta, August 6-8. It would cost very little since the race committee would simply be adding one more class to its list. Will Tift will organize the event, and Susan Mead will seek the OK from the BBR.

**Revision of By-Laws:** We currently are operating under one set of by-laws, but two independent revisions have been submitted. It is time to create a By-Laws Committee that will review all the proposals, draft a set that incorporates the best of all three versions, and get it ready for approval at the Annual Meeting in April 2010. One revision was created by Phil Nutting and Wendy Goodwin; this uses the US Sailing format, but has some sections which may not be relevant to Bullseyes. The other revision was created by John Buckley; this version was modeled after by-laws for Stars and Etchells. Its goal was to eliminate contradictions and create a viable format. A motion to use Phil and Wendy's version as the basis but add material from the existing by-laws and John Buckley's version was approved. The By-Law Committee will consist of Laura Hollowell, Chair, Chris Collings, Wendy Goodwin, and Chris Memoli. The revision will include by-laws, technical specs, and rules for regattas. Laura will get background information from the creators of the alternate versions, pass it on to other committee members, and then create a work schedule. The work should be completed so that it can be reviewed and revised by the Executive Committee in February, and sent out to members well in advance of the April Annual Meeting.

**New Business:** Dave and Anne Burnham have been working with Laura to transfer the database. Dave will put out the December newsletter and then hand this responsibility to Will. Four copies are sent to Emily

## FROM THE RACING FLEETS

### BEVERLY YACHT CLUB, MARION MA

June Women's Series: 1. Puff, Kathryn Collings; 2. Blue Heron II, Suzanne McManmon; 3. Chimera, Cheryl Greenfield; 4. Rascal, Kathy Reed.

June Series: 1. Ferdinand, Kym Lee; 2. Puff, Kathryn Collings; 3. Cove Girl, Joan Tiffany; 4. Lady Susan, Chris Memoli; 5. Chimera, Cheryl Greenfield.

July Women's Series: 1. Chimera, Cheryl Greenfield; 2. Rascal, Kathy Reed; 3. Puff, Kathryn Collings; 4. Blue Heron II, Suzanne McManmon; 5. Tobsam, Marcia Browne.

July Series: Ferdinand, Kym Lee; 2. Puff, Chris Collings; Cove Girl, Joan Tiffany; 4. Red All Over, Wendy Goodwin; 5. Death and Glory, Will Tiff.

August Women's Series: 1. Celtica, Elizabeth Wohler-Berry; 2. Puff, Kathryn Collings; 3. Chimera, Cheryl Greenfield; 4. Rascal, Kathy Reed; 5. Blue Heron II, Suzanne McManmon.

August Series: 1. Ferdinand, Kym Lee, 2. Puff, Chris Collings; 3. Red All Over, Wendy Goodwin; 4. Lady Susan, Chris Memoli; 5. Arioso II, Richard Pline.

Special Races: Moolight Race, Puck, Davis Webb; Van Renssalaer, Puff, Morgan Collings.

### FISHERS ISLAND YACHT CLUB, FISHERS ISLAND NY

July Series: 1. Querida, Dave Burnham; 2. Shamrock, Tom duPont; 3. Peregrine, Brad Burnham, 4. Arrow, Tom McCance; 5. Noble Plenty, Tom Cashel.

August Series: 1. Peregrine, Brad Burnham; 2. Querida, Dave Burnham; 3. Osprey, James Hall; 4. Arrow, Tom McCance; 5. Shamrock, Tom duPont.

Season 2009: 1. Querida, Dave Burnham; 2. Peregrine, Brad Burnham; 3. Shamrock, Tom duPont; 4. Arrow, Tom McCance; 5. Osprey, James Hall.

Special Races: July 4<sup>th</sup>, Querida, Dave Burnham; Labor Day, Shamrock, Tom duPont.

### SANDY BAY YACHT CLUB, ROCKPORT MA

June Series: 1. Templar, Luikey/Bettell; 2. Whisper II, Connie Lavigne; 3. Aria, Larry Brown; 4. Seasaw, Jerry Lavigne; 5. Fohn, Ben Loiacono.

Saturday Series: 1. Whisper II, Connie Lavigne; 2. Templar, Luikey/Brettell; 3. Seasaw, Jerry Lavigne; 4. Seaglass, Pam Prichard; 5. Dayspring, Dan Karr.

Sunday Series: 1. Templar, Luikey/Brettell; 2. Whisper II, Connie Lavigne; 3. Aria, Larry Brown; 4. Seasaw, Jerry Lavigne; 5. Seaglass, Pam Prichard.

