

★ BULLSEYE ASSOCIATION ★

THE NATIONALS AT KEY LARGO



Photo by Lucy Otsen

THE 2000 NATIONALS, RACE BY RACE HIGHLIGHTS DON WRIGHT OF CARD SOUND IS NEW CHAMPION

A very exciting Bullseye Nationals was held on March 18, 19 in Key Largo, Florida, hosted by the Card Sound Sailing Club under the leadership of Commodore George Fenner. First place honors went to local sailor Don Wright with Peter Rugg from Fishers Island in 2nd and another local, Gene Corley in third. Here's what happened, but, first, the general conditions.

Twenty-nine Bullseye sailboats raced in Card Sound - 40 miles south of Miami in a sound about 4 miles long north to south and 3 miles wide. The race course is partially protected on the north by a small key and was set to be well protected by Key Largo to the east. The windward mark was approximately 300 yards from the shore of Key Largo.

Winds in March usually average 10 to 15 K from the general direction of north-east to south-east. Winds usually come up at 9 AM, peak at 2 PM, and drop at night to a gentle breeze. Temperatures are about 75 degrees F at noon. Skies are generally clear to partly cloudy with high, puffy cumulus clouds to the west over the Florida mainland. Suntan lotion is a must. Tidal currents run about 0.5K north or south near the windward mark.

The race course was a windward-leeward course with an offset mark set about 50 yards at right angles after the windward mark to shelter the boats tacking up to round the windward mark to port. Port and starboard leeward marks were set at the lee end where racers could choose to round either way after passing between the marks.

Five races were held - two on Saturday morning, one on Saturday afternoon and two on Sunday morning. All races counted. No throw outs.

Race One - NE 12K with pin end favored. Winds very shifty and puffy. The first race set the tone as a competitive Nationals although most racers held back a little to get the feel of the course and the competitors' strategy. Al Mast (CSSC) was well ahead at the windward mark and he opened the lead all the way to the finish. Wendy Goodwin-Kelley (BEVERLY) breaks free early to finish a strong second with Peter Rugg (FISHERS ISLAND) in fifth. It looked as if the snowbirds were going to have the day.

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A NEW HELMSMAN ELECTED AT ANNUAL MEETING

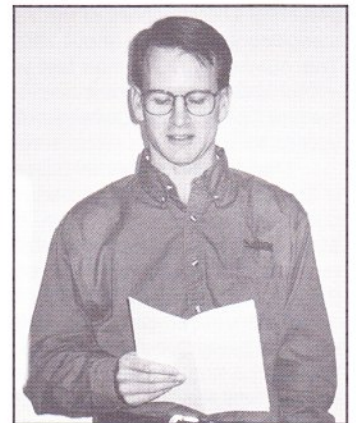
Wendy Goodwin-Kelley was elected President of the Bullseye Association at the Annual Dinner Meeting on April 27th at the Holiday Inn, Newton, Massachusetts. Outgoing president Ed Desmarais presided over the meeting, thus completing two very productive years as pilot of the Association. Wendy is a member of the Beverly Yacht Club in Marion, Massachusetts. She is a former Bullseye national champion and is Vice President of Cape Cod Shipbuilding Co., maker of Bullseyes.

Several items of business were discussed prior to the report from the Nominating Committee. Chief among these were responses to the Technical Committee Report by Phil Nutting, all having to do with the conduct of National Regattas. In regard to Starting Procedure, it was voted that only ISAF approved starting sequences could be used. There was discussion regarding the use of radios on board for other than emergency matters but the topic was tabled.

The next topic was whether or not spinnakers should be allowed at all National regattas. It was decided that choice of sails should continue as a local
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EDITOR OF SAILING WORLD SPEAKS AT ANNUAL DINNER

John Burnham, Editor of Sailing World, spoke at the Annual Dinner of the Bullseye Association on April 27th. He blended humor and personal anecdotes while describing his sailing background and presenting his opinion on why New Zealand was so successful in the recent races.



continued on page 3 Photo by Jo-Ann Lavigne

PAST PRESIDENT'S MESSAGE

Congratulations and thanks to George Fenner and the Card Sound crew. This year's Bullseye's Nationals was the epitome of organization, camaraderie, and great racing. As with any event that runs smoothly, there are many unsung heroes. My thanks to all of you! I also want to thank Wendy Goodwin-Kelley for arranging to ship six boats to Card Sound.

