

# ★ BULLSEYE ASSOCIATION ★

## THE INVITATION TO THE MILLENNIUM NATIONALS AT CARD SOUND

Dear Fellow Bullseye Sailors,

On behalf of the Card Sound Sailing Club, I want to invite all Bullseye sailors to participate in the first National Championships of the new millennium on March 18-19, 2000. This is the 39th consecutive Bullseye Nationals. We intend to supply our usual good weather, fair winds and southern hospitality.

Aside from the great racing, we have a full social schedule which will include registration on Friday afternoon, followed by a reception and dinner at the Health and Tennis Club on Friday evening. After the first two races on Saturday morning we will sail in to the Anglers' Club for a spectacular buffet lunch followed by another race on Card Sound. Saturday evening will begin with cocktails and hors d'oeuvres at the Commodore's house followed by dinner at any of Ocean Reef's fine restaurants or, if you choose to leave the reef, at one of the many excellent restaurants in Key Largo.

Each participant, as a part of registration, will be offered a temporary Ocean Reef membership card which will allow full use of any of the Club's facilities including golf, tennis, croquet, Health Club, spa and salon, and beach, swimming and recreational activities offered at the Club's Buccaneer Island complex.

On Sunday morning we will finish up with the final two races followed by the awards cookout at the Sailing Club's Baker Harbor facilities. Haul out will follow lunch for those needing to get away early. Those wishing to extend their vacation are welcome to stay on as long as they can to enjoy our great facilities and fine weather.

We hope to be able to make a few Bullseyes available for charter, but because of the great interest of our own members, boats may be scarce. We will try to place all interested racers and their crews with host families. Because this is the very peak of our busiest season, I encourage you to make your plans as early as possible to avoid being shut out of this fun event. Additional information will be found elsewhere in this Newsletter.

We look forward to seeing our old friends and making new ones here in our own special piece of paradise. Please plan on joining us.

- George Fenner, Commodore, Card Sound Sailing Club



*Rounding the leeward mark in the first race of the 1994 Nationals at Card Sound. Boats clearly identifiable are (l-r) 708 Duckling, Frank Shumway; 704 Wasp, Jane Schaefer; 757 Nonsense, Jim Leenhouts; 702, now Ed Thompson's Gabrielle (see p. 3); 790 Red All Over, Wendy Goodwin-Kelley; and 584, a local boat chartered by Mary Pierce.*

### LAST CALL FOR CARD SOUND

As of the publication of this issue we know of seven boats from New England that intend to participate in the Nationals, March 18-19, at Card Sound. Wendy Goodwin-Kelley will bring Red All Over from Marion. Ed Desmarais will bring Acadia and Connie Lavigne Whisper II, both from Rockport. Consultation skippered by Frank Berson will come all the way from Biddeford Pool, Maine. Fishers Island's Burnham brothers, Brad in Peregrine, Dave in Querida round out the six boats that will be trucked back and forth. The seventh boat is Mistral which will be towed down by Cal Beggs from Fishers. With the probability of 15 or more boats from Card Sound entering the Regatta we can be sure of a good sized and very competitive fleet. Perhaps some owners in the Miami area will join the fun. How about still more from the north? Do not hesitate to contact Wendy Goodwin-Kelley at Cape Cod Shipbuilding Company (508-295-3550) to express your interest. Six is the maximum on the present truck but someone might drop out or, if there is sufficient interest, a second truck might be hired. Also, Commodore Fenner in his letter of invitation mentions that a charter might be possible.

#### HAVE YOU PAID YOUR DUES?

For those sailors who have not paid their dues for 2000 there is a form for doing so enclosed with this issue. Your \$20.00 makes it possible to print and mail four Newsletters a year and assists the Bullseye Association with its administrative expenses. Only those who have paid will receive the next issue. - Dave Burnham

### EXECUTIVE COMMITTEE REPORT

The Executive Committee convened on November 29, 1999 via a telephone conference call. The participants were: Steve Homer (Southwest Harbor), Dave Burnham (Fishers Island), Wendy Goodwin-Kelley (Marion), George Fenner, Frank Shumway, Stewart Pinsof (Card Sound) and Connie Lavigne, Emily Wick, Phil Nutting, Ed Desmarais (Rockport). The agenda for the meeting was:

1. Status of the upcoming National Regatta at Card Sound
2. Sail measurement for the Nationals

4. Developing stronger participation in the Association
5. Developing additional venues for the National Regatta
6. Current financial and membership status

