



Bullseye Sailing Association

www.bullseyesailing.org

From the President

It's hard to believe the summer and series racing have come to an end. As much as we don't want the racing to be over, there is a tradition that has been ongoing for 33 years here at the Beverly Yacht Club; we have to wait all summer for it. During the last race on the last day of the Thursday Ladies Series we have the Wacky Race. Bill Moonan created this race in 1982 when he was Race Committee Chair. He did it for a number of years and everyone had so much fun that the Ladies demanded that Bill always be the PRO for the last day of racing.

The first wacky race he flew a handmade "No Bra" flag. This was a white flag with a black line drawing of a bra on it with a superimposed red circle with a red bar across it (similar to a "do not enter" traffic sign). All but one lady skipper, dressed in a one-piece swimsuit, flew their bras from the starboard shroud. That was the inception of the Wacky Race. Another year he had all the boats come by the committee boat and he passed out champagne in plastic champagne glasses, with instructions that each boat was to keep the champagne from spilling until they got over the finish line. Then he learned that a couple of the sailors drank their champagne early on, and filled their plastic glass with ocean water. Another year he set up a down-wind race and several boats crashed into each other! He never did that again! When everyone comes in after racing, Bill had convinced the Beverly Yacht Club to provide champagne and he brought a sheet cake decorated with himself and his co-race officer standing on the back of the race committee boat pointing in opposite directions. The afternoon is not complete until he recites a limerick. Here is the most requested.

There was a young lass
Who had the most beautiful ass.
It wasn't round and pink,
As you may think,
But was grey, had long ears and ate grass.

Racing can be so intense and serious it is great to have a purely for-fun event to look forward to.

On another note, racing does not have to end with Labor Day. We have a Sunday morning Fall Frostbiting Series. First gun is at 10 am; we have 3 minute dinghy starts with short windward leeward courses. This allows us to get in lots of starting practice with tight mark roundings. After racing we all head to the club for brunch. We are out on the water with the H-12's and Lasers. The races are run by other sailors, this week none other than Chris Collings. It is a great way to informally extend your racing season.

Enjoy these last few weeks of sailing and hope for a mild winter! See you all at the Nationals in Ocean Reef in April!

Sincerely
Kym Lee
Bullseye Sailing Association President

54th Nationals at Sandy Bay Yacht Club, Rockport, MA by PRO Russ Smith

On August 1-2, Sandy Bay Yacht Club hosted the 2015 Bullseye National Championship Regatta in Rockport, MA. This is the thirteenth time the local club has had the opportunity to show sailors from all over the county what a wonderful and challenging venue Sandy Bay can be.

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The first race started on schedule at 1005. The fleet of 16 boats sailed a gold cup course, consisting of a triangle with windward/leeward legs totaling three miles.

FERDINAND sailed by Kym Lee and Jed Hoffer who led the fleet at every mark, claimed the win. BONNA-PETITE, sailed by Nick Kotsatos with Carolyn Marsh and Heather Parsons finished second. In third place was PUFF, with Chris and Kathryn Collings.



Race Two started with the west-southwest breeze decreasing in velocity. The Race Committee signaled a windward/leeward course sailed twice with four legs totaling two miles. As in race 1 FERDINAND showed her transom to the rest of the competition, leading at every turn. Second across the line was PUFF followed by QUERIDA skippered by Paul and David H. Burnham in third. Boats in the final half of the fleet suddenly found that the final run became a beat about 30 feet from the finish line.

At this juncture the dying westerly breeze and the threat of severe weather forced the RC to signal "no further racing today". Bullseye Class rules require that three races must be completed to make it an official regatta. In addition, no race can start after 1300 on Sunday to allow for de-rigging and travel.

The forecast for Sunday called for conditions matching those of Saturday without the threat of thunderstorms. At 1000, with no discernible breeze in any direction, RC raised the Postponement flag. After close to a one hour delay we were blessed to find a part of the bay with enough breeze to start race three. The RC signaled for a windward/leeward course consisting of two legs totaling one mile.

Race Three started with 5-7 knots northwest wind, barely enough to keep spinnakers flying. This short race produced the closest finish of the series with FERDINAND edging out BONNA-PETITE by a mere three seconds! Finishing in third was the local team of Conrad Lavigne and Suzanne Gosselin sailing WHISPER II.

