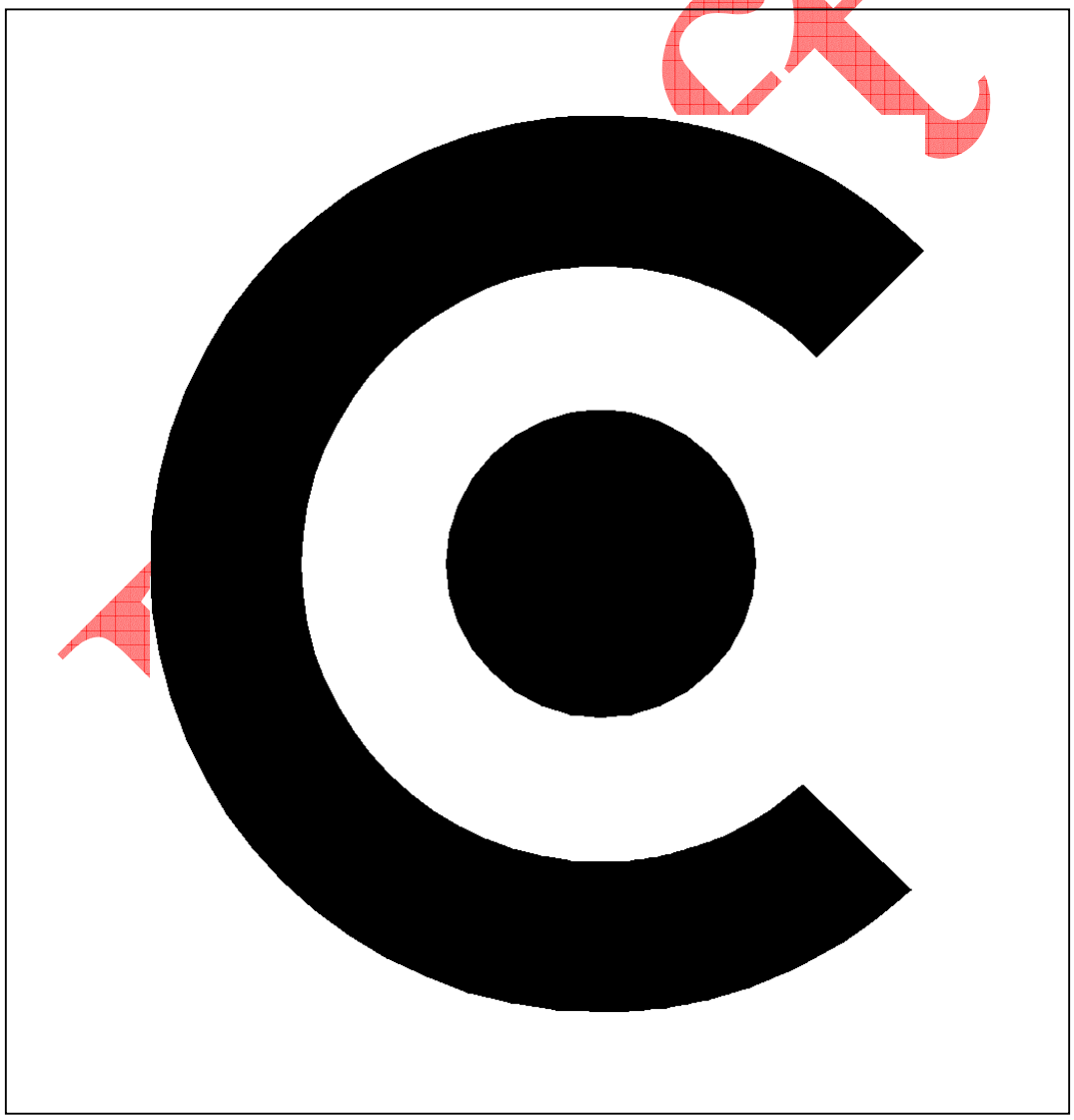
THE BULLSEYE CLASS ASSOCIATION
CLASS RULES

Revised 2010

The Bullseye was designed in 1914 by Nathaniel Herreshoff.

The fiberglass Bullseye was created by Cape Cod Shipbuilding Co.in 1948

The Bullseye Class Association was formed April 21, 1961



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PART I-CONSTITUTION CHANGES ARE IN BLUE

ARTICLE I - Name

The name of this organization shall be BULLSEYE CLASS ASSOCIATION (hereinafter referred to as the Association).

ARTICLE II - Class Symbol

The Class symbol shall be  . The class symbol shall be placed on the mainsail above the racing number, and both symbol and number shall be 10" in height.

ARTICLE III - Purpose

The purpose of the Bullseye Class Association shall be:

(c) To promote use of the fiberglass Bullseye as a family boat, and for recreational sailing.
(d) To provide specifications and rules in regard to hull, spars and sails in order to protect one-design aspects of the fiberglass Bullseye, and to insure uniformity and safety in racing.
(e) To establish communication between individual owners, and groups of owners, of fiberglass Bullseyes, by means of newsletters and a class Bullseye publication.
(f) To encourage participation by owners of fiberglass Bullseyes in racing.

ARTICLE IV – Standards: moved to tech specs

ARTICLE V - Membership

Regular membership in the Bullseye Class Association shall be extended to any interested persons, upon payment of dues. However, in all matters requiring representation and voting, each boat shall be limited to a single vote.

ARTICLE VI - Organization

1. The organization of the Association shall include local fleets, which may be organized according to local custom and convenience. However, such rules as are drawn up by local fleets, should conform insofar as is possible to those of the Association. No departure from specifications as regards hull, spars and sails shall be allowed.

2. For purposes of the Association, a fleet shall be defined as a group of five or more fiberglass Bullseyes in one area, whose owners have some form of organization for discussion and planning of Bullseye activities in that area. Such a group may apply to the Association Secretary for designation as a Chartered Fleet, with a name distinctive to the area concerned.

3. Each Chartered Fleet may select one representative from its membership, to serve for a period of one year as its representative on the Executive Committee of the Association.

ARTICLE VII - Meetings

There shall be an annual meeting of the Bullseye Association Membership and such other meetings, as may be called by the Executive Committee.

ARTICLE VIII - Officers and Executive Committee

1 Officers

1.1 The Officers of the Association shall be President, Vice-President(s), Secretary, Treasurer, Editor, Historian, Nominating Committee Chairman, and Technical Committee Chairman. A Commodore and Vice-Commodore may also be elected. Officers shall be regular members of the Association. The term of office shall be for one year, and officers shall assume their duties on July 1.

1.2 The Officers shall be elected annually by majority vote of the Membership at the Annual Meeting.

1.3 A change in officers may be created by majority vote of the annual meeting.

2 Duties of Officers

2.1 The President shall preside at all meetings of the membership or Executive Committee. He shall conduct the affairs of the class, and shall have such other duties and functions as may be designated by the Executive Committee.

2.2 The Vice-President shall preside over class affairs in the absence of the President and assumes such functions designated by the Executive Committee.

2.3 The Editor shall publish the newsletter.

2.4 The Secretary shall conduct the correspondence of the class, and shall maintain the official membership list.

2.5 The Treasurer shall collect the dues of the Association by notice to the membership on or about March 1, open a bank account in the name of the Association and draw checks thereon, to the amount of disbursements subject to approval by the President. He shall make other investments of Association funds as seems prudent with the authorization of a majority of the Executive Committee. He shall render a full accounting of the Association finances at the annual meeting or at the request of the Executive Committee for publication to the membership.

2.7 The Historian shall be custodian of the BCA records.

2.8 The Technical Committee Chairman shall be responsible for interpreting the technical specifications section of the BCA Rules.

2.9 The Nominating Committee Chairman shall present a prepared slate of officers to the membership assembled at the annual meeting.

2.10 The Commodore and Vice-Commodore shall assist the President and Executive Committee in maintaining the continuity of the Bullseye Association. The Commodore may be the immediate past president of the Association, and the Vice Commodore may be a past president.

3 Executive Committee

3.1 The Executive Committee shall consist of the Officers of the Association and one individual from any Chartered Fleet which has selected a representative to serve on said committee.

3.2 The Executive Committee shall assist the President in conducting the affairs of the BCA.

3.3 The Executive Committee shall establish the annual dues.

3.4 The Executive Committee shall fill vacancies by majority vote for a period not to extend beyond the next annual meeting.

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Article IX - Revisions of the BCA Rules

1.This Bullseye Class Association Rules, including the Constitution, Technical Specs, and

Rules for Regattas, can be repealed, amended, or added to at the Annual Meeting or at a special meeting duly called for that purpose. Approval requires a majority vote.

2. No motion to change the Bullseye Class Association Rules shall be made or voted upon unless the proposed change is contained in the notice for the meeting in which the vote occurs. Such notice to be sent to all Bullseye Class Association members at least one month prior to such meeting and may be included in the newsletter.

3. Class members in good standing unable to attend the Annual Meeting may register their proxy vote in writing to the BCA Secretary.

PART II TECHNICAL SPECIFICATIONS

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

A.2.1

BCA	Bullseye Class Association
CCSB	Cape Cod Shipbuilding Co.
RRS	Racing Rules of Sailing
NOR	Notice of Race
SI	Sailing Instructions

A.3 RACING RULES OF SAILING

A.3.1 These **class rules** shall be read in conjunction with the RRS.

A.4 CLASS RULES INTERPRETATION

A.4.1 If a question should arise concerning the Bullseye technical specification section of the Bullseye Class Rules, the question should be submitted in writing to the current technical committee chair for an interpretation.

