

# ★ BULLSEYE ASSOCIATION ★

## EXECUTIVE COMMITTEE TOPICS

The Executive Committee of the Bullseye Association met on December 1. Those present were: Steve Homer, representing Southwest Harbor, Mark Cohen, Treasurer, representing Marblehead, David Burnham, Secretary, Fishers Island; Wendy Goodwin-Kelley, Vice President, Marion; and Ed-Desmarais, President, Rockport. George Fenner, Ocean Reef Club, was unable to be on board. A number of items were discussed:

### SANDY BAY YACHT CLUB TO HOST NATIONALS

The Rockport, Massachusetts Bullseye fleet will host the 38th Nationals, June 25-27. In addition to the traditional regatta prizes, the Rockport Fleet is offering a Peter Vincent painting for the highest placing visiting boat. This will be an annual, rotating trophy. The winner will have the benefit of an original Peter Vincent painting for one year. The Rockport Fleet is also offering the use of their trailers for any member of the Association who needs one to travel to the Nationals. The Executive Committee encourages the many good sailors who have never raced outside their home port to venture forth.

### TACKLESS SAILS UP FOR VOTE

The Executive Committee agreed to recommend to the membership at the Annual Meeting the inclusion of tackless mainsails as an accepted configuration. This recommendation is based on several years of research and discussion. The Committee also reviewed the hierarchy of articles on sail measurement and is recommending some minor changes. These recommendations are listed on p. 2 of this Newsletter and will be repeated in the spring issue. In addition, the Committee reviewed draft sailing instructions and rules for conducting a Bullseye National Regatta. Approval is recommended.

### SAIL MEASURING SUGGESTIONS

The Committee discussed approving one member from each of the five primary fleets as Association sail measurers. This would permit a sailor to travel to the Nationals with pre-approved sails. An additional consideration would be for each fleet to measure all of their sails at the beginning of each sailing season to ensure equity. At this stage these sail measuring ideas are presented merely as suggestions.

## ANNUAL MEETING

The Annual Meeting will be held on Thursday, April 22 at the Holiday Inn in Newton, Massachusetts. Mark it in your calendar now.

### FLEET CORRESPONDENTS

President Desmarais and the rest of the committee urge all fleets to provide a correspondent who will inform David Burnham of local fleet news. We are trying to include news that gives equal time to sailing and racing. We invite all Bullseye owners to send to David Burnham any news or interesting stories about your Bullseye. We are also investigating putting an occasional Newsletter, or section from a Newsletter, on the web.

### MARION CONTRIBUTION

The Marion Bullseye Fleet recently sent the Association a check for \$1055.39. Proceeds from the 1998 National Regatta exceeded original budget estimates. The Association gladly accepts this gracious infusion of capital.



*Bob Holzman and George Fenner sailing Kiwi, #705, with floating tack set up for very light air. They finished 1st in the December '98 series at Card Sound.*

## RACING REPORT FROM CARD SOUND

Now that all the northern fleets are laid up for winter, we at the Card Sound Sailing Club of Ocean Reef, Key Largo, Florida have just completed the first monthly series of our racing season. We race for four separate trophies in the months of December, January, February, and March, and we have a special, season-end race for the Pumpkin Key Trophy which is awarded to the winner of the race around Pumpkin Key.

There has been quite a turnover of boats in our fleet during the last year and the competition is keener than ever. Going into the last Saturday of the December series there were 5 boats separated by only three points. After the final race the first 3 boats were only 2 points apart with a tie for second being broken by the boat with the most first place finishes.

Because of the ongoing interest in tackless vs. traditional sails I have listed the results of the first 5 finishers of the 12 competitors in the December Series with sailmakers noted. There were 2 tackless Doyle sails, 2 Norths and 1 Anson of traditional design. Al and Lynne Mast were very competitive using a 6-8 year old North sail and would have been in the first three places if they had been present for all 8 races as were each of the other 4. None of the 6-12th place finishers sailed in all 8 races and these were not contenders. In this group the predominant sailmaker is Doyle with the tackless design.

Starting in the January Series the fleet should expand to 16-17 boats and of that number there will be 12 new Doyle tackless sails all computer cut to the exact same measurements. I will continue to report results as the season continues.

George Fenner

*(See race results on page 2.)*

## PRESIDENT'S MESSAGE

Happy New Year to you all!

It is the armchair sailing season for those of us in the northern parts of the country. I always looked forward to reading the winter newsletter while seeing my Bullseye sail (on its trailer) on a sea of snow. Meanwhile, the Card Sound Fleet is approaching the halfway point of their season.

