



# The Pennant

21 June 2021

Newsletter of the Cayuga Lake Cruising Fleet

## The short and dry version of events:

We had Sailstice/the Sheldrake Cup mostly without wind but we raced and it was challenging and great and see you out there next year.

The Latitude series begins Sunday, June 27. We will do two races a day. Each race is North, around a virtual mark, home. Competitors' meetings will stay at 12:45 with the first race at 1:30. Sailing instructions and virtual marks are attached.

NO RACES July 4 weekend!

## A less short and less dry version of the Sheldrake Cup!

Here is a less short recounting of the Sheldrake Cup as given to us by the crew of *Spindrift* a Marshall brother O'Day Daysailer:

[...] the most memorable part of the Summer Solstice race to Sheldrake for us was the dramatic start. As some may know our Daysailers don't have an assigned PHRF. They do have a Dixie Portsmouth Rating of 99. Applying the accepted conversion factor of 6 X DPN minus-330 = 264. Upon informing the race director of this number she quickly responded, "you better go start right now" ! So, we did. We motored up to the starting line and broke the plane at precisely 8:36 and announced it on VHF. From that point we drifted agonizingly backwards in some mild southerly current. With almost zero wind we could hear the other competitors still lounging in their cockpits sipping coffee and eating Krispy Kremes laughing about our predicament. However they were about to face the same weather when their start time approached. Bill and I suffered the humiliation but didn't give up. It took us 93 minutes to finally sail back to the starting line. Surely a record that will stand for years at the Cayuga Lake Cruising Fleet.

Thank you for the wonderful story, Mike! You and your brother (that's Bill Marshall – for the rest of you!) were good to have along and enjoy the messy weather with us. As far as I am aware, yes, 93 minutes to finally cross the starting line is a record and as the official keeper of the records I'm going to affirm it as such! Congratulations (???)!!!

[And if you're ever wondering what to do with your time a few hours a week for a few years I'm sure that we can find you a place as the new chronicler of record for the Fleet and you can give yourself other records to go along with that one!]

## Another unshort and undry telling of the start of the race

You might think, based on the previous section, that the weather wasn't all that for our annual Sailstice. Well, you'd surely be thinking... And yet we had exquisite sailing weather for all those heading up and down the lake.

It was probably in the low 80s but lightly overcast and, truly, from 2 to 4 PM or thereabouts the winds held reasonably steady from the West at very near 15 kts. We held a beam then closer reach at a quite a high pace and had some of the best and most consistent sailing of the year.

Of course, as Mike mentioned, above, the race putatively began around 9 AM. That was great and all but for the lack of wind in the region of 9 AM. Indeed, the wind was not steady at above 3 kts until after 1:45 PM and had only gently gusted to above 5 during a few brief minutes two times between the hours of 8:30 AM and the 1:45 PM just mentioned.

There was some South current close to shore, as well, perhaps as a few tiny (tiny) puffs of wind that may have come from the North which, together, had, at one point, *Viento* moving backwards from the starting line at a startling speed (at least .4 kts) in the direction of *Mehitabel* (who had started racing at least 10 minutes earlier than *Viento* but had yet to make it as close to the line). Much excited discussion of rules went on as people variously talked about windward, leeward or overtaking boats or the like. It wasn't ever really determined who had rights but *Viento* turned out to have enough momentum in reverse at this point to avoid a collision and all was deemed good by all parties involved, I'm sure.

### And they were off!

"Off" as in "the race had begun (quite some time earlier)" not as in "they were making headway", of course.

My GPS tracks show on the order of 2 hours 15 minutes total of zero boatspeed. I do see that our maximum negative velocity was around 1.4 kts up near Near Maplewood. We were apparently reaching across the lake to the East at that point but were losing an incredible amount of distance over ground due to slip and current.

After a few hours and a bit of bobbing around on the lake the RC declared it was lunch time! And with the forecast winds of ~8 SW it should have been lunch time – at O'Malley's! But, hey, we were all still within 1/2 mile of IYC at this point. The RC and *Mehitabel* went in (abandoned) and up for lunch at the Pines – passing RC duties off to *Viento*.

The new RC shortened the course to "some point off of Taughannock".

Another half hour of bobbing and *Viento* attempted to pass RC off to *Grey Owl*, who demurred, then to *Mojito*, who demurred, then to *Adelante*, who demurred. (The RC forgot to try to pass it off to *Spindrift*! Sorry gents!) It seemed, from *Viento*, that the other boats understood that if they took over as RC that *Viento* would bow out. That was, in fact, surely the case.