Section B – Bullseye dimensions and equipment

B.1 BOAT DIMENSIONS

LOA 15’ 8 ½”
LWL 12’ 6 ¾”
BEAM 5’ 10”
DRAFT 2’ 5”
SAIL AREA 140 sq ft

B.2 BULLSEYE HULLS, HULL APPENDAGES, RIGS AND SAILS ARE MEASUREMENT/MANUFACTURING CONTROLLED.

B.3 WEIGHT:

(a) The weight of the Bullseye is 1,350 Lbs or more

(b) The weight shall be taken excluding **sails** and all portable equipment as listed in C.5.

(c) Correction weight (if required) will be divided into 2 equal amounts and installed forward of the mast step and in the lazzarette. Corrected weights will be provided for a fee by the measuring authority.

B.4 FLOTATION

(a) Buoyancy equipment shall consist of air tanks integral with the hull. These tanks do not contain pressurized air or foam. They are simply trapped air.

(b) On boats built before 1962: 1 air tank was installed consisting of the floor fiberglassed to the hull

(c) On boats built in **1962** the bilge was elongated taking away some of the volume in the floor airtank. To compensate boats built with elongated bilges were supplied with foam installed under the seats.

(d) At the end of 1962 a smaller separate bow air tank was created fiberglassed to the deck & hull. Boats with bow tanks do not need foam under the seats.

(e) Any additional flotation may be added at the discretion of the boat owner.

B.5 PORTABLE EQUIPMENT

(a) MANDATORY EQUIPMENT

(1) A 5 lb. Danforth anchor, ***or its equivalent***, 6 feet of 1/4 inch chain and at least 100 feet of 3/8 inch nylon anchor rode

(2) One U.S. Coast Guard approved life jacket of suitable size for each person on board

(3) A paddle or an oar at least 4 feet in length;

(4) A horn in working order

(5) A bucket suitable for bailing. In addition, a manual pump may also be carried

(6) A navigational compass in working order

(7) Protest Flag

(b) OPTIONAL

(1) electronic wrist watch timers

(2) electronic compasses (limited to display of time and direction)

(3) portable running lights

(4) automatic bilge pumps when a boat is lying unattended at a mooring

(5) mobile telephones or marine radios used in times of emergency. 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 get back to the mooring.

B.6 PROHIBITED

(1) Outboard engines

(2) Electronic navigation devices/GPS

B.7 HULL & HULL APPENDAGES, MODIFICATIONS, MAINTENANCE AND REPAIR

b. The Rudder Shape, leading edge or trailing edge shall not be changed from that supplied by the manufacturer.

c. For all racing Bullseyes the keel shall remain external as manufactured and may not be encapsulated in epoxy or fiberglass, changing the configuration of the keel or hull.

d. Hull measurements are not applicable for the fiberglass Cape Cod Bullseye, since the boats are built over and around molds owned and maintained by the Cape Cod Shipbuilding Co. In case of the destruction of the Bullseye molds by fire, or other cause beyond control, Cape Cod Shipbuilding Co. agrees to reproduce the molds, so that the one-design philosophy of the Bullseye shall remain unchanged.

e. Bullseye hulls, decks, keels & rudders, shall only be manufactured by Cape Cod Shipbuilding Co. – and spars shall only be manufactured by Zephyr Spars, a division of Cape Cod Shipbuilding Co. in the class rules referred to as the manufacturers. Equipment is required to comply with the Bullseye Association Building Specification.

f. Bullseye hulls, keels, rudders, spars and sails may, after having left the manufacturer, only be altered to the extent permitted in the Bullseye Association class rules.

B.8 RIG

C.8.1 MAST

a. Each racing Bullseye mast must be made from the Zephyr #2 extrusion and be assembled by Zephyr Products, a division of Cape Cod Shipbuilding Co. The mast head sheave, taper, jib halyard hound assembly, spreaders brackets, spinnaker pole track, sail feed slot and exit boxes must be made and installed by Zephyr. (These are all standard items on new masts and have been with the exception of the spreader brackets.) Spinnaker equipment, wind indicators and flag halyards may be installed by anyone.

b. The mast shall be stepped in the fixed aluminum mast step casting.

c. Masts may be of clear anodized or bare aluminum. Owners may paint their masts.

d. Routine maintenance such as hardware replacement on the mast is permitted without re-measurement

(e) OPTIONAL ITEMS ON THE MAST

(1) wind indicator
(2) Compass bracket
(3) Spinnaker pole uphaul fairlead
(4) A set of limited swing spreaders
(5) Flag halyard
(6) Spinnaker halyard cleats
(7) Spinnaker pole downhaul cleat
(8) Turning blocks for optional longer spinnaker halyard
(9) Block shackled to spinnaker pole deadeye

B.9 BOOM

a. Each racing Bullseye boom must be made from the Zephry #1 extrusion and be assembled by Zephyr Products, a division of Cape Cod Shipbuilding Co..

b. Routine maintenance such as hardware replacement on the boom is permitted without re-measurement

c. Booms may be of clear anodized or bare aluminum. Owners may paint their booms.

(a) MANDATORY BOOM EQUIPMENT

(1) Goose egg casting on aft end of extrusion
(2) Clew outhaul fitting
(3) Roller Reefing Gooseneck with slide & tack pin
(4) Outhaul cleat (location may be anywhere on the boom)

(b) OPTIONAL BOOM EQUIPMENT

(1) Boom Vang plate
(2) A second outhaul cleat
(3) Outhaul hook with block, or sheave for external outhaul
(4) Cleat or block at mid boom for mainsheet
(5) Block shackled to goose egg tang for standard mainsheet arrangement

B.10 SPINNAKER POLE

(a) The maximum overall length of the spinnaker pole is 6'9".

(b). The outside diameter of the aluminium tubing for the spinnaker pole is 1 ¼"

(c) The manufacturer of the aluminium spinnaker pole is Zephyr Spars, a division of Cape Cod Shipbuilding.

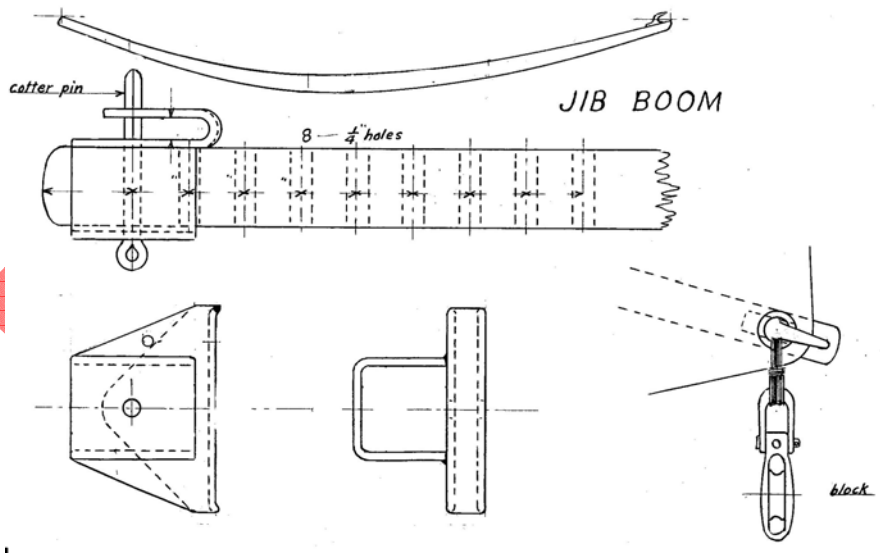
(d) Permitted surface finish shall be of clear anodize on aluminium spinnaker poles, and varnish or paint on wood spinnaker poles.

B.11 WISKER POLE

a. A wisker pole 71.5" (minimum length) may be used to steady the working jib or Genoa.

B.12 JIB BOOM/CLUB

The jib club must be pinned to the forestay using the provided adjustable stainless steel jib club slide. The fixed hook on the aft end of the jib club must be inserted in the clew grommet of the working jib as shown below.



B.13 STANDING RIGGING

(a) DIMENSIONS (standard length)

Minimum length pin to pin with Turnbuckle all the way closed

Shroud length pin to pin ..... 16' 7" 1/8 1X19 SS wire

Forestay length pin to pin ..... 16' 6 "1/2 1X19 SS wire

(b) The top swage fittings on the standing rigging must be a jaw, and the bottom swage fittings must be adjustable turnbuckles. The turnbuckles may be open or closed body.

(c) An additional pair of chainplates may be installed six inches aft from the standard chainplate position. Shrouds may be moved aft six inches from the standard deck attachment positions or returned to the standard deck attachment positions before the start of any race.

(d) No change in the locations or dimensions of the standing rigging, which are standard for the Cape Cod Bullseye, shall be permitted except by the vote of the membership. No adjustments to any of the standing rigging shall be made after the start of or during any race, except for emergency and temporary repairs. Spreaders may be utilized.

(e) Routine maintenance such as replacement of the standing rigging is permitted without re-measurement

(e) A spinnaker sheet catcher may be used on the forestay chain plate or forestay turnbuckle not to protrude more than 4" from the bow of the boat. This extension does not change the LOA (Length Over All) of the boat.

