


CONSTITUTION AND BY-LAWS

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 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:

1. To promote use of the fiberglass Bullseye as a family boat, and for recreational sailing.
2. 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.
3. To establish communication between individual owners, and groups of owners, of fiberglass Bullseyes, by means of newsletters and a class Bullseye publication.
4. To encourage participation by owners of fiberglass Bullseyes in racing.

ARTICLE IV — Standards

The boat shall be a keel sloop of fiberglass construction, to be known as the Cape Cod Bullseye. Hull and spars shall be as furnished by the Cape Cod Shipbuilding Co. of Wareham, Mass., under the designation, CAPE COD BULLSEYE. The fiberglass hull shall be that hull built over and around molds designed from plans for the Herreshoff Twelve and a half footer, owned and used exclusively by the Cape Cod Shipbuilding Company.

ARTICLE V — Membership & Dues

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. Dues shall be decided by the Executive Committee.

ARTICLE VI — Organization

The organization of the Association shall include local fleets, which may be organized according to local custom and convenience. However, such By-Laws and 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.

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.

Each Chartered Fleet may select one individual 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

The Officers of the Association shall be a President, Vice-President, Secretary, Treasurer, Historian, Nominating Committee Chairman, Technical Committee Chairman. They shall be regular members of the Association. The President, Vice-President, Secretary and Treasurer shall be elected annually by vote of the Membership at an annual meeting. The Executive Committee shall be empowered to appoint an Historian, Nominating Committee Chairman, and Technical Committee Chairman. The term of office shall be for one year. 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.

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.

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

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

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 such 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.

The Historian shall be custodian of the class records and be responsible for the maintenance of the class Constitution and By-Laws.

The Technical Committee Chairman shall be responsible for maintenance of the Cape Cod Bullseye specifications including any changes voted at the annual meeting of said Association.

The Nominating Committee Chairman shall present a prepared slate of officers to the membership assembled in their annual meeting. Vacancies may be filled by a majority of the Executive Committee for a period not to extend beyond the next annual meeting.

ARTICLE 1 – Boat Specifications

Section 1. Hull measurements.

Hull measurements are not applicable for the fiberglass Cape Cod Bullseye, since they are built over and around molds by the Cape Cod Shipbuilding Company who, in case of destruction of said molds by fire or other cause beyond its control, have agreed to reproduce the molds so that in the future the one design aspect of the then new boats shall remain unchanged and match the old.

Section 2. Keel, Rudder and Spars.

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 as are incidental to the upkeep of such items.

ARTICLE II – Rigging Specifications

Section 1. Standing Rigging.

No change in the location, or dimensions of the standing rigging which are standard for the Cape Cod Bullseye shall be permitted, except by vote of the membership. No adjustments to any standing rigging shall be made after the start or during any race, except for emergency and temporary repairs. Spreaders may be utilized. Prior to the start of any race shrouds may be moved aft to a position 6" from the present location, or retained in the present location.

Section 2. Running Rigging

- Running rigging shall be installed at the discretion of the owner and in conformity with Chartered Fleet Standards.
- Boom vang and extension tiller shall be permitted.
- No special device to carry weight over the side shall be permitted.
- No shifting ballast shall be carried.

ARTICLE III – Sail Specifications

Section 1. Mainsail

- The mainsail shall be of synthetic woven fiber material. All measurements are to be made with sail laid flat.
- The headboard may be of cast or flat metal and shall not be more than 4" across, measured perpendicular to the luff. The main halyard shackle shall be attached to the top of the headboard.
- The mainsail shall contain three battens, the maximum lengths of which shall be 24 inches, 21 inches, and 15 inches. Such battens shall be arranged along the leech in accordance with the official sail plan.
- The luff shall be measured under a pull of 10 lbs. applied at the headboard and tack of the sail. The straight line measurement from the top of the headboard to the edge of the cloth on the foot at the tack thimble shall not exceed the following limits:

	Maximum	Minimum
Luff	19' 3"	18' 9"

- The foot of the mainsail shall be measured under a pull of 10 lbs. at tack and clew thimbles. The straight line measurement from the leech edge at the clew to the luff edge at the tack shall not exceed the following limits:

	Maximum	Minimum
Foot	10' 10"	10' 6"

- The leech of the mainsail shall be measured under a pull of 10 lbs. applied at the headboard and clew thimbles. The straight line measurement from the top of the headboard to the cloth on the foot at the clew shall not exceed the following limits:

	Maximum	Minimum
Leech	20' 3"	19' 9"

- The girth of the mainsail shall be measured without tension from the midpoint of the outer edge of the luff to the midpoint of the outer edge of the leech. This measurement shall not exceed the following limits:

	Maximum	Minimum
Girth	6' 3"	6' 0"

The midpoint of the luff is determined by folding the sail back on itself so that the top of the headboard is over the bottom edge of the foot at the tack and smoothing the sail along the luff and drawing the edge of the luff taut with the same tension on each half. The midpoint of the leech is determined in the same manner by placing the top of the headboard over the bottom edge of the foot at the clew. The measurement shall be taken with the sail smoothed in the neighborhood of the measurement being taken but without pulling or stretching the cloth on the bias. The leech shall be a fair normal curve particularly along its midpoint.

Section 2. Jibs

- The jibs shall be of synthetic woven fiber.
- All measurements are to be made with the sail laid flat and shall be straight line measurements. Only the side under measurement shall be under tension, and this tension shall be 5 lbs. The measurements are to be taken from the intersection of straight lines tangent as nearly as practicable to the edges of the sail at each corner. The measurements shall not exceed the following limits:

	Working Jib		Genoa Jib	
	Max.	Min.	Max.	Min.
Luff	14' - 2"	13' - 10"	14' - 6"	14' - 2"
Leech	12' - 5"	12' - 1"	13' - 10"	13' - 6"
Foot	4' - 10"	4' - 8"	8' - 6"	8' - 4"
Girth	2' - 9"	2' - 7"		

- A jib club, conforming to specifications, shall be mandatory for use with the working jib.
- The use of a genoa window shall be optional and if used shall be 216 to 640 sq. inches with location optional.

Section 3. Spinnaker

- The spinnaker shall be of synthetic woven fiber material.
- The spinnaker shall be measured with the sail laid out flat. The luff and leech shall be measured from the underside of the swivel to the center of the tack and clew thimbles. Only the side under measurement shall be in tension and such tension shall be 5 lbs.

	Maximum	Minimum
Luff & leech	17' 2"	15' 6"
Girth	12' 0"	11' 6"

- The spinnaker pole shall not be more than 6' 9" in overall length including fittings. It shall be permissible to allow the spinnaker guy to run freely through the fitting on the end of the pole. Allowing the spinnaker to fly temporarily away from the pole, either by intention or accident when setting, jibing, or lowering the spinnaker shall not be grounds for disqualification. At all other times the spinnaker must be trimmed in accordance with Rule 28.3 of the N.A.Y.R.U. The spinnaker pole may be used as a whisker pole and one end must be seated against the mast except when used with the working jib.