This fall I have had many pleasant surprises. A member wrote in to inform us of the presence of a 12 Bullseye Fleet in Deer Island Maine. Several other members phoned me for information and our conversations invariably turned to the pleasures of sailing our Bullseyes. I am continually impressed by the diversity of our membership and the ardent interest in sailing Bullseyes.

Your Association officers have been busy. The notes from our Executive Committee meeting are covered elsewhere in this newsletter. The greatest benefits from our meeting are the exchange of ideas, inter-fleet communications and promoting the Association and the Fleets that comprise our group. Starting with this newsletter, you can expect to read articles from and about these Fleets. We have also been able to establish the sites for the Bullseye National Regatta for 1999 (Rockport), 2000 (Card Sound) and 2001 (Southwest Harbor).

On April 22, 1999, we will hold our annual Bullseye Association meeting at the Holiday Inn in Newton, MA. The primary agenda items will include a membership vote on proposed changes to our Class Specifications, and the adoption of Rules for Conducting a Bullseye National Regatta and Sailing Instructions for a Bullseye National Regatta. I encourage you to read the changes and the proposed Rules and Sailing Instructions on our web page. Please send me your comments and suggestions. I hope to see many of you at our April meeting.

In closing, I want to thank Wendy Goodwin-Kelley, George Fenner and Phil Nutting for their information, research, analysis and recommendations for changes to the sail configuration portions of the Class Specifications. I also want to recognize Dave Burnham for continued excellence in producing our newsletter.

Ed Desmarais

### DUES ARE DUE

Some members have not paid 1999 dues yet. If we feel you are in arrears, a dues notice is enclosed in your envelope with this newsletter. If we are in error, let us know. We will not continue to send Newsletters to those who let their memberships lapse

## PROPOSED SPECIFICATIONS CHANGES

There is a proposed change for *ARTICLE III, Section I, General Specifications*. Phrases in Bold Face type are additions. Those with a line through them are deletions:

### 1.1 Measurement Procedures:

- b. All new, previously unmeasured or recut sails must be measured and marked **by an Association approved sail measurer prior to being used for** a Nationals competition ~~before being used in any Nationals competition~~. All sails previously measured and marked at a Nationals competition may be used in future Nationals competition, if the "mark" is still readable. Competitors must show their "marked" sail to the measuring committee. **Article III Section 1-1.1 b takes precedence over Article III Sections 2, 3, and 4.**

Also there is a proposed change for the first two introductory paragraphs of *Section 2.1 Mainsail* (floating tack design).

~~The floating tack mainsail will be allowed in a club racing only for a trial period of two years. During this time it will not be used in Nationals competition. During this two year trial period local clubs shall keep track of the performance of the traditional sails versus the floating tack mainsail, keeping in mind weather conditions and, of course, the skill level of the skippers involved.~~

At the ~~1998~~ 1999 Annual meeting there will be a vote regarding acceptance or rejection of the floating tack mainsail into class specifications. Data will be prepared for review by the membership prior to the Annual meeting.

### CARD SOUND RACE RESULTS - COMMODORE DINGHY TROPHY SERIES December 1998 (Best 5 finishers out of 8 races)

Place	Sail #	Boat	Crew	Points	Sail Age	Sailmaker
1	705	Kiwi	Bob Holzman George Fenner	12	3	Doyle*
2	708	Duckling	Frank & Shirley Shumway	14	3	North
3	785	Reef Racer	Stewart & Evelyn Pinsof	14	2	Anson
4	817	Chance	Alan & Vicky Goldstein	16	3	Doyle*
5	700	Pretsail	Alan Mast & Lynne Mast	25#	6-8	North

\* - Tackless Sail, # - Did not race last 4 races

### 1998/1999 OFFICERS OF THE BULLSEYE ASSOCIATION

President: Edward W. Desmarais, 1 Ashbrook Road, Exeter, New Hampshire 03833, 603-778-7510  
Vice President: Wendy Goodwin-Kelley, 5 Narrows Road, Wareham, MA 02571, 508-252-3442  
Secretary/Editor: 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: Conrad Lavigne, 28 Parker Street, Rockport, MA 01966-1620, 978-546-2071  
Technical Committee  
Chairman: Philip Nutting, 16A South Street, Rockport, MA 01966, 508-546-2594  
Vice Commodore: Peggy Dyer (Mrs. Holmes), 52 Water Street, Marion, MA 02738, 508-748-0555  
Vice Commodore: Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, 207-244-3794