B.14 RUNNING RIGGING

a. Running rigging (lines to raise & lower, pull in & out the sails) shall be installed at the discretion of the owner and in conformity with Chartered Fleet Standards unless otherwise restricted in these BCA class rules.

b. Boom vang and tiller extension shall be permitted.

c. (in e; renumber!!)

d. Routine maintenance such as replacement of the running rigging is permitted without re-measurement

e. No special device, such as hiking straps, to carry weight outside the rail of the boat shall be permitted. No shifting ballast shall be carried.

f. The mainsail sheet may be led, single or double part, to blocks & cleat located on the aft deck. An adjustable traveler arrangement is permitted. Moving the mainsheet cleat to a mid boom headknocker or on a floor mounted barney post is permitted.

g. The spinnaker pole downhaul fairlead located on the deck is optional.

h. The mainsail clew outhaul shall be led to the "dead-eye fitting" or a block attached to the "dead-eye fitting" supplied by Zephyr Spars.

I. ALL RUNNING RIGGING MAY BE OF 3 STRAND OR BRAIDED DACRON LINE

J. MANDATORY RUNNING RIGGING

(1) Main halyard
(2) Main sheet
(3) Jib halyard
(4) Jib sheet for working jib (double ended) 30' ¼" line
(5) Outhaul line for mainsail
(6) Downhaul line for boom gooseneck

K. OPTIONAL RUNNING RIGGING

(1) Mainsail Cunningham line
(2) Spinnaker halyard
(3) Spinnaker sheet and guy
(4) Spinnaker pole lift and downhaul
(5) Genoa Sheet
(6) Adjustable traveller lines
(7) Boom Vang

Section C – Hull

No change in the dimensions, location, weight, shape or materials of the keel, rudder, or spars from such dimensions, location, weight, shape and materials which are standard for the Cape Cod Bullseye shall be permitted, except such changes which are needed for maintenance or repair due to age or damage.

C.1 PARTS

C.1.1 MANDATORY

(a) Hull
(b) Deck
(c) Air Tanks/floor (integral with the hull & deck)
(d) Rubrail (vinyl in boats built after 1955 or fiberglass bump in boats built 1948-55)
(e) Bulkheads 3 total-(2 forward bulkhead & 1 aft lazzarette bulkhead)
(g) Teak or mahogany toe rail
(h) Lead Keel
(i) Fiberglass deadwood
(j) Two jib sheet fairleads installed onto the foredeck

C.1.2 OPTIONAL

(a) Thwarts (teak or mahogany)

(b) Waterline stripe

C.2 GENERAL

C.2.1 RULES

(a) The **hull** shall comply with the **class rules**

C.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The hull, deck, bulkheads, deadwood and keel… shall not be altered in any way except as permitted by these **class rules**.

(b) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the cuddy cabin or deck.

(c) Routine maintenance such as painting and polishing is permitted without re-measurement.

(d) If any hull moulding is repaired in any other way than described in D.2.3(c), an **official measurer** shall verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair. The **official measurer** shall also describe the details of the repair in writing to the class officers.

(e) The jib sheet fairleads must remain on the foredeck

C.2.3 BUILDERS

(a) The hull, deck, fibreglass seats, floor, deadwood & keel shall be built and installed by Cape Cod Shipbuilding using the Bullseye molds.

(b) All Bullseyes shall be built over and around molds owned and maintained by Cape Cod Shipbuilding Co. (“the Company”) If new molds are built, the company agrees to build them so that the one-design philosophy of the (then) new boats shall remain unchanged relative to the old boats

C.3 HULL

D.3.1 MATERIALS

(a) The hull shall be built from solid fibreglass hand lay up using the above described molds.

C.4 DECK

D.4.1 MATERIALS

(a) The deck shall be built from fibreglass using the above described molds.

C.5 RUBRAIL AND TOERAIL

(a) All racing Bullseyes must have rubrails; vinyl on boats built from 1956 to present or fiberglass bumps on boats built in or before 1955

(b) All racing Bullseyes must have a wooden (teak or mahogany) toe rail from bow to stern. The toe rail measures 5/8" high by 3/4" wide.

C.6 BULKHEADS

(a) Each Bullseye has a stern bulkhead which contains the lazzarette door as well as 2 smaller bulkheads forward of the seats under the aft edge of the cuddy cabin.

C.7 ASSEMBLED HULL/DECK

D.9.1 FITTINGS

(a) MANDATORY

Each racing Bullseye must be equipped with a mooring cleat located on the foredeck and a bow line chock located on the bow.

(b) OPTIONAL

(1) 1 or 2 Halyard winches

(2) Jib sheet/Genoa/Spinnaker winches

(3) Genoa tracks & blocks

(5) Stowage clips for paddle(s), spinnaker pole, sail bags and other equipment

(6) Draining holes in hull to drain main air tank, provided these holes are filled with threaded air tank test plug not to exceed ¾" in diameter. The test plugs must keep the watertight integrity of the buoyancy tank and must be securely in place.

(7) Manual Bilge pump

(8) Cockpit cover eye straps

(9) Handrails

(10) 1 additional mainsheet stand up block on port side for double purchase mainsheet system.

(11) Boom vang plate under the fixed mast step.

(12) 2 Spinnaker sheet and guy turning blocks ~~fairleads, blocks~~ and cleats

(13) 1 Spinnaker pole downhaul fairlead

C.8 DIMENSIONS

No changes to the shape of the hull, keel and rudder can be made except for normal maintenance ie; sanding & painting.

C.9 WEIGHTS

Boat weight 1,350 lbs or higher

When weighing a Bullseye the following items must be included: hull, deck, keel, deadwood, floor, bulkheads, lazzarette door, coamings, rubrail, toerail, all deck hardware that is permanently affixed, mast, rudder, tiller.

Section D – Hull Appendages

D.1 PARTS

D.1.1 MANDATORY

(a) Lead **Keel**

(b) Fiberglass **Rudder**

(d) Fiberglass Deadwood

D.2 GENERAL

D.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Hull appendages shall not be altered in any way except as permitted by these class rules.

(b) Routine maintenance such as bottom painting is permitted without re-measurement and re-certification.

D.2.4 MANUFACTURERS

(a) The **hull appendages** shall be made & installed by Cape Cod Shipbuilding Co.

D.3 KEEL

D.3.2 MATERIALS

(a) The **keel** shall be of lead .

(b) The **keel** & bottom from the waterline down must be covered with anti-fouling bottom paint.

D.3.3 CONSTRUCTION

(a) The **keel** shall be manufactured from a mold owned and maintained by Cape Cod Shipbuilding Co.

(b) The keel shall be installed with bronze or stainless steel keel bolts

D.3.6 KEEL WEIGHTS MINIMUM 750 LBS

D.4 RUDDER AND TILLER

D.4.4 MANUFACTURERS

(a) Manufacturers shall be Cape Cod Shipbuilding Co.

D.4.1 RULES

(a) The **rudder** shall comply with the **class rules**

D.4.2 The Rudder Shape, leading edge or trailing edge shall not be changed from that supplied by the manufacturer.

D.4.5 MATERIALS

(a) The **rudder** blade shall be of fiberglass.

(b) The tiller shall be of wood.

D.4.7 FITTINGS

(a) MANDATORY

(1) 2 Pintles permanently installed to the rudder

(2) 1 cotter pin placed in the upper pintle to prevent loss of rudder

(3) bottom paint below the waterline

Section E Sail Specifications

E.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be altered in any way except as permitted by these **class rules**.

(b) Routine maintenance such as re-stitching seams or patching a rip is permitted without re-measurement and re-**certification** provided it makes no change to the dimensions of the original sail.

E.2 LIMITATIONS

(a) Not more than 1 mainsail, 1 jib, 1 Genoa and 2 spinnakers shall be carried aboard.

(b) Not more than 1 mainsail, 1 jib, 1 Genoa and 2 spinnakers shall be used during an event, except when a **sail** has been lost or damaged beyond repair.

(c) A working jib may be substituted for Genoa jib at any time.

E.3 MAINSAIL

(a) IDENTIFICATION

The Class symbol shall be  . The class symbol shall be placed above the racing number, and both symbol and number shall be 10" in height.

E.4 SAIL NUMBERS

E.4.1 Sail numbers are issued by the boat manufacturer.

E.4.2 Sail numbers are issued in consecutive order starting with the number 1.

(b) MAINSAIL USE

(1) The main**sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea.

(2) No part of the mainsail shall project above the main halyard sheave in the mast.

(3) **Luff** and **foot** bolt ropes or sail toggles (slugs) shall be in the **spar** grooves or tracks.

E.5 WORKING JIB

(1) The working jib shall be hoisted on a jib halyard. The arrangement shall permit hoisting and lowering. The tack of the jib must be shackled to the forestay chain plate. The jib must be hanked to the forestay.

E.6 SPINNAKER

(a) The spinnaker must be affixed to the spinnaker halyard. The spinnaker halyard is run through a grommet in the jib hound assembly on the mast. It is also acceptable to run the spinnaker halyard through a block shackled to the jib hound grommet.