And another hour of bobbing. *Adelante* tried to tempt the Fleet with sweets to halt the race. *Grey Owl* agreed but *Mojito* demurred and, as is written in our rules, a change of rules on

the water (the nuclear option) requires unanimity from those on the water! (*Viento* didn't voice an opinion in this particular call, I don't think.)

The RC proposed using the nuclear option to declare the first boat who had crossed the starting line, *Grey Owl*, as winner of the race! *Mojito* wanted to continue racing and *Spindrift* pointed out that in any case she had crossed the line first.

So we raced on.

*Spindrift* felt the futility in thinking anywhere near Taughannock anything like possible and abandoned the race to motor up to one of the brother's lake cabins.

The RC proposed shortening a second time – to **Crowbar** mark or to **Ladoga**. The boats remaining in the race chose **Ladoga** (as *Viento* was awfully close to **Crowbar** at this point, I imagine).

And finally, a mere hour and a half later, *Viento* took line honors and the race with an elapsed time of 4 hours, 12 minutes, 47 seconds. Back calculating VMG we get a grand total of .43 kts per hour.

Shortly *Grey Owl*, *Mojito* and *Adelante* rounded as well although, of course, 1:45 PM did arrive in the midst of all of this and thus we had a bit of fantastic sailing weather for the ride home.

We were to have met with 2 other sailboats at Sheldrake Point for the Sailstice. I hope they had a good time out on the water!

### Sheldrake Cup results and Distance Series standings

I don't do the scoring – I just write the newsletters – so these results aren't official or anything but they're probably close enough. We've held one of our four distance races and the results from that race are thus the standings in the series as a whole. That's probably something like this:

*Viento* (Witherup Columbia 30 Sport Sailor) 1

*Grey Owl* (Ford J/100) 2

*Mojito* (Bonniwell J/112e) 3

*Adelante* (Bullock J/24) 4

*Spindrift* (Marshall O'Day Daysailer) 6 (ret)

*Mehitabel* (Fewtrell J/24) 6 (ret)

### The Latitude Series – a bit more detail on that

The Summer Latitude Series features two races each Sunday. The races are from IYC, up the lake, around a virtual mark and back to IYC. Competitor's meeting will be at 12:45 PM and 1<sup>st</sup> race at **1:30 PM**. (Terribly sorry that the attached says 2PM. It's wrong from what I hear!)

In the Virtual Mark spreadsheet scroll down to your PHRF. The RC will call each race as a letter. Go to the column corresponding to that letter next to your PHRF. You need to sail from the starting line, around that virtual mark and back to the starting line. You should record the time you round the mark, the time you cross the finish and the position of other boats relative to you at the finish. The order that boats cross the finish line should determine the results of the race but things can get confusing in special circumstances!

## Virtual marks for that series and how to use the GPX files in Memory-Map

[Instructions brought to you by Memory-Map...]

The easiest way to use the GPX in the Memory-Map app is as follows:

- Open the zip file, select the file for the rating you want to use, copy and paste to your desktop (or wherever).
- Go to <https://memory-map.com>, and sign-in to your account (top right)
- Click "My Overlays" (top center) then "Upload" (bottom right)
- Next, in the Memory-Map app on your Mobile, use the Menu, Overlays, Menu, Cloud Sync

See <https://support.memory-map.com/401032-Cloud-Sync-demonstration>

If you have Memory-Map on a PC, and an older Garmin GPS, you can use the "Send to GPS" feature to program the Garmin.

Some Garmin GPSs show up like a thumb drive when you plug them into a PC, and you can just copy the GPX file onto there. The GPS should read it when you unplug. You can also use the Garmin "Basecamp" tool to import the GPX and program the device. Pretty much all GPS devices and software apps have some way to import a GPX file, which is the industry standard. It is also possible to key-in the lat and long for each of the 5 waypoints.

## Upcoming through July!

June 27, July 11, July 18: latitude races!

July 4: enjoy the holiday weekend!

The weekend of July 23: Night 50 mile race (date and time to be determined the week of the race)

The calendar is online!

<https://ithacayc.org/IYC-Sailing-Calendar>

Charles Witherup

CLCF Secretary

[CLCFCrew@Gmail.com](mailto:CLCFCrew@Gmail.com)

<http://www.CruisingFleet.org>