My two years as President passed quickly. My greatest delight was meeting so many wonderful Bullseye sailors. There are several I must recognize for their willing assistance and support. The strength of our Association starts with active participation by all of our fleets. Steve Homer (Southwest Harbor), George Fenner (Card Sound), Wendy Goodwin-Kelley (Marion) and Dave Burnham (Fishers Island) were your representatives on the Executive Committee. Their active participation improved inter-fleet communication and helped us commit to a National regatta at Southwest Harbor in 2001, Fishers Island in 2002, Marion in 2003, and Rockport in 2004.

Wendy Goodwin-Kelley, Phil Nutting, and George Fenner were instrumental in our successful resolution of the sail configuration and measurement issues. Phil's work on the regatta and sailing instruction guidelines will provide greater consistency across the National venues. He has developed an informative and appealing Web page. Connie Lavigne provided the insights and wisdom of someone who has already traveled the path. Mark Cohen's careful watch of our finances and astute recommendations improved the fiscal strength of the Association. Special thanks to Dave Burnham for his extraordinary work on our newsletter. Although he is our secretary, I think of him as THE Bullseye ambassador at-large.

In conclusion, it was my pleasure to serve you. My congratulations to our new President, Wendy Goodwin-Kelley and I wish her the same support and great experiences that come with working with our Association's members.

Ed Desmarais

BULLSEYE ASSOCIATION OFFICERS 2000/2001



From L-R: Emily Wick, Historian; Dave Burnham, Secretary; Wendy Goodwin-Kelley, President; Phil Nutting, Technical Chairman and Web Page Master; Mark Cohen, Treasurer; Ed Desmarais, Commodore. Not present, Elizabeth Wohler-Berry, Vice President, Stephen Homer and Robert Stickles, Vice Commodores.

Photo by Jo-Ann Lavigne

NEW PRESIDENT'S MESSAGE

It's a little overwhelming to look back and see the shoes I must fill for the next few years. I've practically grown up in our family Bullseye Red All Over. Along the way I have met the most thoughtful, friendly, competitive yet fair people I know. That group just happens to sail Bullseyes. To the many folks who have kept the Association thriving for almost 40 years, we commend you. Thanks especially to Ed Desmarais and all the Rockporters who have worked hard in recent years to keep the Association on an even keel. Ed recognized the need for the fleets to communicate more, and successfully set up and maintained a yearly conference call that will continue to keep us all aware of the changes in our sport. Together with two-time national champion Elizabeth Wohler-Berry as Vice President, we are thrilled to represent the Bullseye Association from

the Beverly Yacht Club.

I will be wearing many hats for the next few years as I am also Vice President of Cape Cod Shipbuilding Co. Because I only have one head, I want to assure you that when wearing the Bullseye hat the promotion of the Association is the only priority. If any issues between the builder & the Association turn up, I will call on the other officers to step in.

At this time I would also like to thank all who participated in the 2000 Nationals at Card Sound. From the folks who kept things going behind the scenes to the many sailors who attended, the enthusiasm for the Bullseye was inspiring. As the Floridians put their boats away for the season, and the northerners begin yearly spring maintenance, I must say how lucky we all are to have such a thriving group. It seems folks from each fleet are making an effort to become involved on a national level. Lets all work together to keep this on the upswing. See you on the water!

Wendy J. Goodwin-Kelley

NEW HELMSMAN ELECTED AT ANNUAL MEETING (continued from page 1)

prerogative. Another topic was whether a host club could substitute the 360° penalty for the 720° penalty for infractions falling under ISAF Rule 44.1. The present phrasing of this rule allows for local determination. The Business Meeting concluded that "Sailing Instruction for the Bullseye Nationals may not specify any other penalty than the 720°.

