

Thoughts on the Proposed Jib Lead Changes (aka direct sheeting) for the BE One Design Class

While appreciating the effort by the Card Sound and Winter Harbor fleets (clubs that share a lot of the same BE membership), the “direct sheeting experiment” is very subjective and very prone to miscalculations. Different degrees of boat condition (such as bottoms, maintenance, etc.), different skippers and crews, and different weather conditions will all play a role in performance. It would take an exorbitant amount of information and testing to make any of it reliable.

That said, even if there were valid conclusions coming out of this experiment, this change is well outside the scope of what a One Design stands for. One Designs are One Designs for several reasons. The main one is to keep boats the same and even so that the skill of the skipper and crew determine the outcome. Some of the other reasons are to:

- Keep boats uniform as designed
- Keep boats and class rules simple, clear, and specific to make it easy for competitors to understand what is acceptable and what is not.
- Keep fleets affordable and fair.
- Maintain tradition

Changes like this should not be instituted unless it is for safety reasons, it dramatically reduces the costs, or somehow makes the boat significantly easier and more efficient to sail without major design changes. This proposal does not meet these criteria of “more uniform” in the class rules and actually discourages participation and growth of the fleet nationally. Let’s not forget,

“Part I Bullseye Sailing Association Constitution”:

ARTICLE III - Purpose

The purpose of the Association shall be:

- 1. To promote use of the fiberglass Bullseye as a family boat, and for recreational sailing.*

2. To provide specifications and rules in regard to hull, spars and sails in order to protect onedesign aspects of the fiberglass Bullseye, and to insure uniformity and safety in racing.

3. To establish communication between individual owners, and groups of owners, of fiberglass Bullseyes, by means of newsletters and an Association Bullseye publication.

4. To encourage participation by owners of fiberglass Bullseyes in racing.

Strict One Designs are designed to pit skipper and crew against skipper and crew. This includes boat preparation that falls within the class rules. There are plenty of less limiting and unlimited One Design classes that allow significant design changes, but BE's, H-12.5's, Shields, J/Boats, etc. are not on that list for reasons previously mentioned. Allowing the complete removal of an entire spar, such as the jib club, is a major design change for a One Design class (not to mention it removes the single-handed benefit of a self-tacking jib).

The reasons heard so far, to change the BE's jib configuration, for no discernable advantage, seem like a lot of unnecessary technical and mechanical hurdles for the technical committee. They would have to come up with specific locations and diagrams for jib tracks and jib lead positions, unless they simply said that we could only use the designed jib lead location (no tracks or adjustable jib leads) and you must carry a functional jib club on board. The proposed change allows for a different and unintended way of manipulating the shape of the sail (with the ability to even barber haul the jib). Again, this is **not** how the boat was designed or intended to be trimmed. Like it's close relative the H-12 (that is thriving), the BE was designed to be self-tacking.

Changing trimming locations is a completely different animal than changing lead locations. It does not change sail shape, it only gives people a more individualized ergonomic option, the sail trim lead points stay the same. For example, a head knocker main sheet cleating system does not change the shape or the dynamics of the sail, it only changes the location of where you do it from. Eliminating the jib club and changing the jib leads, with new leads or tracks,

changes the sail shape and dynamics of the jib (not to mention, it drills unwanted holes in the boat).

The other argument heard was that the crew is bored with the jib on the BE because there are few or no adjustments. This is simply not true. On our boat, we are always discussing and changing the club hole adjustment and its location on the forestay (above or below certain hanks). We are also constantly changing jib luff tension. Just because people come from other classes with different ways of adjusting their headsails doesn't mean you can't do it on a BE. You absolutely can.

The final issue that came up is that the forward part of the jib club, in rare circumstances, could catch on a spinnaker during a hoist. There are several easy ways of helping to avoid this. Tape is one way to cover sharp edges like the one found on the jib club, cotter pins, ring pins cleats, or chocks. On our boat, we use a cut wiffle ball to cover the end of the jib club. Here is a picture of the wiffle ball that we painted to look like an eyeball:





Unfortunately, the sport of sailboat racing is dying due to several factors:

- Many boat manufacturers have flooded the market with boat models for every number and configuration.
- Boat manufacturers are using advanced high-tech materials and gimmicks to create an expensive arms race among sailors (\$ carbon fiber everything \$).
- Families have changed over the last 30 years. More couples are double income families and time for sailboat racing has become scarce and a financial strain.

- Juniors coming up the ranks are also seeing the all of these arms race pressures along with extreme parental pressures. Juniors are both burning out in the sport before they can graduate to more adult boats and cannot financially afford the sport anymore. (Coaches, coach boats, coach vehicles, carbon fiber equipment, apparel, and etc. are all huge financial burdens and pressures.)
- Many juniors that continue sailing in college cannot continue after graduation because of loans, the costs of boats, memberships and time.

By changing this national class rule, we would be damaging our National BE fleet by unnecessarily complicating the boats configuration. The only way we are getting new blood into the fleet is to keep it simple and affordable for **EVERYONE** (families, non-millionaires, beginners, Intermediates, and experts). I have no problem with individual fleets testing things, agreed upon, in their own local fleets, but as a national fleet we must keep the national rules as they are. This is the only way to keep the Bulls Eye class fair, thriving, and participant friendly nationally.

The BE is not a high-performance class and nor should it be. The Bulls Eye's wide range appeal is that it is an affordable, simple, classic, and straight forward strict One Design that can be singlehanded and is fun and competitive for all ages and skill levels. You can't find this range of inclusiveness in any other fleet. Let's keep it that way by **not** instituting this proposed class rules change and alienating our fleets and members, but rather focus on keeping the fleet uniform and bringing new membership into our great and fun fleet.

Other helpful information from the Bullseye Class Rules:

A5 Technical Experiments

If a fleet wishes to experiment with or otherwise permit a deviation from the class rules, requests shall be sent to the technical committee chairman in writing.

*Approval for such experiment or deviation will be sent to the requesting fleet in writing and the technical committee chairman may set certain terms, conditions and reporting requirements on any such experiment or deviation. Nothing herein shall prevent a fleet from requiring equipment in addition to the mandatory equipment required. Nothing herein shall prevent a fleet from making Bullseyes **more uniform** than required by the Class Rules. Purchasing sails from one sailmaker or standardizing what is optional are examples of "**more uniform**" practices.*

B7 Spars

No change in the dimensions, location, weight, shape or materials of the spars from such dimensions, location, weight, shape and materials which are standard for the Cape Cod Bullseye is permitted. Changes which are needed for maintenance or repair due to age or damage are permitted so long as they do not change the dimensions, location, weight, shape and materials which are standard for the Cape Cod Bullseye.

7.5 Jib Boom/ Club

The jib club must be used with the working jib. The jib club must be pinned to the forestay using the provided stainless steel jib club slide. The fixed hook on the aft end of the jib club must be inserted in the clew grommet of the working jib as shown below. A single sheaved block is required at the clew end of the jib club. (See diagrams below and with B 9.7 (d).)