E.7 General Specifications

1.1 Measurement Procedures:

Note: *The current International Sailing Federation (ISAF) "Equipment Rules for Sailing" shall be used as a reference document when questions of definition or measurement methods arise.*

Note: *A measurer shall not measure any part of a boat owned by himself, or in which he is an interested party, or has a vested interest.*

Note: *If an official measurer is in any doubt as to the application of, or compliance with, the class rules of any part of a boat he shall consult the National Association or it's representative present at the competition before signing a measurement certificate or attaching a certificate mark. It is not a measurer's job to make rule interpretations.*

a. All sails shall be constructed and measured in accordance with the provisions of Article III, Sections 1 through 4.

b. All new, previously unmeasured or recut sails must be measured and marked by an Association approved sail measurer prior to being used for a Nationals competition. All sails previously measured and marked at a Nationals competition may be used in future Nationals competition, if the "mark" is still readable. Competitors must show their "marked" sail to the measuring committee. Article III Section 1-1.1b takes precedence over Article III Sections 2, 3, and 4.

c. All sails must be legibly marked with an indelible marker. The marking shall include the measurement date, the initials of the measurer and the group affiliation (Yacht Club). This marking shall be made at the tack of all sails.

d. All sails shall be measured while dry and lying on a flat surface. All measurements shall be made in a straight line.

e. Boltropes, tapes or wire, where used on the edges of any sail, shall be considered as part of the sail when measuring or determining all dimensions or locations, except as otherwise specified.

f. To find a corner measurement point or "apex" may require the extension of the line of the edges of the sail adjacent to the point. Where the line of the extension is obvious this should be used. Placing a batten along the edge can often help to give a true extension line continuing any curve. Where the line of the extension of the edge is uncertain and not repeatable leading to inconsistent measurements points, the measurement of the sail should be refused. Cringles, thimbles, or other hardware, which are partly or entirely external to the sail shall be disregarded. (Refer to Figures 4a, 4b, 4c, 7a, and 7b)

g. The leech of the jib and of mainsail may be of any shape, except that no part of the sail be so constructed as would be deemed or might be deemed by a measurer to be a violation of the intent of Article III, Section 2.f. (girth restrictions). The leech shall be a "fair" and "normal" curve particularly along its midpoint. Refer to Figures 1a and 1b.

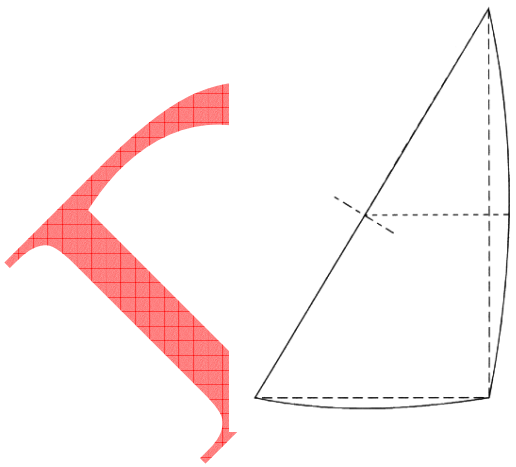


Figure 1a

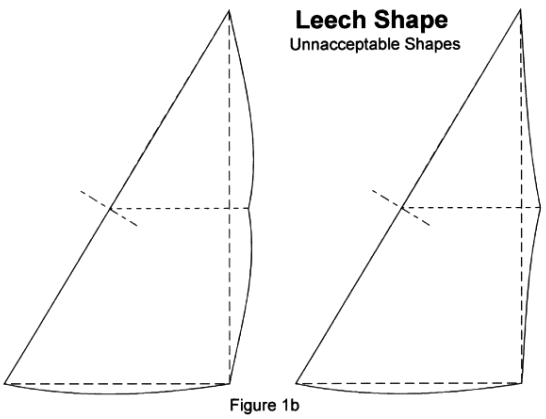


Figure 1b

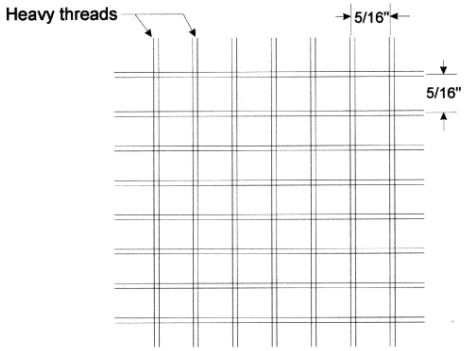
h. If a sail measures outside the published specifications the measurer shall show the owner the reason for the discrepancy and recheck the sail with the owner present.

i. Any quantity of sails may be measured for competition, however only two spinnakers, one mainsail, one genoa jib and one working jib shall be allowed on board on any given day of a Nationals Competition.

1.2 Fabric:

a. *Permitted:* One ply of woven cloth e.g., cotton, Dacron, or polyester.

Example; *use of 4.2 oz Dimension Polyant HTP® square cloth is permitted. This is a woven material much like rip-stop spinnaker cloth except heavier and stiffer.*



4.2 oz. Dimension Polyant HTP square cloth (polyester woven)

b. *Not permitted:* Laminated sail material, film, Mylar, Kevlar, tri-axial construction or other variations of materials. Two or more plys are not permitted except when used as reinforcements as described below in Article III, Section 1.3.

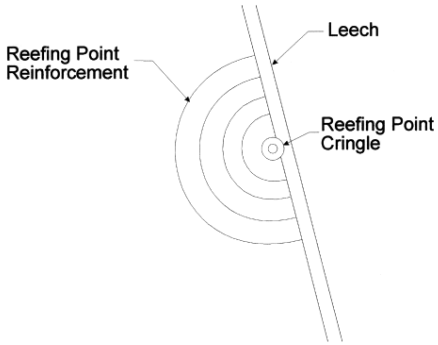
1.3 Reinforcements:

Reinforcements at the corners of the sails, made only of permitted types of woven fabrics, for the purpose of ensuring the integrity of the sail and the longevity of the original sail shape, may be of two types; "Stiffening" and "Additional". Such reinforcements are to be measured from the actual physical corner of the sail, not from an extended "apex" or "triangulation" point. The dimensions given in "a." and "b." below are maximum dimensions. The use of maximum reinforcements is optional and not necessarily recommended.

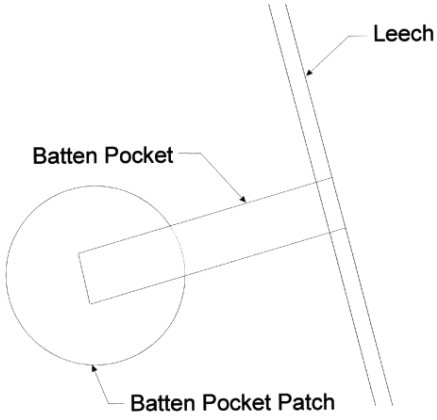
a. Stiffening reinforcements, constructed of multiple layers of permitted types of fabrics, with or without close stitching, provided that they are within a 24 inch maximum radius from any corner of the sail, are permitted.

b. Additional reinforcements, which are a continuation or an extension of the corner stiffening area, constructed of not more than two layers of permitted type of fabrics, of the same weight or lighter weight as the body of the sail, are permitted. Additional reinforcements must be flexible, must be capable of being folded in any direction and must not exceed a maximum radius of 72 inches from any corner of the sail. Any form of stiffening, including additional reinforcements, the use of bonding agents, and close stitching, is prohibited at the tack of the mainsails or jibs. Glued seams shall not be considered a form of stiffening if they can be folded in any direction.

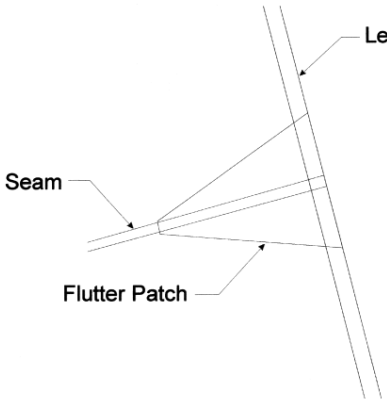
c. Additional reinforcement at a reefing point cringle is permitted.



d. Circular batten patches to reinforce the inner end of batten pocket is permitted. This may be made from 2 oz. insignia cloth with adhesive or from heavier cloth and sewn in.



e. Flutter patch covers at seam to reinforce the sail edge are permitted. This lessens "comb-out" of the seam and greatly reduces the chance of seam failure at the leech.



1.4 General:

a. Boltropes and tapes may be of polyester or nylon. Normal tabling is permitted provided that the sail is not stiffened by the tabling.

b. Battens may be constructed of wood or plastic. Wood and plastic battens may be used simultaneously in one sail. Batten pockets shall be no longer than required to accommodate the batten.

c. Telltale windows are permitted in jibs and mainsails. No more than three telltale windows may be placed in any one sail and each telltale window shall not exceed 30 square inches in area.

d. Anti-collision windows, other than telltale windows, shall be permitted in mainsails, genoas and working jibs. Anti-collision windows, where permitted, shall be optional and shall be no larger then 2 square feet per sail. Anti-collision

windows shall not be placed closer than 6 inches to the luff, leech or foot. Refer to Article III, Sections 2.g. and 3.e.

e. Loose footed mainsails are not permitted.

f. No means of changing size or shape of any sail mechanically, except for roller-reefing or reefing points on the mainsail, is permitted. This shall not restrict the adjustment of tension on the luff or foot by the use of halyards, downhauls, outhauls, cunninghams, or vangs.

g. Any detail of sail construction not expressly addressed in these specifications (e.g., seam direction, width of panels, or type of weave) is allowed.

h. The use of leech lines in all sails is permitted to reduce flutter after aging and stretching.

E.8 Measuring the Mainsail

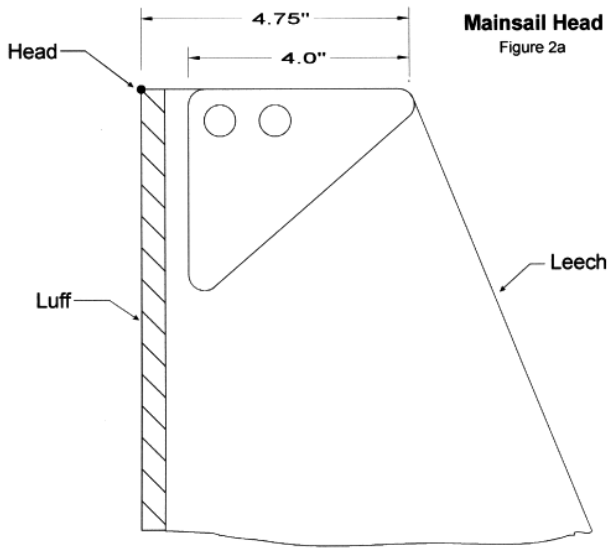
Note: *Boltropes, tapes or wire, where used on the edges of any sail, shall be considered as part of the sail when measuring or determining all dimensions or locations, except as otherwise specified.*

Tackless Mainsails which were cut and delivered between June 1990 and April 22, 1999 with a maximum Girth measurement of 6 feet 3 inches shall be accepted for competition in Nationals competition.