## HELPFUL DISCUSSION REGARDING SAIL MEASURING AND THE FLOATING TACK

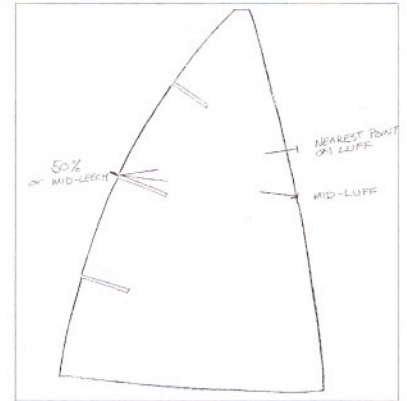
In the October issue of the Newsletter, Wendy Goodwin-Kelley, the Association's Vice President, requested "input, suggestions and solutions" to some of the sail measuring issues which are being discussed, especially in regard to sail eligibility for the Nationals. The following is a letter from Chris Collings of Quantum/Thurston sails. The Association may wish to discuss the sail measuring method suggested by Chris as it relates particularly to the "floating tack" or "tackless sail" issue.

Dear Wendy,

There are two ways to measure your mainsail: the traditional method of measuring the Luff, Leech, Foot, and the Girth between the 1/2 leech and the 1/2 luff. This is how you currently measure. The more contemporary method is to measure only the Leech and the Girth from the 1/2 leech to the NEAREST POINT ON THE LUFF.

This simpler technique reduces error for the following reasons. The boltrope hem on the luff and foot are prone to shrinkage. Different rope styles shrink in varying amounts over varying periods of time. While the sail can be pulled to its full dimensions while onboard, the shore-side sail measurer can not pull every sail the same amount or even measure the same sail exactly the same way twice. This has always been a problem and many of the one-design classes around the country have resolved it by using the Leech Measurement technique. The leech of a sail does not change much over the sail life; measuring and remeasuring can be easily accommodated. The most significant difference between

these two methods is the overall size of the sail. (Refer to the drawing) When a sail is measured using both techniques the length of the girth measurement is different. The Mid-leech to Mid-Luff girth is longer than the Nearest Point Measurement. If your class uses the Nearest Point technique and retains the original girth length, then the sails can be made larger by extending the leech.

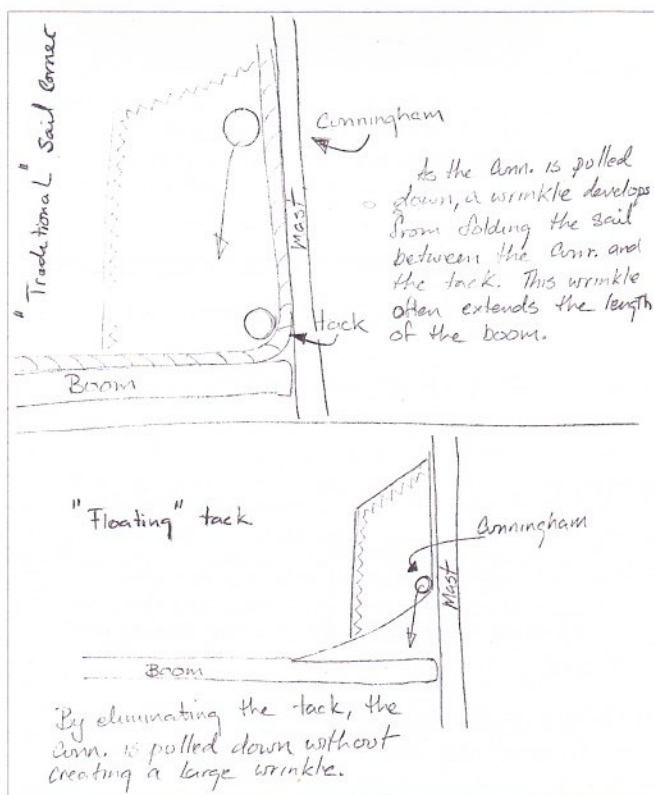


The question of a floating tack is addressed automatically through the elimination of the Luff and Foot Measurement. A sail can be made either with or without this feature. The individual boat owners can experiment for themselves. A floating tack is a sail construction feature that eliminates the tack grommet and requires the sailor to rig a cunningham to control luff tension. This type of system takes the place of the gooseneck down-haul, and is more easily adjusted because there is less friction associated with pulling on the cunningham than there is when moving the gooseneck. While you can rig a cunningham (Thurston sails have come standard with a cunningham for 8 years) without eliminating the tack grommet, the advantage to the floating tack is found in the lack of a large wrinkle that develops as you pull on the cunningham. Without a tack grommet the sail is simply pulled down into the corner as you apply tension. The net effect is a smoother sail. While a floating tack makes the sail smoother, it does present a problem when measuring the foot and luff lengths (please refer to the drawings).

