

March 2020 Newsletter



Bullseye Sailing Association
www.bullseyesailing.org

From the President

Dear Bullseye Sailors,

I hope that winter has treated all of you well. But as we would normally plan to get our Bullseye's ready for the summer, this has taken a backseat to the pandemic affecting our planet. I write this to you as I contemplate the last few things that need to be done to finish shutting down the Card Sound Sailing Club for this season. After a winter filled with strong winds and many race cancelations it wasn't the wind, but COVID-19, that put an end to our season three weeks early.

However, it goes without saying that all our Bullseye sailors look forward each year to the Bullseye Nationals. I can report to you that your Executive Committee and the Fisher's Island Yacht Club continue to move forward with preparations for this summer's Nationals, scheduled for August 7-9. You'll find an article from the FIYC about the regatta in this newsletter. But, as with most aspects of our lives during this pandemic, uncertainty is all around. We are certainly hopeful that by the time summer arrives that some amount of normalcy will return to our lives and we will be able to meet on Fisher's Island in August for a spectacular regatta.

As the business of the BSA continues, it does so with some modifications. **Our Annual Meeting, which had been scheduled to be held at the amazing New Bedford Whaling Museum, has been canceled. However, your Executive Committee has decided to still press forward with an Annual Meeting this spring, albeit in an online video conference setting. In an era when we must think "outside the box" to conduct normal business, I hope that perhaps this online conference will encourage more of our members to participate in our Annual Meeting. This online meeting will take place on May 3, 2020 at 4:00PM. Log-in details will follow.** As well, you will receive proxy forms in due course via email to vote on two proposed amendments, one for our Rules for Regattas and one for our Constitution. You will find information on these proposals elsewhere in this newsletter and on our website.

I send to all of you best wishes and good health as we navigate the rough waters ahead and hope for favorable breezes and Bullseye sailing sometime very soon.

Fair winds,
Windsor D. Coffin
President
Bullseye Sailing Association

Proposed Amendments:

Below are proposed amendments, approved by the Executive Committee, that are being passed on to the you the BSA members for your approval. Proxy voting forms will follow via email to all current BSA members in good standing to facilitate voting for those not attending the online Annual Meeting.

Amendment to Rules for Regattas, adds (a) to existing 7.3

7. Schedule of Races

7.3 No races will be started after 1300 hours on the final day of racing.

(a) This may be amended by the Organizing Authority, but any change must be included in the event's NOR and :

March 2020 Newsletter

Amendment to Constitution for Executive Committee Qualification, adds 3.6:

3. Executive Committee

3.6 Any individual elected as a Bullseye Sailing Association Officer, appointed as a committee chair or sent to the Executive Committee as a Fleet Representative must be a member in good standing of the Bullseye Sailing Association.

Bullseye Class Association Executive Committee Meeting 2/5/20 Minutes

This meeting was conducted by a conference call at 6:00 P.M.

Present : Windsor Coffin, David H. Burnham, Peter Drinkwater, John Glendon, Wendy Goodwin, Laura Hallowell, George Lucas, Michelle Mayagoitia, and Chris Verni.

Laura reported that memberships are up compared to this time last year. Windsor presented notes from Chris Collings said that his community sailing program expects to have six boats active next summer. Chris is considering organizing a Bullseye regatta.

FIYC Commodore and Nationals Chair John Glendon and David H Burnham led a detailed discussion of the plans for the Nationals at Fishers Island Yacht Club, August 7-8-9. Please see the article on the Nationals for all the final arrangements. A couple of important points: There will be no problems with housing since Fishers Island is used to hosting large groups. Also, FIYC will have at least three loaner boats and perhaps as many as five.

Annual Meeting

It was agreed to hold the annual meeting on Saturday, April 25. Chris Verni will look into having it at the whaling museum, and Windsor will ask George Lucas to look into having it at the Herreshoff Museum. It would be nice to attract more members than those of us on the Executive Committee. Another possibility is the IYR, the International Yacht Restoration museum in Newport.

Two amendments to our rules our proposed for the annual meeting:

1) Previously discussed amendment to rules for Regattas:

7.3 No races will be started after 1300 hours on the final day of racing. This may be amended by the organizing authority, but any change must be included in the event's NOR and SI.

2) Discussion on new proposed amendment to Constitution for Executive Committee Qualification

Any individual elected as a Bullseye Sailing Association Officer, appointed as a committee chair or sent to the Executive Committee as a Fleet Representative must be a member in good standing of the Bullseye Sailing Association.

There were no questions on these proposals both of which make good sense.

