

★ BULLSEYE ASSOCIATION ★



A fleet of 15 boats gets off the starting line on Card Sound for the first race of the Lucille Dingley 90th Birthday Regatta. That's Bob Teeter and Bill Martin sailing #778 in the foreground. (See story, page 3.) Photo courtesy of Sailing World.

COME TO THE ANNUAL MEETING

This year's Annual Meeting promises to be an interesting, informative, and warmly sociable event. The officers of the Association are eager to have as many members and guests as possible attend on Thursday, April 26 at the Holiday Inn, Newton. It is rumored that there will be a prize for the member who has come the longest distance.

The reception will begin at 6 PM with dinner served at 7. A business meeting will follow and the main presentation will start no later than 8:30. The speaker will be Kurt Hasselbalch, Curator, Hart Nautical Collections, MIT Museum. See separate article on this page.

A bright yellow announcement form with tear sheet at the bottom is enclosed with this Newsletter. Send it off as soon as possible to Mark Cohen whose address is on the tear sheet. If mislaid, call Mark at (781) 631-6313 and pay at the door. The deadline for receiving reservations has to be Friday, April 20th.

Directions to the Holiday Inn are on the back of the announcement form.

THINK NATIONALS, SOUTHWEST HARBOR

The Southwest Harbor fleet is gearing up for the 2001 Nationals even though it is March and the lakes are still frozen. Everyone here wants to make this a memorable event. Notice of Race and Registration Form will be enclosed with the next Newsletter in early June. Everyone planning to attend the September 7-9 event is urged to register early to take advantage of the "first-come-first-served" complimentary housing and charter boats.

For more information call me at (207) 244-4347, or fax: (207) 244-9488, or email: mjbeaulieu@acadia.net. — Jean Beaulieu, Regatta Chair

MIT CURATOR DINNER SPEAKER

The speaker at the Annual Meeting on April 26 will be Kurt Hasselbalch, Curator of the Hart Nautical Collections at the MIT Museum.

The talk will be a slide presentation entitled The Hart Nautical Collections: A Treasure of Marine Design. Hasselbalch will put special emphasis upon the Herreshoff plans, officially known as the Haffenreffer-Herreshoff Collection, but will also make the audience aware of the full scope of the Hart Collections.

Hasselbalch has been curator of the Hart Collections for the past ten years. Prior to that he was curator of the Antique Boat Museum in Clayton, NY, the area of the Thousand Islands. He writes, "I started this museum gig over 18 years ago doing preservation and interpretation of an old 1400 ton steam-powered dredge boat/museum dry-docked next to the Missouri River in Brownsville, Nebraska

As fans of hull design over 88 years old, Bullseye owners and friends can look to a very enjoyable evening.

FROM THE PRESIDENT

Happy spring to all Bullseye sailors! Recently, a letter from Victoria Goldstein, Commodore of the Winter Harbor Yacht Club, arrived on my desk. She graciously responded to our letter inviting the Winter Harbor, Maine, fleet to upcoming Bullseye Association events. Hopefully her successor may be able to organize and host a future Nationals. Until then we invite all the Winter Harbor Bullseye sailors to join the fun.

As the Annual Meeting draws near, your committee is busy at work on the details. I plan to meet with our speaker, Kurt Hasselbalch, at the Maine Boatbuilders Show. Mark Cohen has worked hard on the dinner logistics. Phil Nutting will present recommended changes to our bylaws. Please see explanations on this page and look at the website. This site gives you an opportunity to send comments which will be read at the meeting. The goal is to discuss and vote on each proposal.

I am looking forward to seeing members both new and of long standing at the April meeting.

Wendy J. Goodwin-Kelley

AGENDA—ANNUAL MEETING

1. President's Report
2. Vice President's Merchandizing Report
3. Treasurer's Report
4. Technical Committee Report
5. Fleet Reports
 - Winter Harbor (new), Southwest Harbor, Squam Lake (new), Sandy Bay, Beverly, Fishers Island, Card Sound
6. Nominating Committee Report and election of officers 2001
7. Unfinished business
 - a. Proposal to amend the Bylaws Article XI - permitting spinnakers to be used at every venue in Nationals Competition.
 - b. Proposal to amend the technical specifications, Section 2. Running Rigging, item e. usage of marine radios and mobile telephones while racing.
8. New Business
 - a. Proposal to amend the technical specifications, Section 2. Running Rigging; item e. usage of electronic compasses as acceptable equipment while racing.
 - b. Proposal to amend the technical specifications Section 3. Safety Equipment item e. requiring carrying a bucket.
9. Bullseye Nationals 2001 Report, Southwest Harbor

PROPOSED RULE CHANGES

During the Business Meeting at the Association's Annual Dinner, Phil Nutting, Technology Chairman, will present two rule changes proposed by the Executive Committee.