Your class has complete control over the spars (mast and boom) because Cape Cod builds all of them. As a result the class has a real but indirect way to control the final dimensions of the sails. No sailmaker is going to build a sail that does not fit the spars, either by being too long or too short. As an example, you should review class rules for racing dinghies; the spar measurement section is separate from the sail measurements. Many classes give instructions on how to measure and place measurement bands on the spars. Sailors are not allowed to use sails that extend beyond these bands. This step is used to control spars made by different suppliers.

I encourage the Bullseye Class to look at these ideas. The problems that you have experienced recently are not new ground in One Design sailing and the administrative steps taken by other classes around the country have worked very well. One closing thought: the racing members of your class are in the minority. Be sure that all members of your organization embrace whatever changes you decide upon. I hope that I have been of some help.

Good sailing,  
Chris Collings  
Quantum/Thurston Sails



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## SUMMER OF '98 RACING AT SANDY BAY

Our President, Ed Desmarais, is much too modest to report the results of Bullseye racing at Rockport directly to the editor. However, the Sandy Bay Yacht Club has a wonderful web page which is also connected to the Bullseye Association website and the Cape Cod Shipbuilding website. The editor's research has made it clear that President Ed won the 1998 June Series, the Memorial Day Series, the July 4th Series, the Saturday Series, the Sunday Series, and the Labor Day Series. His record, or is it that of the good ship Acadia, is all the more impressive when one notes that Ed entered all but three of the 22 races last summer, came in second twice, and won the other 17.

Other competitors at Rockport were Emily Wick, Connie Lavigne, Dan Karr, Laura Dickey, Jerry Lavigne, and Jean Childs. It was Connie Lavigne who did beat Ed twice.

All Bullseye racers should look forward to some exciting racing at the Nationals in Rockport next June when the Sandy Bay Yacht Club will be our gracious hosts. It looks, however, as though our President, once off the dock and behind the tiller, and with Frank Berson as crew, will doff his genial demeanor and present a huge challenge to those who come from both near and far.

Dave Burnham

## SMALL FLEET AT FISHERS ISLAND

Bullseye racing was somewhat limited at Fishers Island last summer. Some of our most active skippers are concentrating upon International One Design racing. The Yacht Club is working hard to build interest in Bullseye racing by special in-harbor practice races for young people and older, but inexperienced skippers. An example would be, a race in which I and her mother crewed for my ten-year-old granddaughter Isabel Burnham—and she won! I never touched the tiller. So, it was a building year.

In the regular racing I was on the line most of the time in Querida, Charles Kadushin and Marc Rubenstein in Neptune, John Nielsen in Whirlwind and Brad Burnham occasionally in Peregrine. I did win the season's trophy with the help of son Paul and grandson David. Perhaps the best race of the summer was the Labor Day Race which turned into a duel between Charlie Ferguson and me. Charlie was racing for the first and only time last summer. The lead changed frequently but I felt comfortably ahead at the beginning of the last beat only to lose air and have Charlie, the canny Scot, find some and outwit me. Charlie has reminded me of a very similar race on July 4, 1980. See photo. Will I ever learn?

Dave Burnham



*Querida vs. Pegasus with Charlie Ferguson at the helm, July 4, 1980 at Fishers Island. Two hundred yards to finish. Too late to cover.*

## ANNOUNCEMENTS

If you have not paid your dues. Mail your check for \$20 made out to Bullseye Association to Mark Cohen, Treasurer, 203 Washington Street, Marblehead, MA 01945.

For more information on Bullseyes. Contact Philip Nutting, 16A South Street, Rockport, MA 01966, 508-546-2594, or David C. Burnham, 44 River Street, Rehoboth, MA 02769, 508-25293442. Or use the internet: <http://www.shore.net/~bullseye>.

## BULLSEYES FOR SALE

Built 1961                      Sail#384                      \$3300  
Well equipped boat with good trailer and outboard motor.  
Contact Leonard Schwartz, 21 Ashwood Drive, Brick, NJ 08723-3401. Tel. 732-477-4231.

