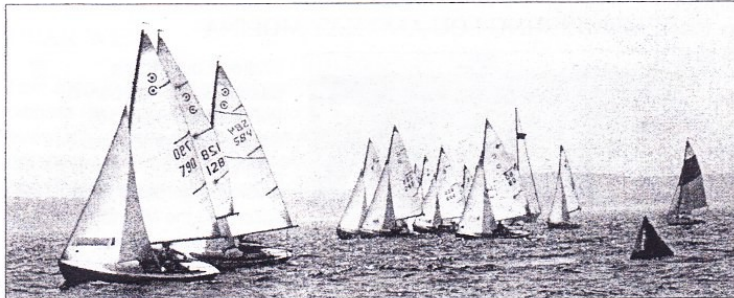


WELCOME TO ROCKPORT

On the weekend of August 1 and 2 the Sandy Bay Yacht Club in Rockport, Massachusetts will host the 48th consecutive Bullseye Nationals. This will be the 12th time, dating back to 1969, that the regatta has been held in Rockport. Copies of the Notice of Race and Registration Form (with liability waiver) are enclosed with this issue. They can also be found at www.sandybay.org and at www.Bullseyeclass.org. The Sandy Bay website also provides up-to-the-minute weather forecasts, tidal information, and a map of the area. Competitors from afar should plan to arrive in good time on Friday, July 31. Simply drive down Broadway and onto T-Wharf and report for launching. All boats are lifted into the water by crane and so it is necessary to have a strong eye bolt in the bilge. Sail measuring takes place between 2 and 5 p.m. Housing is provided for those who request it on the Registration Form. This competition is open to any skipper who is a member of the Bullseye Association. A most hearty welcome!



A start at the 1988 Rockport Nationals which was won by Peter Rugg from Fishers Island whose boat is to windward behind a shield of sails. The three prominent dueling vessels are 790 Wendy Goodwin, 128 Brad Burnham and 584 Richard Holcombe. Genoas without question in those glory days! Photo by John Harper.



The launch has arrived! Time to go out to the boat, put the sails on, and psych up for racing. Hope the wind picks up. Rockport Nationals 1985. Photo by John Harper.

TECHNICAL SPECIFICATIONS CHANGE

At the Annual Meeting the rule about the use of radios in the Nationals was changed from "boats shall neither make nor receive non-emergency radio transmissions from the harbor start until the end of the race" to "It is up to the host fleet to use the VHF radio to communicate with competitors from the time they leave the mooring until they return to the mooring."

NEW PRESIDENT



Passing the baton. Chris Memoli receives the ceremonial Bullseye half-model from Past President Nanna Buckley at the Annual Dinner. Photo by Wendy Goodwin.

ANNUAL MEETING MINUTES

The 2009 Annual Meeting of the Bullseye Association was held at Lindsey's Restaurant in East Wareham, MA on April 23. President Nanna Buckley chaired. Secretary Dave Burnham asked for a moment of silence to remember departed shipmates: Eleanor Stevens, Helen Thacher and Lou Molina. Jerry Higgins, who flew in from San Francisco with his wife Marty, delighted all with videos of his boat Lia, the only Bullseye in San Francisco Bay. Taken from a kite flown from Lia's stern the videos provided uplifting entertainment.

The business session consisted largely of reports. Dave Burnham expressed appreciation for support during his tenure as Secretary/Editor. He will put out three more newsletters and then retire. Mark Cohen, Treasurer, presented an Annual Report indicating \$5,066.36 in the bank despite a downturn in membership.

Technical Chair Jody Smith led discussion regarding jib fair leads which ended when reminded that our Technical Specifications say running rigging arrangements are optional. All hands agreed that a protest is not a protest unless a red flag is flown. Rule 61.2, the under 18-foot rule, is intended for dinghy sailors. Chris Memoli, webmaster, credited Rich Robbins, who does the actual

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FROM THE EDITOR

There is a mystique about sailing out of Rockport which is hard to define but for me has something to do with the wonderful hospitality and the history of the surrounding waters. Thacher's Island, for example, with its twin lighthouses pulls at me like a magnet.

