



Bullseye Sailing Association

www.bullseyesailing.org

From the President

Congratulations to everyone who sailed in the 2017 Nationals in Winter Harbor, ME.

The 1st. place winners were Kim Lee and Jed Hoffer, 2nd place went to Chris and Steve Streit, and 3rd place to Chris and Kathryn Collings.

I want to thank the Winter Harbor Yacht Club for hosting their first Bullseye Nationals and Windsor Coffin and all who helped organize this great event.

The Nationals also had a single-handed event, with a fantastic turn out of 15 boats. Chris Collings, Windsor Coffin, and Joan Tiffany placed 1st, 2nd, and 3rd respectively.

Another single-handed race will be held at the Buzzards Bay Regatta on Sept. 9th at the Beverly Yacht Club in Marion, MA.

On a different note, Ocean Reef Club used one of their Bullseyes to teach sailing in their summer camp. The kids really enjoyed sailing the Bullseye in addition to the Opti.

Best Regards,

Ed Kirschner, President
Bullseye Association

Impact of Irma on Key Largo

On the morning of September 10th, Hurricane Irma roared ashore on Cudjoe Key approximately 100 miles west southwest of the Card Sound Sailing Club. While the Lower Keys were ravaged by the storm, the Upper Keys where the CSSC is located was spared the full fury of Irma's wrath. Information is still spotty given the continued lack of power at the Ocean Reef Club. But given that this is the "off season" for the CSSC, coupled with knowledge on how the area fared in general, it is believed that the CSSC fleet survived the storm and will be racing again in a few short months.

Windsor D. Coffin
BSA VP, CSSC Member

President Kirschner added that they were in pretty good shape down at Ocean Reef on Key Largo. There was a lot of landscape damage but not a lot of structural damage. The boats all seemed to be OK.

Bullseye Nationals at Winter Harbor, ME

As preparations entered the home stretch for the 56th Bullseye Nationals at the Winter Harbor Yacht Club in Winter Harbor, Maine, every aspect of the event was falling into place except one. The very one we could not control. Mother Nature.

For the most part, the weather in July was not great in Winter Harbor. Obviously very concerning, but what can you do? It seemed that between light winds, fog, a fair amount of rain we were set for great social events but not much in the way of sailing. Saturday July 15th, the Saturday before the start of the Nationals, was absolutely calm until the lone thunderstorm in the State of Maine at the time came rolling through. Racing for the WHYC's fleet of 110-year-old 31' gaff-rigged Winter Harbor 21's was canceled. Later that evening, after what turned out to be a gorgeous Saturday afternoon, the fog rolled in.....and it stayed in, barring a few breaks on Wednesday, until Thursday morning. But once Thursday arrived, Mother Nature cooperated and gave us great sailing conditions that lasted for the entire regatta....well, for the most part!

Thursday afternoon marked the introduction of the Single-Handed Regatta to the Nationals schedule. What a three-race series it was! Fourteen boats participated in what was a close series for all competitors. In the end, Chris Collings and yours truly tied on points for 1st overall, but Chris took the advantage on tie-break and won. I took 2nd. Joan Tiffany sailed to 3rd. The Single-Handed Regatta was an amazing addition to the Nationals schedule. What fun it was!

After a fantastic Welcome Supper prepared by the WHYC kitchen staff Thursday evening, we



awoke to a beautiful, clear, but calm Friday morning. This caused a few hours of delay for the 19 boats in entered the regatta. Finally, after noon, the wind came up enough to get the Nationals underway. Four races followed that afternoon, and it quickly became evident that this was going to be a close fought regatta at all positions on the leaderboard.

WHYC members enjoying social time, Maine lobster, steamers & hot dogs on the rocky shore of Grindstone Point. The weather was perfect and a brisk west-southwest wind kept the mosquitos away for most of the evening.

A gorgeous Friday evening found the competitors, guests and

We woke up on Saturday to beautiful conditions and a light northwest breeze, just enough to get racing started on time. Race #1 was the only race of the regatta to be held under these conditions because as soon as the race was over it became apparent that the prevailing southwest breeze was coming in and going to take over. As the Race Committee and attendant boats reset the course for the new wind direction, sailors could take a break and have a bite to eat. By the time the new course was set, the southwest had come up quite nicely and it enabled us to get three more closely fought races in.