Built 1959                      Sail #259                      \$3500  
Boat in excellent condition. Good trailer. Antique Seagull motor runs like new. Thurston cover. This is an outstanding boat.  
Contact W.J. "Steve" Stevanus, 8524 Vollmert Ave., Baltimore, MD 21236. Tel. 410-256-8008.

Built 1974                      Sail #702                      \$3500  
Completely Awlgripped, 3-year old sails, no spinnaker.  
Varnished cap and cockpit coaming. Contact Bill Low, Golf Village, Unit A, Key Largo, FL 33037. Tel. 305-367-3905.  
Email: [Billow@worldnet.att.net](mailto:Billow@worldnet.att.net).

**BRAND NEW BULLSEYES:** Contact Cape Cod Shipbuilding Company, Wareham, MA 02571. Tel. 508-295-3550 or [ccsb@four.net](mailto:ccsb@four.net).

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## THE CAPE COD SHIPBUILDING COMPANY, BUILDER OF BULLSEYES SINCE 1950, CELEBRATES 100TH ANNIVERSARY

### HISTORY OF THE COMPANY

Myron and Charles Gurney were wagon manufacturers in the center of the town of Wareham. They built wagons for Tremont Nail and other established Wareham companies. When the rubber tire was invented, the Gurney Brothers looked to other manufacturing ideas. With a plant right on the Wareham River, Myron and Charles occasionally built small skiffs for their own recreation. When an offer was made to buy their boat, they couldn't part with it, but offered to build one just like it.

In 1899 the Gurney brothers named their newfound company Cape Cod Power Dory Co. and built several designs of wooden sail boats and skiffs. Charles did the drafting and designing, his most famous design being the Cape Cod Knockabout. They also built lifeboats and as their reputation grew, they built the Saltaire 80' launch, which weighed 60 tons. The entire town of Wareham celebrated the event the day she was launched, as Mrs. Gurney christened "The Saltaire" into the Wareham River.

In 1919 the Narrows Bridge was constructed, closing the Cape Cod Power Dory Co. off from Buzzards Bay. Cape Cod Power Dory Co. changed its name to Cape Cod Shipbuilding Corp. and the company moved to the other side of the Narrows Bridge. The land was known as "Idlewild," and was part of the William Minot Estate. This property was reserved for Mrs. Minot whose hobby was to travel and bring back clippings to be planted on the property. Even today, some of the shrubs and trees are not ones typically found on New England soil.

Buildings were constructed with windows and doors from buildings in the center of town, making some of the present plant over 100 years old. Then and even today, part of running a boat yard means being frugal. With more land, the buildings could be spread out, making it safer to store lumber and existing boats apart in case of fire. Lumber was stored separately from the mill where it was cut. There was a separate building for assembly, another for painting, and still another for the show room. The office was built to have an overview of the plant.

Boats built during this time were wooden, mostly pleasure but some commercial. Skilled labor was hired and the company's reputation grew. Cape Cod built boats upside down, assuring better quality. With the ability to do its own milling, large pieces of lumber could be purchased, and not a scrap went to waste.

Upon the death of Captain Charles S. Gurney, the management went to G.S. Williams. At this time, E.L. "Les" Goodwin was the president of Undercliff Boat Works in New Jersey and a dealer in Cape Cod boats. Les noticed the quality had changed after the death of Captain Gurney and came to Wareham for a visit. In 1939 he purchased the shipyard. He and his wife Audrey moved to live in the office and run the company. The only employee at the time was Jack Daphney, the rigger. Unlike the Gurneys who did both the designing and the building, Les's goal was to hire well-known designers to design pretty boats



*Bullseye #2 on an early sail with a genoa. At the helm is Miss Hartley, the company secretary.*

instead of sticking to the Gurney designs. At this time Philip Rhodes designed "Rhodes-18" and Sparkman & Stephens designed the "Mercury." Both were purchased and successfully built out of wood.

E.L. Goodwin could be described as a "jack of all trades." He enjoyed being a businessman, a sailor, a farmer, a sawyer, and a steam engineer. The company sold the steam engine just before E.L. took over. He was always upset about that having acquired his steam engineer's license. They did use the boilers to create energy and heat for boat building and steam bending. In the winter wood chips and coal were used to operate the boilers. This gave them the opportunity to buy raw wood and mill it on the property. Les also invented the procedure to press four pieces of wood into a hollow sailboat mast by means of water pressure.