The first time I sailed to Rockport in my Bullseye, I crossed in front of Boston Harbor and when I was no farther than Salem I saw in the distance what looked like a couple of power plant stacks. They never seemed to get closer. I must have been past Gloucester before I realized these were the lighthouses on Thacher's Island. My dad had a beautiful framed photograph by Morris Rosenfeld taken on board a Gloucester fishing schooner. The view is looking forward from the stern. The ship is on port tack tipping significantly and the crew are lined up leaning on the windward rail. In the distance over the bow we can see the twin lighthouses. One wonders how many ships were beckoned home day and night by these stately towers.

Rockport has a small harbor dominated by T-Wharf, a public pier on the end of which is the Sandy Bay Yacht Club. Once you sail beyond this harbor's mouth, you are still in smooth water because the area is guarded by the remains of a breakwater which once protected sailing cargo ships which came to nearby Granite Pier to load Rockport rocks to take to build breakwaters in other ports. Beyond the always awash breakwater, a Bullseye feels the ocean swells a bit but there is still protection thanks to a natural reef named the Dry Salvages, made famous by T.S. Eliot in his long poem *Four Quartets*.

There is a large bell buoy beyond Pigeon Cove near the next point north of Rockport. In the Nationals of 1982 during one race it was a windward mark of the course. Because the tide was against us and the wind somewhere between light and non-existent, it was quite a struggle to reach it. I was the first of several boats to approach that buoy only to fall back frustrated watching the buoy "move forward" trailing a bubbling wake of ripples. Halsey Herreshoff and Steve Burnham, however, in a borrowed boat had gotten off to a poor start but while the rest of the fleet lay stalled, Halsey approached the buoy as though he had a silent motor, went around it, jovially set the spinnaker and led us all home by a mile.

I look forward to seeing Thacher's Island again, the Dry Salvages, rounding that buoy, and most of all, lounging around T-Wharf with a great bunch of friendly sailors.

OUR MUSICAL DIRECTOR

Chris Memoli, our new president, grew up in northern Virginia but spent his summers in Wareham and the Buzzards Bay area. His uncle is Jack Rankin, who was president of the Bullseye Association in '84-'86, and who continues to sail out of Marion. Jack's wife Carol and Chris's mother are sisters. As a youngster Chris sailed a Sunfish but started racing in the Shields class in 1998. He bought his Bullseye in 2004 and now races regularly, often three times a week, in both the Bullseye and a Shields.

Chris is Director of Music for the Weston Public Schools (MA) and also runs a Youth Orchestra for the Rivers Conservatory. Both he and his wife Susan play the violin. She is Director of Fine Arts for the Wayland Public Schools. They have two children, 13-year-old Madeline (Maddie), also a violin player, and 11-year-old Nicholas who plays the cello.

For the last few years Chris has served as webmaster for the Association. He is a very competitive sailor as anyone who watched the Nationals at Fishers Island last summer could attest. Chris, Kym Lee, and Nicholas finished 2nd in the regatta amidst a fleet of 23 boats. Without question the Bullseye Association is in good hands.

REMEMBERING LOU AND KAY MOLINA



Lou and Kay Molina at Sandy Bay Yacht Club, August 1985. Photo by John Harper.

Walter (Lou) Molina passed away February 6, 2009 at the age of 101, having been predeceased by his wife Kay. He was a musician, gardener, and sailor and the Molinas until 1997 lived in a wonderful house in Rockport that had once been a Lutheran Church built by Swedes who had come to work in the local quarries. A substantial part of the joy of going to the Nationals in Rockport for the Burnhams

was the chance to reconnect with Lou and Kay in their beautiful home with gardens that stretched down towards the water. Sleeping in the stub of the steeple erased pre-race tension as did the coffee, cinnamon buns and freshly picked blueberries which always graced the breakfast table. Whenever the time rolls around for the Nationals in Rockport, I think longingly of the Molinas. Lou was a good competitor on the race course where this genial, urbane man occasionally actually raised his voice at another skipper. A visit to Rockport is always to me a magic trip, but just a bit less so without Kay and Lou. —Dave Burnham

2009/2010 Officers of the Bullseye Association

www.bullseyeclub.org

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"2010 NATIONALS"
MARCH, 18-20, KEY LARGO, FLORIDA

The Card Sound Sailing Club will be hosting the 2010 Nationals in Key Largo and we would love to include the participation of as many as possible of our "Northern Bullseye Friends." We have just consulted our highly sophisticated, proprietary long range, weather forecasting equipment, and we now have almost an "iron clad" guarantee of superb warm temperatures and the fairest of racing winds. By planning early, you may want to consider extending your visits to include a trip down the Keys to Key West, a tour of the Everglades, or even a day or two at South Beach in Miami?

