



The Pennant

22 August 2021

Newsletter of the Cayuga Lake Cruising Fleet

Gosh, those Red Jacket people sure are awesome

They missed us, too! And they enjoy having us up like we enjoy being up! They remembered, missed and asked about Clare and Tim – as did the rest of us!

In addition to the usual “Welcome Ithaca Yacht Club” sign we also had a “Welcome Back!” sign, a cooler of beer, a warm reception, a great meal and they had even planned a Sunday AM breakfast for us! I mean, good grief! Way to put it out there for us! You guys rock!

After dinner we had a “friendly” game of cornhole baseball which saw the home team beat the away team by a score of 142 to 0. OK, well, fine, I don’t know the final score as I wandered away from the game when the home team scored a no-runners-on-base 2 run homer. (A bag knocked another in and then followed it.) [I can certainly imagine something like this happening but if you take the “cornhole” out of the equation then stringing all of the words together again makes it sound quite beyond the possible.]

And because the RJYC people are so darned awesome we’re going to try EXTRA EXTRA hard this year to get some of them down to IYC for something! For anything! End-of-season BBQs? Who knows?!? But we owe ‘em a good time down our way!

Speaking of results...

The newsletter committee isn’t even going to ask the scoring committee for those today! Ha ha! But I can tell you about the Red Jacket Regatta and how that went!

We had three boats sign up to race:

- *Adelante* – the Bullock J/24
- *Viento* – the Witherup Columbia 30 Sport Sailor
- *Grey Owl* – the Ford J/100

But... You may recall from the Pennant of two days ago that *Viento* had blown her engine. So the *Viento* crew conspired with Caward to sail *Invictus* – Bruce’s Catalina 30 TM – in place of *Viento*. Still, as it turned out I was able to repair *Viento* and we ended up having eight total crew so we split that crew in half and took both boats up!

Friday saw other things, as well, including Saturday’s forecast which was for 80F, some rain and a whopping 0 (zero) to 1 (one) knots of wind between the hours of 8 and noon. This kind of gave folks a heads-up that perhaps we wouldn’t be making it all of the way up the lake on the day!

The actual race

We went with a Bermuda start on the race so the boats left using calculations based on ToD PHRF. That means that the slowest boat headed out first, the fastest boats left last and the placement order was determined directly by the finish order.

So, promptly, a few minutes after their starting time of 8 AM, *Invictus* (helmed by most of the crew but it seems principally by Lloyd) streaked across the start line (perhaps on leftover motor momentum) and then kind of bobbed around. *Adelante* began racing a few minutes later. A bit after 8:30 *Grey Owl* and *Viento* began what would be hours of trading tacks and the lead... “Racing” and “trading [...] the lead” as there had really not been any wind to speak of in the first half hour of the race so these two sport boats “rapidly” overtook the rest of the fleet. [So many words in quotes!] Tacks and positions were fiercely contested between *Viento* and *Grey Owl* for over two hours – until *Grey Owl* caught the wind that popped up on the west side of the lake. It took *Viento* at least twenty minutes to work her way over to the wind and by then *Grey Owl* had a lead of well over half a mile – a lead that would only lengthen as the race continued.

Liz had stated, before the race, that if we hadn’t made **Crowbar** in three hours then she’d foreshorten the course to Taughannock. Well, it only took *Grey Owl* two hours (and a bit) to reach **Crowbar**! And by the time 11 (and a bit) rolled around she was already at Taughannock! Still, getting to Taughannock by 11 (and a bit) did not give any hope, whatsoever, of reaching Red Jacket in time for dinner (or even in time for bed, frankly) so the course was reset as being to Milliken Station and back to the starting line (or ~3PM – whichever came first).

Grey Owl turned first, of course, and popped her big chute. *Viento* followed suit at about the same time as when *Grey Owl* was being swallowed by the rain down near Taughannock.

Grey Owl crossed the line for the win at maybe 3:05 and then the remaining competitors were promptly finished in place by the RC in order to allow all to have enough time to motor home and get to Red Jacket in time for dinner. So the finish order is:

- *Grey Owl* 1 : she takes the official red jacket!
- *Viento* 2
- *Adelante* 3
- *Invictus* 4

Distance standings

[Insert standard disclaimer about standings and finishes here.]

Ooh... Last time I didn’t even bother to make a table of my unofficial results for the Distance Series. Well, I’ll just continue with the trend... Let’s see...

Grey Owl has 4, *Viento* 6, *Mojito* around 10, *Adelante* around 12, *Wild Guinea Pig* is more than 15? The order of these boats feels right but the specific scores (after *Viento*) are probably wrong. Don’t worry about it – we’ll get it sorted before the trophies go out!

Unless something amazing happens in the last race it looks pretty good for *Grey Owl* to take the series. Still... John and crew are going to have to stay on their toes to make that happen – no slacking off or missing of wind lines!

Upcoming

The upcoming list the same as the one I published two days ago minus the Red Jacket Regatta. Remember what it said?

Well, here is a tiny bit more detail on that. The Fall series begins next Sunday – August 29. There are 2 races a day. The competitors' meetings are at 12:45PM and the first starts are at 1:30PM. The PHRF-LOW boats sail the same course but start 5 minutes after the rest of the fleet.

(As shown on the calendar! <https://ithacayc.org/IYC-Sailing-Calendar>)

21 August: Red Jacket Regatta

29 August: Fall 1&2

5 September: Fall 3&4

12 September: Fall 5&6

18 September: Day 50 Mile Race

26 September: Fall 7&8

Other exciting Fleet stuff

You (yes YOU!) could be the Fleet Secretary! As Fleet Secretary your duties would include, I suppose, writing the Pennant and getting that out in some fashion! It's nice to keep archives of things (email addresses, Fleet members, Pennants) in some kind of way that allows the rest of the board access but, hey, you'd work all of that out with them!

There are a few big bonuses associated with being Secretary! You:

- Get a doodad at the end of the year (glass, mug, flag, whatever the Fleet is giving the board that year)
- Get to write history however you like!

And, get this, these bonuses just KEEP ON GIVING! You'll get a doodad every year you're in office and for the history side you can make up whatever you want whenever you want! History is not written by the winner – it's written by the one who volunteers to take the job! And, really, what are they going to do if they don't like what you've written? Oh, well, ahem. They might write you and the rest of the board and ask you to stop doing that but this rarely happens! You have huge amounts of freedom to see to it that it goes down in writing just the way you like!

Red Jacket filler

Viento was on the water for around 7 hours 45 minutes. 1 hour 15 minutes of that was considered, by one hand-held GPS, motionless. Our average speed was 2.8 kts with a maximum of 8 kts (hit on a reaching leg with our biggest chute up). We sailed the whole course (didn't motor back) and covered 22 NM total.

Charles Witherup

CLCF Secretary

CLCFCrew@Gmail.com

<http://www.CruisingFleet.org>