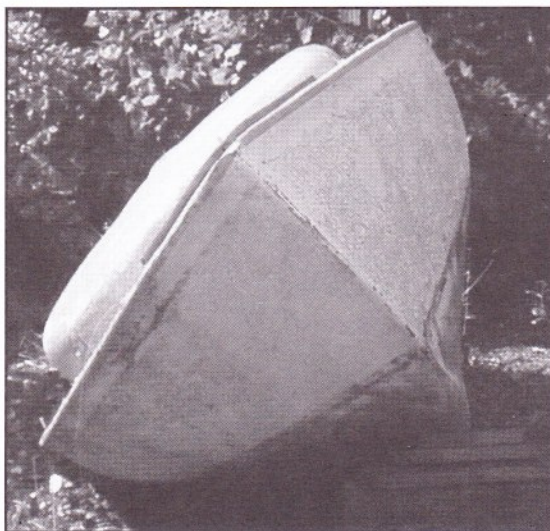


★ BULLSEYE ASSOCIATION ★

GYPSEA COMES ALIVE! by Curtis Garrett

Here is my story of the derelict Bullseye I've recently named Gypsea. I first saw her lying on the ground in a boatyard in St. Clair Shores, Michigan. It was August of 1984 and I was still attending College at Southwest Texas State University and had come back to the Detroit area where I grew up to visit my grandparents and old friends. I was driving the Lake St. Clair waterfront with a buddy from Detroit. We were stopping at all the boatyards on the "Nautical Mile", looking for older classic boats, very few in number in the Texas Hill Country around Canyon Lake, north of San Antonio.



Idle for 35 years in a remote corner of a Michigan boatyard, Gypsea will soon sail again.

After going sailing again in Galveston Texas, I was getting the bug to find a small, nice looking, full-keel sailboat to fix up. I had first seen a wooden Herreshoff Buzzards Bay Boys Boat up in the covered exhibit in Mystic, CT a year earlier and instantly fell in love with her. What a nice little sea kindly sailboat I thought to myself. I wondered if I could carry her out of there while nobody was looking!

Gypsea had been lying on the ground in a state of disrepair for many years when I first found her in '84. There was just a hull, no mast, boom, sails, rudder or tiller, but I saw the fine line of a great little boat even then. (At the time I did not know about Cape Cod Shipbuilding's fiberglass version of the Herreshoff Fishers Island Sound Bullseye.) The little derelict Bullseye had a yellow mopped on paint job on the deck, and all her hardware and comings had really ugly thick layers of old paint under that. Craftsmanship was not a consideration for the hacks who applied this mop job. Really pathetic work!

Before moving to Ft. Walton Beach, Florida, last December, I sold all of my boats and one 1966 GT Convertible Mustang I had been restoring. (Remember, I grew up in the Motor City, Detroit.) So, here I was sitting on the Emerald Coast of Florida in the most pristine aqua waters and sugar white sandy beaches and NO SAILBOAT! I started thinking about what kind I wanted to own again.

There was one 1978 Bullseye down in Texas that had been sitting on a trailer for over 10 years that this widow's husband had bought at an auction for around \$700! I contacted her to see if she was ready to sell. I had approached her a few years earlier but never heard back. I learned this time that she had sold the boat to a harbor master named Tony who has done nothing but make excuses for not selling the boat to a new owner like me. Ole TAT Tony tells me "well ya know everything is for sale for the right price!" Bottom line, the boat is still sitting on a trailer and will only get back into the water if he sells the boat to a more motivated new owner.

So I started to look for another Bullseye from a more reasonable owner who will actually sell his boat at a fair price. I found the Bullseye web site in January of this year and started looking at the boats for sale. Pinged web master Phil Nutting for some leads in the Southeast, preferably in Florida since there were 2 active fleets in Miami and Key Largo. There was a boat for sale in Daytona Beach that I planned to check out on a trip to

(continued on page 3)

EXECUTIVE COMMITTEE PLANS ANOTHER YEAR

The Executive Committee met in Boston over dinner at the home of Vice-President Joan Tiffany on November 21. Led by President Elizabeth Wohler-Berry the group covered a range of topics.

Planning is well underway for the 42nd Bullseye Nationals sponsored by the Beverly Yacht Club in Marion on the weekend of July 25-27, 2003. Co-chairs of the Regatta are Joan Tiffany and Susan Mead. More description of the event will be presented in subsequent Newsletters.