In the end, we totaled eight races with four different race winners in amazingly close racing.

The most improved award, the Beverly Trophy, went to Peter Drinkwater of Winter Harbor. The calculation formula for this award proved that Peter and his son-in-law/crew Kyle Stearns' (18th at Card Sound last year to 11th here in Winter Harbor) were most deserving of this accolade.

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5th place went to the BYC crew of Chris Verni and Chris Arbuthnot sailing on NOBLE.

4th place went to the WHYC crew of Matt Chenard, Jacob Thompson, and Max Thompson sailing on SING ALONG their borrowed boat from the WHYC Junior Sailing program.



3rd place went to the Four-Time Bullseye National Champion BYC crew of Chris and Kathryn Collings on PUFF.

2nd place and winners once again of the Card Sound Filial Award went to the father/son CSSC crew of Chris and Steven Streit on STARFISH, their borrowed boat from the WHYC Junior Sailing program.



Hearty congratulations go to the winners of the regatta, the Goodwin Trophy, and the Rockport Trophy - the team of Jed Hoffer and Kym Lee aboard FERDINAND.

By all accounts of the visiting sailors and the members of the Winter Harbor Yacht Club, this regatta was a huge success. My wife Erin and I could not be more pleased with the accolades we've received as first-time regatta chairpersons for a club hosting our first ever regatta. We wanted nothing more than for everyone to have a great time and great competition and camaraderie. Mission accomplished. But we could not have done it without the assistance of the Bullseye Sailing Association and especially the tremendous assistance and guidance provided by Kathryn and Chris Collings. Without their help, this regatta would not have been the success it was. Thank you, Kathryn & Chris! Many thanks as well go to the WHYC volunteers and folks who donated the use of their powerboats for the regatta and to our Dockmaster, Capt. Jim Bean, who spent countless hours organizing and preparing the attendant vessels and the Race Committee boat in accordance with proper procedures. Also, many thanks go to our visiting PRO, Leo Berendes, for making the trek to Winter Harbor and running such a well officiated regatta.

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Our WHYC members were genuinely surprised at what an event this turned out to be. I tried to convey to them what a fantastic group of sailors are in the Bullseye community, but a lot of times one must see for themselves. I can tell you that fun was had and friendships were made so if you missed the 56th Bullseye Nationals, you missed a fantastic event. But don't fear. The members of the WHYC look forward to the next time we can host the Bullseye Nationals. So hopefully you'll have the opportunity in the future to come to Winter Harbor and sail our waters. Just ask some of your fellow sailors who came and sailed, I'm sure they'll tell you that you shouldn't miss the next one! The complete results are on the website at <http://bullseyesailing.org/results.php>

We're looking forward the 57th Bullseye Nationals at the Beverly YC in 2018 where you'll see some WHYC crews making the journey. See you then!

Fair Winds,
Windsor D. Coffin
Commodore, WHYC

Annual Meeting and Executive Committee Meeting Highlights

Newport Yacht Club, Newport Rhode Island, May 6, 2017

Annual Meeting

The minutes of 5/1/2016 were approved. The BSA currently has 75 memberships including 31 family memberships, or 106 members.

Treasurer's report: The BSA ended 2016 with a balance of \$8,900, \$1,300 more than at the end of 2015. Dues were \$4,000. Major expenses were Support of the Nationals, \$1,000, Harken One Design listing in Sailing World - \$750, Chubb Insurance - \$750, administrative supplies \$500 and annual dinner support, \$200. The report was approved.

Nationals: Winter Harbor, July 20-23: Windsor Coffin said that all is ready in Winter Harbor and that there will be no shortage of homes to host visitors.

BYC will be hosting in 2018 and is trying to decide whether the Nationals should be combined with the Buzzards Bay Regatta August 3-5 or held at a different time. There are many pros and cons. The folks at BYC will make the decision.

Nationals rotation
2018 Beverly yacht Club
2019 Saunderstown Yacht Club
2020 Fishers Island
2021 Sandy Bay Yacht Club
2022 Card Sound Sailing club

Report of the Competition Committee: Kathryn Collins explained that the purpose is to provide organizational support and data to create a consistent Nationals event. Too often if a club hosts the Nationals every six years, the people active in the fleet are different and may not have access to past practice. The goal is to archive information about past regattas on the BSA website. There will be a recap of each event including what did and did not work. Budgets will be included.