Finally, the specific descriptions were approved for the three trophies presented annually at the conclusion of a Bullseye Nationals. Earlier in the meeting Secretary David Burnham stated that there are presently 174 members of the Association and that because of complimentary copies about 190 Spring Newsletters will be distributed. This number is fewer than last year because after a grace period and a final appeal, we are not continuing to send Newsletters to those who have not paid dues. Dave seeks more items for the Newsletter that will appeal to subscribers who do not race.

Mark Cohen gave the Treasurer's report. Our total cash balance is \$5,860.79, down \$277.99 from last year. Income is chiefly from dues and the Newsletter is the main expense. The Association sends \$500 each year to assist the host club for the Nationals. A detailed report is available upon request from Mark Cohen, 203 Washington Street, Marblehead, MA 01945.

Wendy Goodwin-Kelley stated that she is looking into merchandising Bullseye neckties, caps, and other paraphernalia and is having Phil Nutting describe these items on the Bullseye Web Pages. Phil asked for more pictures and would like to have more yacht clubs where Bullseyes are sailed send him examples of their burgees so that he can add them on the Web page.

In addition to nominating Wendy Goodwin-Kelley for president, the Nominating Committee, chaired by Connie Lavigne, presented Elizabeth Wohler-Berry, Beverly YC, Vice President; David Burnham, Fishers Island YC, secretary; Mark Cohen, Marblehead YC, treasurer; Edward Desmarais, Sandy Bay YC, commodore; Phil Nutting, Sandy Bay YC, Technical Committee Chair and Web Page Master; Robert Stickles, Beverly YC, and Stephen Homer, Southwest Harbor YC, Vice Commodores; and Emily Wick, Sandy Bay YC, Historian. All nominations were unanimously approved.

Ed Desmarais closed the business meeting by describing how much he has enjoyed his term of leadership. He stressed that important and enjoyable as the racing is, it is the people in the Association who made his experience so rewarding. He then introduced John Burnham, the speaker for the evening!

IDENTIFICATION OF COLOR PHOTOGRAPH INSERT

At top, everyone who sailed in the 2000 Nationals. Boats pictured are: Upper L-R, Pretails, Al Mast, 4th; Reef Racer, Stewart Pinsof, 17th; Target, Don Wright, 1st; Sculling, Skip Shumway, 8th; and lower L-R, Winds Will, Ed Flynn-Lampman, 5th; Kiwi, George Fenner and Bob Holzman, 9th; Sloopy, Gene Corley, 3rd; Nonsense, Jim Leenhouts, 6th; Pegasus, Petger Rugg, 2nd. At bottom left, one of the starts and at the right are skippers and crew of the top six finishers. Kneeling in front row are, L-R: Jack Lampman, Frank Zorniger, Jim Leenhouts, Owen Coon. Second row, L-R: Basil Vasilou, Peter Rugg, Ed Lampman, Don Wright, Keith Newton, Lynn Mast, Al Mast, Gene Corley. All photos by Janice Fenner.

The Bullseye National Champion for 2000 is Don Wright, a member of this year's host club, The Card Sound Sailing Club of Key Largo, Florida. With crew Keith Newton, Don guided Target, #91, across the finish line first in two of the five races, also earning a 2nd, 3rd, and 4th for a total score of only 11 points.

To those of us who watched with awe from the rear, Don's formula seemed simple enough: get a good start, watch the wind shifts, and look for the strongest breeze. And, oh yes, point high. All agreed on the formula but none could accomplish it with equal consistency. One could do very well in this Nationals simply by following Don Wright all the way.

The E. L. Goodwin Trophy honoring the National Champion will spend the coming year at Don's home in Little Rock, Arkansas, surely the farthest west that prize has traveled. Don promises, however, that he will bring it to the 2001 Nationals at Southwest Harbor and will defend it tenaciously. He looks forward

THE NEW CHAMPION



New Champion Don Wright at left receives the E.L. Goodwin Trophy from Card Sound Commodore George Fenner. Photo by Janice Fenner

to the opportunity to sail in a very different venue and with a spinnaker, a sail so far not allowed at Card Sound.