Nominating committee

Windsor is willing to continue for a third year and has identified Peter Drinkwater is being an excellent successor next year. While most officers will continue, there may be in need for a change here and there. Windsor will see if George Lucas would except the position of nominating chair.

It was agreed that the minutes from our October meeting will be approved at our next meeting since they were sent out very late.

The meeting was adjourned at 7:05 p.m.

Respectfully submitted,

Laura Hallowell

**2020 Bullseye National Championship will be
hosted by Fisher's Island Yacht Club
August 7, 8 & 9, 2020**

As of today, the 2020 Bullseye National Regatta is scheduled to proceed as planned on August 7-9th. Due to these precarious times, if the National's need to be canceled, the decision will be made no later than July 1,2020.

An important note from the Co-Chairs!

The Fishers Island Yacht Club is pleased to host the Bullseye Sailing Association's 2020 National Regatta over the weekend of August 7-9, 2020. Our Club regards this opportunity to serve as host club for the Nationals as a great honor and a serious responsibility. Our planning has been underway since late last summer.

By way of background, the Bullseye racing fleet at FIYC has been an important part of our Club's very significant racing tradition since the 1950s. Several of our active Bullseye racers today grew up racing their family Bullseyes with their fathers and grandfathers. We expect our Club to have more than ten boats on the starting line at this year's Nationals.

As some of you know, our "backyard" for racing, the Fishers Island Sound, is an idyllic and challenging body of water to host the 2020 Nationals. The current ebbs and floods at one-to-three knots and our prevailing Southwesterly breeze is reliably variable depending on your location on the racecourse. Local knowledge is helpful, but even our Club's most experienced racers will fail the test of which side of the windward leg has the stronger breeze from the best angle with the least amount of unfavorable current or the most amount of a fair tide. These conditions can be both frustrating and exhilarating on the same afternoon and, at times, during the same race. In other words, our Fishers Island Sound has the perfect conditions for competitive Bullseye sailors to test their racing skills against the best in our class.

Located on an Island, the Nationals require extensive planning. We will be hosting off-Island competitors and non-competing family members in the homes of Club members. We have again arranged for launching and hauling of trailered boats at Spicer's Marina in Noank, CT. We encourage those who can arrive early at Spicer's to compete in an afternoon single-handed race(s) or in a regular practice race starting at 1400 and 1405, respectively. The starting line will be about 0.5 nautical miles north of Fishers Island's West Harbor flasher (R6 on your charts). We will have welcome facilities at Spicer's for travelling racers and towing capabilities for those who launch and rig too late to sail across the Sound to the starting area.

Check in will occur at the FIYC Clubhouse at 1700 and those requiring housing will meet their hosts at that time. The opening night party will begin at 1800 when our Club normally holds its Friday night "Commuter Cocktails." Racers and family members will have the opportunity to enjoy a cocktail hour with our members and with your fellow competitors. Dinner will be on your own at our only public restaurant/bar on the Island, the Pequot Inn, though we may be able to work out a special BSA dinner deal with the Pequot once it opens in May.

The Saturday morning Skipper's meeting will be at 0900 and the harbor start will begin shortly thereafter. We will try to begin racing at 1000, however, the wind conditions on the Sound are highly variable in the morning. We are hoping to finish two races in the morning before a lunch break on Flat Hammock, a small island near the starting/finishing line. In addition to a picnic lunch, we will have a power boat anchored off the island with head facilities. Our goal is to have two, perhaps three, more races in the afternoon and to return to the Club no later than 1700.

For those racers who will be accompanied by a non-racing spouse/partner, we will be offering a "tour" of the Island and a luncheon at one of the two clubs with dining facilities. We enjoy sharing our island experience with others and look forward to offering a casual trip around the local sights for those who will not be racing.

Evening cocktails and a buffet dinner will be hosted by Tom and Ruthy duPont at the duPont family home, Grey Gulls, on the eastern shore of West Harbor. Transportation to/from Grey Gulls by car will be arranged by FIYC members.

Sunday racing is scheduled to begin at 1000, if the conditions permit. We hope to have two races before heading back to the Club for lunch and awards. No race will start after 1300. Tow boats will be available to hustle folks back to Spicer's for those on a tight schedule.

We are excited to be able to share our little island with our friends and fellow Bullseye racers in August. Of course, we are all presently facing the unhappy and uncomfortable fact of the coronavirus pandemic. Connecticut has been hard hit by the virus, but at this point, Fishers Island and its small population has

March 2020 Newsletter

been spared. We must recognize that if the spread of the disease is still a significant health concern by the summer, the Nationals may have to be cancelled, which would be most unfortunate.

