

# ★ BULLSEYE ASSOCIATION ★

## THE PRESIDENTIAL TABLE



At the top half of the table, L-R, Wendy Goodwin-Kelley, Association President, Kurt Hasselbalch, guest speaker, and Bill Berry, husband of the Vice President. Turning the table one finds, L-R, Elizabeth Wohler-Berry, Vice President, Obie Kelley, husband of the President, Andrea Goodwin, sister of the President, and Linda Goodwin, mother of the President.



## THE 40TH NATIONALS SOUTHWEST HARBOR

The 40th Nationals will be here at Southwest Harbor on the weekend of September 7,8,9. We are very excited! Quite possibly this will be the biggest turn-out in Bullseye history, a momentous event, not to be missed. Your many hosts on Mount Desert Island are hard at work and look forward to greeting you and meeting everyone's needs. You can anticipate crystal clear weather, light blue skies, and just the right amount of breeze.

Please plan well ahead by returning the Entry Form as soon as possible to take advantage of the complimentary lodging provided by the Southwest Harbor Fleet. Of course, you may prefer to make your own arrangements. Either way, you will have a great time. We invite you all and look forward to good cheer and great sailing in the midst of the scenic beauty of Acadia National Park.

For more information consult the enclosed Notice of Race and Entry Form or contact one of us, Jean or Margaret Beaulieu, at (207) 244-4374, fax 244-9488, or email: [mjbeaulieu@acadia.net](mailto:mjbeaulieu@acadia.net).

## AN ENTHUSIASTIC ANNUAL MEETING

The 2001 Annual Dinner and Business Meeting was held at the Holiday Inn, Newton, MA on April 26<sup>th</sup>. President Wendy Goodwin-Kelley ran the proceedings with a vibrant, gracious style which, along with excellent food and drink and good fellowship, set an enthusiastic tone for the evening.

Various reports were given by the officers and fleet representatives at the Business Meeting, but the main discussion focused on proposed modifications of the Constitution and Bylaws. Wendy and Phil Nutting, Technical Chairman, had prepared the membership thoroughly for the discussion. Phil used a screen display to make the changes easier to understand. All were approved and can be found in a separate article on page 2 of this Newsletter.

An excellent slide presentation by Kurt Hasselbalch, Curator of the Hart Nautical Collections at the MIT Museum was the main event of the evening. The audience was given a broad view of the many photographs and design drawings of ships, largely built in the Boston area, which can be found in the Hart Collection. This material goes back to clipper ship times in the 19<sup>th</sup> Century and covers much of the evolution of yachting in New England. Mr. Hasselbalch brought the past vividly to life.

Emily Wick, Nominating Committee Chair, proposed the following Slate of Officers for the Bullseye Association for 2001-2002:

President: Wendy Goodwin-Kelley, Beverly Yacht Club  
 Vice President: Elizabeth Wohler-Berry, Beverly Yacht Club  
 Secretary/Editor: David C. Burnham, Fishers Island Yacht Club  
 Treasurer: Mark S. Cohen, Marblehead and Sandy Bay Yacht Clubs

These nominations, indicating no change in leadership for the ensuing year, were unanimously approved.



Reg and Charlie Hudson lead in the 1983 Nationals at Southwest Harbor, followed closely by, perhaps, the Newbells.

## FROM THE PRESIDENT

Bullseye sailing season is just ahead! Many boats are already in the water. There is something exciting about starting with a clean slate. When you think about it, our sailing season is quite short. It's amazing we get so much accomplished.

Speaking of getting things accomplished, congratulations to the Association as a whole for upgrading the rules in a timely manner at the meeting in April. Thanks to all who participated. Special appreciation goes to Phil Nutting who made the power-point presentation and to our speaker Kurt Hasselbalch from MIT. Please see Dave Burnham's explanation on the changes to our by-laws elsewhere on this page. With the amount of precious nautical memorabilia stored at the Hart Museum, it's no wonder Kurt is a wealth of maritime history.

Just a quick reminder that before we leave our moorings this season we must make sure all necessary safety equipment is on board. It is also important we know and understand the current racing rules set by US Sailing and the improved Bullseye Bylaws. Whether you day sail, only race locally, or plan to go to SW Harbor for the Nationals, these items are not only important for our safety but make our time on the water fair and fun. See you on the water!

— Wendy Goodwin-Kelley

## DON'T KICK IT!

The new Association ruling requiring a bucket on board is a good one. This old, reliable container can remove water from the cockpit of a swamped Bullseye at twenty times the rate of an ordinary manual pump. With a quick motion using both hands, one can flick half a bucketful of water every two seconds back to mother ocean.