Plans are also being made for the Annual Dinner. Place and date have not been set firmly but New Bedford is being considered and the event will take place on a Friday evening in the spring. President Elizabeth has asked David Burnham to speak about the Paul Cuffee School, a Providence, maritime, charter school with which he is affiliated.

The use of VHF radios was discussed once again. The Executive Committee favored allowing them in the Nationals at the start of races to ease the burden of the Race Committee when informing contestants over the line early. President Elizabeth will contact Technical Chairman, Philip Nutting, with the thought of bringing the matter to a vote at the Annual Meeting.

Representatives from Marion were opposed to the use of genoa jibs at the forthcoming Nationals. Some members of the Committee, however, are ready to experiment with these sails, once so standard, for local racing. Fishers Island has begun to do this.

(continued on page 2)

DUES ARE DUE

Enclosed with this issue is a blue slip to be used for renewing membership in the Bullseye Association. Please fill out, enclose a check for \$20 made out to *Bullseye Association*, and mail to Mark Cohen, Treasurer, 203 Washington St., Marblehead, MA 01945. Your dues pay for the Newsletters, provide stipends to assist clubs hosting the Nationals, and pay for our ad in *Sailing World*.

FROM THE EDITOR

This issue features a forgotten Bullseye just rescued from a Michigan wasteland, now being lovingly restored in Florida. It's almost like taking a child abandoned in a hovel and making her a beauty queen. Thank you, Curtis Garrett, for your story and pictures of *Gypsea*. An alternate name might be *My Fair Lady*. We are eager to publish more stories with general Bullseye information so that it does not appear this publication cares only about racing. We love letters to the editor. Can we get a little controversy going? Perhaps about VHF radios or the reasons why genoa jibs are more fun than working jibs. Isn't it time for another cruising story? Or how about what really happens on Marion's moonlight races?

New Englanders at this season might do well to imagine sailing their Bullseyes in their familiar harbors, but in December. Then try to go back nearly 400 years in one's mind and see the same place with the eye of a newly arrived Pilgrim. There was no hot shower ready on shore at the twist of a wrist. Work on the first house at Plymouth began December 25, 1620.

In Governor William Bradford's words, here is our beloved shoreline when first seen with the Pilgrim eye. "Being thus passed the vast ocean, and seas of trouble before in their preparation, they had no friends to welcome them, no inns to entertain them, to refresh their weatherbeaten bodies ... For summer being done... the whole country ... represented a wild and savage hue. If they looked behind them, there was the mighty ocean which... was now as a main bar and gulf to separate them from all the civil parts of the world."

Just something to think about while we and our lovely little boats wait patiently for spring, blue water, and sunshine. Or, we can go to Key Largo and watch the setting of the first spinnakers on Card Sound. Hooray!
— Dave Burnham

MARION, 1984



A dramatic moment when Tut Tuttle's main halyard had to be re-threaded between races. Steve Burnham (cap) supervised. Tut won the regatta. Laurie Rubinow with Steve as crew were 2nd.

WELCOME TO VICE PRESIDENT JOAN TIFFANY

The new vice-president of the Bullseye Association is Joan Tiffany who hails from Boston in the winter and Marion's Beverly Yacht Club in the summer. Joan takes her responsibilities seriously having hosted with husband Ed the recent Executive Committee meeting.

Joan began racing Bullseyes as a teenager in the 1960's and participated in at least five Nationals. She often raced with her father, Ralph Thacher, who was a long-time General Manager of Cape Cod Shipbuilding.

From Bullseyes she moved on to racing a Ranger 24, a 56' yawl, and for many years she was active in the Shields fleet with her husband and brother Brett. Though the family still owns a Shields, there has been in recent years an enthusiastic return to Bullseye sailing.

Over the years Joan has raced in the Ladies Day Series at Beverly, first with her mother, Helen Thacher, and later with Eleanor Hartstone and now for several years with Suzanne McManmon. During the last three years Joan and Ed have raced on Sundays. She writes, "We are both delighted to be a part of the fleet and feel it is a terrific way to have very competitive sailing without the hassle and expense of a larger boat."

The Tiffanys have two children, Thacher and Katherine, both of whom have been active racers at Beverly Yacht Club and have taught at other clubs.