Don has been sailing since the early 1980's mostly in Flying Scots in the Central States and along the Gulf Coast. This is only his third year of racing a Bullseye. A young man of 60, married for 35 years and father of three, Don's working career has been in banking and finance.

Not a champion of haughty demeanor, anything but, we northerners found Don to be one of the friendliest of all the friendly people at Card Sound. Always ready to help, Don was one of the ones who towed the visiting contingent from the boatyard to Baker Harbor where most of the contenders docked. The only time Don wasn't helpful to me was when I asked him about the local current. "I can't tell you that", he snapped. Then, with a big twinkle in his eye and a broad smile, he proceeded to give me times and directions in detail. Correctly, I think. Dave Burnham

THE 2000 NATIONALS, RACE HIGHLIGHTS (continued from page 1)

Race Two - NE 12K with pin end favored. Winds shifty and puffy. Now the pin end has become very popular. The leader, Al Mast is caught in the pin end pack and cannot get free. Al finishes a 12th and Wendy Goodwin-Kelley has to settle for a disappointing 15th. Meanwhile, Don Wright (CSSC) sails to the left side, has a brilliant downwind leg, chooses the starboard mark and is well ahead at the second windward mark to pick up a first ahead of George Fenner (CSSC).

Race Three - ENE 15K with pin end favored. Winds puffy. Now the pin end is getting crowded but somehow David Burnham (FISHERS ISLAND) in the oldest boat in the fleet gets free and defends his position from everybody but Don Wright. David settles for second but he really feels better after his two very disastrous earlier finishes. However, when the day ends, the steady sailing of former Champion Gene Corley (CSSC) has Gene in a solid second place with Don Wright first. Peter Rugg has his worst race, placing ninth. A protest on over-the-line boats is disallowed upon review. Wendy Goodwin-Kelley cannot repeat, having trouble finding the wind shifts.

Race Four - ESE 18K with no favored end. Gusty winds. Stronger winds and heavier gusts really keep the crews up on the infamous Herreshoff crew slicer. But it is obvious that the fight is between Corley, Rugg, and Mast against Wright. Wright finishes third, Rugg second, Mast first while Gene Corley is hurt with a tenth. Ed Flynn-Lampman is now sailing very well and picks up a fourth after two earlier thirds. Ed's first race had set him back. David Burnham is also fighting back.

Race Five - ESE 20K with pin favored. Very gusty winds. This race should be told again and again as one of the most miraculous in Bullseye history. Dramatically affecting the final standings, Fishers Islander Peter Rugg's possible second place, or better, was in grave doubt when he lost his rudder just before the start of the last race. He knew that being unable to start in just five minutes would have eliminated him from any hope of a trophy. In a great feat of boating skill, during the count down, he and his crew, Basil Vasiliou, anchored their boat, refused assistance, miraculously replaced the rudder in 20K of wind (normally this requires under water diving in calm water), got underway, sailed without a pinned rudder and took a first.

That's exceptional drama, but Don Wright was just behind Rugg to secure a second in this race and a first for the series. Inconsistent Wendy Goodwin-Kelley finishes third but Peter Rugg's first easily gains him a second for the series. Gene Corley finishes sixth to secure a series third. Only one point behind Gene was Al Mast who had two firsts but finished tenth in this race to capture a fourth for the series. Ed Flynn-Lampman took a series fifth and steady Jim Leenhouts gained a sixth place trophy.

In general, the course, the counting of each race, the rapid wind shifts and the ease of getting trapped into a pack of boats played into the hands of the steady sailor who sailed well and stayed out of trouble. However, even if one race were to have been thrown out, the final finishing order would have changed very little at the top end.

