



The Pennant

22 July 2020

Newsletter of the Cayuga Lake Cruising Fleet

Whan Zephirus eek with his sweete breeth

“When the West wind also with it’s sweet breath [oh! Indeed!] inspired hath in every holt and heeth.” Yes, when the West wind blew and breathed life into every wood and field, yes, oh, yes, that’s where we were! And Chaucer predicted it so well – knew it so well! I’m sure that I’ve already expounded upon the phenomenon and yet never so completely, so thoroughly, so poetically as Chaucer. And never so completely, so thoroughly, and poetically as this past weekend itself.

Yeah, verily, I bring to you the tales of the madness, alas, that lies in the West wind! Tales of days when it is foreordained that there shall be 15kts of Southerly and yet, and yet... And yet on arrival at the location of the beginning of one’s journey one should only find, oh! But 5kts or perhaps even a touch more from the North!

Right, so, uh, it was pretty weird showing up to North winds when South were predicted. But it still was pretty pleasant out as a day; low 80s and just a touch of sun. Our intrepid Fleet Captain [I really must find another adjective to describe Fleet Captains – I’m quite certain that I’ve been employing exactly the same one for any number of years now despite changes in the person embodying said captaincy] called for a virtual mark rounding of distance D! D I tell you! Four miles in each direction (for the reference boat)! D! While the winds were displaying quite the opposite of predictions! D indeed! Because the Fleet Captain trusts, and rightly so, the coming winds more than the current winds! Seems fair enough and, gosh darn it, if it doesn’t just work, too!

And so... And so, as so many times before, and so... There we were... And the winds shifted... Shifted to closer to the prescribed direction and certainly much closer to the prescribed speeds and we were off – screaming up the lake!

Although, yes, of course. As I mentioned, it was Zephirus who turned out to be in charge of the day, now, didn’t it? Zephirus and his sweete breeth. Well, on a (sunny enough) warm day with winds from the West what we get on our lake is, frankly, crap [pardon my language!]. Or, rather, in the middle of the lake and getting to the East side we get something that is more-or-less West but on the West side and getting out to the middle it is generally not all that and apparently from any old direction on the left half of the compass.

And so it was that *Quetzal iii*, the Durkee Cape Dory 28 helmed by Witherups screamed ahead of the fleet at the start! Screamed, I tell you! Screamed because we were allowed (not being a fleet boat!) to start in the middle of the lake and thus we were where there was wind for the start. Many others languished inside – in the lee of the land – for some time before finally escaping and catching a breeze. Many others including the Stephens Corsair 28, *Trevelyan*, the Bonniwell J/112e *Mojito*, the Ford J/100 *Galaxy*, the Bullock, Feavearyear

and Fewtrell J/24s *Adelante*, *Snitch* and *Mehitabel*, respectively, the Alsen Tanzer 25 *Fantasy* and the Gerretsen/Oldemanns Rival22 *Bacchae*.

Of course, *Qiii* didn't scream on ahead for the entire race as that would require a serious PHRF adjustment relating directly to the boat itself and its capabilities measured, quite honestly, against and with the capabilities of its crew. Sure looks, to your humble narrator like an addition of 60 points would surely be too few for all of the reasons listed above. Oh! But I digress! Oh, how I digress! Indeed, despite and indeed because of the unfair and unchanging (why was that again?) ratings *Qiii* was passed and passed and passed again both going up and coming back. [That's just a little shout out to the ratings chair – we haven't asked for a ratings adjustment. But they should probably be done automatically – we're actually pretty darned good sailors 😊 – just ask us!]

Although coming back was certainly interesting, to say the least. *Snitch* passed *Qiii* doing well more than a knot more boatspeed and probably, frankly, going 2 or even more knots faster! What the heck!?! Well, *Snitch* did have her chute up, it must be said, but... But why??? It was a beam reach and often a close reach! (And often a hard beat and often a dead run! All in the span of a few minutes and all sailing the same course! Oh, damn you, Zephyrus, damn you!) But *Qiii* took this lesson and learned and popped her chute. Popped her chute with the pole hard on the headstay and hard on the bow pulpit -> flying her like a Code 0 more than anything else. And the big J boats passed to shoreward (to the West!) flying their bigger proper asyms...

And *Snitch*, closer to the middle of the lake and getting back to near Crowbar, just couldn't hold her chute any longer and dropped it. And *Qiii* saw the writing on the waves and dropped her own. And... And from what I recall, *Trevelyan* didn't even bother trying to fly hers... And yet we had *Mojito* and *Galaxy* sailing in – quite close to shore and with large asyms in the air. And that kind of worked, a little, ish. Kind of worked for *Mojito*, somehow, that is. Perhaps she was really only running with her J1 up and not an asym. *Galaxy* certainly had her big asym up and we saw it in all of its glory above the water and could guess at where it was below the water when it wasn't to be seen.

