



## **Bullseye Sailing Association**

[www.bullseyesailing.org](http://www.bullseyesailing.org)

### **From the President**

Greetings from the south, as we are finishing our season of sailing on Card Sound.

The purpose of the Bullseye Sailing Association is to promote and support Bullseye sailing and racing. While Bullseye racing seems to be predominately an adult activity, it certainly has its roots as being a phenomenal boat for youth, recalling the Buzzards Bay Boys Boat, a great introduction to keelboat racing. At the midwinter Bullseye Association Meeting this year the question was posed as to how we get younger people interested in Bullseye sailing.

My sixteen year-old-grandson Grant had the opportunity to race a Bullseye for the first time and had this to say in an article for the Ocean Reef Press:

*Firsts*

*By Grant Eckhardt*

*"There are many firsts in a person's life; first car, first job, first love...the list goes on and on. This Saturday I added another first to my list: first time racing a Bullseye. I had planned on working on the committee boat, as I had done for the past few weeks, however, my grandfather, Commodore Ed Kirschner, informed me that he had volunteered me to crew for George Lucas, a phenomenal sailor and teacher. Although I have experience sailing, being the crew of a Bullseye was something far different than anything I had ever experienced. While only on the dock, I learned no less than five new definitions for parts of the boat, such as the shroud, which I originally called "the metal cable that held up the mast" or the spinnaker halyard, which I so eloquently defined as "the purple and red dotted rope." As we sailed to the course, I was given a crash course on all the intricacies of setting and taking down a spinnaker, as well as given direction on how to operate and trim the jib. This was comparatively baptism by fire, racing after only a half hour of experience as a crew member. "Although this was a first for me, it definitely won't be a last."*

Within the Bullseye Sailing Association, George Lucas recognized the Bullseye as a family boat, creating the CSSC Filial Trophy for the Nationals to encourage family racing on a boat that can be sailed by young and old and in between. George has been a valuable mentor, encouraging us to have our own children and grandchildren sail, as well as encouraging kids sailing at Ocean Reef Club. When asked how many of his grandchildren sailed, George said, "all of them".

A small keelboat with a large sailboat feel gives kids the opportunity for power and mastery while sailing with family and friends. In giving them an opportunity to sail the Bullseye, at an age when most kids want a go-fast anything, our experience is that they still love sailing the Bullseye. The answer to the question of how to get young people interested in sailing Bullseyes is simple. Get them on a Bullseye!

Ed Kirschner  
President

April 2017 Newsletter  
**Bullseye Sailing Association Annual Meeting**  
**Saturday, May 6, 2017**

Luncheon, business meeting, election of officers, and speaker  
Noon-3pm

Newport Yacht Club  
110 Long Wharf, Newport, R.I.  
<http://www.newportyachtclub.org/>

Our speaker this year will be S. Carter Gowrie, of Gowrie Group that specializes in marine insurance. He will explain the intricacies of policies that can be purchased for regattas and by clubs and fleets.

Our interest in this topic arose from a discussion by Executive committee on what kind of insurance the BSA could and should purchase to cover our regattas, loaner boats, etc. We quickly decided that we had conflicting information and needed some expert advice.

Others from your yacht club may be interested in attending.

The cost of the Luncheon is \$30/person and there will be a cash bar. The [Registration Form](#) for your attendance is on our homepage. It, is due by April 28. You may pay for this event by mailing in the form or pay with a credit card or Pay Pal on the Bullseye website, <http://www.bullseyesailing.org/index.php>.

### **Executive committee Meets**

The Bullseye Executive committee met on Sunday, January 22, 2017 at the Tiffany's home in Boston. President Ed Kirschner and Sandy flew up from Florida that morning to be able to attend. Thank you, Ed and Sandy! Twelve members attended including three by conference call.

Secretary Hallowell gave a membership report. End of the year *members* totals are **2014**:128; **2015**, 138, and **2016**, 143 with family memberships adding 8,23, and 30 members respectively. *Memberships* were 120, 115, and 113 respectively. The Committee felt that sending dues notices monthly would be the best way to encourage payment.