We expect to have a few loaner boats available, but it would be great if several of you can find a way to get your own personal, highly tuned, racing machines to Florida for the event. Please note that we have now modified our racing rules to include spinnakers.

Have great Nationals in Rockport... but please keep us in the back of your mind, and start making your plans to be in Key Largo next March!

—Bruce Jeffreys, Commodore

DEAR WENDY

I am soon to become a Bullseye owner & have been looking on the website for recommended methods of stepping the mast. I tend to do everything myself and will home store the Bullseye in the winter. If cranes and high docks are not available, how many people minimum does it take to step the mast? Any tips on stepping would be greatly appreciated.

Thanks, Bill Jones

Dear Bill:

Below is an excerpt out of the Bull's Eye owners manual that talks you through how to step the mast. In most cases a crane is not needed, but it is a 2-person job. You want to plan to step the mast in the AM when there is less wind. It's also easier to get to the launching ramp, step the mast & then launch her. Stepping the mast once the boat is afloat is more difficult.



Stepping the Mast: (with two people) The first person lifts the mast up at a slight angle while standing on the boat. The second person may help raise the mast, steadying the mast upright on top of the cuddy cabin. Padding is advised under the butt of the mast to prevent damage to the cabin top. While the person holds the mast steady, the second person gets into the cockpit and feeds the halyards down the hole in the cuddy. To help get the spot where the halyards exit the mast through the hole in the cabin top, it sometimes helps to push the main halyard to the right of the mast groove, and the jib halyard to the left. Lower the butt of the mast down through the hole in the cuddy keeping the mast as upright as possible, and place it on the step. The first person is on top of the cuddy lowering, and second person is guiding the butt under the cuddy. Cleat the halyards to the bronze cleats aft of the mast step. Adjust and attach the turnbuckle ends of the forestay and shrouds with light and equal tension. Never tighten completely as this will bend the mast and put unnecessary pressure on the mast step. Be sure to tighten the six lock nuts on the turnbuckles with pliers, and then tape them.

Sincerely, Wendy Goodwin



Jerry Higgins sails his beautiful, new Bullseye *Lia* in San Francisco Bay. Photo not taken from a dock, passing ship, or low flying plane, but by Jerry himself from a kite. Note tether rising just behind Jerry's back.

END OF SEASON ACTION AT CARD SOUND

The final racing series at Card Sound is called Miles-Metcalf and took place in March and the first Saturday of April. For this regatta the fleet divides; the top boats based on season results become the Bulls and the remainder the Eyes. Lead Bull this year was *Kiwi* skippered by George Fenner with Michael Betz tugging at the sheets. But it was close! Al and Lynne Mast drove *Pretzail* into second just two points behind and only a few points ahead of *Kim* commanded by Dick Elliott and crewed by spouse Valarie. Jane Schaefer and Eileen Mullray steered *Wasp* to victory as the first Eye. *Chance* with Bruce Jeffreys and Jerry Klimowicz was second Eye while Henry and Sandy Kirschner guided *Remora* to become a respectable third.

Card Sound sailor Jim Leenhouts captured the spirit of Bullseye racing at Key Largo with his weekly columns in *The Ocean Reef Free Press*. His article about the Pumpkin Key race, bubbles with his enthusiastic style. The race course is around Pumpkin Key, a friendly little island not far from the Key Largo shore. The trick for this race is to decide correctly which way to circle the pumpkin. It's optional. Jim writes:

"Besting 12 competitors on Saturday, Al and Lynne Mast happily received one of the most distinguished trophies at Ocean Reef—the beautiful, ceramic coated, brass pumpkin trophy for their first-time victory in the around "Pumpkin Key Race." Although George Fenner and Mike Betz finished second, and Sally and Bill Martin finished third, there was, as in past years, just one winner.

Actually, the statement "just one winner," would not garner a journalistic accuracy award, as more than 75 members and friends of the Card Sound Sailing Club were also winners, as they celebrated the winning team and race results at the outdoor lunch catered by Ocean Reef Club

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