Because, again, Zephyrus was there. And his sweet, sweet breath was punchy and from every direction. And when it was from too far forward it was from too far forward and the Ford boat was over quite a bit with a fair amount of canvas on and in the water.

Bacchae took the outermost (most Easterly) line in the bunch (the bunch was basically all of the boats but *Trevelyan* who had shot off the front – probably by staying East enough throughout the race to have consistent enough winds to actually move the entire time) and seemed to be doing quite well on this tack – passing, as *Qiii* had before, all of the boats on an inner line.

And as with all good things the race did come to an end. *Trevelyan* was so far off the front that it's hard to say what they actually did. Then there were the rest of us. The real dramas that I know of were the ones that I saw viz. *Qiii* and *Mehitabel* battling it out for the finish... *Mehitabel* had an inside line but *Qiii* had more wind on the outside but *Mehitabel* was much closer to the pin and that inside line took it this time. The other drama was *Bacchae* who didn't, alas, cross the finish line. Had I remembered to actually bring my radio on board I would have hailed her but such was not to be. They still looked fantastic and sailed well out there and get a better score than a boat that didn't compete on the day!

Memory-Map Summer Virtual Mark Series Results Thus Far

Rank	Boat	R1	R2	R3	Total
1st	Trevelyan	1.0	1.0	1.0	3.0
2nd	Snitch	3.0	2.0	3.0	8.0
3rd	Mehitabel	2.0	3.0	6.0	11.0
4th	Galaxy	7.0	4.0	5.0	16.0
5th	Quetzal III	5.0	5.0	7.0	17.0
6th	Fantasy	6.0	6.0	8.0	20.0
7th	Mojito	4.0	16.0 DNC	2.0	22.0
8th	Bacchae	8.0	7.0	10.0 DNF	25.0
9th	Adelante	13.0 DNF	9.0 RET	4.0	26.0
10th	Phoenix	13.0 DNF	16.0 DNC	16.0 DNC	45.0
10th	Slippery Fish	13.0 DNF	16.0 DNC	16.0 DNC	45.0

You can probably figure out how people did in this last race by looking in the R3 column! The "1st" row is sure looking uniform. Good thing we've got another 6 races to go – got to give those other boats a chance at something! 6 races to go, using something like our normal buoy racing rules and with 2 throwouts on the series – FYI!

MMSVMS buoy racing Sunday!

So Sunday July 26 we will hold races 4 and 5 in the MMSVMS! These are races around the marks... Skippers' Meeting at the South Pavilion at 12:45, first race starts at 1:30. Rules will be posted at the South Pavilion and will strongly resemble the Spring Series rules, I'm sure. If you need a copy ahead of time please email me and I'll pass that request to the appropriate folks and make it happen.

Sheldrake Cup Sunday July 26!

Sunday the 26th we'll race and rally up to Sheldrake Point. We will get some final details worked out this week and get those to you in next week's Pennant. Generally this one features a Bermuda start with the slowest boat starting at 8AM and faster boats starting later based on their racing handicap. We raft up somewhere near the Point and enjoy lunch before sailing back together.

And... We encourage you to come out with us for this one! It's an easy "race" and way to see what it's like to sail a little further than you might normally. There are plenty of boats around so if you get into trouble there are people who can help! Not that you'll get into trouble because that's not what it's about at all – it's about sailing up the lake together and having fun out there!

Mark on the loose!!! Reward offered for its safe return!

Crowbar mark is on the loose! Reward offered for its safe return! And if you just find it out on the lake somewhere take a GPS location and let us know ASAP and we'll get out there as quickly as we can and try to recover it ourselves! It's sitting low in the water, as you can see in this picture, as it has 70' of chain and a few anchors at the bottom of 100' or so of line (~170' of line total!). The aluminum light base on top of the mark is very sturdy – you could loop a line through that and tow it back to the general vicinity of the Yacht Club. If you do this, I'd advise towing more in the middle of the lake where it's deep and the anchors won't catch! Then approaching IYC you might want to tow it in close enough to the North docks that the anchors will catch and hold it in place at least some! Don't come too close to the racing mark right off of the Point – that has multiple anchor lines going in different directions and you wouldn't want to catch on those! But, please let us know if you spot it! We really appreciate it!!!



Charles Witherup

CLCF Secretary

CLCFCrew@gmail.com

<http://www.CruisingFleet.org>