Treasurer Tiffany reported that the Dec. 31, 2016 balance was \$8,900, \$1,300 more than at the end of 2015. Dues brought in \$4,200. Major expenses were support of the National Regatta, \$1,000, Harken One Design listing in Sailing World, \$750, Chubb Insurance \$750, administrative supplies and newsletter, \$500, and annual dinner support \$200.

Tiffany explained that the cost of insurance increased because he insured boat damage for loaned boats during the single handed regatta. The Chubb "Regatta" policy has been in place for the Bullseye Sailing Association for some time and is intended to cover liability of the Association at sponsored events.

This led to a long discussion of which insurance policies for clubs and regattas cover liability and/or boat damage. Clubs reported significant differences. It became apparent that, as we are able to provide more loaner boats, better insurance is more important and the BSA needs more information. The SI usually requires individuals to carry insurance, but it is not checked; should it be? The group decided to have a specialist in insurance be our speaker at the Annual Meeting.

## April 2017 Newsletter

**President's report:** Kirschner described the way he acquires boats, repairs and rigs them to racing standards, and then resells them as a way to have boats available to build his fleets at Card Sound and Ocean Reef. He has been very successful.

### **Nationals:**

- 2017 Winter Harbor YC Maine, July 20-23: Windsor Coffin reported that beautiful Winter Harbor is looking forward to the Nationals, and that there has been an overwhelmingly positive response by members to provide housing. Some loaner boats may be available, but might not be rigged for spinnakers; they are working on that. Races will be Friday and Saturday, allowing time to haul boats on Sunday. The NOR and registration materials will be out by early April. Sailors may want to arrive a day or two early to make it easier to launch since the tide has to be right. WHYC will be able to accommodate the trailers then and if sailors want to spend a few extra days in the area of Acadia National Park.
- 2018 Beverly Yacht Club: Kym Lee will start to pin down a date for 2018. She will investigate the pros and cons of running the Nationals with the BBR or later in the summer.
- 2019 Saunderstown Yacht Club
- 2020 Fishers Island Yacht Club
- 2021 Sandy Bay yacht Club
- 

**Report on the Single-handed Championship:** Chris Collings reported that fourteen Bullseyes and some H 12 1/2s raced in the championship held in September with no spinnakers and with the working jib. The event seemed to fill an unmet need; it provides yet another way for folks to participate. BYC will hold the Single-handed championships every September.

Report of the **Bullseye Nationals Competition Committee:** Chair Kathryn Collings, Niko Kotsatos and Chris Streit worked to find a way to provide more organizational support for clubs hosting the Nationals or other BSA events. They propose adding a tab on the website where all the valuable information about the regattas can be archived – NORs, SI,s, budget information, course descriptions, housing, prizes, equipment – any information which clubs feel may be valuable to others. Since each club only hosts every six years, it is easy to lose this information as there is turnover within each club. Her recommendation was strongly supported.

### **Proposal: How to create Housing and Loaner boat lists for the Nationals:**

Hallowell submitted a proposal by which *if* housing and/or loaner boats are provided, they shall be announced in the NOR and registration materials. A "first reply, first served" priority list will be created for those who register for the event, are BSA members as required, and make full payment of the registration fee. The registration fee will be refunded if the member is unable to race because either the housing and/or loaner boat is not available. The proposal was approved, 11/1. It will be added to the recommendations made by the Competition Committee.

**Fleet Building:** Besides his extensive program of buying Bullseyes, rehabbing them and selling them, Kirschner said they have a lot of children racing in Bullseyes, often with their families. They also have boats on floats in parades, and have renamed a street Sailboat Drive. Kids from summer camps go out in Bullseyes. Al Maybach said that they try to offer families a chance to go sailing in Bullseyes. At Sandy Bay, the adult sailing program seems to be increasing interest in Bullseyes. Winter harbor YC has a special Junior Race once/month. It was suggested that we change our Sailing World add to emphasize the value of Bullseyes to families and learning to sail.