For the fourth race the RC set the course of windward/leeward, twice around, a total of two miles. Chris Collings had PUFF moving well off the line and stayed between the second boat and the finish line holding off the closing FERDINAND. Nick Kotsatos brought BONNA-PETITE home in third place.

With 1300 approaching, it appeared we would be satisfied with a four race series. But just in time the southwest breeze we had been hoping for quickly filled in to a nice 10-12 knots.

Race Five started 6 six minutes before the 1300hrs deadline. The course totaled three



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legs, each leg 0.5 mi. With this lively breeze the race ended quickly with Nick Kotsatos and BONNA-PETITE taking the winner's horn. Second was Kym Lee and Jed Hoffer in FERDINAND . Third was Chris Collings in Puff.

Trophy Winners:

E.L. Goodwin Trophy (Overall Winner)	Kym Lee and Jed Hoffer
Rockport Trophy (First non host club crew)	Kym Lee and Jed Hoffer
Beverly Trophy (Most improved from last Championship)	co-skippers Conrad Lavigne and Suzanne Gosselin
Filial Award (Family crew)	Nicholas Kotsatos, Carolyn Marsh and Heather Parsons



Race Winners:

1	Kym Lee and Jed Hoffer
2	Kym Lee and Jed Hoffer
3	Kym Lee and Jed Hoffer
4	Chris and Kathryn Collings
5	Nicholas Kotsatos, Carolyn Marsh and Heather Parsons

At left: Kym Lee and Jed Hoffer with Nationals Chair Laura Hallowell

With the throw out considered, the final scores are:

1. Kym Lee and Jed Hoffer	BYC	5
2. Nicholas Kotsatos, Carolyn Marsh and Heather Parsons	BYC	8
3. Chris and Kathryn Collings	BYC	9
4. Conrad Lavigne and Suzanne Gosselin, co-skippers	SBYC	20
5. Joan and Ed Tiffany	BYC	22
6. Ken Jennings and Randy Johnson	Winter Harbor, ME	25
7. David H. and Paul Burnham	FIYC	27
8. Laura Hallowell and Jim Hungerford	SBYC	30
9. Michael Barr and Gabe Stern	TBM	35
10. Ed and Sandy Kirschner	CSSC	36
11. Nick Csendes and Lesley Eckhardt	CSSC	41
12. Pam and Bob Prichard	SBYC	42
13. Jerome Lavigne and Bob Jorgenson	SBYC	44
14. Holly and John Yasaitis	SBYC	48
15. Ben Loiacono and Kate Reid	SBYC	51
16. Cheryl Nutting and Maria Bozzuto	SBYC	51

BYC Beverly Yacht Club
 CSSC Card Sound Sailing Club
 FIYC Fishers Island Yacht Club
 SYC Saunderstown Yacht Club
 SBYC Sandy Bay Yacht Club
 TBM Lasalle, MI

Complete race by race results are posted on the website, bullseyesailing.org/results.php
 Hundreds of photos are available at bullseyesailing.org/photos.php

In Fond Memory of George Fenner

George Gleason Fenner, 81, of Key Largo, Florida passed away peacefully at home on August 14th 2015 after a five-month battle with Melanoma.



George Fenner with Jill Osgood and Peter Fenner at Bristol, RI

George has been racing Bullseyes for twenty five years; and he has been a Representative of CSSC to the Executive Committee of the Bullseye Class Association for most of that time. He raced in the Bullseye Nationals at least eleven times since his 5th place in 1994, topping that at SW Harbor with a 2nd and 3rd in big fleets in '01 and '06.

George was a past Commodore of the Card Sound Sailing Club, and his KIWI, #705, has been one of the top "boats to beat" at CSSC since the early 90s. Besides being a savvy and fast skipper, George has been a generous perennial coach for newer sailors. He has helped most of the members buy, race, and then store their Bullseyes each summer.

George grew up in Madison, New Jersey and spent his summers in Remsenburg, New York where he and his brother, Peter, spent hours on the Great South Bay honing their sailing skills. In 1955 they qualified to sail for the prestigious Mallory Cup Finals.

After a very successful thirty four year career with GM Acceptance Corp, the Fenners retired to the Ocean Reef Club where he will be sorely missed on the tennis courts and golf courses, but nowhere will he be missed more than by his fellow sailors.