Wednesday Night Series: 1. Templar, Luikey/Brettell; 2. Whisper II, Connie Lavigne; 3. Dayspring, Dan Karr; 4. Speedwell, Suzie Kinder; 5. Goodshot, Jean Childs.

July 4<sup>th</sup>: 1. Walter Luikey; 2. Connie Lavigne, 3. Norma Brettell, 4. Jerry Lavigne, 5. John Preston.

Labor Day: 1. Walter Luikey; 2. Connie Lavigne; 3. Pam Prichard; 4. Dan Karr, 5. Norma Brettell.

### SOUTHWEST HARBOR FLEET, SOUTHWEST HARBOR ME

July Series: 1. Dart, Bob Zinn; 2. Scotch Mist, Charlie Hudson; 3. Isabel, Tony Smith; 4. Silver, Pete Welles, 5. Firststep, Neil Houghton.

August Series: 1. Gumbo, Jack Roberts; 2. Isabel, Tony Smith; 3. Scotch Mist, Charlie Hudson; 4. Firststep, Neil Houghton; 5. Dart, Bob Zinn.

Special Races: Sweethearts, Zinns; Singlehanded, Tony Smith; Picnic, Charlie Hudson.

## EXECUTIVE MINUTES (continued from page 3)

Wick, and many extras are given to Wendy who makes them available at Cape Cod Shipbuilding. Dues will continue to be \$25, and a dues notice will be included in the December

newsletter. It was suggested that a due date be included in that notice. Membership has dropped slightly. The Board should make an effort to sign up members. Perhaps yacht clubs should make membership a requirement to race. Wendy noted that every new boat gets free membership in the Bullseye Class Association for one year. Those names should be added to our membership list. Jodi Smith has resigned as Technical Committee Chair. and a motion was approved to appoint Chris Collings to this position.

Respectfully submitted,  
Laura Hollowell, Secretary

### BULLSEYES FOR SALE

Asking \$4500. Built in 1969. White with red boot top. Thurston main, genoa, and jib in good condition. Jib club, boom rest, cockpit cover, outboard bracket, and good trailer. Overall in great shape. Located in Mamaroneck, NY. Contact Bill Osterberg, 490 Bleeker Avenue, Apt 2A, Mamaroneck NY 10543-4502. Phone: 914-698-2425

Asking \$4900. Built in 1961. Recently refinished. New rudder. Mainsail and working jib, anchor, pump, boom rest, sail cover. Located in Pocasset, MA. Contact Robery Deiana, PO Box 895, Pocasset MA 02559-0895. Phone: 508-563-1032.

Asking \$11,000. Built in 1994. Sail #850. White with light blue boot top and blue bottom. Sails: main and working jib, new, never used.; Spinnaker, excellent condition; genoa, good condition. Extra sails also in good condition. Gear: spinnaker pole, genoa tracks, boom vang, compass, winches, jib club, anchor, boom rest, lifting sling, electric and hand pumps, seat cushion, running lights, cockpit and winter cover. Triad trailer (1998) in good condition. Outboard bracket and 2 HP Honda (2004) excellent condition. Located in Albany NY. Contact Paul Kiernan, 97 Thorndale Road, Slingerlands NY 12159. Phone:h (518)478-9532, w. (518)356-7650.

### USEFUL ADDRESSES

website: [www.bullseyeclass.org](http://www.bullseyeclass.org)

WEBMASTER: Chris Memoli  
11 Holiday Road, Wayland, MA 01778  
Tel: 508-358-3580 Email: [memoli@comcast.net](mailto:memoli@comcast.net)

SECRETARY/EDITOR: Dave Burnham  
44 River Street, Rehoboth, MA 02769  
Tel: 508-252-3442 Email: [awburnham@aol.com](mailto:awburnham@aol.com)

SALES COORDINATOR: Connie Lavigne  
34 Parker Street, Rockport, MA 01966  
Tel: 978-546-2071 Email: [lavigne34@msn.com](mailto:lavigne34@msn.com)

ADVERTISE IN THE NEWSLETTER AND ON WEB:  
The fee for up to 4 ads to buy or sell is \$25.  
Contact Connie Lavigne (see above).

BRAND NEW BULLSEYES & TRAILERS:  
Cape Cod Shipbuilding Company  
7 Narrows Road, PO Box 152  
Wareham, MA 02571 Tel: 508-295-3550  
Email: [info@capecodshipbuilding.com](mailto:info@capecodshipbuilding.com)



A brand new Bullseye on display at Cape Cod Shipbuilding and looking for a new