Annual Meeting venues were discussed.

## April 2017 Newsletter

The meeting was adjourned in time to watch the important football games.

Respectfully submitted  
Laura Hallowell

### **Bullseye Nationals at Winter Harbor, ME**

Hello again Bullseye Sailors!

I've spent a the last few newsletter's giving you a taste of what Winter Harbor and the Schoodic Peninsula are all about. There's so much to explore in our area. I hope what I have told you has you excited to travel to Downeast Maine this July and race in the Single-Handed Championship and Nationals.

Regatta information and Registration will be posted on the BSA web site by April 1. Please



note, if you are planning to bring your boat with you and you'd like to explore Downeast Maine after the regatta, we will have space to park your boat/trailer. That way you won't be burdened towing a trailer while you explore our beautiful area. Just swing back by Winter Harbor and pick up your boat/trailer on your way home.

It won't long before we're taking that first starting signal. I'm looking forward to seeing many of you in Winter Harbor this summer.

Fair winds and following seas,

Windsor D. Coffin  
Commodore, Winter Harbor Yacht Club

### **Dear Wendy:**

I just purchased a used Bull's Eye but the bow air tank leaks through each of the toerail fastenings when I pressurize the air tank. The bulkhead where the air tank connects to the hull seems to be fine & there is no water in the tank. What should I do?

Y  
ours truly,  
Toerail Turmoil

### **Tear Mr. Turmoil:**

During construction, while still in the mold, the hull & deck are fastened together with fiberglass tabbing that is placed on the inside of the hull & deck. Once the boat comes out of the mold, the rubrail & toerail are installed on the outside to cover the seam. The vinyl rubrail is fastened with contact cement. The toerail sits on deck, on top of the rubrail & is fastened in place with screws that install through the deck & fiberglass tabbing so the fastenings consequentially enter into the air tank at the bow. Over time, if the toerails or the toerail fastenings deteriorate. The rubrail could be sealing rainwater from getting into the tank but

## April 2017 Newsletter

eventually it can cause your bow air tank to leak. On older boats, the toerail fastening heads are exposed. On newer Bull's eyes the fastenings are counter-sunk & a teak/mahogany bung is glued in place. It may be time for you to remove the entire toerail & rubrail. Or at the very least, you need to replace the toerail that is installed into the bow air tank so air can no longer transfer in/out.

When replacing the rubrail, we now have posted youtube videos: An intro can be seen at: <https://www.youtube.com/watch?v=jSFaeL4lmmk>. Step #1 in the rubrail installation can be seen at: <https://www.youtube.com/watch?v=o3ISzbR2mFM>. For the remainder of the clips, just search for Cape Cod Shipbuilding rubrail. This is a great way to see how it's done before you actually have to do the job.

Replacement toerail and breasthooks can be purchased through us. The breasthooks are the toerail pieces at the very bow where the bow chocks sit. Before installing the toerail, make sure the old fastening holes in the deck have been sealed. When installing, note how we connect the joints by using a ship lap joint-see photo. Teak does not like to bend all that much, so make sure to steam it if you are installing a piece near the chainplate. Toerails can snap if not handled gingerly. Once installed, make sure to test your bow tank again to assure the bow tank now holds air. Hope this has helped!



Sincerely,  
Wendy Goodwin  
Cape Cod Shipbuilding Co.

### **A Mother's Journey**

By Lesley Kirschner Eckhardt

It is a joyous day when motherhood comes,  
A blessing from heaven shines down from above.  
And the glistening waters of life shimmer,  
When the hope of the future is just a glimmer.

Together mother and child set sail,  
For life awaits, what will be their tale?  
With a mother's love so gentle and strong,  
She carries you forth for the journey is long.

With the joys of life shared each day anew,  
The bonds of love are sewn through and through.  
And when the crimson sunset falls,  
Embraced in her arms, time of reflection calls.

A mother's work is never done,  
As sea and sail the winds will come.  
Precious children rest in her care;  
She guides and protects without despair.