George Lucas

From the builder:

This summer was spent in the cockpit with nieces & nephews
Some days were windy & others were not
The Goodwin Bull's Eye has transformed from racing machine
To a fun way for the next generation to be taught

I can't tell you how satisfying it is
Gaining their trust as we pummel through a wave
"Aunt Wendy", they shout "you're getting kinda close!"
Although they are small, they couldn't be more brave

We are learning more than sailing
This time around
They now know the starting sequence
And what to do at the windward mark when we round

Down wind is a more gentle stress
A time to pump out the bilge or have a giggle
We count the boats ahead & behind
And drink water & eat peanut brittle

We are using our minds
Remembering the course & how many laps

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As we cross the finish line
We worked so hard our bodies might collapse

There are awards handed out
As we get back to the club
Lessons on how to win graciously or accept
defeat
Make the day complete

My Grandfather and father took me
So I'm carrying on the tradition
Getting much more than I give
So I never charge admission

Whether you daysail or race
Take your Bull's Eye & relatives out for a spin
With a day on the water
You all are bound to win



Wendy Goodwin

Getting Ready for the 2016 Nationals in April, 2016

The 2016 National Championship will be hosted by the Card Sound Sailing Club on April 7-10. Sailing on Card Sound is very different from other championship sites. The sound is located on Key Largo, is quite shallow with an average depth of 12 feet, with very clear water, and is situated at Ocean Reef. As one competitor has said it is like being "in Oz". And it is the only venue where ones crew can advise the skipper "looks like we are going sideways" as he looks over the side and clearly sees the bottom.

As of this date there are 9 out of town competitors who have asked for a loaner boat. For additional information contact Ed Kischner at 305-332-8052.

Thinking Ahead to the 2017 Nationals in Maine

Nestled on the eastern side of Frenchman Bay, Winter Harbor is a small Downeast fishing town that comes alive with activity in May each year. Mid to late spring brings the return of "summah people", both homeowners and visitors, to the geographical gem of our area the Schoodic section of Acadia National Park. Between the Park to the east and Grindstone Neck to the west lies our Harbor where we do most of our racing beginning in late June each year.

Winter Harbor, the body of water itself, is what could be considered a true racing amphitheater due to it being between these two land features. For racers, it's a joy to sail. A roomy sailing area that is open ended to the south allowing our prevailing southwest to south-southwest wind to fill the harbor. For spectators, many accessible viewing spots in the Park means you are close to the action...only slightly closer if you are on a chase boat!

As the Winter Harbor Yacht Club prepares to host the Bullseye Nationals in 2017 (we are looking at a late July date), I can tell you that the excitement of our members towards this event is nothing short of spectacular. We are all thrilled to be hosting this event, and I look forward to providing more tidbits on Winter Harbor in future newsletters.

Fair Winds,
Windsor D. Coffin
Commodore, Winter Harbor Yacht Club

The Long Tale of a Bull's Eye Resurrection

By Brad Babcock

From the Editor: This is an amazing story about rebuilding a Bull's Eye over a long period of time. The story will be printed in four installments. In Part 1 Brad described his adventures moving a Bullseye from Marathon Key to Ft. Meyers and finally to the Cleveland area. Part II described the extensive structural repairs.

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Part III: Finishing

After the structure of the Bull's Eye was taken care of, the next stage was the finishing. The tan paint was not to my liking, and it was faded beyond resurrection. When I sanded it, the gellcoat beneath came off crumbly.

I sanded the entire boat until I hit sound material. In most places I was down to the fiberglass mat. I then re-built the gellcoat with epoxy. Following the Gougeon Brothers guidelines, I began with plain epoxy. Layers above the base got a barrier coat additive. Final layers were epoxy with barrier coat and white pigment. If only because the whole thing was too much to tackle at once, I worked in small sections. The top seemed like as good a place to start as any. First the cuddy top, then the deck, then the stern. Finally I worked my way along the hull sides, from the bow to the stern. With the Bull's Eye about ½ mile from work, I could stop by each night on the way home, scuff sand a section and apply another coat.

As the Bull's Eye progressed from tan to hodgepodge to white, I developed a real appreciation for her shape. Initially I had added the pigment as a way to track my progress. The form became fully visible in white, and I decided that it looked pretty good that way. It was a long summer of sanding and painting, but my boat was taking shape.