A separate section of the newsletter highlights the upcoming National Regatta. We will permit Phil Nutting to measure and approve sails not previously approved for use in a Bullseye National Regatta. This will ensure that northern fleet sailors



## PRESIDENT'S MESSAGE

A very Happy New Year to all Bullseye sailors! George Fenner, Commodore of the Card Sound Fleet, and Regatta Co-Chairs Frank Shumway and Stewart Pinsof are creating an exciting Bullseye National Regatta for our Association in March 2000. This will be a welcome hiatus for our northern sailors who are traditionally ensconced in snow, cold weather and winter's last gasps. I have been fortunate to sail in National Regattas hosted by the Southwest Harbor, Marion, Fishers Island and Rockport Fleets. Through these regattas I have acquired a deep appreciation and respect for the bonds between Bullseye sailors and their boats and between the sailors across each of the fleets. I am looking forward to sailing in Card Sound and invite all of you to join us for the sailing, warm weather, and our traditional Bullseye camaraderie.

- Ed Desmarais

## EXECUTIVE COMMITTEE REPORT continued

will arrive in Florida with sails approved for racing. Tackless sails built prior to April 22, 1999 are "grandfathered" for use. Tackless sails built after that date must be measured and approved to the latest technical specifications.

Recent changes to our class specifications aim to ensure consistency in the conduct of our National Regatta. This approach creates a uniform set of expectations from one venue to the next and, by minimizing surprises, is intended to increase the number of sailors from different fleets willing to travel to the National Regatta. In the past, the host fleet has chosen the sail plan for the regatta. Some members of the Association desire a consistent sail plan mix for the National Regatta. The proposed mix consists of a mainsail, a headsail chosen by the host fleet, and the spinnaker. The Executive Committee discussion elicited a range of positions that center on the inclusion or exclusion of the spinnaker as an optional sail for all future Bullseye National Regattas. I requested each fleet to discuss this topic at their next fleet meeting and provide me or any member of the Executive Committee with their fleet's perspective prior to the April annual meeting.

We discussed several approaches for increasing participation in the National Association and particularly its governance positions. Our discussion also included new venues for the National Regatta. We drew no conclusions and assigned no specific actions from this discussion. I hope that each fleet includes these topics in their next fleet meetings.

Since Mark Cohen, Treasurer, was unable to attend this conference call, we did not address the Association's financial status. We currently have 218 active members of our Association.

If any member would like to include an agenda item for discussion at the Annual Meeting, please forward it to me or to Wendy Goodwin-Kelley, Vice-President.

- Ed Desmarais, President

## BULLSEYE FEVER

It was never my intention to create a regular column entitled Bullseye Fever or Bullseye Dreams but something always comes up to entice me to continue the series. The photo I am displaying with this article provides a good example. Recently discovered in an old family album, it brought back memories of how my particular Bullseye fever began.

The photo dates from the summer of 1941 and I am sailing my friend Dave Dorrance's boat Wasp. Dave took the picture from the Yacht Club dock. I am all of 12 years old. Wasp was, of course, a wooden Bullseye and was only a few years old at this time. It was one of a group of new style Bullseyes which were built by the Quincy Adams Yacht Yard after the Herreshoff Company had ceased to build Bullseyes and prior to all the forms and rights being given to the Cape Cod Shipbuilding Company. These boats were sometimes referred to as Long Island Sound, or Fishers Island Bullseyes.

Let me digress a moment. In those days my parents' summer house at Fishers Island had no electricity. At night we used kerosene lamps and my mother cooked on a kerosene stove. As the youngest in the family, it was my weekly chore to take two, one-gallon round cans with screw-on caps and open nozzles across the harbor to the Mobil dock to get them refilled. Each nozzle had a potato jammed on it to prevent spillage. The so-honored potatoes were selected in June and lasted all summer, some of them by season's end were budding a little on the far side of the nozzle!

It was through the Bullseye fleet that I rowed for kerosene. I got to know each of these boats better than their owners did. Some were old timers from the 1920's and '30's. These were like the H-12's of today with wide cockpits and the tiller poking through the transom except that at Fishers Island they were always Marconi rigged. Mixed with the older boats at the



Dave Burnham at the helm of Wasp, 1941.

anchorage and on the race course were at least half a dozen of the newer types, boats like Wasp with a wishbone jib instead of the old club rig and, aside from the cuddy, the same cockpit formation as the modern fiberglass Bullseye.

