

# ★ BULLSEYE ASSOCIATION ★

## WELCOME TO MARION!

**The Beverly Yacht Club in Marion, MA is hosting the 42nd Bullseye Nationals on the weekend of July 25-27. All Bullseye sailors are invited to compete. A registration form and a Notice of Race have been inserted in this Newsletter. Commodore Henry Reynolds has written an enthusiastic letter of welcome with some interesting information:**

Dear Bullseye sailors,

On Behalf of the Beverly Yacht club I welcome all Bullseye racers to the National Regatta to be hosted by BYC this summer. We are very pleased to have an active Bullseye racing fleet that has enjoyed the Buzzards Bay breezes since the 1960's. We hope that you will enjoy fine sailing and hospitality planned by the BYC and Bullseye National Regatta Committee. It is fitting to point out that the founding of BYC was for the racing of "smaller yachts" - a tradition that we continue to enjoy and, therefore, take special pleasure in hosting the Bullseye Nationals.

Many ask about the name of our club which is located in Marion, not Beverly, and this will also explain our dedication to small boat racing. The Beverly Yacht Club was organized in 1872 by Water Burgess, a younger brother of the famous yacht designer Edward Burgess. Walter and Edward Burgess were ardent sailors and were unhappy that the Eastern Yacht Club in Marblehead had refused to recognize yachts under 26 feet long at the water line in its races that summer. They formed their own racing organization and called it Beverly Yacht Club after Beverly, Massachusetts, where the Burgesses had a summer home. Thus, the BYC began as a club for racing smaller yachts. In 1880, the first regatta was held at Monument Beach near the west entrance to the Cape Cod Canal. More members were drawn to Buzzards Bay where tides and the "souwaneechew" as the Native Americans called the prevailing sou'wester, provided some of the best sailing conditions existing on the U.S. eastern seaboard. In the regatta of August 1883, 176 yachts crossed the starting line, a record that stood for 40 years.

In 1895 the Club leased a clubhouse on Wing's Neck and has remained in Buzzards Bay ever since. In 1913, the Beverly Yacht Club merged with the Sippican Yacht Club in Marion and moved to new quarters on Butler's Point in Marion. The hurricane of 1938 demolished the clubhouse and pier, but BYC continued to run its races from that location until subsequent quarters were found in 1950 at Barden's Boat Yard in the village of Marion. In 1954, Hurricane Carol demolished that site, so in 1955 Beverly Yacht Club moved to its present station, the historic Register House on Water Street, Marion.

BYC continues with its full racing schedule, June to Labor Day, that consists of Series Races for PHRF, Shields, J-24's, J-22's, J-105's, Bullseyes, Herreshoff 12 Footers, and Lasers. There are many special trophy races as well for cruising class and the one designs. Beverly Yacht Club is one of the sponsors of the Buzzards Bay Regatta, an event which brings together both cruising and one-design boats and has grown to attract more than 300 boats each year. In addition, the yearly week-long family cruises gather



*Peregrine is all snuggled down and Brad Burnham and son-in-law Charlie Van Voorhis are about to head home after a very creditable 6th place finish in the 1998 Nationals at Marion.*

quite a number of yachts to share the camaraderie for such an adventure. There is an active Ladies Sailing Program with H-12's and Bullseyes. The Junior Program is also a very important function of the Club involving 75 to 100 youngsters who are introduced to sailing and racing in the Club-owned fleets of Optimists and 420s.

We hope you will join us in July for a wonderful Bullseye National Regatta.

— Henry P. Roberts, Commodore

## A DELIGHTFUL ANNUAL MEETING

The Annual Meeting of the Bullseye Association was held on April 26th at Nick's Place in Canton, MA. It was a pleasant event highlighted by fine food, stimulating discussion, and excitement over the 42nd Nationals to be hosted by the Beverly Yacht Club in Marion MA on July 25, 26, 27.

President Elizabeth Wohler-Berry presided with grace, good humor, and tact and Secretary / Editor David Burnham capped the evening by describing a remarkable Buzzards Bay mariner of yesteryear, Paul Cuffee, and the charter school which is named for him. Dave is President of the Board of this inner-city Providence school, which has a maritime theme.

The business meeting began with reports from officers and fleet representatives. Treasurer Mark Cohen stated that membership is down about ten from the usual 170 figure we need to meet expenses. He attributes this decline to the fact that dues notices were sent out later than usual and believes we will catch up. David Burnham registered a plea for more unsolicited articles, letters to the editor, and photographs. Gordon Goodwin noted that Bullseyes are being built as rapidly as present staffing allows. Requests for second hand Bullseyes are numerous but very few come on the market.