All new or recut mainsails delivered after April 22, 1999 shall comply with the new dimensions and measurement methods outlined in the Bullseye Technical Specifications as revised in April of 1999.

There will be no requirement for special marking of masts or booms. All spars are manufactured by Zephyr Spars which is a division of Cape Cod Shipbuilding. These spars are manufactured to a set of standard specifications which are regulated by Article IV of the Bullseye Class Association - Constitution and Article I, Section 2 and Article II, Section 1 of the Bullseye Class Association - Technical Specifications. The use of Cunninghams will be allowed, as long as they are not hydraulic in design. Traditional block and tackle designs are permitted.

a. The headboard may be of plastic, cast or flat metal and shall not be more than 4 inches wide when measured across the top of the headboard perpendicular to the luff, and not more than 4.75 inches wide when measured across the top of the headboard from the outer edge of the luff, including the boltrope, to the outer edge of the leech. Refer to figure 2a.

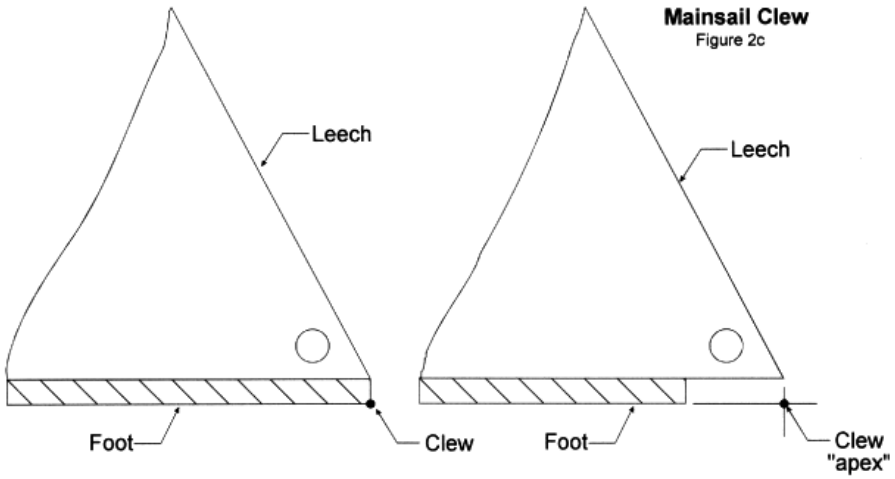


Mainsail Head
Figure 2a

b. The mainsail shall contain three battens spaced approximately equally along the leech. The upper batten shall not exceed 15 inches, the middle batten shall not exceed 24 inches, and the lower batten shall not exceed 21 inches.

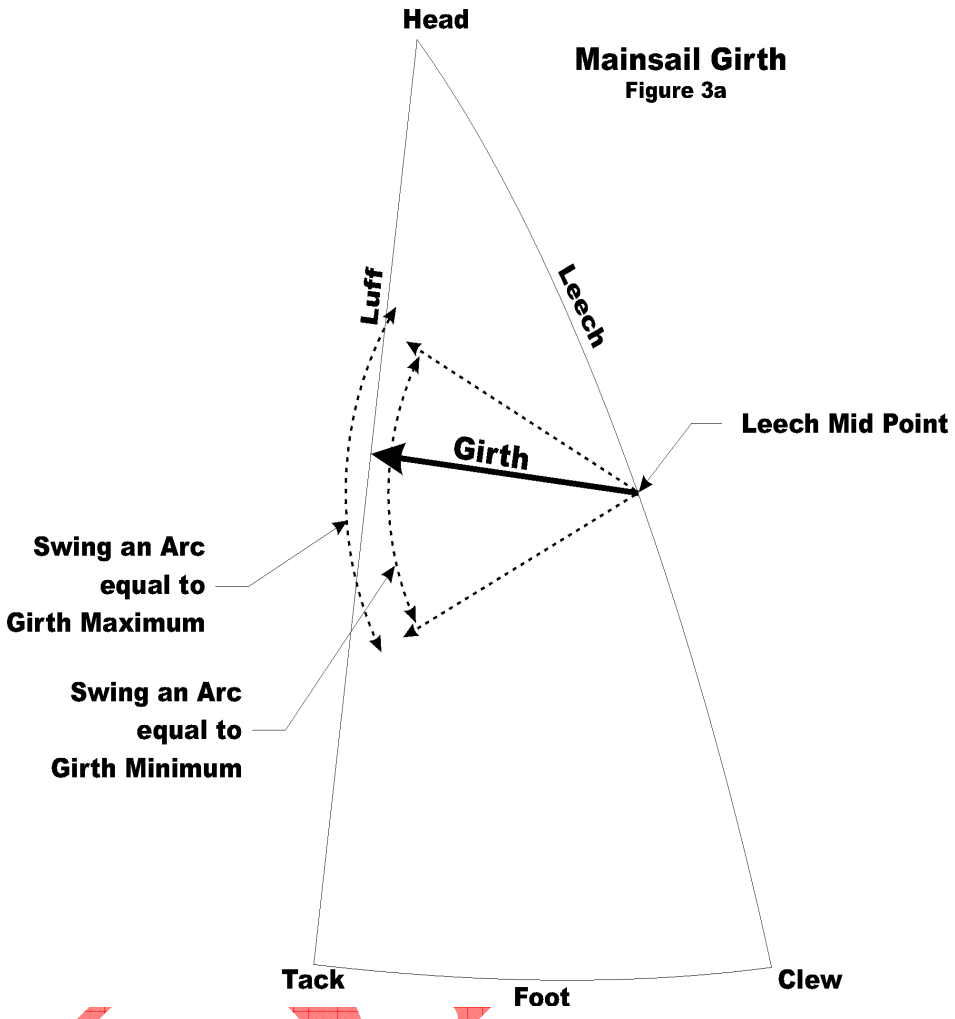
c. The leech of the mainsail shall be measured, with battens removed, under a pull of 10 lbs. applied at the clew thimble with the headboard fixed as a stationary point. Refer to figures 2a, 2c and 3a. The straight line measurement shall be taken from the apex of the headboard at the luff edge, including the boltrope, to the apex of the foot at the clew, including the boltrope. This measurement shall not exceed the following limits:

Leech	
Maximum	**Minimum**
20' 3" (243")	19' 9" (237")



d. The girth of the mainsail shall be measured, without tension, as the shortest straight line distance swung across the sail by a tape from the half leech point to the luff including the bolt rope . The half leech point is found by folding the head point to the clew point and equally tensioning the two halves of the leech so formed. The half leech point is the intersection of the fold and the leech. The measurement shall be taken with the sail smoothed without pulling or stretching the cloth on the bias. The measurement shall not exceed the following limits:

Girth	
Maximum	**Minimum**
6' 1" (73")	5' 10" (70")



e. The use and location of mainsail anti-collision window(s) shall be optional. If used, the total area shall be no larger than 2 square feet per sail and not placed closer than 6 inches to the luff, leech or foot.

Figures 2b and 3 are no longer used.

E.9 Measuring the Jibs

a. No headboards are permitted on any jib.

b. Two battens (optional) may be used in the working jib spaced approximately equally along the leech. They shall not exceed 12 inches each. No battens are permitted in the genoa jib.

c. To measure both the working jib and genoa:

- Locate the head apex and tack apex and then measure the luff.

- Locate the head apex and clew apex and then measure the leech.
- Locate the tack apex and clew apex and then measure the foot.
- To measure the girth, put the head apex and tack apex together, locate and mark the mid point. Put the head apex and clew apex together, locate and mark the mid point. Measure the distance between the two marks.