The first has to do with the use of VHF radios and mobile telephones. The wording from the **Bullseye Class Association Technical Specifications, Section 2, Running Rigging** would remain basically the same but with changes indicated by the underlined words:

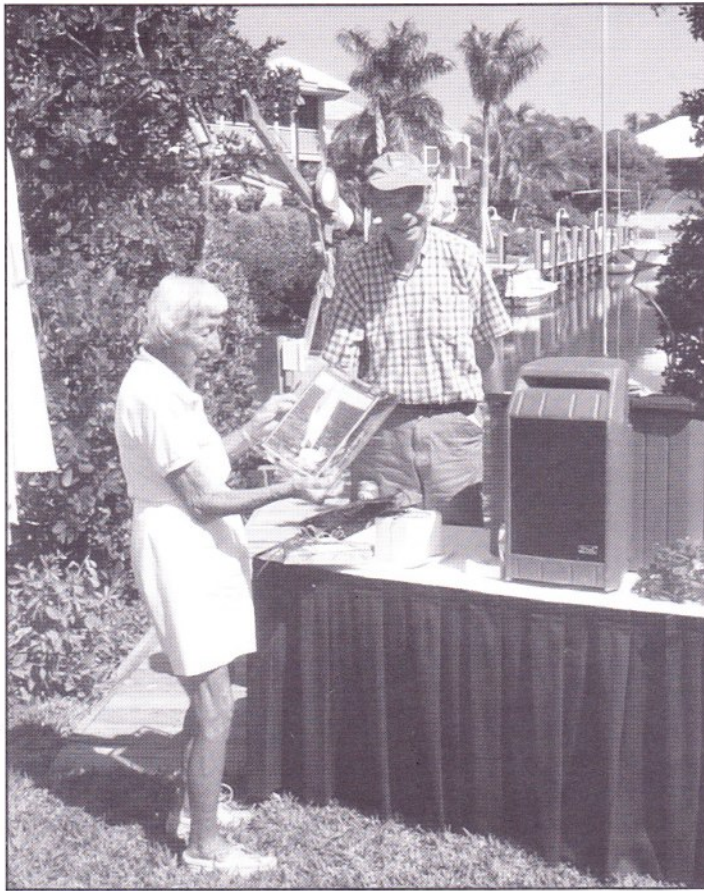
No electrically powered equipment, including electronic instrumentation, is permitted. Exceptions are allowed for electronic wrist watch timers, electronic compasses, portable running lights, the use of automatic bilge pumps when a boat is lying unattended at a mooring and mobile telephones or, marine radios used in times of emergency. A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

A full discussion regarding this proposal with arguments pro and con and a presentation of precedents can be found on the Association web page: <http://www.shore.net/~bullseye>. Members are urged to review this discussion. Those who cannot attend the meeting are especially encouraged to express opinions to the webmaster or to other officers prior to the meeting.

The second proposed rule change comes under **Section 3, Safety Equipment**. It simply states that a bucket must be carried on board. Hand pumps are fine, in addition, but for quick, emergency bailing a bucket is essential and will now be required.

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. Stuckles, 8 Ridgewood Lane, Marion, MA 02738, 508-748-6920
Vice Commodore: Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, 207-244-3794



Lucille Dingley receives a special award from Card Sound Commodore Bob Holzman.

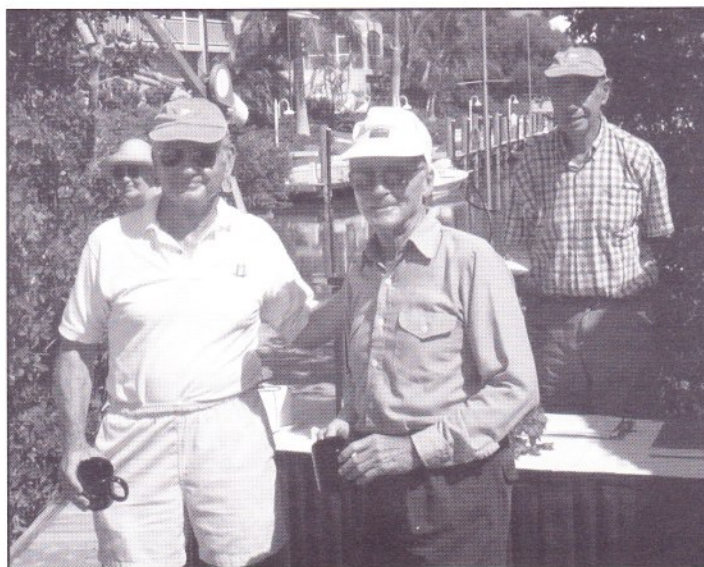
CARD SOUND RESULTS...