The Flag officers of FIYC in close coordination with the BSA Executive Committee will decide on or before July 1, 2020, if it is necessary to cancel the Nationals. If the Nationals are not cancelled, you will have until July 15, 2020, to register and pay the registration fee. This will be handled through yachtscoring.com. There will be a \$25 late registration fee after July 15th with a final deadline of August 1, 2020, to register and pay. For so many reasons, let's hope the regatta will be held as planned and we will all have a great, safe racing experience.

Please allow for safe distances at all turning marks in the coming weeks.

Best wishes,

John Glendon and Louise Burnham Packard
Co-Chairs, 2020 Bullseye National Regatta

Ask Wendy

Have a question about your boat? Ask Wendy! Wendy Goodwin, President of Cape Cod Shipbuilding, is happy to answer your questions & enlighten us all. Please submit questions to editor@bullseyeclass.org

Dear Readers: This past week alone I've been contacted 4 times about this particular topic, so I'd like to re-publish an article from 2016, with a bonus information* at the end.

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.

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 must 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

March 2020 Newsletter

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.

*Bonus additional information for 2020 readers: New York & Wisconsin both require a title even for sailboats without motor brackets. When buying/selling to/from NY or WI make sure a title changes hands & be sure to title immediately in your state when you purchase. If you allow time to go by, the person with whom you bought/sold could move/pass away & you'll be unable to acquire additional affidavits/information that the registry may require. In the state of Massachusetts, they have supplied me with an affidavit form that gives the seller an opportunity to state that they never titled the vessel & the vessel never had a motor bracket. This form makes a lot of sense, but may only work with transactions that occur within Massachusetts. Some registries will do a title search & if the boat has ever been titled in it's lifetime, the registry won't issue a new title without the old title signed over from the prior owner. It's a good idea to call the registry when selling & purchasing to search that particular HIN# before you become the owner. Some registries will search the sellers information & if they have a summer home in a non-title state, but reside in the winter in a title state, they will require a title-even if the boat was only used at the summer home. Be sure to be up-front when selling whether you have a title or not & where you reside. Recently I learned the State of RI has a process if you don't have a title but would like to acquire one & use the boat in RI. This process takes about 2 years but it's better than owning a "pig in a poke". As a manufacturer and a broker it certainly would be easier if all states had the same requirements for watercraft, but alas, until this is streamlined do your homework before purchase.

Sincerely,

Wendy J. Goodwin
President

March 2020 Newsletter

Cape Cod Shipbuilding Co.
7 Narrows Rd. P.O. Box 152
Wareham, MA 02571-0152
508-295-3550
wendy@capecodshipbuilding.com
www.capecodshipbuilding.com

Boats for Sale

Please refer to the website for the current listings

For Sale - \$2,500 Owner: Stephen Scarangella, Mamaroneck, NY 10543 Phone: Home 914-698-7960, Cell 914-490-0677, email: scaps768@optonline.net Colors: Deck beige, Topside green, Boot top red, Hull blue Hull number 859, Date mfg. 1959 Sail number 207, Boat name Beagle Sails: Main sail by Optima in good condition, Genoa by Optima in good condition, Working jib by Thurston in fair condition. Trailer: Triad in excellent condition Outboard Motor: Mercury, 2-1/2 HP, Year 2010 in fair condition Gear: genoa tracks, anchor, boom rest, cockpit cover in fair condition, outboard bracket, pump, varnished wood seats. Remarks: Standing rig in good condition.

For Sale - \$3,000 Owner: Aron D. Rose, Brandford, CT. , 06405-4719 Phone: Home (203) 483-5996, Cell (203)376-5512, Email: aron.rose@yale.edu Sail number 210, Boat name MAYA, Date of mfg. 1958 Color: Deck gray, Hull white. Sails: Main sail by Kappa in good condition, Genoa by Kappa in good condition, Working jib by Kappa in good condition. Gear: spinnaker pole, boom rest, jib clutch, anchor, boom vang, cockpit cover in good condition, outboard bracket, wood seats varnished. Remarks: Can be transported on Triad Trailer to be returned to seller. Boat needs minor repairs: toerail cracked, seats to be refinished, mast step support could be replaced.

For Sale - \$4,000 Owner: Herreshoff Marine Museum, 1 Burnside Street, Bristol RI 02809 Phone : 617-529-5832, w.ylnn@herreshoff.org Boat Location: Bristol, RI Sail number: 701, Boat name: Smoke Sails: Main by Horizon in good condition, Genoa by Horizon in good condition Gear: Spinnaker pole, Boom vang, and has varnished wood seats. Remarks: 2013 National Regatta Champion - needs some work, but Smoke was a great proven winner.