Wendy Goodwin, on behalf of the Nominating Committee, presented a slate for 2003 with no changes from the current officers and was unanimously approved. Dave Burnham urged the re-introduction of genoas for weekly club racing and for the Nationals. Through 1992 almost all Nationals were sailed with genoas which he states make for more fun, and better boat performance. Response was mixed. Many continue to favor the working jib, citing ease of handling. Others are inclined toward the larger sail. Sandy Bay is considering at least a partial return to the genoa.

Under new business, Vice-President Joan Tiffany urged that the Association move toward a policy of requiring annual measurement of all sails, old and new, as a prerequisite for the Nationals. (Present by-laws state that sails once measured satisfactory do not have to be remeasured as long as certification is legible on the sail.) Bill Berry among others felt that if Bullseye sailors are comfortable with the status quo there is no necessity for change. All agree that it would be ideal if each club had an official sail measurer so that most sails could be measured at home, thus reducing measuring the day before the Nationals to a minimum. Later Bill Berry spoke in favor of the use of VHF radios on each boat for safety reasons, and to improve communication from the Race

*continued on page 3*

## FROM THE EDITOR—RETURN TO MARION

Quite some time ago I received an old Handbook for what was then called the Bull's Eye Class Association. It was written, I believe, during the fall of 1962 because it designates the winners of "The FIRST CLASS CHAMPIONSHIP REGATTA" held at the Larchmont Yacht Club, July 14,15, 1962 and it goes on to say "THE SECOND CLASS CHAMPIONSHIP REGATTA" will be held at Mantoloking Yacht Club, Mantoloking, NJ, on August 17, 1963.

It is interesting that the Championship regattas did not come to New England until 1964 when Marion hosted, as it does now for the 42nd regatta. I am not sure when the championship was first called "Nationals". I do note that at the third regatta and finishing in 3rd place was Mark Cohen, the Association's indefatigable treasurer, sailing the ever faithful *Tradewynde* #285. In fact Mark's name is the only one of 111 on the 1962 membership roster who is still a member today. Quite a record!

There is so much of interest in the old Handbook that I expect to quote from it in a number of succeeding issues. The description of the Class History is very interesting. It mentions the important role of Ralph Thacher, our Vice-President Joan Tiffany's father. However, because we have a Nationals coming up in just over a month I have chosen to devote Page 3 to George N. Sandor's article on "Sailing the Bull's Eye to Windward". It is full of solid, Bullseye wisdom and don't let the fact that is was written forty-three years ago throw you off. It contains lessons for us all.

We must compliment Joan Tiffany and Susan Mead and their enthusiastic committee for all their work in planning the 42nd Nationals, the 11th to be hosted by the Beverly Yacht Club. Since no one has volunteered to chair the Weather committee, I will make bold to do so myself. It will be breezy and sunny.

— David Burnham



Connie Lavigne and Peter in *Whisper II* lead Ed Desmarais and Krysten Plumpton in *Acadia*, in 1993.



President Elizabeth Wohler-Berry with husband Bill on board *Celtica* in a relaxed moment between races at the 1998 Nationals in Marion. They were on their way to the championship.

## NOTED AUTHOR TO SPEAK

We are pleased to note that John Rousmaniere, one of the leading maritime authors of the day, will be the speaker at the Bullseye Annual

Dinner in April of 2004. John, who is presently writing the history of the Fishers Island Yacht Club, recently wrote the following to the editor:

"I've decided that the notion that the Bullseye name is borrowed from sharpshooting doesn't ring true 100%. Wouldn't a name like that have been applied to the original boat, the 12 and a half? And in those days the favored names were from the natural world.

"Maybe the reference is not to a target but to the boat's fulsome round shape, like the eye of a real bull. There's a tradition of this aboard ships. There are two old nautical definitions of bulls eye — one a round light, the other a round block: 1) A round piece of thick glass, convex on one side, inserted into a weather-exposed door, skylight cover, or scuttle hatch for the purpose of admitting light. Also a fixed light. 2) A round or oval wooden block without sheave. It has a groove around for the strop and a hole for the lead of a rope.

"These definitions are in de Kerchove, International Maritime Dictionary. There's also a large-eyed fish called the Moon Tail Bulls Eye."

*Maybe so. John, but I still hold to the theory that Captain Nat really hit the bullseye with this design. Editor*

## BETTY TUTTLE

We note with sorrow the passing of Betty Tuttle on March 18, 2003. A service was held on May 18th at Kendal at Hanover where the Tuttle have been residing for a number of years. Although she was not a sailor herself she certainly supported the maritime efforts of her husband, I.W. "Tut" Tuttle, an avid Bullseye racer and National Champion at Fishers Island in 1981 and in Marion in 1984. Tut's address is 80 Lyme Road, Apt 242, Hanover NH 03755-1231.