From the age of 9 or 10, I of the kerosene cans envied the yacht club kids and wished I had a Bullseye and could go out and race on Wednesday and Saturday afternoons as they did. This desire was indeed a Bullseye fever which after I got to know Dave Dorrance and began crewing for him changed from envy to joy.

- Dave Burnham

## THE COMMODORE LEADS THE PACK

The team of Bob Holzman and Commodore George Fenner sailing Kiwi won the December (Dingley) Racing Series of the Card Sound Sailing Club. Each of the top six boats won at least one of the eight races and the point spread, 14-22, reflects how competitive these sailors are. The Dingley trophy was first presented in the 1970's by Lucille Dingley who is now in her late 80's and still racing. Hopefully she will participate in the Nationals. For details regarding the top six, see the box score on page 4.



## RECENT CORRESPONDENCE .....

Exciting as the racing is, it is always refreshing to receive general correspondence which deals with some other aspect of Bullseye fun. In the following letter Peter Drinkwater of Winter Harbor, Maine describes how he built a trailer for Manatee:

Dear David,

I enjoy receiving the Bullseye newsletter each quarter, keep up the great work. My name is Pete Drinkwater and I live in Winter Harbor, Maine. I own a bullseye called Manatee and race it weekly here in Winter harbor in July and August. I have owned my bullseye for about 6 years and do all the maintenance myself. Every year I do a little bit more. This past spring I stripped the entire bottom back to the fiberglass. The boat was made in '62 and I think this is the first time it has been done.



*Peter Drinkwater builds a trailer with arm and hammer.*

The reason I am writing is to send you some pictures of a trailer I built for my boat this fall before I hauled it out. The base is an old "pop-up camper that I found in someone's backyard and they were glad to get rid of it for nothing. I stripped it down to the frame as you can see in the before picture. This took one evening. I ordered four boatstand tops for about \$100 and took the frame to a local welder and explained to him where I wanted the uprights to hold the stands. I took the measurements off my old cradle which I had bolted to an old trailer. It worked ok around town but I wanted a road worthy trailer. As you can see by the after picture it works well, and it sits low because of the small tires. I can launch and haul in very little water. So I have about \$450 total in this very roadworthy trailer. If anyone would want measurements or pictures I would be glad to help.

*Manatee sitting proudly on the completed trailer.*



I am on the look out for a spinnaker for my boat. We don't race with them up here but I want to be able to race in Southwest Harbor in 2001, so if anyone has a used one for sale I would be interested.

The web site just gets better and better. I check it out once a week or so for new updates. Great pictures in the area for rigging. Once again thanks for the work you put into the organization.  
Sincerely, Peter Drinkwater

Looking forward to seeing you, boat, trailer and all, in the Southwest Harbor Nationals in 2001!

A new Association member, an old sailor but new to a Bullseye is Ed Thompson from Marion, North Carolina. Ed writes from time to time and I have spliced together a few paragraphs from recent letters. Ed and his wife owned and lived aboard a schooner for over twenty years. He writes:

I still dream of the boat. I ended up with such a broken heart over leaving my schooner and afloat lifestyle that I got a little Sunfish but the aging body with its associated rusting joints needed more creature comforts. In the summer of 1998 I went to the wooden boat show in the Chesapeake but everything was too expensive. So I went home and did my research and found Bill Low's Bullseye advertised in Key Largo, Florida. Within 24 hours I drove down and bought it.

I launched her April Fool's Day, 1999 and have sailed her religiously once a week since then and am in love with, and in awe of the design and her performance. Most of my sailing has been in light air, mountain lake (Lake James with 155 miles of shoreline) sailing, but I have had two days of borderline knock-down gusts which were great. I'm amazed at how well she performs in both situations.

Winter is settling in here, and with it the question of when to haul out. Do you have a minimum temperature, above which you go sailing, and below which you don't? I think that if it hits 50° on a winter afternoon, it's worth going out.

Sincerely, Ed Thompson



*Captain Ed reads a traditional Scottish ship's blessing (taken from Wooden Boat Magazine #146) just prior to introducing Grabrielle to the waters of Lake James.*

"And so the dream comes round again  
And a boat takes shape beneath the plane  
Follow the grain down keel and stem  
An ancient magic deep in them,  
Curve the bow and rake the stern,  
Dip the lug on a nimble turn.  
Out to the west in a burning flame  
She'll challenge the sea to her favorite game."