As she sails through life strong winds beckon,  
But she and her vessel take care not to reckon.  
To succumb to life's trials means only defeat,

## April 2017 Newsletter

And so, she sails on rising over life's heaps.

The peace and love a mother brings  
Quiets the storm on the oceans wings.  
As life's waves crest and toss about  
Her strength and fortitude show no doubt.

Unwavering, she is steadfast through life's trials;  
Sailing across thousands of miles.  
Charting the course for her children to follow;  
Lighting their way for the hope of tomorrow.

Her faith runs the depth and expanse of the ocean;  
Her gentle guidance found in the warm winds motion;  
Her beauty glows in the radiance of the day;  
She is the star in the night to guide your way.

On the seas of life just beyond the bow,  
While at the helm of your own life's journey now,  
Memories of her dance on the rippling waters  
While her legacy sails on in her sons and her daughters.

### **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 Lucas
Rockport, MA	
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](http://www.bullseyesailing.org)

### **Officers**

President: Ed Kirschner, 8229 SW 185 Street, Cutler bay, FL, 33157  
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Vice President: John Glendon, 4835 Davenport Street NW, Washington, DC 20016

Vice President: Windsor Coffin, PO Box 569, Winter Harbor, ME 04693

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## April 2017 Newsletter

676 Tremont Street #5, Boston, MA, 02118 [techcom@bullseyeclub.org](mailto:techcom@bullseyeclub.org)

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### Boats for Sale

**Asking \$11,000** or near offer invited Owners Names: Peter O. Allen, Sr. and Margaret M. Crevey, Street: 525 Seneca Road, Rochester, New York 14604-2058, Email: (preferred and faster): [pquorum@aol.com](mailto:pquorum@aol.com), Boat Location: near Rochester, NY - Delivery possible to New York State, New Jersey, et cetera, Color Deck: Tan (recent gelcoat) Topsides: White (recent gelcoat) Boot top: black (recent gelcoat) Hull: White (recent gelcoat), I. D. Plate: Hull number 337 Date of Manufacture: 1961, Main: Quantum Condition: Excellent, Genoa: Quantum Condition: Excellent, Jib: Quantum Condition: Excellent, Spinnaker Quantum Condition: Excellent, Gear: , Spinnaker pole - Yes, Genoa tracks - Yes, Boom Vang: - Yes, Compass: - Yes, Winches: - Yes, Jib Clutch: - Yes, Anchor: - Yes, Boom Rest: - Yes, Cockpit Cover: - Yes Very good condition, Winter cover: - Yes Excellent condition, Trailer: Triad: Excellent w/ two new tires, a good spare and much more, Lifting Sling: - Yes, Outboard Bracket - Yes, Custom for B-E - not installed, Outboard Motor: - Yes Make: 4.5 HP Evinrude Yachtwin, Pump: - Yes, Wood Seats - No, Remarks: Send an email for extensive narrative, details, and photos, tiller with hiking stick

**Asking \$11,900** Owner: Jamie Davis, Saunderstown, RI 02874 Cell Phone: 917-539-0970, E-mail: [john.coghlin@gmail.com](mailto:john.coghlin@gmail.com) Boat Location: North Kingstown, RI Boat Name: Elixir, Hull number 534, Date Mfg. 1966, Sail number: 534 Color: Deck, Tan; Topside, Blue; Boot top, white; Hull, Green Sails: Main, Racing, Quantum in excellent condition; Working Jib, Racing, Quantum in excellent condition; Spinnaker in good condition. Gear: Spinnaker pole, Genoa tracks, Boom vang, Jib clutch, Anchor, Boom rest, Pump, Winter cover, Cockpit cover in excellent condition, Outboard bracket. Trailer: In good condition.

**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](mailto:tpmholdings@comcast.net) 804-221-6100 mobile/text. Pictures helpful!

Bullseye Class Association | [secretary@bullseyeclub.org](mailto:secretary@bullseyeclub.org)  
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