## 2003/2004 OFFICERS OF THE BULLSEYE ASSOCIATION

President:	Elizabeth Wohler-Berry, 7 Bradley Lane, North Hampton, NH 03862, (603) 964-9598
Vice-President:	Joan Thacher Tiffany, 19 Braddock Park, Boston, MA 02116, (617) 267-8612
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
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

## SAILING THE BULL'S-EYE TO WINDWARD

George N. Sandor, Westchester

### 1. Tuning for Windward Work:

a. Jibstay and Shrouds. To keep the jib from sagging to leeward, the jibstay should be as tight as possible, without bending the mast forward. Since there is no backstay, this means that the shrouds will have to be set up tighter than on other boats.

b. Mast. The mast should be straight. Unship the boom from the mast. Lie down on the foredeck, head next to the mast, looking up. Readjust the shrouds and jibstay, if necessary, to make the grooved after edge of the mast straight both fore-and-aft, and athwartships. Wedge the mast tight in the partners with split cedar shingles driven down from the outside. The slight forward curve of the upper part of the mast (above the shroud fittings) is unavoidable, owing to the construction of the mast and the absence of a backstay.

c. Genoa Leads. Install tracks for genoa sheet block as close to the rails as possible, with just enough clearance for the track slide. In a steady, medium breeze (6-8 knots) with a smooth sea, hoist the mainsail and then the genoa as tight as possible, without slackening the jibstay. Trim it to leave 3 to 4 inches clearance between the shroud and the foot of the genoa. Trim the mainsheet until the lee-quarter lead makes a right angle with the stern rail, no further. Sail your boat hard on the wind, with genoa full. Very gradually head up, watch the luff of the genoa. If it starts to shake near the tack, move the genoa sheet block aft. If it starts to shake near the head, move the block forward. If the luff of the genoa begins to shake simultaneously from tack to head, your sheet lead is correct. Never change it, regardless of wind velocity. Repeat this procedure for port and starboard.

d. Mainsail. Attach a 3/4" x 1" x 1-1/2" wooden block to the main halyard shackle, to serve as a spacer between the shackle and the mast. This prevents the headboard being pulled to the mast when the mainsail is fully hoisted. Battens should be thin, flexible, and fill out the pockets without stretching them. This goes for working jib battens also. Before hoisting the mainsail, make the tack fast to the gooseneck, and tighten the clew outhaul. Cast off your boom downhaul, and hoist the main as tight as possible. Then haul down the boom to smooth out the luff.

e. Fore-and-aft Trim. Keep the lazarette empty. Stow all gear forward, evenly distributed athwartships, as low as possible. Do not use hammocks for stowage, since they keep the gear too high. Crowd your crew against the bulkhead, and sit as far forward as the tiller will allow.

f. Bottom, Fittings, and Telltales. Before each race, wipe the bottom clean. Keep all blocks, cam cleats and winches (if any) lubricated with heavy body "3-in-1" oil. Use thick wool yarn, about 12-16 inches long, on both shrouds, for telltales. Place these 5-6 feet above the deck. With a darning needle, thread 6 inch pieces of yarn 2 inches aft of luff ropes of both main and genoa sails, about 3 feet apart. Remove the needle and knot the yarn on both sides to keep it from sliding out. These are light-air telltales. (See 2g)

### 2. Sailing to Windward

a. Trim of Sails. Trim your main and genoa as outlined in 1c. If you use a working jib (which you should, when the wind velocity exceeds 12 knots), adjust the forward fitting of the wishbone as far forward on the spar as your jib permits. Sweat up the jib halyard just short of slackening the jibstay. Trim the jib sheet until the entire leach is kept from sagging to leeward, no further.

b. Fore-and-aft-Trim. Keep the transom out of the water. (see 1e.)

c. Heel. Limit the heel to within 10°, if possible. Hike your crew if necessary.

d. Hiking. Crew should lie prone on the deck, shoulder to shroud. All hands should keep low to reduce windage.

e. Steering. Do not oversteer. Make slight adjustments, wait for effect, before moving the tiller again. When sailing with a genoa, watch the main. If it is backwinded, ease the genoa a little. In all cases watch the luff of the jib. Head up until it starts shaking, then bear away slightly to fill it. Repeat this often, to keep sailing close to the wind, but properly filled. Observe the angle of the weather shroud telltale for this condition, and keep it there.