The production shifted gears for World War II. The company built small war tugs, smoke boats, and launches. Les traveled to Washington to receive contracts with the criteria that the boats could only draw 15' or less, due to the depth of the



*Bullseye deck building in the early 1950's. Seven men! Today this job involves two men clad in OSHA-approved suits and masks.*

#### HISTORY *continued from p. 3*

Wareham River. Other yards took on contracts to build larger ships, but weren't able to recover after the war. The assembly line was set up to build 1 1/2 forty-foot tugs a week. Building #6 built one boat a week, and building #20 built one boat every two weeks. Les had brought Cape Cod Shipbuilding from one employee to over 100! During a three-year period of the war, the yard was leased to National Fireworks and was called Wareham Shipyards. This was done to give the company better buying power.

On one of his trips to the Pentagon to negotiate a contract, Les learned that contracts for fiberglass military boats were in the future. In 1947 he worked with Mr. Bell of American Cyanamid in New York to build fiberglass products. The first fiberglass boat Cape Cod Shipbuilding built was a model. Production began in the basement of the office. Anyone who has ever been in a fiberglass production room knows why the office staff bitterly complained.

As the war ended Les knew the way to continue to stay in business was to convert to building fiberglass sailboats. Cape Cod Shipbuilding Co. and The Anchorage Co. of RI were the first two manufacturers to build fiberglass boats. Cape Cod was the first to install a lead keel on the outside of a fiberglass sailboat. The company also successfully converted the "Mercury" and "Rhodes-18" from wood to fiberglass.

Many new designs were purchased from George Lawley & Co. Les also secured the rights to purchase all boats 30' and under designed by Captain Nathanael Herreshoff, the "wizard of Bristol." With the acquisition of the exclusive rights in 1947 came the Herreshoff construction records. Categorizing all his designs was overwhelming. A few were retained in house in order to begin building. The remaining plans were taken to MIT

for proper preservation. Thirty-five wood Bullseyes (now known as the H-12 1/2) were built by Cape Cod under the direction of a foreman formerly employed by Herreshoff. This production run supplied the demand for replacements in existing racing fleets over a period of years.

Popularity of fiberglass boats at this time began to make inroads into the demand for new wood construction. E.L. perfected the method of bonding the fiberglass deck and hull so the boat would come out of the mold in one piece. This allowed for a stronger, leak proof boat. The procedure was highly secretive, and a new room with low ceiling was created not only to keep a constant temperature for curing resin, but also to keep people out. Other builders were having trouble building in drafty mills. Cape Cod had created the first fiberglass molding room and E.L. was trying to protect his newly acquired technique.

Production began on a fiberglass model of the Fishers Island H-12 1/2 in 1950. The Fishers Island had a wider waterway, and a tiller that went over the stern. She was designed by Nat Herreshoff for the Fishers Island fleet as a more seaworthy version of the Bullseye. This new fiberglass boat became known as the Cape Cod Bullseye. It had a cuddy and other alterations designed by Captain Nat's son, Sidney. In the fifties, Cape Cod was building about 60-70 Bullseyes and 80-100 Mercuries a year.

Zephyr Spars was purchased from Alcoa. Up until this point Cape Cod was purchasing the spars for its fiberglass boats. Alcoa formed a monopoly and had to diversify. Jack Daphney was sent to purchase part of Zephyr, but came home with the entire company. All the extrusions, machinery, and tools were moved to Wareham. Currently, Zephyr is a division of Cape Cod Shipbuilding and builds spars not only for Cape Cod boats, but for other designs as well.

Due to E.L. Goodwin's purchases, Cape Cod presently builds 22 models of fiberglass boats from 9-44 feet. Gordon L. Goodwin (E.L. Goodwin's son) took over the presidency in 1979. Cape Cod boats were built so well that they were not deteriorating. In the late 80's sales of new boats were way down. To compensate, the company did repairs and provided boat storage. Hurricane Bob in 1991 created many repair opportunities and then the boat orders increased.

Cape Cod's boats today have a traditional look combined with modern quality. However, as one looks around at a boat show, it is clear the Company has become an endangered species. Cape Cod's first-rate construction and semi-custom sailboats are in great contrast to the mass-produced, lightweight sailboats other companies are building. In his later years Les Goodwin complained that the boats he built were not deteriorating enough for people to replace them. One might think Cape Cod has made a mistake building boats that are so well made, but it is that simple fact that has kept the Company in business for 100 years. The goal for the future is to encourage more people to sail, as Cape Cod boats are handed down from generation to generation.

Wendy Goodwin-Kelley