For Sale - \$4,500 Owner: Bruce Maffeo, Brooklyn, NY, 11215 Phone:917-648-3899 e-mail: jbrucemaffeo@gmail.com Boat location: Port, Washington, NY Sail number: 966, Boat name: Applesauce Color: Deck: White, Topside: White, Boot Top: Navy, Hull: Blue Sails: 2 Main, Genoa, Working Jib all by Thurston in fair to good condition. Gear; Anchor, Boom rest, Cockpit cover, Pump, boat cushions, 4 life preservers, bumpers. Trailer; Make: Highland in fair condition Outboard bracket, Outboard Motor by Mercury, 3 1/2 HP, year 2012 in good condition.

For Sale - \$8,000 Owner: Charles Price Miami, FL, Phone: 786-303-2921, email: bud5220@gmail.com Boat Location: Miami, FL Colors: Deck white, Topside Blue, Boot top red Date of manufacture: 1959 Sails: Sail number 375, Main sail by Cape Cod in excellent condition, Working jib by Cape Cod in excellent condition, Spinnaker by Ullman in excellent condition. Gear: Spinnaker pole, cam cleat, anchor, boom rest, cockpit cover, lifting sling, outboard bracket, pump, wood seats varnished Trailer: Triad, year 2014 in excellent condition. Remarks: Boat was factory rebuilt and like new, brand new standing rigging, race ready.

For Sale - \$8,500 Owner: Owner: Bruce and Christine Thompson, Cotuit, MA 02635 Phone: H 508-420-1769, C 206-795-3975, e-mail: christinewthompson@comcast.net Boat location: Cotuit, MA Sail number: 909, Hull Number 5-2003, Date Mfg. 2003 Colors: Deck; light grey, Topside: White, Boot Top: Red, Hull: green Sails: Main by Quantum/Thurston in excellent condition, Working Jib by Quantum/Thurston in excellent condition. Gear: compass, anchor, boom rest, cockpit cover in excellent condition. Remarks: Wood seats with oiled finish, teak trim, removable hiking stick, swim ladder, porta-potty

For Sale - \$10,000 Owner: Richard P. Reeve, Fairhaven, MA Phone: cell 508-728-7826, E-mail: pcreeve@comcast.net Boat Location: Fairhaven, MA Colors: Deck, white, Topside: white, Boot top: white, Hull: white Hull number 1-88 date of mfg. 1988, Boat Name; Lark Sails: Sail number 811, Main sail by Quantum in good condition, Genoa by Thurston in good condition, Working Jib by quantum in good condition, Spinnaker by Thurston in good condition. Gear: Spinnaker pole, genoa tracks, boom vang, winches, jib club, anchor, boom rest, cockpit cover in good condition, outboard bracket, hand pump. Outboard Motor: Evinrude Yachtwin, 4 HP, year 1989, in good condition. Remarks: Includes 5 boat stands

March 2020 Newsletter

with blocks & chains, custom seat cushions, tiller extension, older mainsail and jib sheet, halyards and anchor with chain and line. Note: The 'Lark' previously was raced as part of the BYC Bullseye Fleet.

To List Your Bullseye for Sale

To list your Bullseye for sale, download and print the Bullseye For Sale Form PDF and mail it along with a \$25 check made out to the Bullseye Sailing Association to:

Conrad Lavigne, Boat Coordinator
34 Parker Street
Rockport, MA 01966

Email:
boatcoordinator@bullseyesailing.org

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	David H. Burnham
Marion, MA	Marcia Browne and Chris Verni
Miami and Key Largo, FL	George Lucas
Rockport, MA	Susie Kinder
Saunderstown, RI	Al Maybach
Winter harbor, ME	Windsor Coffin

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: Windsor Coffin, president@bullseyeclub.org

Vice President: Jody Smith _
rfrates@aol.com

Vice President: Peter Drinkwater, wh5n10@myfairpoint.net

Secretary: Laura Hallowell, secretary@bullseyeclub.org

Treasurer: David H Burnham, treasurer@bullseyeclub.org

Technical Committee Co-Chairs Chris Collings,
Niko Kotsatos, Chris Verni, techcom@bullseyeclub.org

Historian: Jim and Kristen Pluntze,

Boat Builder: Wendy Goodwin, wendy@capecodshipbuilding.com

Nationals Chair for 2020: John Glendon, jbglendon@juno.com and Louise Burnham Packard, louise.packard@gmail.com

March 2020 Newsletter

Nominating Committee Chair: George Lucas, lukeshome@comcast.net

Newsletter Editor: Elizabeth W Stowe, editor@bullseyeclass.org

Newsletter Support: Richard Pline

Commodore: Kym Lee,

Competition Committee Chair: Kathryn Collings

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