f. Heavy Weather. Ease the main if you must, but keep the jib trim. Sail by the luff of the jib.

g. Light Airs. Maintain a slight heel to leeward. Set up your vang to hold the boom down, but not too tightly. The crew should hold the boom from swinging or lifting due to rolling. Don't try to sail too hard on the wind. The short telltales in your luff. (See 1g.) will sag or flip forward when luffing is imminent. Watch these (as you would watch the luff of the jib) to keep her filled, close to the wind. Head across power boat wakes to avoid excessive rolling.

h. Tacking. Alert your crew with the hail: "Ready about!" Make sure the crew answers, "Ready!" (The crew grasps both genoa sheet leads, makes sure the leeward line will run free.) Put the tiller down firmly but gradually, hailing, "Hard Alee". Crew should watch the genoa, cast off the sheet when the genoa sheet is on the leeward side, as the sail is blown about; avoid backing the genoa by too early trimming. Teach crew to trim just before filling away, belay, and get up to windward. The skipper should practice steering through the tacking maneuver without repeated rudder action. After tacking with the working jib, ease the leeward jib sheet slightly to allow the wishbone to swing all the way to leeward. Then trim the leeward jib sheet until the leach stops sagging and shaking. Tack when the mark bears a point or so forward of your weather beam, unless tactics or current dictate otherwise, or when you are about to round a weather mark. In the latter case, let the mark go slightly aft of your beam, allowing for current.

i. Lee-bowing. In a cross current, prefer the tack that heads you into the current (other things being equal) unless tactics dictate otherwise.

j. Pinching. Don't pinch, except in the last moment to fetch a mark, if necessary. If forced to pinch, tack.

k. Wind and Tide Changes. Watch your telltales; in light airs, watch the ripples on the water. Choose the tack that takes you into the better breeze. Know your currents, allow for them, and take advantage of them. Watch the boats to windward (if any) for changes in wind direction and intensity. If a squall is forming, choose the tack that will take you into it.

l. Pointing. Don't try to outpoint the "racing machines" (Stars, 210's, etc.) sailing in the same regatta. If, on opposite tacks in a steady 8 knot breeze, your two courses are about 95° apart, you are pointing well.

## ANNUAL MEETING *(continued)*

Committee to the fleet, especially to alert boats that have crossed the line early.

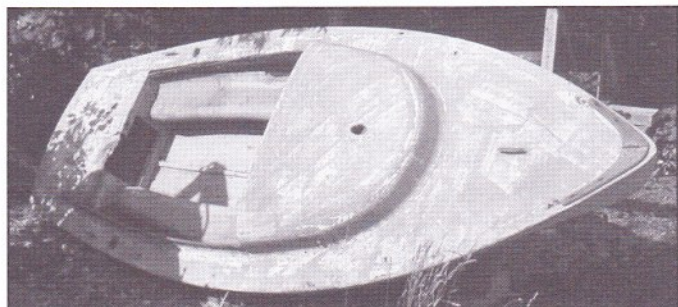
The Executive Committee will consider the topics of sail measuring and radios at its fall meeting and, if by-law changes are recommended, amendments will be described in the Newsletter and on the web prior to voting at the 2004 Annual Meeting.

The final report came from Joan Tiffany and Susan Mead, Co-Chairs of the Beverly Yacht Club Committee for the 42nd Nationals. All sails will be inspected and new sails measured on Friday the 25th between 1500 and 1800 hours at the yacht club. Three races will constitute a series, but seven are planned. A boat's series score will exclude her worst race only if five or more races are completed. All skippers must be members of U.S. Sailing and the Bullseye Class Association.

Co-Chairs Tiffany and Mead are making every effort to make this an exceptionally well-organized and enjoyable series both on the water and on shore. They are backed by a core of eager helpers from the Beverly Yacht Club Bullseye fleet which should eliminate any possibility of troubled waters. The one committee which has not yet been activated is the Weather Committee. A search is on for a reliable chair. Dave Burnham spoke to this issue after concluding his remarks on the Paul Cuffee School. He noted that the last five Nationals have all been sailed in fairly light air. The law of averages indicates blustery Buzzards Bay conditions this summer and he plans to sail with three on board.

A Notice of Race and a Registration Form are included with this Newsletter.

## SAME BOAT



Last December's issue described the remarkable job Curtis Garrett has done to revive *Gypsea*, a Bullseye abandoned over 30 years shown here with a bit of an also abandoned backhoe flopped in her cockpit.



Here is *Gypsea* lovingly restored with new toe rail, glistening top sides and deck and not far from going into the water.

