



Bullseye Sailing Association

www.bullseyesailing.org

From the President

Greetings fellow Bullseye sailors,

I hope this finds you all well as many of you are winding down from your active summer season of sailing while we are ramping up for another great season of sailing at Card Sound Sailing Club.

As I reflect on this beautiful boat that brings us all together, I am drawn to seek what is at the center of the Bullseye. This vintage boat has stood the test of time in its simplicity and has left a legacy that we continue to share through the ages.

As many of you know, I take great pride in the care and maintenance of these gems, and am a true zealot when it comes to every intricate detail of this beautiful sailboat. From having smooth, sanded and finely painted bottoms and waterlines, polished top sides and decks, finished toe rails and trim, and meticulous and seamless rigging per our Bullseye Association specifications, this boat is the true Cadillac of small keelboat sailing.

We, as the Bullseye Association, believe in the importance of maintaining the perfectly designed Bullseye given to us by Nathaniel Herreshoff over 100 years ago. So while others have gone on to redesign numerous new keelboat designs, we seek to preserve the life of a design that is unmatched in its legacy. For young and old, novice and seasoned, this boat has yet to outlive its usefulness.

And what better time for us to be reminded of this than with US Sailing's First Sail Program? First Sail is being developed as an introduction into sailing with the use of keel boats, and what better boat could be used for this purpose. Having been the Buzzards Bay Boys Boat, it is equal to the task of introducing young and old to keel boat sailing, giving us an opportunity to share our vintage class with new sailors.

So at the heart of the Bullseye is the pride of carrying on the sport of sailing and the legacy of preserving our vintage fleets.

For more information on US Sailing's First Sail Program, go to www.firstsail.org.

Best Regards,

Ed Kirschner, President
Bullseye Association

Single- Handed championships for Bullseyes and H-12s

A pair of New England sailors captured the first-ever national championships for single-handed racing in the Bullseye and H-12 classes in a five-race regatta Saturday, Sept. 17, on Buzzards

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Bay in Massachusetts. Chris Verni, of Westwood MA, and Laurie Knight, of Marion MA are the new national champion single-handed racers in Bullseye and H-12 classes, respectively. Both dominated their fleets by wide margins.

Chris Collings of Marion MA who had been injured two months prior, came off the bench to take second place in the Bullseye class, and Chris Streit, of Cos Cob CT and Key Largo FL took third place. Second- and third-place honors in the H-12 competition went to Mark Adams of Wareham MA and Ron Wisner of Marion MA respectively.



Hosted by the Beverly Yacht Club in Marion, these were the inaugural single-handed races of a new national championship in the two sailboat classes with competitors from Massachusetts, Maine, New York and Florida. Racing of Bullseyes and H-12s with crews of two or three have been a fixture of East Coast sailing for decades. Winter Harbor Yacht Club in Maine has already agreed to host next year's Single-handed Nationals along with the Nationals Regatta.

Chris Collings and Ed Tiffany, both perennial top contenders in crewed racing, did much of the organizational work. However, neither claims to be "the guy in charge". Many veterans of the large and active BYC fleet stepped up to do vital work, either as competitors or as race officials "I tend to see myself as a member of a flash mob," Collings said.

Bullseye and H-12 sailors are an especially dogged breed of one-design racers. All through the regular racing season, single-handers compete even though it is difficult for them to advance to Nationals. The Bullseye Sailing Association polled some 220 members, and learned that 70% wanted single-handers to have their own national competition. A smaller cadre of H-12 solo sailors then asked whether they could be included. "The message was clear that these races were meeting a previously unmet need," he said.

Ed Tiffany reports that creating the new single-handed class prompted at least four new skippers to join the Bullseye Sailing Association in order to become eligible to compete in last week's Nationals.



For follow-up questions, contact Chris Collings at Chris@collingsmarine.com

2016 Single- handed Regatta Results

Bullseyes

1. Chris Verni	891	Noble	BYC	10
2. Chris Collings	766G	Tobsam	BYC	17
3. Chris Streit	584	Celtica	CSSC	20
4. Wendy Goodwin	790	Red All Over	BYC	21

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5. Will Tiffit	639	Death & Glory	BYC	27
6. Davis Webb	895	Puck	BYC	30
7. Joan Tiffany	512	Cove girl	BYC	30
8. David Risch	845	Bona-Petite	BYC	34
9. Kathryn Collings	766W	Puff	BYC	36
10. Keith Fox	897	Ella	Nova Scotia	53
11. Chris Ford	12	Bay gull	Marion	53
12. Fran Reardon	843	Lovey	Marion	59

H-12s

1. Laurie Knight	618	Happy	BYC	6
2. Mark Adams	277	Tiger Moth	BYC	10
3. Ron Wisner	122	Patricia	BYC	15
4. Jennifer Walsh	564	Weecapa	BYC	19

BYC Beverly Yacht Club
CSSC Card Sound Sailing Club

The race by race details are available at <http://www.bullseyesailing.org/2016SH/results.pdf>.