- Jim Leenhouts

EDITOR (continued from page 1)

Despite some sailing with his dad, John did not become really wedded to the sport until two Sunfish were bought, one for his family and one for his cousins' family at Fishers Island. That roused the competitive blood. At Northfield Mound Hermon School John went out for the sailing team. The coach "did not know much about sailing but he drilled us incessantly on the racing rules." Uncle Bill asked John to crew for him on his Bullseye for the Saturday races at Fishers Island and gave the boat to John for the Wednesday series. Becoming the sailing instructor at the Yacht Club and the family decision to buy Querida were also turning points. Winning the Bullseye Nationals at Marion in 1975 and Marblehead in 1976 furthered John's inclination to make sailboat racing a vital part of his life. John made the transition to his New Zealand topic by pointing out that though he and his father have not done a great deal of cruising together, there was a family cruise of a sort in New Zealand in a campervan last winter. "Mom and Dad, my

wife Rachel and our three girls - and we still speak to each other. Our relationships are all the stronger." At this point John presented some slides of the cup races and proceeded to explain why New Zealand's Black Magic so completely dominated Prada, the Italian challenger.

One of the chief factors was New Zealand's routine of practice, practice, and more practice. The Kiwis' two boats and two crews were so equal that crew members became interchangeable parts, any one member being ready at all times to take his equivalent position on the other boat. This regime of constant drill was a better preparation than the scrambling involved in the Louis Vuitton Cup. A second factor was the enthusiasm backing the racers. The whole country of 3,800,000 was ardently involved.

Attentive and appreciative Bullseye skippers went home vowing to learn the rules better, practice more, and be more grateful for the familial backing they have been receiving all along.



On a cold, windy mid-March day six Yankee Bullseyes began their long overland voyage from Cape Cod Shipbuilding Company to Key Largo, Florida. Photo by Wendy Goodwin-Kelley

CARD SOUND SAILING CLUB NATIONALS 2000

RESULTS	SAIL NO.	YACHT	SKIPPER	I	II	III	IV	V	TOTAL
1	91	Target	Don Wright	4	1	1	3	2	11
2	94	Pegasus	Peter Rugg	5	4	9	2	1	21
3	784	Sloopy	Gene Corley	3	5	4	10	6	28
4	700	Pretsail	Al Mast	1	12	5	1	10	29
5	776	Winds Will	Ed Flynn-Lampman	14	3	3	4	8	32
6	757	Nonsense	Jim Leenhouts	10	7	6	9	12	44
7	790	Red All Over	Wendy Goodwin-Kelley	2	15	16	13	3	49
8	778	Scallion	Skip Shumway	21	8	8	12	4	53
9	705	Kiwi	George Fenner, Bob Holzman	12	2	7	18	15	54
10	698	Bluebird	Dawn Shumway	9	9	10	16	11	55
11	819	Dead Eye	Spencer Gowrie	6	21	20	6	5	58
12	897	Rywhitkin	Chuck Norris	11	10	14	21	9	65
13	80	Querida	David Burnham	27	23	2	8	7	67
14	708	Duckling	Frank Shumway	7	6	18	19	17	67
15	416	Acadia	Ed Desmarais	18	13	12	14	22	79
16	128	Peregrine	Brad Burnham	19	11	17	11	24	82
17	785	Reef Racer	Stewart Pinsof	16	17	29	7	14	83
18	706	Bob-O-Link	Dot Williams, Lou Bevier	13	14	11	23	28	91
19	720	South Wind	Jim W. Dawson	17	28	25	5	18	93
20	817	Chance	Bill Peterson	26	16	15	23	13	93
21	291	Whisper II	Conrad Lavigne	8	24	22	26	16	96
22	714	Bobber	Jim E. Dawson	23	22	21	15	23	104
23	810	Taurus	Suzy Sanders	15	25	27	27	21	105
24	299	Mistral	Cal Beggs	24	26	23	20	19	112
25	774	Mullie	Tom Kipp	25	18	13	29	29	114
26	699	Kim	Dick Elliot	28	29	19	22	20	118
27	704	Wasp	Dan Mullray	22	20	24	24	28	118
28	853	Consulation	Frank Berson	29	19	26	27	26	127
29	613	No Name	Ed Kirschner	20	27	28	28	25	128

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