Measurements are to be made under a pull of 5 lb. Refer to figures 4a, 4b, 4c, 5a and 5b. The measurements are to be taken from the intersection of straight lines extending from the edges of the sail at each corner. Refer to Article III, Section 1.1.f. These measurements shall not exceed the following limits:

Working Jib

	Maximum	**Minimum**
Luff	14' 2" (170")	13' 10" (166")
Leech	12' 5" (149")	12' 1" (145")
Foot	4' 10" (58")	4' 8" (56")
Girth	2' 9" (33")	2' 7" (31")

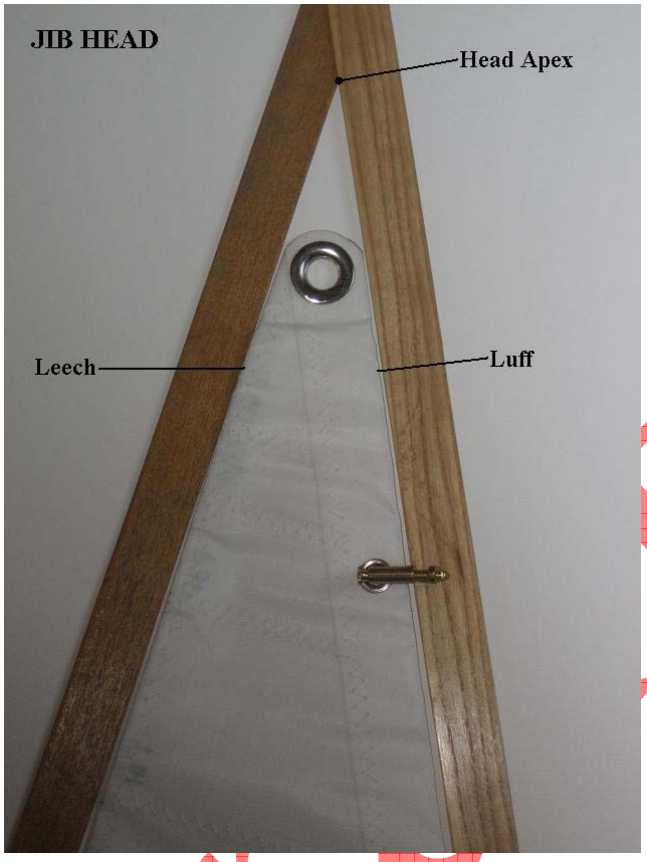
Genoa Jib

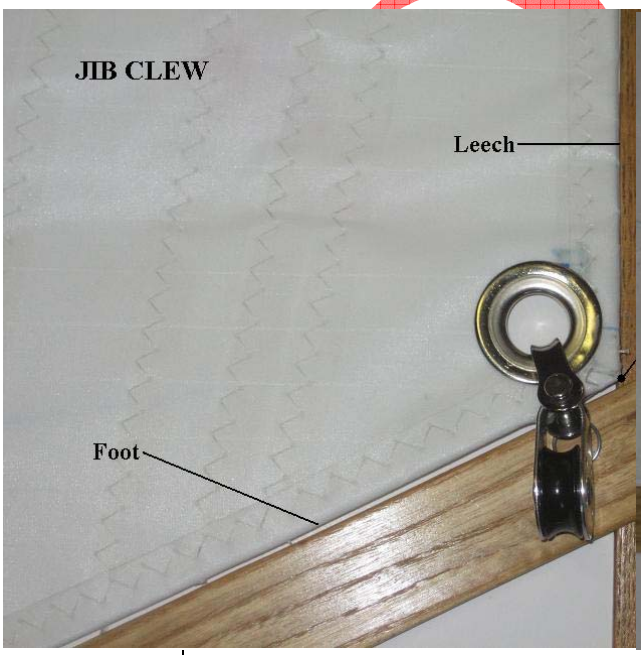
	Maximum	**Minimum**
Luff	14' 6" (174")	14' 2" (170")
Leech	13' 10" (166")	13' 6" (162")
Foot	8' 6" (102")	8' 4" (100")
Girth	4' 3" (51")	3' 11" (47")

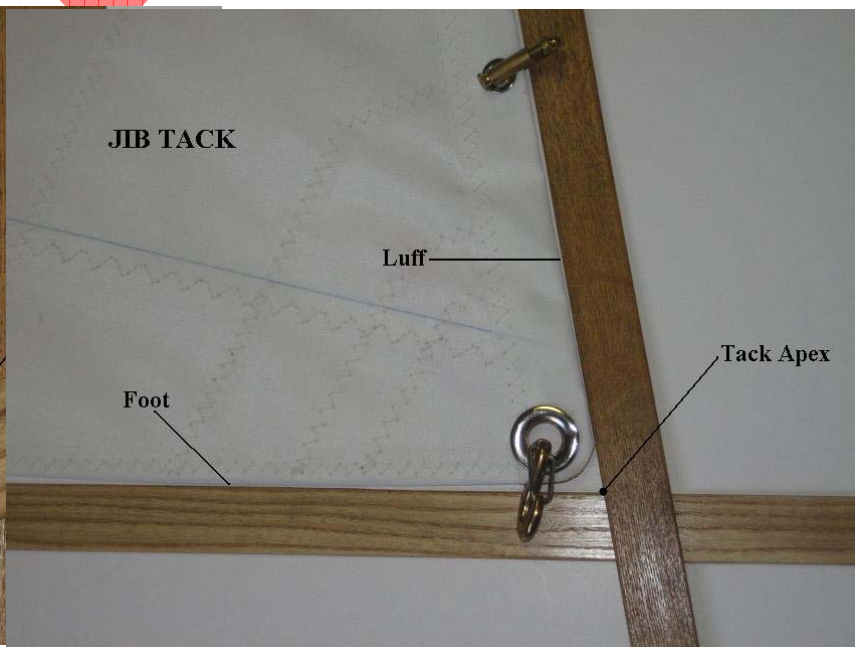
NOTE: *On the girth measurement, be sure to use the head apex when matching up to the tack and clew. Do not measure cringle to cringle as this will incorrectly increase your girth measurement. Refer to the drawings below.*

d. A jib club, conforming to Cape Cod Shipbuilding specifications, shall be mandatory for use with the working jib.

e. The use and location of a genoa or working jib anti-collision window shall be optional. If used, the total area shall be no larger than 2 square feet per sail and not placed closer than 6 inches to the luff, leech or foot.

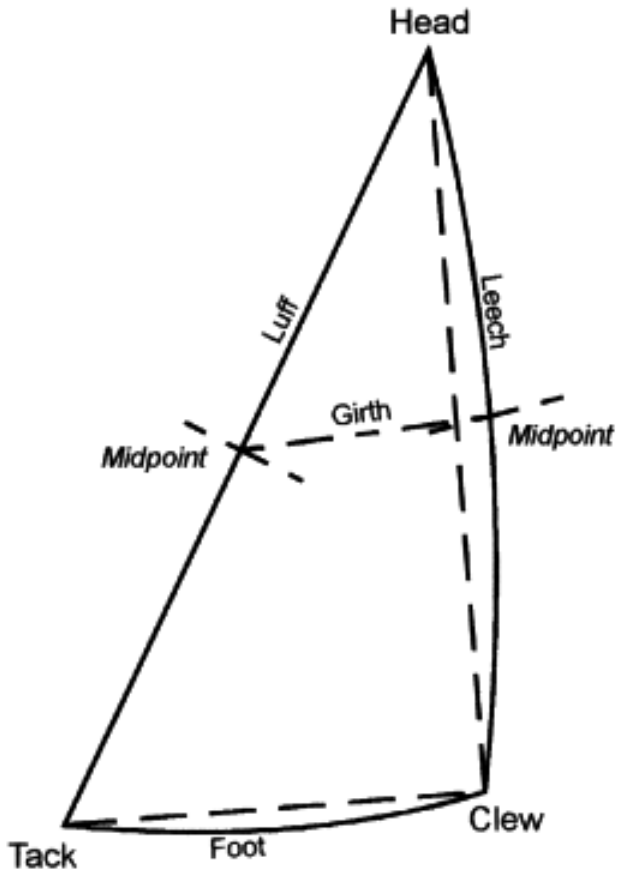

JIB HEAD
Head Apex
Leech
Luff


JIB CLEW
Leech
Foot

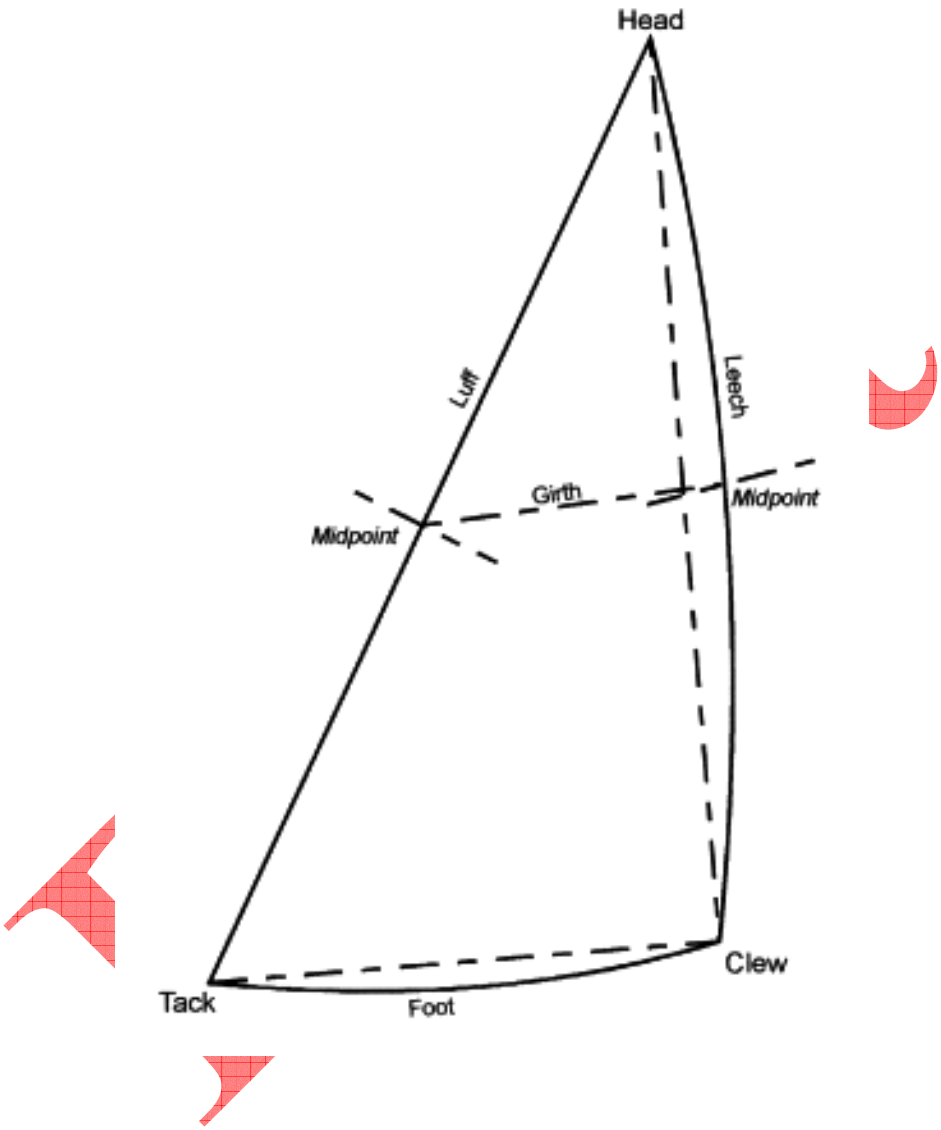

JIB TACK
Luff
Tack Apex
Foot

Working Jib

Figure 5a



Genoa Jib
Figure 5b



E.10 Measuring the Spinnaker

a. No headboards shall be permitted.

