



# WIANNO YACHT CLUB

## SENIOR FLEET E-NEWSLETTER



### 38th MAX CROSBY REGATTA JUNE 11-12

Spring would not be spring without notice of the **2011 Max Crosby Regatta** to be hosted June 11 & 12 by the Wianno Yacht Club. In keeping with Max Crosby Regatta tradition, 2 consecutive races will begin with the first warning signals daily at 1300. Saturday's racing will be preceded by a Skipper's Meeting from 0850 to 0950 hours at the Wianno Yacht Club at 101 Bridge Street Osterville; Sunday's race will be immediately followed by libations and a Senior Sailors Social at 1630 hours.

Last season's light and shifty winds favored Win, Place and Show Skippers: **John Kiley III** at the helm of **Don Law's Cochenoe #197**, **George Largay on Eowyn #202** and **Jack Hamilton** onboard **Mad Jack #206**.



Don't miss the chance to be a part of the 38th Max Crosby Regatta and to see the 2010 winners defend their positions. For more information including the Notice of Race and late-breaking news visit: <http://www.wiannoYC.com/WSRracing.php>

### SPRING RACE REMEDY: THE START

*Stewart J. Roach, Wianno Yacht Club Senior Fleet Captain*

Spring means fresh starts. It's my favorite time of year and Wianno Senior racing will soon be here. And every spring finds me practicing my starts in my car while approaching red lights. I simulate Wianno Senior racing starts in my car: yes, you read that right. Safety note: only for professional drivers on a closed course.

Have you ever approached a traffic light that you know is about to change and adjusted your speed downward such that the light changes at the exact moment your front tires hit the white line? Have you noticed after doing so that the car beside you that was stopped and waiting for the light to change is now many car lengths behind you, having started from a dead stop? Being far ahead now, you are free to make lane changes without interference. What is the principle that allows such a great advantage? Momentum, Momentum, Momentum.

Momentum, boat speed and being on the line are the keys to a successful Wianno Senior start and finish. Driving a relatively heavy boat in unpredictable air can make irrelevant the efforts of an expert tactician. But a Skipper who knows how to maintain momentum AND be on the line at the right time gains a margin of safe distance that can make up for a multitude of errors later in the race. Often race spectator's ask, "How did they get so far ahead?" The answer is simple: a good start. And here are some suggestions about how to make the most of your starts this season.

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May 2011  
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### Mark Your Calendar

#### 2011 Senior Class Schedule of Events

**June 11-12**  
Max Crosby Regatta  
1300 Hrs Start off Wianno

**July 14**  
Long Distance Race  
Wianno to Edgartown  
1100 Hrs Warning

**July 15-16**  
Edgartown Yacht Club  
Regatta

**July 23-24**  
Hyannis Port Yacht Club  
Wianno Sr. Regatta

**July 30-31**  
Wianno Yacht Club  
Wianno Sr. Regatta

**August 6**  
Annual Awards Dinner  
Wianno Club 1800 Hrs

**Fall TBD**  
Meeting @ Noon  
Boston, MA



Wianno Senior Class Association Chairman, **Timothy Fulham** is currently drafting a new rule relative to placement of the centerboard pin in an effort to standardize such placement for the fleet.



Senior Hull #222, yet unnamed, commissioned by **Jim Cunningham of Bass River**, built and finished by **Shaw Yachts** of Thomaston, Maine and rigged by **Guck, Inc.** of Bristol, RI, is scheduled to splash this season.

**New Proposed Rule:**  
*If you win Scudder Cup, you must show up for the award banquet and forego horseback riding.*

No one is yet confirming or denying the rumors swirling about a New York Yacht Club-hosted Wianno Senior Regatta to be held in Newport in 2014 in celebration of the Fleet's upcoming 100 year anniversary.



And speaking of fleet anniversary rumors, Wianno Senior #150 formerly known as **Yankee Dime** and **Orange Aid** is rumored to be refitted soon by **E.M. Crosby Boatworks** and resurface in time for the 100<sup>th</sup> Anniversary in the hands of B. Francis Saul III of Wianno, MA. It is also rumored that a new Association Rule is being contemplated which would apply singularly to **Skipper Saul**, the text of which is: "If you win Scudder Cup, you must show up for the award banquet and forego horseback riding." Association member comments are welcome on this proposed rule change.



**E.M. Crosby Boatworks** also recently commissioned Wianno Senior #220 sans woodwork. **Ned Crosby's** plan is to finish #220 at their Barnstable location, integrating the Crosby family traditional

craftsmanship and will make her available for purchase upon completion. Make a point to visit Ted & Ned Crosby in Barnstable to watch her come together: and remember to bring your checkbook as #220 can still be finished to your custom specifications.



Among the missing since 1977, Hull #18 circa 1916 turns up in a boat bone yard in Newark, NY

And from **Bill Lawrence** and son, **Sam**-both Wianno Senior History Detectives and Aficionados-an e-mail report on the discovery of the fate of "lost" Senior Hull #18:

***Sam and Chris Mattoon** have located Hull #18 in Newark, NY. I know Sam has been chasing this one for 3 or 4 months. Pretty sad end for a 1916 hull. Box was removed and keel extended at some point. This boat was listed as 'missing since 1977,' so now we have eliminated one more from the 'missing' category after 35+ years!"*