EXECUTIVE COMMITTEE (continued)

It was agreed to continue, despite the expense, to support the advertisement in *Sailing World*. Hosting yacht clubs, with the obvious exception of Card Sound, are encouraged to hold the Nationals in the middle of the summer. Emily Wick, speaking for Sandy Bay in Rockport, expressed that club's invitation to host the Nationals in 2004.

Reports were heard from Treasurer Mark Cohen, Secretary Dave Burnham, and Historian Emily Wick. We are solvent, the Newsletter will try to have more non-racing articles, and the Historian keeps four copies of each issue and is always ready to respond to inquiries.

Others in attendance not already mentioned were Jack and Carol Rankin, JoAnn Lavigne, and spouses Bill Berry and Ed Tiffany. The Committee expresses appreciation to the Tiffanys for their kindness in supplying a delicious meal spiced with good fellowship in a most gracious setting.

2002/2003 OFFICERS OF THE BULLSEYE ASSOCIATION

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:	Wendy Goodwin, 5 Narrows Road, Wareham, MA 02571, (508) 295-9384
Technical Committee Chair:	Philip Nutting, 16A South Street, Rockport, MA 01966, (978) 546-2594
Vice Commodore:	George G. Fenner, 55 Tarpon Lane, Key Largo, FL 33037, (305) 367-4168



Gypsea back in civilization at last, sitting on a rebuilt trailer in Curt's grandmother's driveway, and about to depart for the tow to Florida.

Orlando in late June of this year. I picked up a college buddy of mine from Orlando and the next day we went to see the 1953 Bullseye on a trailer at Halifax Marine Service on the ICW in Daytona. On my way back I e-mailed the owner an offer. The boat needed a complete restoration but was all there. The owner did not get back to me until I was sitting in a lounge chair in my Grandma's driveway in Taylor Michigan looking at the little derelict Bullseye I had just dragged out of the boatyard for FREE. I'm not in the Bullseye market any more! I have Gypsea!

I had remembered that bad-yellow-paint-job Bullseye before I went back to Michigan to visit, and I thought I would see if I could find her again or even the yard where she was lying. After driving into several boat yards I pulled into a marina and immediately recognized the old farm house in the center of the yard. This was the place I saw the yellow-decked Bullseye in 1984, but when I looked to the left of the farm house where the boat had been, she was gone! So I went walking around the outer fringes of the yard to see if she had been moved and, lo and behold, against the back northern fence was a full-keeled little yellow Bullseye all covered in weed and overgrowth. She was in the same bad shape as 18 years earlier with the exception of a back hoe arm lying in her cockpit that had fallen on her and crushed the front edge of the aft poop deck and the port side mahogany coming.

After looking her over I went to find someone in the yard office to talk to. I found Nick, one of the brothers who owned the yard. I told him I was interested in the little boat back in the weeds. He said he had no paperwork and knew none of her history, but if I came up with a trailer he would load it if I would haul her away. My timing was perfect! The City of St Claire Shore had cited him and wanted the yard to get rid of a whole row of old derelict wooden and fiberglass boats due to complaints from the condo owners to the north of the yard. Ole Nick told me he hated to have to break that little sailboat up and had been dragging his feet on mashing her with the dozer! Lucky for me and Gypsea!

Next I had to come up with a trailer. So I went driving north on Jefferson looking for a trailer on the side of the road for sale. Came across one fenced-in junky looking place with several trailers in front. One had a camper shell for a pick-up on it with a For Sale sign. I pulled off the road, rolled down the window, and asked the two old codgers who were messing around with a motor what was for sale, the camper top or the trailer? One of them yelled back to me, "come on in...it's all for sale!" So I got out to see if I could make the trailer work. The tires were in very good condition but I could tell the bearings were worn and needed to be replaced to make a trip from Michigan to Florida. I told the old man some of the things I would have to do: bearings/bushings, complete

billings and we were done. Hooked it up to my truck and waved bye to the old codgers.