For your Families at Winter Harbor ME

Hello again, Bullseye Sailors!

I hope that all of you had a fantastic summer sailing season. I've been asked to continue my series of articles leading up to the 56th Bullseye Nationals to be held in Winter Harbor, Maine July 20-23, 2017, but this time I am not going to talk about sailing.

Wait! What?

Nope, I'm not going to talk about sailing. You've already read my extolling the virtues of Winter Harbor as a sailing venue in previous articles. This article is for those folks who are tagging along with a family member or friend who is racing.

What else is there to do in the Winter Harbor area?

First, if you are a hiker or a cyclist we have some wonderful trails for you. Winter Harbor is fortunate enough, through a donation of land in the 1920's by the heirs of Maine native and Wall Street financier John G. Moore, to have the Schoodic District of Acadia National Park (ANP) just a stone's throw from downtown Winter Harbor. There are countless hiking trails that lead throughout the Park. With the new ANP administered Schoodic Woods Campground came a new series of hiking and biking trails that wind through new sections of Schoodic. But, if you are more of a road cyclist, the Loop Road around the Park is just breathtaking! Also within the Schoodic District of ANP is the former Naval Security Group Activity Winter Harbor which has morphed into the Schoodic Institute, one of 19 National Park Service Research Centers. There you will always find a full schedule of nature programs and lectures. Kayaking is also a very popular activity in our area. If you don't have your own, there are a few places around to rent one.

Through the uniqueness of having a district of ANP within our town, an easier connection to the Schoodic District for those visiting the main sections of the park on Mount Desert Island was sought.

Several years ago, regular ferry service began



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between Bar Harbor and Winter Harbor serving pedestrians and cyclists. This fantastic way to get to Bar Harbor not only saves you having to drive, but also shaves 30 minutes off the trip time and gives you the scenic tour of Frenchman Bay. Bar Harbor has many fantastic restaurants and shops with easy access to the main sections of ANP. The ferry ride alone makes Bar Harbor a worthwhile spot if you have the time.

If a winery/distillery tour might be of interest to you, the Bartlett Maine Estate Winery and Spirits of Maine distillery in the neighboring town of Gouldsboro is always a fascinating stop. On your way back to Winter Harbor, you could take a slight detour and visit the seaside village of Corea. There you can get a lobster roll at Corea-On-The-Wharf and enjoy the spectacular view of Corea's working harbor.

The nearby city of Ellsworth has shops, galleries, and a scenic railroad tour. But if you fancy a little journey, Franklin Delano Roosevelt's retreat on Campobello Island is only 75 miles away. The list goes on!

Of course, I would be remiss if I didn't mention historic downtown Winter Harbor. In addition to art galleries and antique shops, we also have a good old fashioned 5 & 10 and directly across the street is J.M. Gerrish restaurant and soda fountain where you can have breakfast in the morning and a real soda fountain style Coke or root beer float in the afternoon.

This is just a brief list of some of the activities that our area has to offer. There truly is so much more.

Until next time.....

Fair winds and following seas!

Windsor D. Coffin
Commodore, Winter Harbor Yacht Club

More on Getting Back into the Boat

Folks in Sandy Bay have been talking about getting back into a Bullseye for a few years; it was time to try out the suggestions and equipment that we had on board to see what really worked.

Jim and I tried two methods for getting back in a Bullseye. We practiced at our mooring with the Harbormaster's permission, and had a skiff handy.



on the higher line, pull up, and roll onto the deck.

Line lengths when fastened, end doubled back:
-shorter reaches to very end of decorative combing when cleated

-longer extends about 18" beyond transom when cleated

Two line method

Double up your tow rope and tie it to the mast. Fasten one line near the stern to drape into the water about 1 foot down. Fasten the second line at the stern to drape into the water about 2 feet down. To get into the boat, put your foot on the lower line and kick out, then put your other foot



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These lengths worked for both Laura and Jim. Jim preferred this technique. It gave him more room to maneuver ... 180 lbs with longer legs. Shorter and lighter people might prefer the ladder technique coming in over the transom.