**Have An Idea For A Future**

**Senior Fleet E Newsletter?**

**Send Your Ideas Anytime To Fleet**

**Captain Stew Roach at**

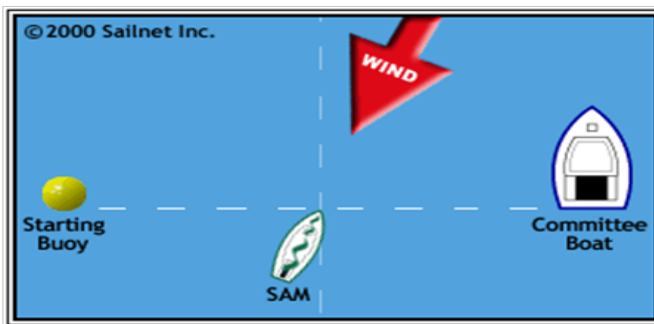
**SRoach2197@aol.com**



# SPRING RACE REMEDY: THE START

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Stewart J. Roach  
Wianno Yacht Club Senior Fleet Captain



## Rule #1: Be Awake And Starting 10 Minutes Before The Start.

Drink Vitamin Water or Gatorade or, as Buddy Melges recommends in his book *Sailing Fast*, eat a little chocolate. Pass some around to your crew. The point is to get some quick energy so that all onboard are fully alert and sailing with focus and purpose before the start. Don't sail sloppy just because the starting gun has not sounded. Bad things happen when your sails are flopping around: booms get

***Being awake and focused in your pre-start maneuvers and being at full speed ahead with 30 seconds to go will produce the "momentous" start you want.***

snagged and spreaders get broken. Don't strap the jib, but trim the main more if you need to point. Sail "loaded up" and as a team, making sure all sail trimmers are trimming and adjusting for each and every pre-start course change and that one of your crew is

counting down the time in 5 second increments until the start. Being awake and focused in your pre-start maneuvers and being at full speed ahead with 30 seconds to go will produce the "momentous" start you want.

## Rule #2: Figure Out The Favored End of the Line

To determine the favored end of the line you can either go head to wind and sight the line to determine which end is more upwind and, therefore, the shortest distance to the windward mark. This takes a little practice and can be made difficult by long lines, waves, and a big fleet.

An alternative is to utilize your compass and a little basic math. First, run the starting line on starboard tack while aligning the middle of your transom to the sighting flag on the committee boat and your bow at the pin end of the line.

As an example, let's assume the starboard tack bearing is 90 degrees. If you run the same line on port tack your compass should show 270 (the reciprocal course). To find the square

line-hypothetical wind direction with these bearings, add 90 degrees to your starboard heading or subtract 90 from your port heading. Either way you would come up with 180 degrees.

Once you have the square line-hypothetical wind direction, sail to the approximate middle of the line. Find some clear air and go head to wind. Take multiple wind readings and write them down.

Using our previous example, if your compass shows the wind direction to be West of 180 degrees then the committee boat end of the line would be favored. If the compass shows the wind is East of 180 degrees then the pin end is favored. Similarly, a wind direction of 190 degrees is committee boat-end favored by 10 degrees. And remember, a lot can happen to wind direction in 10 minutes, so double check your favored-end line readings with 3 minutes to go.

Starting from the favored end of the line will put you in good position, but remember these words from sailing coach **Zack Leonard**:

*Packs of boats at the favored end also register frequent OCS (On the Course Side, a premature start). The truth is that only a small handful of boats can emerge sailing at full speed from a large group. The bigger the pack, the worse your odds of escaping with a good start... Smart sailors know how and when to re-order their priority list because every race presents a different set of conditions. There are times when the favored end is closest to the favored side of the course and it is better to just bite the bullet, start in the pack, and take your chances.*

***A lot can happen to wind direction in 10 minutes, so double check your favored-end line readings with 3 minutes to go.***

Whatever strategy you and your crew adopt-how, where and how fast you start-can determine the outcome of the race.



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	Term Expires
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Kevin C. Cain, Secretary & Treasurer	2012
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- George P. Edmonds, Jr.
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- Boardman Lloyd
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**Subcommittee on Rules & Measurements**

John C. Kiley, III, Chairman  
Boardman Lloyd, Vice-Chairman



The **Wianno Senior** is a historic one design boat that is raced on weekends during the summer. Since the summer of 1914, generations of families on Cape Cod have been racing Seniors off the coast of Cape Cod in Nantucket Sound. For more information on the history of the Wianno Senior class, please visit [www.wiannosenior.org](http://www.wiannosenior.org).

In December 2003, a fire at a local boatyard destroyed about 100 boats, including 21 Wianno Seniors, nine of which were from the WYC fleet. In spite of this, the Wianno Senior local racing fleet has re-grown to become as strong and numerous as ever.

The Wianno Yacht Club organizes races for Wianno Seniors from June through August; Hyannis Port Yacht Club also hosts a fleet of Seniors in season.

Visit our website for more information of interest to Wianno Senior sailors and those interesting sailing with them. In particular, it provides the name of boat skippers and potential crew, announcements, racing information and links to other resources of interest..

If you are interested in participating in the Wianno Yacht Club races as owner or crew, please contact Wianno Senior Fleet Captain Stewart Roach at [sroach2197@aol.com](mailto:sroach2197@aol.com) or call the Wianno Yacht Club at 508-428-2232. We look forward to seeing you on the water.

*Photographs above and left courtesy Of [petermcgowanphotography.com](http://petermcgowanphotography.com)*

*Many thanks to the following for their contributions to the May 2011 WYC Senior Fleet ENews: Kevin C. Cain, Mary Lotuff Feeny, Andrew Pesek, Stewart J. Roach and Marine Consulting Services.*

**We're On The Web!**  
[www.wiannoYC.com/wianno\\_sr.php](http://www.wiannoYC.com/wianno_sr.php)