I had to have the uprights for the screw pads made. Went to a muffler shop down the street from where Gypsea was lying and Manager Kevin agreed to make them for \$50 apiece. I showed him some pictures of the Daytona Bullseye on its trailer and what I was trying to accomplish. He asked me where the junked-out sailboat was and after I told him he laughed and told me not to tell the brothers that he was going to help me, at least not until Gypsea was loaded and I was driving away. I never said a word. The one brother, Kelvin, was much nicer to talk to and actually drove the fork lift to pick Gypsea off the ground. After she was on the trailer and I had cut down the uprights for the screw pads, I told them a little bit about the boat, and that it was a CCSB Bullseye, a class still being made in Wareham, MA. Kelvin knew nothing about little Gypsea and never remembered seeing a rudder, mast or boom. They didn't even know who last owned it or how it ended up in their yard all those years. It had been lying around there since the late 1960's, if ya can imagine that!

I towed her out of Taylor, Michigan where I had her sitting in my grandma's driveway for a week down to Ft. Walton Beach, Florida in a day and a half, a drive of about 1,100 miles with no problems. Around the 6th of September I picked her up from a guy in Crestview, Florida who had sandblasted Gypsea inside and out for \$300. Today she is in a storage shed in Milton, Florida where I'm whittling away at her complete restoration, much sanding and faring of the hull sides and below the water line. After the old paint was removed via sandblasting all the spider cracks in the gel coat were revealed. I decided to fill the entire hull with Interlux Watertite 2-part epoxy faring and surfacing compound since the original gel coat was still very firmly attached.

I am currently sanding and filling all holes in the deck. Then I will roll on several coats of Interprotect Epoxy Barrier Coat primer. I had to jack up the aft deck crushed by the backhoe so I could WEST Epoxy in the broken piece I had saved. I removed a really bad fiberglass patch job over a long hole in the forward air tank that I believe was caused by water in the bilge (lots of it) that froze solid while the boat was on the ground on her side.

I have made a new rudder of 1" marine plywood wetted out in WEST pigments white. I will then cover the entire rudder with glass cloth and wet out with WEST again. A new tiller has been cut out of a 4" by 4" by 5' piece of white ash. The original tiller was 48" long. I made my tiller 54" to slightly extend it. I will be doing some glass back-up work with mat on the rear bulk head where the backhoe





A well-fared *Gypsea* has become a fair lady, and a proud one, too.

arm landed and the underside where the main sheet cam cleat will mount.

There is much more work to do, as always is the case on any boat restoration. I was generously donated a slightly used set of sails from Judy Kilroy of the Beverly Yacht Club. I would like to buy a used, restorable Bullseye mast and need to make a Sitka spruce boom, teak toe rails and cockpit comings. Then it will be time for the final finish paint on hull, deck, topsides, and interior. Eventually it will all end and you are sailing in a great little boat that has not been in the water for over 35 years. The first fresh gust of wind hits you and the once little derelict Bullseye remembers from some past time that she was built for this and digs in on a nice heel with a fine bone in her teeth once again.

USEFUL ADDRESSES

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

Website: www.shore.net/~bullseye

SALES COORDINATOR: Connie Lavigne
34 Parker Street • Rockport, MA 01966
Tel: 978-546-2071 email: lavigne@shore.net

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

SECRETARY/EDITOR: 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,

FROM THE RACING FLEETS

Detailed coverage of the Nationals in the September issue crowded out the 2002 results from the racing fleets. The top skippers were the following:

BEVERLY YACHT CLUB, MARION, MA

July Series: 1. *Carol Anne*, William Rankin; 2. *Arioso II*, Richard Pline; 3. *Cove Girl*, Joan Tiffany.

July Women's Series: 1. *Rascal*, Kathy Reed; 2. *Blue Heron II*, Suzanne McManmon; 3. *Sandpiper*, Faith Paulsen.

August Series: 1. *Carol Anne*, William Rankin; 2. *Celtica*, Elizabeth Wohler-Berry; 3. *Cove Girl*, Joan Tiffany.

August Women's Series: 1. *Blue Heron II*, Joan Tiffany; 2. *Rascal*, Kathy Reed; 3. *Celtica*, Susan Mead.

Special Race Winners: *Fourth of July*, William Rankin; *Van Rensselaer Race Day*, Wendy Goodwin; *Thayer Francis Moonlight Race*, Thatcher/Tiffany; *Peggy Dyer Trophy*, Richard Pline.