Ladder method

Fasten a two step ladder so that the top step is about 9 inches under the water surface. A cleat on the rear deck is ideal since the ladder is centered in the space.

To get into the boat, step on the lower step in the regular way; then put your other leg around the outside and put your heel on the upper step with your foot facing forward. This holds the ladder in place and allows you to kick it back and use the ladder line to pull up. Laura was then able to put both feet on the top step and then a knee on the deck. She was unable to do this if she put both feet on the steps in the normal way because the ladder would go under the boat. Taller people may need the ladder to be lower.



Make believe that Laura is facing the bow in the last photo.

Laura Hollowell and Jim Hungerford, SBYC

Dear Wendy:

I bought a used Bull's eye but I'm unable to register/title the boat because the seller never supplied me with a title. Can you provide me with a title?

Sincerely,
Title-less

Dear Title-less:

Unfortunately, we get this inquiry from time to time as sellers/buyers are unaware that a seller who resides in a title state must supply a signed title when selling Bull's Eye's with motor brackets on the transom. When a Bull's eye is new, Cape Cod Shipbuilding Co. supplies each owner with a certificate of origin, an invoice and instructions on what to do next. It's up to the first owner of the boat to turn those documents into a title. Whether you must title and register depends on whether the boat has a motor bracket installed and then in what state the boat is sailing/motoring. Here are some important things to know:

1. Registration and title are two different things, similar to the documents you have for your car. A title is the proof of ownership document issued by the state. Registration is something you do on an annual basis; the state will send you a registration sticker which you apply to your bow along with the registration numbers.

- 2.If your Bull's Eye does not have a motor bracket, in most states, you are not required to title or register. If your Bull's Eye has a motor bracket and you reside in a non-title state (like Maine for instance) you are not required to title but you must register. If your Bull's Eye has a motor bracket and you reside in a title state like Massachusetts for instance, you are required to title and register. The state considers a sailboat with an outboard bracket a motor boat. Check with your individual state to determine the specific title requirements.

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3. For selling/purchasing: If the boat has a motor bracket and the seller resides in a non-title state (like Maine for instance) then they are simply required to supply a bill of sale to the buyer and should also sign over the registration. It's a good idea to have a notarized signature on the bill of sale if the boat moves over state lines. If you have a notarized bill of sale from a non-title state and were unsuccessful applying for title, I recommend going into your local office in person to alert them that the seller came from a non-title state, as that may have simply been over-looked. If the seller provided you with a bill of sale and you both reside in a title state like Massachusetts or Rhode Island, that documentation is not good enough and you won't be able to acquire a title in your state. Go back to the seller and inform them that they are required to supply you with a signed title.

Here are some tips to make your next transaction go smoothly:

When purchasing a used Bull's Eye with a motor bracket, make sure to ask the seller ahead of time to show proof of title. Look at the title to assure that the name on the front of the title is the person selling you the boat. Also look to make sure the title contains the same Coast Guard ID # that is etched into the stern. Once the sale has occurred, do not delay applying for the title and registration in your state. Some states penalize you if you wait more than 2 weeks to apply.

When placing your Bull's Eye on the market: If your Bull's Eye has a motor bracket - even if you have never put a motor on the bracket - you must provide a signed title to the buyer if you reside in a title state. When placing your Bull's Eye on brokerage with Cape Cod Shipbuilding Co., we require proof of documentation from the seller before the boat is placed on the market. This assures a swift document transfer for both trailer and boat. We haven't addressed the specifics with trailer documentation here in this article, but the boat and trailer should be handled as separate transactions as most states handle the registration for boats in a separate office from motor vehicles. If all this information gives you a headache, now you know why brokers charge 10% sales commission. Often selling and purchasing your Bull's Eye through brokerage like Cape Cod Shipbuilding Co. for instance will streamline the process so you all can focus on the fun.

For those of you who inherited a Bull's Eye with a motor bracket or if you have owned the boat for a length of time without acquiring title: These rules mainly apply to boats with auxiliary propulsion. If you have exhausted all attempts at acquiring a title, some sellers have simply had success removing the bracket and filling the holes in the transom, turning the boat back into a sailboat before placing her on the market. Be sure to note in the listing and the bill of sale that it's a sailboat, and have a photo of the transom, sans bracket. Also be sure the bill of sale contains her hull number, sail number & Coast Guard ID # if she has one (Bull's Eye built after 1975).