b. The spinnaker must be measured on a clean dry area large enough to allow for the entire length of the sail and one-half of the width of the sail to be laid out.

c. The sail shall be folded in half around a vertical axis by placing the luffs/leeches together with the body of the sail pulled out to one side. Refer to figure 6.

d. Options Brummel hooks are permitted

d. The luff and leech shall be measured from a point on the edge of the sail at the center of the head cringle to the "apex" or "triangulation" of the tack and clew. Refer to figures 7a, 7b and Article III, Section 1.1.f. Both the luff and leech shall be measured simultaneously with 10 lbs. of tension applied to the tack/clew with the head fixed as a stationary point. This measurement shall not exceed the following limits:

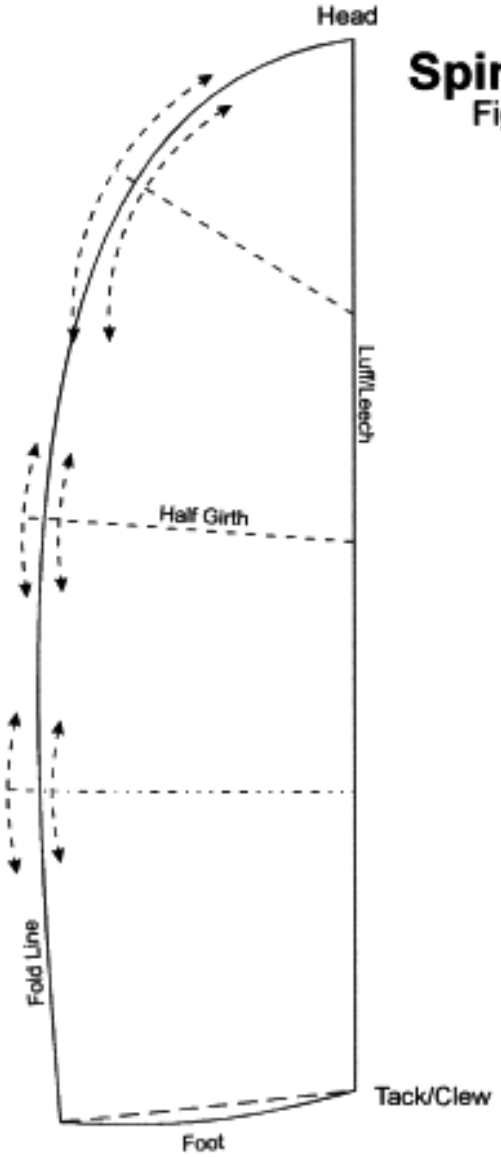
Leech & Luff	
Maximum	**Minimum**
17' 2" (206")	15' 6" (186")

e. The spinnaker maximum width shall be the maximum width, whether at the foot or across the body of the sail, between points on the luff and leech equidistant from the head. Beginning at the top of the sail and working down to and including the foot of the sail, a series of half girths must be measured at close intervals.

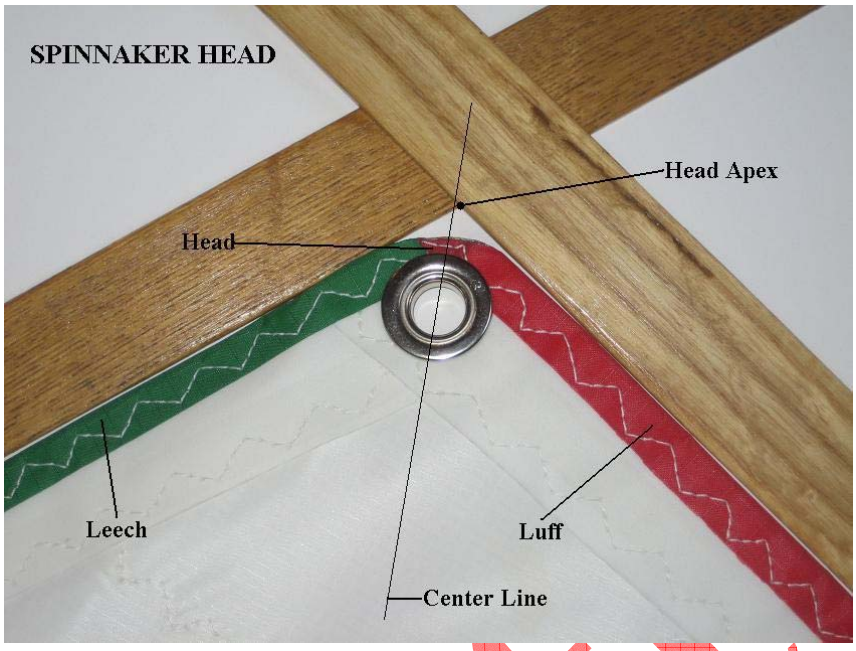
The half girth is measured by placing the zero end of a tape measure at the leeches/luffs and measuring across the sail to the fold line. An arc must be swung from the leeches/luffs to locate the perpendicular from the fold line. In any one station, the perpendicular is the shortest distance between the luff/leech edges and the fold line or the smallest measured distance. Refer to figure 6. The largest half girth when doubled is the Spinnaker Maximum Width.

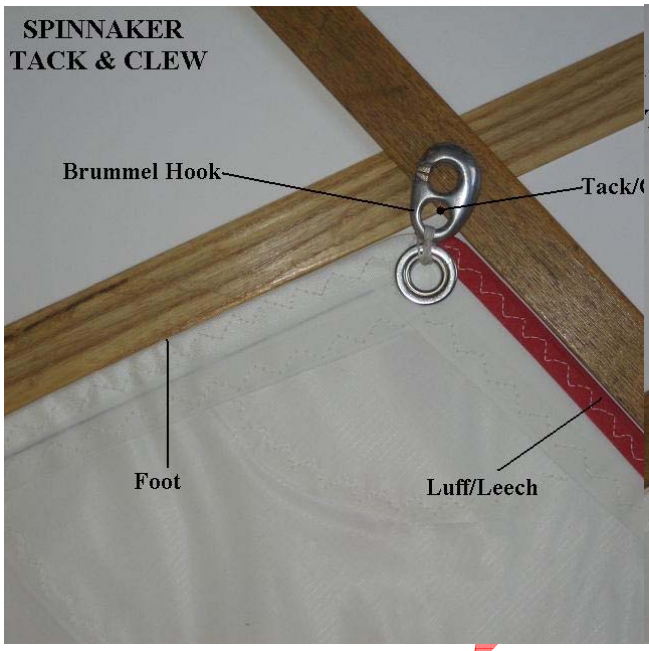
NOTE: *When measuring the girth be careful not to put any tension on the cloth. It should only be smoothed out to remove wrinkles.*

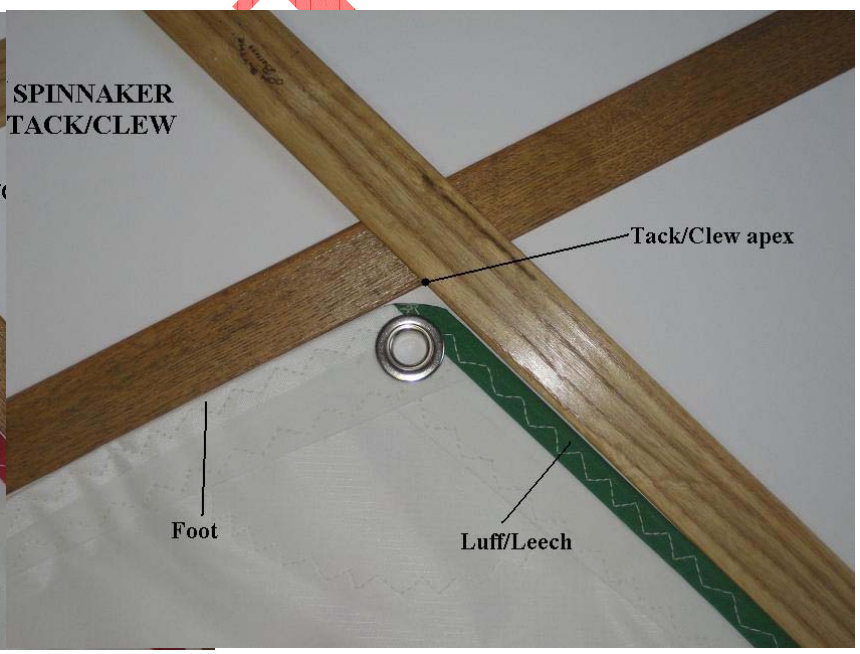
Maximum Width and Half Girth		
	Maximum	**Minimum**
Spinnaker "Max Width"	12' 0: (144")	11' 6: (138")
Half Girth	6' 0: (72")	5' 9" (69")



Spinnaker
Figure 6


SPINNAKER HEAD
Head Apex
Head
Leech
Luff
Center Line


SPINNAKER
TACK & CLEW
Brummel Hook
Foot
Luff/Leech


SPINNAKER
TACK/CLEW
Tack/Clew apex
Foot
Luff/Leech

PART III-RULES FOR REGATTAS CHANGES IN BLUE

From the committee: This is the single document which incorporates our current Rules for Regattas, Sailing Instructions, and some wording from the US Sailing template for SI.