Report of the Technical Committee: Executive committee just voted to authorize Chris Collings to investigate the possibility of updating our website to include many more tabs for specific kinds of information and active links for our use and that could be "sold" to manufacturers for an annual fee.

Executive Committee Report: Executive Committee approved a new membership category. Interested clubs will be able to be members with a fee of \$100/year, as Ocean Reef Club has

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done. The site will have an active link to their club; this is the practice now, but not all links on the burgees are active.

President's report: Kirschner explained that he builds his fleet by personally buying boats and reselling them after he has fixed them up by improving the rigging and getting decent sails including spinnakers. In the meantime he uses them for First Sail and to encourage juniors to race. Coffin explained that Winter Harbor uses Bullseyes for their sailing program, and juniors are given first priority on race days. Of course juniors like the Bullseyes because it is pretty cold for 420s in northern Maine.

The Nominating Committee chaired by Joan Tiffany presented this slate of officers:

Elected Officers

President: Ed Kirschner (assisted by Sandy Kirschner)

Commodore: Kym Lee

Vice Presidents: Windsor Coffin, John Glendon, Susan Mead

Secretary: Laura Hollowell

Treasurer: Ed Tiffany

Appointed Officers

Technical Committee: Chris Collings Chair, Niko Kotsatos

Competition Committee: Kathryn Collings, Chair

Newsletter Editor: Al Maybach

Newsletter Production: Laura Hollowell

Historian: Jim and Kristen Pluntze

One vote was cast for the slate. The meeting was adjourned.

Respectfully submitted,

Laura Hollowell

Secretary

Dear Wendy:

I have a second-hand Bull's Eye built in the 1980's and it didn't come with a roller reefing boom. Should I install reef lines & reef-points?

Sincerely,
Mr. Fix It

Dear Mr. Fix It:

All Bull's eyes originally came with a Roller Reefing Gooseneck, chances are that the prior owner of your boat didn't maintain the working components hidden in the boom extrusion so the parts simply seized together. Many owners don't realize what is actually hidden inside your boom so here is a photo:

You'll see that the casting that holds your tack pin also holds a roller reefing pin attached to a spring. This spring keeps the castings engaged; with a simple pull on your boom towards the stern, you can turn the boom & wrap the mainsail around the boom. While reefed, you can't attach your boom vang & you must have a standard mainsheet arrangement where the block is shackled to the tang on the end of the boom, but this sure



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comes in handy if you get caught in a gale. I would hold off modifying your mainsail & installing a cruising boat style reefing system on such a small boat.

If your gooseneck assembly is seized, replacement parts are available. You'll need to take care when removing the old assembly from your boom tube as the fastenings holding the casting in place may snap. Often owners will need to drill out the old screws, especially those sailing in saltwater. Your new gooseneck will arrive as shown in the photo, without fastening holes so you can drill & tap using your old boom tube as a guide. When installing the new assembly, make sure you mark the depth of your drill bit to assure you don't drill through the gooseneck casting & into the rolling pin. To keep your gooseneck in good shape, roll the boom at least once a year & you may want to put a dab of light oil on the working parts to prevent corrosion.

I can count on one hand the number of times I've been caught out where I needed to reef, but I'm always glad I have the roller reefing option.

Sincerely,

Wendy J. Goodwin
Cape Cod Shipbuilding Co.

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

Officers

President: Ed Kirschner, 8229 SW 185 Street, Cutler bay, FL, 33157
president@bullseyeclub.org

Vice President: Susan Mead, 33 Lexington Ave. Apt. 3, Cambridge, MA 02138

Vice President: John Glendon, 4835 Davenport Street NW, Washington, DC 20016

Vice President: Windsor Coffin, PO Box 569, Winter Harbor, ME 04693

Secretary: Laura Hallowell, 37 High Street, Rockport, MA 01966
secretary@bullseyeclub.org

Treasurer: Ed Tiffany, 19 Braddock Park, Boston, MA 02116
treasurer@bullseyeclub.org

Technical Committee Co-Chairs: Chris Collings, 13 River Road, Marion, MA 02738, Niko Kotsatos, 676 Tremont Street #5, Boston, MA, 02118 techcom@bullseyeclub.org

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Historian:

Boat Builder: Wendy Goodwin, 621 Delano Road, Marion, MA 02738
wendy@capecodshipbuilding.com