You might wonder why this process can be so complicated and why the registries won't just issue titles based on old/incomplete documentation. The states want to be sure they are collecting the tax from each transaction. They also want to assure that boats that are sold are not stolen property so there is reason for this process. Each state has different title requirements, so be sure to check with the offices in your particular state before purchasing or selling to make sure you are getting/providing the appropriate documentation. Sometimes going into the boat registry office in person as opposed to applying by mail can move things along. We've got over 900 Bull's Eyes out there and although Bull's Eye sailing keeps us all young at heart, it's important that owners plan ahead and keep good records. Hopefully this information will help prevent future transaction headaches.

Sincerely,

Wendy J. Goodwin

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President

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About Us

Fleets located all along the East Coast keep in touch through this newsletter, which is packed with sailing tips, stories, regatta information, and results. Established fleets and their fleet representatives are below:

Fishers Island, NY	John Glendon
Marion, MA	Ed Tiffany
Miami and Key Largo, FL	George Lucas
Rockport, MA	
Saunderstown, RI	Al Maybach
Southwest Harbor, ME	Steve Homer

Everyone comes together for the National Regatta. The location of the regatta rotates around the fleets. Come join the fun! It only costs \$30 to join. You can find the form on our website, www.bullseyesailing.org

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Boats for Sale

Asking \$4,750. Owner: Doug Hill, Gilford, NH 03249 Phone: H 603-293-8596, C 603-707-7561, e-mail: dph@worldpath.net Boat Location: Gilford, NH (Lake Winnepesaukee) Boat Name: Pegasus, Hull number 16, Date of Mfg. 1971 Color: Deck, grey; Topside, white; Boot Top, white; Sails: 2 Main one old, one in excellent condition by Cressy; 1 Genoa in good condition; 1 Working jib in good condition Gear: Genoa Tracks (deck eyes), Jib Clutch (jam cleats), Anchor, Boom rest, Trailer, Winter cover in fair condition, Cradle in good condition, Out board bracket. Outboard Motor: 6 HP, Evenrude old but in fair condition (too big for the boat).Remarks: Sailed in fresh water, Lake Winnepesaukee.

Asking \$11,000 or near offer invited Owners Names: Peter O. Allen, Sr. and Margaret M. Crevey, Street: 525 Seneca Road, Rochester, New York 14604-2058, Email: (preferred and faster): pquorum@aol.com, Boat Location: near Rochester, NY - Delivery possible to New York State, New Jersey, et cetera, Color Deck: Tan (recent gelcoat) Topsides: White (recent gelcoat) Boot top: black (recent gelcoat) Hull: White (recent gelcoat), I. D. Plate: Hull number 337 Date of Manufacture: 1961, Main: Quantum Condition: Excellent, Genoa: Quantum Condition: Excellent, Jib: Quantum Condition: Excellent , Spinnaker Quantum Condition: Excellent, Gear: , Spinnaker pole - Yes, Genoa tracks - Yes, Boom Vang: - Yes, Compass: - Yes, Winches: - Yes, Jib Clutch: - Yes, Anchor: - Yes, Boom Rest: - Yes, Cockpit Cover: - Yes Very good condition, Winter cover: - Yes Excellent condition, Trailer: Triad: Excellent w/ two new tires, a good spare and much more, Lifting Sling: - Yes, Outboard Bracket - Yes, Custom for B-E - not installed, Outboard Motor: - Yes Make: 4.5 HP Evinrude Yachtwin, Pump: - Yes, Wood Seats - No, Remarks: Send an email for extensive narrative, details, and photos, tiller with hiking stick

FREE The Cohasset MA Sailing Club offer free to anyone who wants it. It was in the water a few years ago and is on stands (no trailer) Contact Dan Rivera at dansrivera@gmail.com.

Wanted to Buy - Any age, any condition considered. Trailer preferred, outboard preferred. Located close to Northern Michigan is best, but any location considered. Grandchildren have learned to sail on Lake Michigan in the summers! Ready to crew! Reasonable price around \$3,500. Please contact Tom Mackell tpmholdings@comcast.net 804-221-6100 mobile/text. Pictures helpful!

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