I took a break from the Bull's Eye over the winter, but spent some time getting the small trailer in order. I butt-welded the tongue back onto the frame, then lapped some angle-iron over the joint. I also welded up two new cross-members from 4" square tube. My 3 motorcycle trailer became a 2 motorcycle trailer, donating its center rail to the new boat trailer. Caster brackets from a commercial zero-turn mower became brackets for support poppets. The rest of the same mower's pivot bar became the supports. The top links of two three-point hitches for tractors became poppits to support the pads for under the hull. The acme threads facilitated adjustment to keep the boat steady on the trailer. Adding a light kit, the trailer was ready to tow to Boston Road Automotive.



Dark green seemed like a nice contrast for white. I painted the stern and boot stripe green. The coaming boards were extremely dried out, but still solid. They were not going to look good again in a natural finish, so they got green paint as well.

It was time to spend some money. After years in salt air, the mast and boom were paper thin and very porous. They needed to be replaced. The sails dad had were pretty tired. The shrouds and forestay were decades old too. I ordered replacements for all. I also ordered new teak tow rails and fittings from Cape Cod.

Mostly finished, it was time to transfer the Bull's Eye from the big cobbled-up trailer to the little cobbled-up trailer. I rounded-up some another former boss

(Ron), and another friend(Rob) for the task. On Sunday, when the shop was closed, we would roll the boat into one of the bays, lift the Bull's Eye using the car lift, slide the new trailer under it, and call it a day. Easy Peasy. I should'a known it seemed too straight forward.

The car lift went almost high enough. I let the air out of the tires. It still did not quite make it. Drats! Time for a new plan. The big trailer went back outside. I fired up the old tow truck I used to drive, and maneuvered the boom over the boat. I hooked a large timber chain to the eyebolt in the bilge. I lifted a little, lightening the boat on the trailer. The boat floated just above the pads, gently resting against the

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bow chock. We positioned the small trailer, ready to slip into place as we pulled the big double axle trailer forward. I drew the cable in far enough to lift the boat completely free of the trailer. The stern shot toward the sky, the bow plunged. My boat was hanging in an undignified position, swinging gently on the end of a cable. More by luck than skill, the only damage was a small nick on the bow.

I lowered the boat far enough to get a couple lines on the stern. As Ron pulled the stern down, I retracted the cable again, raising the boat. Rob and I shuffled trailers, then I lowered the Bull's Eye onto its new home, gently easing the bow against the bow chock, then bringing the keel down onto the channel from the motorcycle trailer. One of the advantages of the tractor part supports is that they swing outward, out of the way. We secured the Bull's Eye with ropes through the fairleads and the hoops for the main sheet. It will stand on the trailer with just the ropes in place. Then we swung the supports up and adjusted the pads to rest against the hull. Rob lent fanfare to our accomplishment with a spectacular departure on his Ducati.

As I put the finishing touches on the Bull's Eye, I noticed a stain that kept seeping through the paint on the keel, near the rudder. I decided to drill into the spot a little to reach the solid material I expected to be behind it. There turned out to be water behind it. About a quart of very stinky water gurgled out as the drill broke through. There is a small cavity at the rear of the keel that had somehow filled with water, probably many years ago. I rinsed out the cavity with isopropyl alcohol, and let it bake in the summer sun for a few weeks before repairing the hole I drilled. I have worried that the cavity would refill with water, possibly freezing in the winter, but I have had no further issues with the area.

The attribution for the name on my Bull's Eyes' transom varies with my mood. On mundane days, I explain that it is a musical structure with a repeating pattern that varies slightly each time around. J.S. Bach wrote a short fugue in G-Minor. It is referred to as the little fugue, or the "fuguetta". It seems appropriate. In other moods I tell people that Fugue is a psychological state that combines amnesia with compulsive flight. At times, that description is equally appropriate.

The swing away pads came in handy when it was time for bottom paint. Next stop: Lake Erie.

About Us

Fleets located all along the East Coast keep in touch through this newsletter, which is packed with sailing tips, stories, regatta information, and results. Established fleets and their fleet representatives are below:

Fishers Island, NY	John Glendon
Marion, MA	Ed Tiffany
Miami and Key Largo, FL	George Fenner
Rockport, MA	Holly and John Yasaaitis
Saunderstown, RI	Al Maybach
Southwest Harbor, ME	Steve Homer

Everyone comes together for the National Regatta. The location of the regatta rotates around the fleets. Come join the fun! It only costs \$30 to join. You can find the form on our website, www.bullseyesailing.org