Also from North Carolina a briefer message came in from new Association member Paul Minor. He writes:

I do have a Bullseye. I was told it is hull #6 built in 1956. We sail the boat out of Bath, North Carolina on the Pamlico River. At this point the river is about 3.5 miles wide and can get quite a nasty chop if the winds blow out of the east or west. It can be up to a 50 mile fetch. These conditions favor the Bullseye quite nicely as they are what she was built for. She was taken out of the water for the recent hurricane that actually passed overhead, but will be placed back in soon for the winter sailing season. We are only about sixty miles from the Gulf Stream and that makes the winters very mild.

Sincerely, Paul Minor



## RECENT CORRESPONDENCE ..... continued

That brand new, never used 1991 genoa that was put up for bid in the last issue was really the gift of Marty Gibbs, a Fishers Island sailor and former Bullseye owner. Marty gave it to Dave Burnham. The sail went to Ed McComsey of Tom's River, New Jersey and will grace McBoat. Thanks to all mentioned above, \$215 was added to the Association treasury. In response to inquiries about Tom's River sailing Ed wrote the following:

The four sailing Bullseyes I'm familiar with all sail in the Tom's River / Barnegat Bay area and are all day sailing. The big racing classes in our area are Flying Scots, E-Scows, Optimists, Lasers, and a few other board boats. The big problem in Barnegat Bay and its environs is the lack of deep water. This probably caused the demise of the Bullseye in the Mantoloking area. I wish I were closer to the real Bullseye action in New England. It would be enjoyable to attend the meetings and meet all the people I read about in the Newsletter.

Regards, Ed McComsey

## HERE WE GO AGAIN!



*This photo was taken at Cape Cod Ship just prior to departure for the 1994 Nationals at Card Sound. This year Red All Over, in the truck bed, and Querida, in the middle, will be among six boats riding in a truck. Mark Cohen's Tradewynde will not be part of the action and will be missed.*

## ANNOUNCEMENTS

If you would like to join the Association and/or pay dues for 2000. Mail a 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, 978-546-2594, or David C. Burnham, 44 River Street, Rehoboth, MA 02769, 508-252-3442. Or use the internet: <http://www.shore.net/~bullseye>.

To sell a Bullseye. Contact Connie Lavigne, 28 Parker Street, Rockport, MA 01966, 978-546-2071, email: [lavigne@shore.net](mailto:lavigne@shore.net).

## SAIL REQUESTS

Peter Drinkwater would like to buy a used spinnaker. Contact him at PO Box 340, Winter Harbor, ME 04693. Tel: 207-963-7927. Email: [wh5n10@midmaine.com](mailto:wh5n10@midmaine.com).

Ed Thompson would like to sell a Doyle floating tack main and jib. They are virtually new sails. Ed can be reached at Route 4, Box 951, Marion, NC 28752. Tel: 828-724-9757.

## BULLSEYES FOR SALE

Built 1964 Sail #499 \$5600 or best offer  
Excellent boat. Four sails. White hull with red bootstripe. Smooth green bottom. Varnished coamings. Nearly new cockpit cover. Factory motor mount. Very complete inventory. On 1990 Triad trailer with new galvanized wheels. Ready to launch. Contact James F. Craig, 8351 Somerset Road, Thornville, OH 43076. Tel: 740-323-4499.

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.

### BRAND NEW BULLSEYES, SPARS AND TRAILERS:

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

## DINGLEY SERIES 1999 — The Top Six

Standings	Sail No.	Yacht	Skipper	11/27/99	12/4/99	12/11/99	12/18/99	Scores
1st	705	Kiwi	George Fenner, Bob Holzman	1 5	2 1	2 7x	3 5x	14
2nd	91	Target	Don Wright	2 2	1 7x	4 9x	5 2	16
3rd	708	Duckling	Frank Shumway	5 3	7x 5x	1 4	1 3	17
4th	819	Dead Eye	Linda Noble	3 4	5 10x	6x 1	2 4	19
5th	700	Pretsail	Al Mast	4 1	3 3	3 6	15x 15x	20
6th	757	Nonsense	Jim Leenhouts	15x 15x	8 2	5 2	4 1	22

## 1999/2000 OFFICERS OF THE BULLSEYE ASSOCIATION

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