A manual pump has only one purpose. It can get down into the area around the lifting hook, the so-called "bilge", which buckets cannot reach. Otherwise, it is not a serious bailing instrument. My normal bailing involves both bucket and pump. I don't have a hose on my pump because it gets in the way. I pump into the bucket, tossing the contents over periodically. Actually the very last drops are absorbed by a third, high tech device, the sponge.

Never sail without a bucket. I need not go into detail to describe its invaluable personal uses in addition to emergency bailing. But, remember, if you have occasion to rinse out your bucket while under way while the boat is moving fast, you could lose either the bucket or your arm.

— Dave Burnham

## RULE MODIFICATIONS FOR 2001

At the Annual Dinner on April 26, several bylaw changes were approved.

The first is in **ARTICLE II, Section 2. Running Rigging**, item e. Electronic compasses (limited to display of time and direction) are now allowed. Mobile telephones and marine radios may be used but only in case of emergency. The revised section reads as follows:

**No electrically powered equipment, including electronic instrumentation, is permitted. Exceptions are allowed for electronic wrist watch timers, electronic compasses (limited to display of time and direction), portable running lights, the use of automatic bilge pumps when a boat is lying unattended at a mooring, and mobile telephones or marine radios used in times of emergency. Boats shall neither make nor receive non-emergency radio transmissions from the harbor start until the end of the race.**

There is also a change in **ARTICLE II, Section 3. Safety Equipment**. Formerly item e allowed a skipper to have either a manual pump or a bucket. The new wording puts the emphasis where it should be, on the bucket:

**A bucket suitable for bailing, a manual pump may also be carried.**

There is a change in **ARTICLE IX** of the Constitution. This section deals with Nationals Competition and clarifies the ruling on spinnakers and headsails.

**For all National Regattas any quantity of sails may be measured for competition. One mainsail, two spinnakers and one headsail may be permitted for each day of racing, but the hosting fleet will determine the use of spinnakers and choice of headsail for the event and indicate these selections in the Notice of Race.**

**A working jib may be substituted for a genoa jib at any time.**



*The 1983 Nationals at Southwest Harbor. Relaxing between races.*

## 2000/2001 OFFICERS OF THE BULLSEYE ASSOCIATION

President:	Wendy Goodwin-Kelley, 5 Narrows Road, Wareham, MA 02571, 508-295-9384
Vice President:	Elizabeth Wohler-Berry, 7 Bradley Lane, North Hampton, NH 03862, 603-964-9598
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:	Edward W. Desmarais, 1 Ashbrook Road, Exeter, NH 03833, 603-778-7510
Technical Committee	
Chairman:	Philip Nutting, 16A South Street, Rockport, MA 01966, 978-546-2594
Vice Commodore:	Robert A. Stickles, 8 Ridgewood Lane, Marion, MA 02738, 508-748-6920
Vice Commodore:	Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, 207-244-3794
Historian:	Emily Wick, 27 Atlantic Avenue, Rockport, MA 01966, 978-546-6955

## THE 2001 PUMPKIN KEY RACE

There are two parts to this "winner-take-all" sailboat race sponsored by the Card Sound Sailing Club.

The first is the race itself. And the second is the feast ashore hosted by and at the home of Honorary Members Jane and Bud Berry. Actually the Berrys would not be honorary members at all if the Card Sound Sailing Club could possibly think up a more worthy title.

The race, in principle, is simple – the yachtsperson starts at the Race Committee Boat somewhere out there in Card Sound, sails to Pumpkin Key, circles the key twice in either direction and then returns to the finish line at the Committee Boat.

The racer who does this quickest gets to the party on Pumpkin Key first – thus obtaining the opportunity to go through the Bar-B-Q-ed brats line twice, kudos from their fellows and the very handsome Pumpkin Key trophy from the Berrys themselves.

This particular race on Saturday was not quite that simple. The wind was – as sailors call it – "A stiff breeze". Since sailboats go faster with more wind and the wind was from the south, the Race Committee had to start the race fairly far north of Pumpkin Key – generally agreed by the racers to be nearer the Berrys' northern residence outside Chicago than Pumpkin Key.

Also, at the starting line, the few sailors who were not as dependent as their sight-challenged competitors on seeing through spray-drenched, salt-encrusted eyeglasses could actually make out Pumpkin Key over the curvature of the earth.

These sailors won. Don Wright and Rick Link repeated last year's victory. Second place went to Bill and Sally Martin and third to Bob Holzman and George Fenner.

Misfortune and its handmaiden, Heroism, also played a role in this race as one racer happened to sail into a great gust of wind causing the wide-eyed, capsizing sailor himself to exclaim, "Holy stiff breeze," or something that sounded like that.

