

Wianno Senior Class Association



Fleet E-Newsletter
May 2009

MAX CROSBY RACE 2009
JUST WEEKS AWAY!

June 13-14, 2009

35 years young and just weeks to the starting gun! Spring's burst of warmth and boatyards humming promises a full entry roster for the 2009 Max Crosby Race June 13 and 14. Hosted by the Wianno Yacht Club each June since 1973, the Max Crosby Race showcases the Wianno Senior Fleet in a friendly weekend competition early in the season. **To register and for more information, click [here](http://www.wiannoYC.com/maxcrosby.htm)** or visit <http://www.wiannoYC.com/maxcrosby.htm>



Max Crosby Race 2009 - Schedule of Events

Saturday, June 13th

0850 Wianno Seniors Skippers' Meeting
0930 2009-2012 Rules Briefing/Discussion
1100 Luncheon Service Begins
1300 First Warning signal
1600 Post Race Birthday Party at the WYC

Sunday, June 14th

1100 Luncheon Service Begins
1300 First Warning signal

SENIOR TIDINGS, TIDBITS & TALL TALES



S/V Amusing during refit at Maine's Hinckley Yacht Yard Winter of 2009.

Steven Haley's #186 Amusing has undergone a top-to-bottom refit Downeast. She is sporting fresh Awlgrip® topsides, a bottom job second to none and fresh non skid. Replacement control lines feature the latest technology while the rig has been made more safe and reliable. HOWEVER, hull and topsides are only half the story...

Amusing will be campaigned by a NEW syndicate formed from the top sailors on the Wianno Yacht Club 420 Race Team including Skipper **Chris Haley, Casey Sunderland and Tucker Edwards**. These young sailors are the future of the Senior Fleet so please join us in welcoming them as they make their debut during the Max Crosby race!

SENIOR TIDINGS, TIDBITS & TALL TALES, Continued

Sally Hinkle's #183 Fantasy will re-join the active racing ranks for 2009 with a superstar celebrity crew onboard. Chartered by WYC alumna **Ery Largay**, **Karen Renzulli** (WYC Program Director), **Tim Wadlow** (2008 Olympian - 49'rs), and **Tim Fallon** (owner of catboat "Kathleen"), this will no doubt be a team of contenders. Each crewmember is a former **Inter Collegiate Sailing Association** All-American and together comprised *Team Whishbone* a highly competitive team that swept the ISAF Team Racing World Championship in 2005 and finished runner up in 2001. Considering the talent on board, the biggest question remains, WHO will be at the helm? Stay tuned!



The newest member of the Wianno Senior Class, **Terry Martorana's #213 Aria** made her debut in mid May followed by a celebratory launch at Osterville's **Crosby Yacht Yard**.

Scuttlebutt from Hyannisport has it that **Charles Lyons' # 174 Sea Lyon** will be ready for the 2009 Max Crosby Race following an unscheduled visit on the Hyannisport breakwater in 2007 and subsequent refit at the Hinckley Yacht Yard in Portsmouth, Rhode Island.

Chris Wooten of **Berkshire Wooden Boat** reports that that **Katherine Kittredge's** vintage 1948 **#115 Hazel Coe** is being evaluated for structural repair at their location in Dalton, MA; **#36 Mimi** circa 1917, previously thought to have broken up, has surfaced in Plymouth in the hands of **Todd Palavanchi**. **Dick Ulian, #7 Tirza** (currently in restoration at the Museum of Yachting) has located two Classic Seniors in New York State: **Peter Sandford's #26 Whisper and #72 Mischief** which is available for sale and owned by **Yourij Donskoj**. Berkshire Boat also reports that the restoration of their own **#10 Shangrila** will begin upon completion of **Stephen Lindo's #60 Twyla** in the summer of 2009.



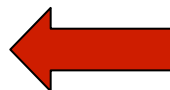
#115 Hazel Coe



#36 Mimi



#72 Mischief



SENIOR FLEET TIME CAPSULE

Can YOU Identify This Dashing Young Man Sitting In The Photo?

Send Your Guess By Email to Senior Fleet Captain,

Stew Roach SRoach2197@aol.com or simply Click [Here](#)

The 1st Three correct answers will be acknowledged in the next Senior Fleet E-News!

RACE TIP OF THE MONTH

Driving With The Hand Brake On & Tacking

The rudder is nothing more than a brake. The less you touch the brakes the faster you'll go. It's that simple. - Lew Gunn



Managing The Helm

So many tales of Wianno Senior Sailing revolve around epic struggles with the tiller. *"...two feet on the leeward bench front, knees locked, white-knuckled fists side by side on a straining tiller with whirlpools pouring off the trailing edge of the rudder..."*

"Helm" and ways to reduce it are perennial challenges when sailing Wianno Seniors: if you are experiencing excessive helm, you are creating excessive drag and going slow. Years ago the solution was to rake the rig forward and "balance the helm" as **Jack Fallon #120 Marna** did masterfully always achieving just the right balance. Some say it was **Tom O'Toole's team on #173 Scarlet** who pioneered the "deck-sweeper" jib that put an end to the "mast-rake-forward" era for everyone. Assisted by modern cordage and ball bearing blocks, a distinct advantage is gained sailing upwind by removing most, if not all, of the mast rake. Anyone who has ever sailed a windsurfer upwind knows how critical removing rake can be: a Wianno Senior responds the same way. **So, what the Helm?**

Achieving maximum upwind speed depends upon the ability of Skipper and Crew to precisely balance the boat while driving all of the sail's harnessed energy towards propelling the boat forward. Fine tuning the outhaul, peak, main sheet trim, jib trim and Crew weight distribution each contribute importantly to finding the "sweet spot" of a balanced helm. Newer Wianno Senior sailors would do well to seek advice from those more seasoned in the battle of the helm or to closely watch and emulate the settings of those race well upwind. How do you know when you have found just the right combination of settings and weight for an optimally balanced helm? You know when the tiller is released and the boat holds her course for longer than you thought possible. **Don Law on #197 Cochenoe** describes the proper balance as "when the settings are right, the tiller needs just the slightest tug every few seconds only to keep the bow down." So remember, to Keep from "Driving With The Parking Brake On," don't put up with excessive helm. That magic setting for your Senior is "in there:" all you need to do is find it.

Tacking

One of the most common mistakes in Senior sailing is to over steer or turn too deep at the end of a tack. Momentum is the product of an object's mass and velocity: when driving nearly 2 ½ tons of a Wianno Senior, Skippers cannot afford to waste the already generated momentum following a tack. Instead, capitalize on the forward motion developed to get through your turn and swiftly onto the new close-hauled course.

Inevitably in any tack some boat speed will be lost. After tacking, Skippers find the boat in "first gear" and are eager to once again build boat speed. However, resist the temptation to steer lower than absolutely necessary after tacking. While it may feel good to steer a Wianno Senior "heavy," precious distance to weather will be burned in the process. Instead, when in "first gear" stay close to weather, focus on your sail trim and crew weight adjustments and second gear will quickly follow along with your top speed to windward. With the difference between 1st and 2nd in Senior Fleet racing often measured in feet, sailing away from the weather mark for chasing short term heavy air boat speed may just fritter away the foot or two separating 1st and 2nd place.

*Many Thanks To Wianno Yacht Club Commodore Andrew Pesek For Providing This Edition Of
Racing Tips And Photographs From The WSCA Archives.*