



# WIANNO YACHT CLUB SENIOR FLEET E-NEWSLETTER



MAY 2010

## 2010 WIANNO SENIOR RACING SERIES OPENS WITH MAX CROSBY RACE JUNE 12- 13, 2010

Just a few weeks remain until the kick off of the 2010 Wianno Senior Racing Series! As always the season begins with the Max Crosby Regatta on **June 12 and 13, 2010** which has been hosted annually by the Wianno Yacht Club since 1973.

Skippers, crews, fans and guests are invited to attend the post racing cocktail gathering on the WYC Club lawn Saturday afternoon. Last year a record 14 boats turned out for the Max Crosby – let’s aim for even more this year!

Please visit [www.wiannoyc.com](http://www.wiannoyc.com) for Max Crosby Regatta details.



Max Crosby Regatta 2009

### Attention Max Crosby Regatta Skippers

The Wianno Yacht Club is hosting a **review of rules changes** to the 2009-2012 **Racing Rules of Sailing** on Saturday, June 12<sup>th</sup>, immediately following the Max Crosby Skipper’s Meeting. As a reminder, any infraction caused by a competitor inside two boat lengths of a mark rounding shall be required to complete a penalty that consists two circles consistent with a 720. Any other infraction by a skipper not within two boat lengths of a mark rounding shall only have to complete a 360 penalty. Please see the Wianno Senior Fleet website for [Notice of Race and Sailing Instructions](#).

## Max Crosby Race 2010 - Schedule of Events

### Saturday June 12<sup>th</sup>

- 0830 Skippers’ Meeting
- 0850 2009-2012 Rules Briefing/Discussion  
(Doyle Sails Here for Deliveries)
- 1300 First Warning Signal
- 1630 Post Race Cocktails: WYC Lawn

### Sunday June 13<sup>th</sup>

- 1100 Luncheon Service Begins
- 1300 First Warning Signal

## SENIOR TIDINGS, TIDBITS & TALL TALES



S/V Smoke #214

The Wianno Senior Fleet continues to expand with the addition of **Joe Lotuff’s Smoke #214** built & finished by Shaw Yacht of Rockland, ME and rigged by [Guck, Inc.](#) of Bristol, RI. Rumor has it that **Smoke** will make her debut during the 2010 Scudder Cup Series. Two time Scudder Cup winner Frank Saul **Yankee Dime #150**, will drive the new boat this year with the **Yankee Dime** crew. **Yankee Dime** will continue to race ably with family and local friends as crew.

## SENIOR TIDINGS, TIDBITS & TALL TALES, Continued



Italian Press Covers  
Launching of Wianno  
Senior Italia Fleet

Richard W. "Gordon" Burnes, Jr. and family will return this season to regular Senior Series racing onboard **Madeline #207**. Fleet welcomes also go to: **Bill O'Connor** of **Bellona #212**; **Arthur & Maureen Demoulas** As Yet Unnamed **#215**, and three (3!) more **#216, #217, & #218** in Europe built by Wianno Senior Italia. ([www.wiannosenioritalia.com](http://www.wiannosenioritalia.com))



Burnes Family Onboard S/V Madeline #207

## 2009 SCUDDER CUP HIGHLIGHTS:



Left to Right: **Mad Jack** Skipper Jack Hamilton makes his victory speech; Scudder Skippers are recognized at the final awards dinner and the fleet's youngest crew of **S/V Amusing #186** gather on the Wianno Club lawn.

**Jack Hamilton's Mad Jack #206** handily won the 2009 Scudder Cup with a total 557 points. Although several skippers were "in the hunt" going into the last weekend of racing--**George Largay's Eowyn #202**, **John Fallon's Heritage #199** and **John Gregg of Pieces of 8 #188** – in the end, each came up short. **Mad Jack** held on to win by sniffing out a 30 degree wind shift and catching the "last flight out" to the finish line. Skippers who "stayed left" met their fate and fell way behind. Congratulations to **Skipper Hamilton** and crewmembers **N. Fowler, P. Hopple and E. Sullivan** for a fine series victory!



Scudder Cup Action

## RACE TIP OF THE MONTH Minimize Your Tacks!

Experienced skippers know that Wianno Seniors should be tacked as little as possible: a maximum 3-4 tacks per upwind leg and fewer times in light air. Skippers and Crew will do well to develop an upwind strategy that minimizes tacking especially in less than 10 knots of breeze. Why minimize tacking? Tacking Wianno Seniors invariably decreases boat speed and requires several minutes to re-gain the momentum lost in the tack often giving up precious boat lengths. It is sometimes wiser to "follow the leader" when approaching the windward mark than to sacrifice boat speed to a tack in pursuit of clean air. Often it is better to stay on course, temporarily "breathe the bad air" and make your next, better move on the downwind leg. Above all: make every tack count!

*Many Thanks to WYC Senior Fleet ENewsletter Contributors: Fleet Captain Stewart J. Roach, Webmaster David Trimble, Kevin Cain, Esq. (racing tips), Mary Lotuff Feeney and Peter McGowan (photography) and Leona Roach, Marine Consulting Services.*