FISHERS ISLAND YACHT CLUB, FISHERS ISLAND, NY

July Series: 1. *Mistral*, Cal Beggs; 2. *Arrow*, Ginger and Nat Cutler; 3. *Querida*, Paul Burnham.

August Series: 1. *Peregrine*, Brad Burnham; 2. *Querida*, Dave Burnham; 3. *Mistral*, Cal Beggs.

Season Championship: 1. Cal Beggs; 2. Dave Burnham; 3. Ginger and Nat Cutler.

Special Race Winners: *Independence Day*, Tom Cashel; *Labor Day*, Dave Burnham.

SANDY BAY YACHT CLUB, ROCKPORT, MA

Saturday Series: 1. *Beaver II*, Emily Wick; 2. *Whisper II*, Jan Walker; 3. *Laurelei*, Laura Dickey.

Sunday Series: 1. *Whisper II*, Connie Lavigne; 2. *Beaver II*, Emily Wick; 3. *Laurelei*, Laura Dickey.

Special Races: *June Series*, Connie Lavigne; *July 4*, Connie Lavigne; *Labor Day*, Laura Hollowell.

SOUTHWEST HARBOR FLEET, SOUTHWEST HARBOR, ME

July Series: 1. *Silver*, Pete Welles; 2. *Gandalf*, G. Brookes; 3. *First Step*, N. Houghton.

August Series: 1. *Nanny B.*, Nancy Homer; 2. *Scotch Mist*, Charlie Hudson; 3. *Pamina*, Jean Beaulieu.

Special Races: *Picnic Race*, John Newhall; *July Single-Handed*, Pete Welles; *Sweetheart Race*, Pete Welles; *August Single-Handed*, Pete Welles.

At Southwest Harbor the new Commodore is Allan Heyward. Other officers are Vice-Commodore, Charlie Hudson, Treasurer, Ken Hutchins, and the new Co-Secretaries are Kathy Newman Fault and Ellen Brookes.

CARD SOUND FLEET, KEY LARGO, FLORIDA

Fleet representative George Fenner reports 24 boats, and two new racing teams ready to challenge the old timers. The new Commodore, former Nationals champion Don Wright, plans to divide the fleet into spinnaker and non-spinnaker divisions for at least one of the four winter series. Winter racing has already begun at Key Largo.

BULLSEYES FOR SALE

Asking \$8000. Built in 1989 but like new, seldom used, sails in excellent condition. Varnished wood seats, cockpit cover, anchor and pump. Owner: Joseph Harvey, 1326 SE 17th Street, Fort Lauderdale FL 33316. Tel: (954) 527-1500 Fax: (954) 527-4507 Email: capjsh@hotmail.com.

Asking \$9750. A 1959 Bullseye totally rebuilt. Awlgrip, inside and out, interprotect epoxy bottom, New galv. trailer, all new teak (coaming and rubrail), Beautifully refinished varnished original seats, All new hardware, new mast, spinnaker and much gear. Owner spent of \$1000 for refit. www.classicboatshop.com Or (207) 244-3374. Ask for Jean Beaulieu.

Asking \$5400. A 1953 Bullseye. Has running lights, newly varnished. Not used much. Comes with Triad trailer in excellent condition and 4 hp Maritron outboard, main and genoa in excellent shape. Located in Daytona Beach FL. Contact Jim Mog at (386) 788-7150 or jrmog@bellsouth.net or try Brien Sweeny, Halifax Marine Service, (386) 846-5851.

Asking \$3000. A 1970 Bullseye. Needs cosmetic help but is solid and complete. Has had light use in fresh water for the past 25 years. Sails: main, working and genoa jibs, and spinnaker. Motor bracket and older 3 hp Evinrude. Trailer in very good condition. Contact George Vialle, 49 Newtown Road, Acton, MA 01720. Tel: (978) 263-5195. Email: Vialle@att.net

WANTED

Bullseye for restoration. Location is not important. Will travel to pick up. Prefer boat without sails or motor. Contact: Wally at Seaweld@att.net or (978) 957-0334.

A used Bullseye mast; "Not worried if the anodizing is worn out. I will put a 2 part self-etching paint system on it." Contact: Curtis Garrett at curtgarrett@juno.com

SAIL FOR SALE

Asking \$225 for a maroon and white spinnaker used only three times. Contact: Skip Castro at (401) 253-2524 or VCastro@EBmail.GDEB.com