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Boats for Sale

Asking \$4,500. Owner: Ron Rose, Bradford CT 06405 Phone: H 203-483-5996 W 203-401-6362 E-mail: adrosem@comcast.net Boat location: Branford, CT Sail #210 Boat Name: Maya Color: Deck, Gray Topside, White Hull, Blue Date Mfg. 1958 Sails: Sail maker Kappa Sails; Main: in good condition Genoa: in excellent condition Working Jib: in good condition. Gear: Spinnaker Pole, Boom Vang, Jib Club, Anchor, Boom Rest, Cockpit Cover, Outboard Bracket, Wood seats varnished Outboard Motor: 4 HP, Torquedo Electric, year 2009, in good condition. Remarks: Loved Bullseye in family since 1962. All sails, Tiller, Mast, Cockpit cover replaced within the past five years. Electric outboard optional.

Asking \$4,300. Owner: Norman A. Clemens Address: 2258 Lamberton Rd., Cleveland Hts., OH 44118 Phone: H 213-371-4373, Cell preferred 216-536-4399 Fax: 216-536-4399 E-mail: naclemens@cs.com Boat location: Jamestown, NY Sail # 138, Hull number 17-57, Date mfg. 1957 Color: Deck Blue; Topside white; Boot top blue; Hull red antifouling. Sails: Thurston, Main in fair condition, Genoa in good condition, Working Jib in fair condition, Spinnaker in fair condition, sail maker ? Gear: Spinnaker pole, compass, jib club, anchor, boom rest, cockpit cover in good condition, cradle in good condition, Pump. Wood seats, varnished in very good condition. Trailer: Cradle with trailer (see Remarks). Outboard bracket and motor: Motor 2HP, Make: Evinrude, Year 1980, Condition: Excellent Remarks: Sailed in fresh water since 1968. Trailer has been thoroughly inspected. The steel frame is sound, wheel bearings inspected and repacked, tires have good thread and appear on close inspection to be in sound condition, a new lighting system installed, include a new jack and crank. Senior mechanic is confident trailer is highway safe.

Asking \$4,000. Owner: Steve Scarangelle Address: 223 Delancy Ave., Mamaroneck, NY 10543. Phone: 914-698-7960 Email: scaps768@optonline.net Boat location: Mamaroneck NY. Hull plate 8-59, Sail # 207, date of mfg. 1959. Color: Sand Topsides, Green Freeboard with Red Boot stripe. Sails: 2 year old lightly used genoa, working jib and main in fair condition. Gear: anchor, jib club; running rigging replaced 2014 and standing rigging in 2011,

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Honduran mahogany seats and struts. Trailer: Triad trailer in good shape. Motor: 2.5 Mercury and motor mount. Boat needs a replacement tiller.

Asking \$9,850. Contact: Tony Fitch, Jeff's Marine Address: 2 Brooklyn Heights Thomaston, ME Phone: 207-354-8777 e-mail: sales@jeffsmarine.com
Boat Location: Thomaston, ME. Color: Deck: White; Topside: White; Boot Top: Blue; Hull; White Sails: Main, Genoa, Working Jib, Spinnaker, all in good condition. Gear: Cradle in excellent condition. Trailer in excellent condition. Wood varnished seats. Remarks: See photos at jeffsmarine.com, under for sale previously owned inventory.

Used Trailers for Sale/Free

FREE - Contact: Weatherly Dorris, Quissett Harbor Boatyard, Inc. 36 Quissett Harbor Road, PO Box 46, Falmouth, MA 02541. e-mail: quissett@cape.com Phone: 508-548-0506

Asking \$900. Owner: Charles Krause Address: Peterborough, NH 03458 Phone: 603-924-6805 Fax: 603-924-9877 E-mail: chaskrause@aol.com Location: Cape Cod Shipbuilding, Wareham, MA Make: Triad, Date of mfg. 1999 in Excellent condition Remarks: All electrical lights working, custom installed PVC boat guards, only used in fresh water, always stored inside. Pick up at Cape Cod Shipbuilding, Wareham, MA. payment by bank check only.

Used Boats Wanted

Wanted to Buy - Any age, any condition considered. Trailer preferred, outboard preferred. Located close to Northern Michigan is best, but any location considered. Grandchildren have learned to sail on Lake Michigan in the summers! Ready to crew! Reasonable price around \$3,500. Please contact Tom Mackell tpmholdings@comcast.net 804-221-6100 mobile/text. Pictures helpful!

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