Connor Series—January

- 1st: Al and Lynne Mast
- 2nd: Bill Martin
- 3rd: Jim Leenhouts and Tom Wyman

Magic Series—February

- 1st: Bob Holzman and George Fenner
- 2nd: Al and Lynne Mast
- 3rd: Don Wright and Rick Link



LUCILLE DINGLEY 90TH B'DAY BASH

by John Burnham, *Sailing World* Editor

The biggest event on the Card Sound Sailing Club's winter racing calendar was a birthday party for Lucille Dingley (the subject of last issue's profile in this newsletter by her friend Jim Leenhouts). The party, a luncheon served near the club docks, was preceded by a regatta billed as the Lucille Dingley 90th Birthday Regatta. In fact, Lucille, a Card Sound past commodore and competitor in the club's Bullseye fleet for about 25 years, is a youthful 89 and her birthday isn't until April, but the club wanted to honor her while the winter sailing season was still in progress. What was initially to be a simple party, as envisioned by the current commodore, Bob Holzman, ballooned into a big bash including a wall of new and old photos of Lucille and a recitation of her achievements in flying, sports-car racing, skeet shooting, painting, chicken-farming, golf and, of course, sailing. In addition there were special awards, a giant birthday cake, trophies for the regatta winners, and a huge crowd of 120 club members and friends.

The national media even showed up from *Sailing World* magazine (although it would be disingenuous not to admit my 29-year connection with the Bullseye class and my filial relationship with the editor of this newsletter). Having grown up racing in the Fishers Island fleet, I'd always seen that the boats made it easy for mature sailors to compete as long as they had inclination. But I'd never seen such dramatic proof as that offered by Lucille's example: she didn't even take up racing until in her 60s.

I was lucky to land a berth for the regatta with George Fenner because his co-skipper, George Holzman, was crewing this day for Lucille. But enjoyable as the racing on Card Sound was, it was mingling with the sailors and their friends after that made the trip to Florida extra special for me. I saw some old friends, Bill and Sally Martin who I'd known from Bill's time as president of US SAILING, and made many new friends, including Jim Leenhouts, who had just finished an article about Lucille for us at *Sailing World* and then managed to win the regatta as well.

But Lucille was the star of the day for me as well as everyone else present. She completed both light-air races, not at the front of the pack but never last. Then, after receiving a special award from Commodore Holzman, she accepted his invitation to address the crowd. With a twinkle in her eye, she spoke briefly, making light of her abilities and then telling a short story about going around on her maiden voyage in a Bullseye. With that, she sat down again, content to cede center stage. The lunch lasted more than two hours under a hot sun, and by about two, most of the guests were headed home to cool off. Lucille stayed until the end, but finally admitted that she, too, had to leave. Yet relaxing indoors wasn't what she had in mind. She had a round of golf to play.

Jim Leenhouts and Tom Wyman, winners of the Lucille Dingley Regatta. Second place went to George Fenner and John Burnham. Third place, Lou Bevier and Dot Williams.



The view from under the bow.

ROWING UNDER THE BOW

Normally, rowing under the bow is a foolhardy thing to do. I wouldn't do it if we were talking about the Block Island ferry, a Boston Whaler racing to the fishing grounds, or even a slim, fast sailboat. But a Bullseye? Well, that's different, especially if the Bullseye is moored securely for the winter in the barn.

Viewed from the rowing machine beneath it a Bullseye's bow becomes a source of memories. One recalls all the places that bow has been. The winter rower remembers the first overnight sail with son Steve from Fishers Island to Marion. He is reminded of a race in the fog in Somes Sound, Southwest Harbor, feeling lost and suddenly seeing the committee boat and hearing the horn and a hearty, "You won!" One thinks about many sunny summer afternoons while swimming and cleaning the bottom and then, catching one's breath on the mooring line, looking up and giving that noble Herreshoff bow a pat.

Viewed from the rowing machine beneath it a Bullseye's bow is a source of dreams and anticipation. What new waters will it cleave next summer? How often will it sail around familiar haunts? Will it be the first, at least a few times, to cross between the pin and the yellow flag on the committee boat at the end of a race? May it nose close to that invisible line at the beginning of all races but never, no never, touch it too soon! This summer that bow will be seen from the rear view mirror as it docilely tags along all the way to Southwest Harbor.

Now that it is almost spring the bow begins to quiver with new life. But for a little longer both rower and bow must be patient. The rower rows on hoping to be stronger in the ensuing summer, ready to guide well from the stern that stalwart, revived cutting edge through old waters and new.

— Dave Burnham



Dick Loring from Duxbury, MA, sent us this picture of Hyacinth, his 1962 Bullseye, just as she was about to be launched last July after significant renovation. She's a beauty, and this winter she gets a bootstripe too!

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

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

Dave Burnham
44 River Street • Rehoboth, MA 02769
Tel: 508-252-3442
email: 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

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 for 3-5 items. All profits go to the Bullseye Association.

BULLSEYE FOR SALE

Hull 668—New Algrip 1995, new teak, toerails varnished 1995, new stainless steel standing rigging in 2000. Epoxy barrier coat in 1995. 2hp Evinrude. Price: \$7,000.

Contact: William LeBlanc, 232 Hale Street, Beverly, MA 01915, 978-927-3984.