### MORE ON GYPSEA'S METAMORPHOSIS — An update from Curt Garrett

*Gypsea* is at my shop in Bayview Texas (Oak Street Boatworks) right now ... we had a fairly nasty winter here in Texas with much cold and rainy weather so there were limited days to work on *Gypsea*.

I have almost finished the deck which was a cracked/crazed gelcoat nightmare. I noticed some hair line cracks along the hull to deck joints at the gunnel in the epoxy primer I put in while in Pensacola ... the hair line cracks showed up after the tow from Pensacola to Houston which is around 560 miles ... So I went ahead with my die grinder and a structured carbide cutter to remove the original polyester gel coat used to fill the void between the hull side ... deck...and deck tabbing on the underside... I even ground out the gelcoat in the bell shaped gunnel that

runs the length of the boat and is unique to the 1949 to 1956 model year Bullseyes ... back filled this void with 3M product called High Strength Filler, a vinyl ester product with strands of fiberglass mixed in... stuff is hard as heck to sand but very...very strong. *Gypsea* probably has more integrity here now than when she was new.

Made the new teak toe rails from a 10' by 6" wide by 1-1/4" (8/8 or 8 quarter lumber..\$80) rough saw hunk on teak... also made a new bow stem head set of breast hooks that I will mount a new bronze stem head fitting to and slightly aft the nice set of bronze chocks that was on *Gypsea*.

After I finish scarfing the 10' toe rails together to make two 20' lengths I will dry fit all the

teak, then remove it and bed down with Life Caulk (Polysulfide based tykinol rubber)... then mount a new 1/2" brass band (aka band iron half oval) iron the length of the gunnels .. then I'm going to get on the hull side with my air file and flatten the holy heck outta this. This will give me my high and low spots in the hull sides via cutting through the Interlux 404/414 Epoxy Barrier coat primer and into the Interlux light blue Watertite epoxy I used to fare the hull side which looked like an alligator's skin.

I'll keep you all posted on *Gypsea's* progress as the weather is now at the best time of the year in Texas, *Gypsea* should change dramatically over the next two months, never to go back to the pathetic wreck I towed out of Detroit last summer... Yeah!

## CARD SOUND REPORT

The racing season at Key Largo closed with the Mills-Metcalf Series held in March. This year there was a variation. The fleet split into two sections, one racing with spinnakers and one without. Those who ventured forth with the vertical parachutes and did well were Don Wright and Linda Noble in *Target*, 1st, Al and Linda Mast in *Pretails*, 2nd, Ed Flynn-Lampman, 3rd, in *Wind's Will* and Bill Martin and Bob Teeter came in 4th in *Scallion*.

Non-spinnaker honors went to Ed Kirschner in *Remora*, 1st, followed by Don Hetzel and Bob Bevier in *Bluebird*, 2nd, Gibb Elliott in *Kim*, 3rd, and Tom Tice in *Rywhitkn*, 4th.

We hope some of Card Sound's wonderful sailors will venture north to Marion this summer. Honest, folks, by July the weather will be warm enough. High praise for the spinnaker experiment. Keep it up and give genoas a try, so that the crew will have something to do besides shift weight

## BOATS WANTED

The Landings Yacht Club in Savannah, Georgia is continuing its search for second hand Bullseyes. Contact Mike Rouzee, 27 Little Comfort Road, Savannah, GA 31411 Tel: (912) 598-9754.

Bob Haus wants to buy a second hand Bullseye. He can be reached at Box 606, Yarmouth ME 04096. Tel: (207) 846-3966.

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

Fixer-upper Bullseye, any reasonable condition with or without rig or sails. Trailer a plus but not essential. Contact Mike Arms in Maryland at kay.arms@dol.net or (410) 275-9088.

## BOATS FOR SALE

Hull #9-1958, over \$2500 work done on it by Cape Cod Shipbuilding in 2002. Comes with triad trailer new in 1994 and a 3.5 Nissan engine recently serviced. Does need paint, but otherwise in excellent condition. Boat is in Pelham, NY. Asking \$7,000. Contact Mel Schursky, 68 Greenhaven Road, Rye NY 10580. Tel: (914) 698-3598. email: melsail@aol.com

1994 Bullseye stored inside for the past four years. Fully equipped, electric motor, trailer, spinnaker gear and many extras, excellent condition. Asking \$12,500. Mark Cassidy (716) 778-9028; email Rannareems@aol.com

## USEFUL ADDRESSES

Website: [www.shore.net/~bullseye](http://www.shore.net/~bullseye)

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

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

SECRETARY/EDITOR: 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)



Mel Shursky's *Spray* looking very much ready for launching.