Nationals Chair: Windsor Coffin, PO Box 569, Winter Harbor, ME 04693

Nominating Committee Chair: Joan Tiffany, 19 Braddock Park, Boston, MA 02116

Newsletter Editor: Al Maybach, 89 Sweet Meadow Drive, North Kingston, RI 02852
editor@bullseyeclass.org

Newsletter Production: Laura Hallowell, 37 High Street, Rockport, MA 01966
secretary@bullseyeclass.org

Commodore: Kym Lee, 43 Holmes Street, Marion, MA 02738

Boats for Sale

Asking \$11,900 Owner: Jamie Davis, Saunderstown, RI 02874 Cell Phone: 917-539-0970, E-mail: john.coghlin@gmail.com Boat Location: North Kingstown, RI Boat Name: Elixir, Hull number 534, Date Mfg. 1966, Sail number: 534 Color: Deck, Tan; Topside, Blue; Boot top, white; Hull, Green Sails: Main, Racing, Quantum in excellent condition; Working Jib, Racing, Quantum in excellent condition; Spinnaker in good condition. Gear: Spinnaker pole, Genoa tracks, Boom vang, Jib clutch, Anchor, Boom rest, Pump, Winter cover, Cockpit cover in excellent condition, Outboard bracket. Trailer: In good condition.

Asking \$17,500 Owner Ralph Caselnova, Orient, NY 11957 Home Phone: 631-323-1304, Cell phone: 631-365-3497, Fax: 631-466-3535 Boat location: Orient, NY, Home. Sail number: 931, Date of Mfg. 2009, Hull number : 5, Coast Guard ID 007056909 Sails: Main by Quantum excellent condition, Genoa by Quantum in excellent condition, Working Jib by Quantum in excellent condition. Gear: Genoa tracks, Boom vang, Compass, Winches, Anchor, Boom rest, Cockpit cover in good condition Trailer: Make-EZ Haul, 2015 Out Board Bracket, Outboard Motor by Honda, 2 HP, year 2010 in excellent condition. Remarks: The boat was Lightly sailed.

Asking \$5,000 Owner: Edward C. Bursk, Jr, Cambridge, MA Phone: 857-242-3054, Cell phone: 617-548-6432, E-mail: ecburskjr@me.com Boat Location: Mill River Marine, Cohasset, Ma Boat Name: Timeless, Sail number 634 Color: Deck tan, Topside white, Hull red. Sails: Main by Quantum excellent condition, Working Jib by Quantum in good condition. Gear: Anchor, Boom rest, Cockpit cover, Winter Cover, Pump, Life Jackets, Flotation cushions, Swim ladder, New boathook, Remarks: New Quantum main sail and cockpit cover in 2015. Deck painted with Kiwi non-skid. Bottom with Interlux multi-season CSC in 2015, Boat was not launched in 2016.

Asking \$2,800 Owner: John Duke, Providence, RI 02906, Cell Phone: 401-277-9880, e-mail: johnduke@johnduke.com. Boat location: Providence, RI Sail number: 87, Date of mfg. 11-55 Colors: Deck gray, Topside white, Boot top blue, Hull none- bottom stripped Sails: Main by Thurston, Genoa in good condition, Working jib in good condition, Spinnaker by O'Neil in good condition. Gear: Genoa track, winches, boom rest. Trailer: Fair condition , make unknown. Remarks: Wood seats varnish stripped, toe rails removed and varnish stripped. Boat has early molded Herreshoff shear strake. We stripped the bottom paint and discovered badly crazed gel-coat. We have stripped the gel-coat to bare fiberglass. Have pictures to e-mail.

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!

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Reasonable price around \$3,500. Please contact Tom Mackell tpmholdings@comcast.net 804-221-6100 mobile/text. Pictures helpful!

Wanted to Buy - Bullseye main and working jib in decent condition for day-sailing. Racing quality sails are not necessary. Also needed are blocks for mainsheet and jib and rope for halyards and sheets.

I live in Northport on Long Island and will pick-up items in the New England to northern Mid-Atlantic area or will pay shipping. Any help will be much appreciated. Thanks, Tom Papell 631 242 2021 tpap@optonline.net

Bullseye Class Association | secretary@bullseyeclass.org
37 High Street, Rockport, MA 01966