1 General

These Rules for Regattas specify the **minimum** information which a hosting fleet must provide in its NOR and Sailing Instructions.

2 Rules and Procedures

All national regattas shall be conducted in accordance with the following rules:

2.1 Prepare a Notice of Race and Sailing Instructions as indicated by current US Sailing RRS and Appendices **and these BCA Rules for Regattas.**

2.2 The current RRS of US Sailing shall apply, except where they have been modified by these **Bullseye Class Association Class Rules. In all cases of conflict Bullseye Class Association Rules shall govern.**

2.3 The Bulleseye Class Association Rules are closed class rules, meaning that anything not specifically permitted by class rules is prohibited.

3 Entry, Eligibility and Measurement

3.1 Any Bullseye Class Association member in good standing (dues current) shall be eligible to enter the regatta **by completing registration with the hosting organization.**

3.2 All boats and equipment are subject to Class inspection according to the Class Technical Specifications and are subject to protest should a competitor be found out of compliance.

3.3 Boat owners shall have all required safety equipment aboard.

4 Notices to Competitors

4.1 Notices to competitors will be posted on the official regatta notice board in a prominent location at all venues and functions of the regatta.

4.2 Race Committee notices will be posted no later than 30 minutes before the departure of the main Race Committee boat, except that any change in the schedule of races will be posted by 8 PM on the day before it will take effect.

5 Competitors Meeting

5.1 There will be a competitors' meeting before each series according to the schedule in the NOR.

6 Crew, Replacement of Crew or Equipment

6.1 The crew in a boat participating in a Nationals Regatta may number either two or three persons but the number and identity of crew members must be maintained throughout the Regatta.

6.2 Substitution of competitors will not be allowed without prior approval of the race committee.

6.3 Co-skippers will be allowed subject to the restrictions of 2.2.

7 Signals Made Ashore

7.1 Signals made ashore will be posted at the host site in accordance with RRS

8 Schedule of Races

8.1 The Race Committee will attempt to complete 5 races.

8.2 No races will be started after 4 PM on day one and 1 PM on the final day.

9 Courses

9.1 The racing area will be shown on an attached chart. The Race Committee shall make all efforts to locate the racing area in open areas away from shoreline features.

9.2 (a) An Olympic Course, signaled by Code Flag "O" (red and yellow) consisting of a triangle followed by windward, leeward and windward legs.

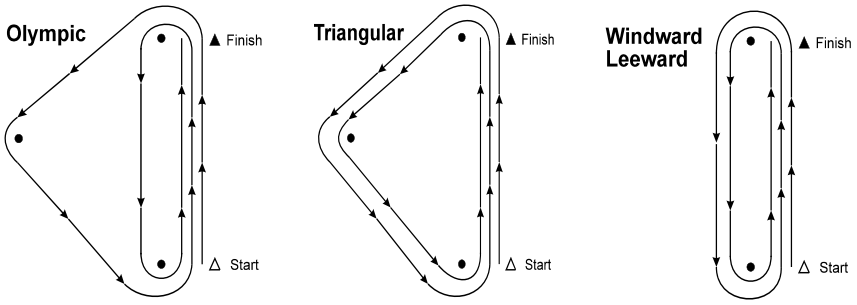
(b) A Triangular Course signaled by Code Flag "T" (red, white and blue vertical stripes) consisting of TWO triangles followed by a windward leg.

(c) A Windward/Leeward Course signaled by Code Flag "W" (concentric blue, white and red squares) consisting of a windward and leeward twice around and followed by a windward leg.

(d) In a Variant Course the first leg must be to windward and the course shall be defined during the competitors' meeting.

9.3 (a) The course diagram shall indicate the order in which marks are to be passed.
(b) Course marks shall be left or passed to port.

9.4 The Course Signal Flag ("O", "T", or "W") shall be hoisted no later than one minute before the Warning Signal and accompanied by one audible signal. It shall remain hoisted until all boats have started.



10 Marks

10.1 Primary marks 1, 2 and 3, New Marks, Change of Course Marks and the Start Mark **shall** be described and/or displayed by the Race Committee during the Competitors meeting.

10.1 Temporary marks (inflatable or equivalent) should be normally used. The use of fixed or government marks is strongly discouraged. The use of gates and offset marks is optional.

10.2 There is no specific limit on the variety of marks used, but every attempt should be made to use uniform marks for the entire course and all marks shall be clearly identified and described in the Sailing Instructions and, if possible, displayed at the competitors meeting.

10.3 The requirement for honoring fixed and government marks shall be as noted by the Race Committee during the competitors meeting.

11 Reporting at Starts

11.1 (a) Before starting the first race of each day each boat is required to sail past the stern of the designated Race Committee boat and verbally check-in.

11.2 Any Bullseye failing to check-in in accordance with the provisions of 11.1 (a) shall score CNF (Check-In Failure) and receive a scoring penalty equal to 20% more than the number of starters in that race.

12 The Start

12.1 Races will be started using the RRS sequence.

12.2 The length of the starting line should be approximately equal to the number of competing boats multiplied by 10 (ten) feet.

12.3 The starting line will be between a staff displaying an orange flag or shape on the Race Committee boat at the starboard end and the port end starting mark.

12.4 Course Signals and the compass bearing of the first mark shall be displayed at least one minute prior to the first Warning Signal for that race and shall remain displayed until ten minutes after the last start in the race.

13 The Finish

13.1 The finish will be between a staff displaying **an orange flag or shape** on a Race Committee boat and the finishing mark.

13.2 The Race Committee may hail a boat for inspection of required equipment at a Race Committee boat beyond the finish line.

14 Time Limit

14.1 The time limit is 2 hours for the first boat to finish. Any boat finishing 1 hour after the first boat or after the time limit, which ever is later, will be scored DNF. Should the first boat fail to complete the first lap within 1 hour, the Race Committee shall abandon the race.

15 Withdrawing from the Race

15.1 A boat which leaves the sailing area shall notify the Race Committee at the first opportunity.

16 Protests

16.1 Protests shall be in writing on forms available at the registration desk and filed with the Race Committee Chairman within 1 hour of the posted time of the Race Committee returning ashore.

16.2 Protest notices and hearing schedules specifying the protestor and protestee shall be posted no later than one-half hour after the expiration of the protest filing time limit.

16.3 The BCA recommends the use of US Sailing judges for on the water observations and to hear protests.

16.4 Boats are required to have a red protest flag on board during the Regatta. RRS 61.1 will be changed to require the displaying of a red protest flag.

16.5 Decisions of the Race Committee, Protest Committee, and Bullseye Association Officials shall be final as far as the award of prizes is concerned.

17 Team Racing

17. Under no circumstances shall the use of team racing tactics be tolerated in fleet racing. If the Race Committee or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and resailed, excluding the participation of the offending boat(s).

18 Scoring

18.1 The low point scoring system, US Sailing will apply.

18.2 A drop race will be permitted upon completion of 6 races. In cases of a tie, first add back any dropped races for those boats that are tied, and if a tie still remains, then select on the basis of which boat (skipper) beat the other the most times.

19 Disposal of Refuse and Trash

19.1 The discharge of trash into the water is prohibited during the entirety of the event. Any boat observed in violation is subject to disqualification**,** at the discretion of the Race Committee**,** from all races sailed on the day of the infraction.

20 Radio Communication

20.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications ***not available to all boats.*** This restriction also applies to mobile telephones

20.2 The BCA strongly advises the PRO of the host fleet to use VHF radio communication with competitors.

21 Prizes

21.1 Prizes will be awarded to skipper and crew for the top 3 places of the regatta.

21.2 Prizes will be awarded to first place skipper and crew for each race of the regatta.

21.3 Three perpetual trophies are presented at the annual Bullseye National Regatta; when presenting each trophy the following descriptions are to be read;

THE E.L. GOODWIN BULLSEYE NATIONAL TROPHY. This trophy, awarded each year to the winner of the Bullseye National Regatta, is a varnished, wooden half-model surrounded by the plaques of past winners from Larchmont in 1962 until the present. Every year the new recipient is asked to add a plaque with his or her name and yacht club on it. Originally known as the Bullseye Annual Trophy, the name was changed in 1984 to honor E.L. Goodwin of Cape Cod Shipbuilding Company who began building the fiberglass Bullseye in 1949.

THE BEVERLY TROPHY. The Beverly "Most Improved" Trophy was initiated in 1994 by the Beverly Yacht Club. It is a perpetual trophy awarded to the skipper who shows the most improvement from one National Regatta to the next

THE ROCKPORT TROPHY. The Rockport "Away" Trophy is a perpetual trophy awarded to the highest finishing boat that is not a member of the host fleet in a National Regatta. The trophy is a pen and ink drawing by avid Rockport sailor Peter Vincent, generously donated to the Bullseye Association. The Rockport Bullseye Fleet first awarded this trophy at the 1999 Bullseye Nationals to recognize that it is the boats, skippers and crew traveling to the Nationals which make this annual event so special