While this boat began displacing less and less of what was rushing into it, race committee attendant boat skipper John Noble, in a courageous feat of boating skill, was able to save, among other things, that evening's performance of the Ocean Reef Follies and tow the boat several miles back to within ten feet of the owner's own canal-side dock.

Thanks to John's alert actions, the sailboat did not become a sunken, hazardous hulk lost somewhere in Card Sound— instead, only ten feet from the dock with the top three feet of its mast above water, it remained easy for even the neighbors to find.

Jim Leenhouts, Special to the Reef Press



*Busy Bullseyes now at rest in Baker Harbor after a full season on Card Sound.*

## CARD SOUND REPORT

In March the fleet is split into two groups for racing. The Mills series was won by Al Mast, with Jim Leenhouts second, and the team of George Fenner and Bob Holzman came third. Ed Flynn-Lampman won the Metcalf Series followed by Ed Kirschner and Tom Kipp.

The celebrity of the last Newsletter, Lucille Dingley, fractured her wrist this spring. She is currently recuperating (and gardening) at PO Box 237, Auburn, ME 04210. All our good wishes go to Lucille.

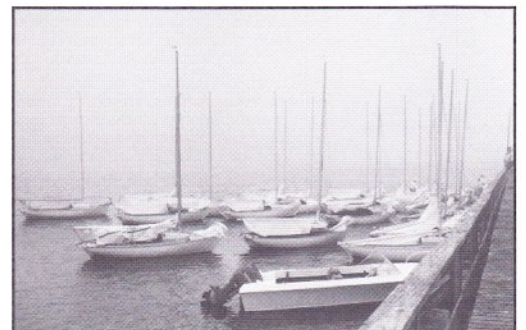
The Card Sound officers for the coming year are Stewart Pinsof, Commodore; Don Wright, Vice Commodore; and Al Mast, Rear Commodore.

## A REMEMBRANCE OF THINGS PAST The 1990 Nationals

*The following, taken from the October 1990 Bullseye Newsletter describes a bit of the excitement of a wonderful Southwest Harbor Nationals:*

"Bullseye Nationals a success despite fog." So read the headline in the August 16 issue of the Bar Harbor Times. Truer words were never spoken. How fortunate we were to hold the Nationals at Southwest Harbor, Maine where Somes Sound provided a unique racing area. The fog was thick, thick, thick on Saturday, August 11. The wind was light, but steady. Skippers looked at their charts, found their way to the starting line off Sand Point, north of the mouth of the Sound, and realized their good fortune. No way could anyone inadvertently sail out to sea or to Nova Scotia! The windward-leeward course meant one tacked until the eastern shore appeared and then one tacked until the western shore appeared! One rounded the weather mark (if one found it) and headed straight downwind to the finish. Do doubt the tide would complicate matters, but that would only add to the fun. So off went 32 Bullseyes through the pea soup fog. It was fun.

As the first race ended, word was passed. "Sail to the western shore of the mouth of the Sound. Lunch is there." Back up-wind we went, staying close to the western edge and wondering what we would find. The fog was still thick, thick, thick. Soon Bullseyes were seen tied at a long pier and a crowd of people seemed to be picnicking on the beach. Hot soup, hearty sandwiches and good fellowship abounded, courtesy of the Little Cranberry Island Bullseye fleet. We couldn't get to Little Cranberry in our Bullseyes because of the weather, so the Little Cranberry folks brought lunch via boat to Southwest Harbor, via station wagon to Fernald Point, then through a big field to a long pier and the racing fleet. A great accomplishment!



*Lunchtime that foggy day at Southwest Harbor, 1990.*

## SPARRING WITH THE MAST

Wendy Goodwin-Kelley recently received a request for advice on stepping the mast. The writer was particularly concerned with how to keep the halyard ends from jamming in the cuddy slot preventing the entry of the mast butt. Here is Wendy's response:

"Before stepping the mast, coil the halyards so they are easily maneuvered. Make sure the coil hangs down below the butt of the mast. The mast should be stepped in three stages: Take the mast from lying horizontal on horses to upright, with the butt on the ground next to the boat.

Have one person stand on the ground and another person on the deck. Hand the mast (while upright) from the ground person to the boat person, and place the butt of the mast on the cuddy cabin. Place it on top of a piece of carpet or cardboard to avoid scratching.

One person remains on the deck, and one gets into the cockpit directly behind the cuddy. Lift the mast up just above the hole in the cuddy, and stuff the coiled halyards in the hole. The two lines that remain coming out of the mast sheaves should be properly placed port and starboard of the sail groove. The hole in the cuddy is just the right dimension fore and aft to allow the tube to fit through. If the halyards are directly aft of the mast, the mast won't fit. Put the butt of the mast into the hole. The person in the cockpit will try and guide it down to the step. If the halyards get stuck, the person in the cockpit can jerk them through from under the cuddy. Then place the butt into the step."

Wendy makes it sound easy but there is a little matter of strength and balance involved in #2. Let that mast lean too much and over it goes no matter how mighty the biceps of the pivot person. If there is a third person waiting in the cockpit, then the tense moments of holding the mast upright are shortened and the harder he jerks those halyard ends the faster that butt goes down.

— Dave Burnham

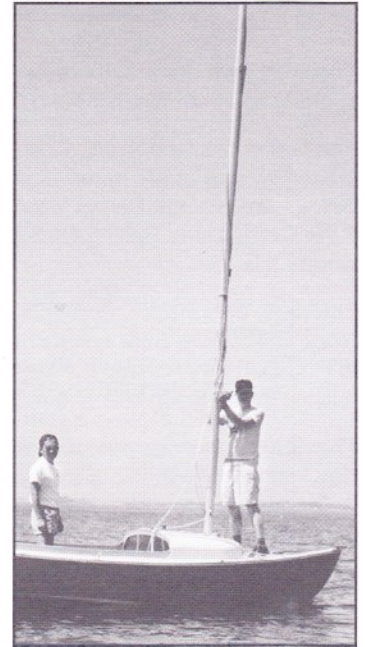
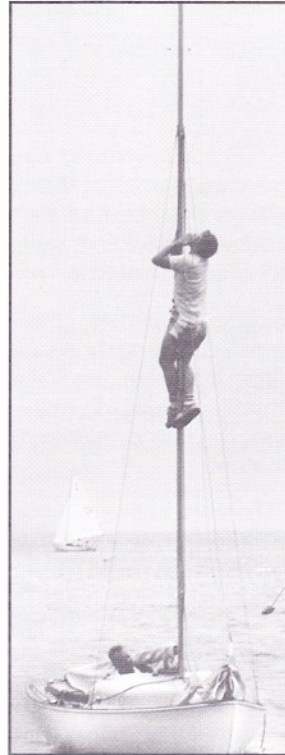
## BULLSEYES FOR SALE

FOR SALE - asking \$5,000. Sail number 379, manufactured in 1961, includes Thurston Main Sail, Working Jib, Genoa Jib and Spinnaker, Spinnaker pole, anchor, cockpit cover, and the motor bracket and motor. Freshly painted. Located in Stonington, ME. Contact [lavigne@shore.net](mailto:lavigne@shore.net).

FOR SALE - asking \$7,000. Sail number 668, manufactured in 1968, includes Cressey Main Sail built in 1995, Working Jib, Genoa Jib and Spinnaker, Spinnaker pole, Genoa tracks, anchor, Awlgrip in 1995 with new varnished toerails. New stainless standing rigging in 2000. Located in Beverly, MA. Contact [lavigne@shore.net](mailto:lavigne@shore.net).

FOR SALE - asking \$9,250. Sail number?, manufactured in 1989 (hull number RNM006170789), white deck and blue topsides, includes UK Main Sail and Working Jib, anchor, cockpit cover, trailer built in 1989, pump and wooden seats. The boat was seldom used and stored inside. Like new condition. The boat is located in Ft. Lauderdale, FL. Contact [lavigne@shore.net](mailto:lavigne@shore.net).

*Stepping a mast off shore with a Japanese crew who has never sailed before and does not understand boat terminology is not recommended, but it can be done. Picture taken from tow boat turned photo boat.*



*Was this photo taken between races at a Nationals? It looks like an effort to retrieve an escaped spinnaker halyard. One free Bullseye hat to anyone who can identify this scene and tell who is on the mast and in the cockpit. Write the editor.*

## USEFUL ADDRESSES

for those who want information or to buy or sell a Bullseye.

Internet: <http://www.shore.net/~bullseye>

Connie Lavigne • 28 Parker Street • Rockport, MA 01966  
Tel: 978-546-2071 • email: [lavigne@shore.net](mailto:lavigne@shore.net)

Phil Nutting • 16A South Street • Rockport, MA 01966  
Tel: 978-546-2594 • email: [Bullseye@shore.net](mailto:Bullseye@shore.net)

Dave Burnham • 44 River Street • Rehoboth, MA 02769  
Tel: 508-252-3442 • email: [Awburnham@aol.com](mailto:Awburnham@aol.com)

## ADVERTISE IN THE NEWSLETTER

The fee for up to 4 ads to buy or sell is \$25. Contact one of the above.

## BRAND NEW BULLSEYES AND TRAILERS

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

## BULLSEYE CLOTHING

Polo Shirts (\$32), hats (\$15) and ties (\$29) are available from Elizabeth Wohler Berry, 7 Bradley Lane, North Hampton, NH 03862.

Enclose check with order and add \$4 for 1-2 items and \$6