

The Quantico Yacht Club had a very successful Spring Tune-Up Race and Marina Open House this past Saturday. With an unfavorable weather forecast in hand, eleven boats showed up and raced where the actual weather was not too bad. The temperature was in the 70s and aside from a little fog and mist, the rain help off until well after the race and the party on the shore was finished. The wind was the big disappointment as this year we had an average wind speed of 3 knots with just a short period of 8 knots of wind. For several stretches of the race course 1-2 knots was the norm - very short of the 15-30 knots of wind we have had in previous years. We had 4 yacht clubs represented with the QYC, Daingerfield Island Sailing Club (DISC), the Pentagon Sailing Club (PSC) and Neabsco Creek Yacht Club all showing up to participate in the race.

The QYC racers (*Rhumb Runner* [Cal 35], *Liquidity* [Beneteau 49], *Music Maker* [Catalina 309], *Stacy Lynn* [Pearson 30], *Te-Keel-La* [Catalina 310], and *Refuse 2 Lose* [Catalina 309]) acquitted themselves well with very spirited competition throughout the race and multiple changes in position throughout including a photo finish at the end between *Liquidity*, *Music Maker* and *Stacy Lynn*. At all of the marks it is noted there was quite a bit of jockeying for position to make the marks, and the QYC racers did display exceptional tactics and presence.

Refuse 2 Lose, in her very first race, surprised the QYC field with a very spirited and well run race. Jimma Pelland assisted by his home grown crew of Kade Pelland (age 4) and Hailie Pelland (age 6) sailed *Refuse 2 Lose* into an early lead, leveraging her brand new sails and oversized Genoa, overcoming a short dispute over "Cocoa Puffs" and lack of an early afternoon nap, until succumbing to the very light winds and the danger of running aground just short of the finish line in the extremely fickle winds. In a spirit of outstanding camaraderie, *Liquidity* offered up "Captain Crunch" to the crew of *Refuse 2 Lose* to resolve the "Cocoa Puffs" dispute.

Ray Boisvert, the Dean of QYC racing, noted *"It was not sail trim as much as it was the differing wind lines ... the size and weight of the jibs makes a big difference in the lighter air ... My 150% headsail is great to have when there is enough wind to make it fill. In Saturday's race, the wind was so light at times that the jib was dead weight and no pole was going to make a difference. That was when we decided to change to the drifter. A light weight jib (smaller in size, made of lighter weight cloth, or made of Mylar/Kevlar) will outperform heavy cruising jibs. But, for the most part, being where there was wind was the biggest factor Saturday ... Also, going up wind (especially in light air) I cannot point as high as Te-Keel-La, Music Maker or Rhumb Runner so I footed off to get speed and looked for the new wind. At the 41 turn we were able to stay close. Sometimes pointing too high slows you down too much...foot off get speed and let the apparent wind move forward and then point up. A boat that has speed and riding a wind line will always out point an identical boat ahead that is moving slower awaiting the same line. And they will and did just cruise on bye!"*

Due to the lack of wind, several creative solutions were tried to gain an advantage to little effect. One in particular was, well a bit outside the rules and determined to be ineffective as you can see in the photo. To Paraphrase Ray Boisvert a *"headsail is great to have when there is enough wind to make it fill. In Saturday's race, the wind was so light at times that the jib was dead weight and no pole was going to make a difference."*



Figure 1 Liquidity Captain Sean McNulty Desperately Seeking Something to Fill his Genoa With

on *Dark Star* managed to sweep the winners circle followed by *Snow Goose* from Neabsco Creek Yacht Club. With the exception of Doug Savage sailing his large and new to him Pearson 37 with masterful sailing, the day was carried by the smaller and lighter boats with high performance sails who could exploit the light air for speed. The final race results are below. Doug's comments on the race along with a nice picture of *Dark Star* are below.



Figure 2 *Dark Star*, the New Boat to Beat from DISC, Sitting Idly in Her Slip Waiting for Her Next Adventure

Doug Savage noted: *“The QYC Spring Tune Up was our first away regatta for DARK STAR (DARK STAR: a star whose gravity is so intense that it swallows its own light). We motored down Friday night with BLUE BOAT, on the ebb. Happily, our 6.5 ft draft fit into the basin, allowing us to enjoy the hospitality of our old friends all night long, followed by the obligatory S&G breakfast of SOS. Race day brought ESE wind at 4-10kts, with a strong ebb tide. Our race plan was to make maximum use of the tide and mitigate the wind shadow of the trees on the easterly winds. We used at light #1 headsail and an all-purpose spinnaker. We carefully positioned up tide of the start, measuring the speed of the tide so that we could not get swept over the line. Our start was good, and the upwind to buoy 41 took us well to windward of the majority of the fleet. Guarding against a dying wind, we tacked over to the Maryland shore to get up tide of the weather mark, so that we would not be swept past if the wind failed. After rounding, we set the chute and drove back out into the river to get clear of the wind shadow of the trees on the eastern shore. We averaged about 5 knots all the way to the power pole #6, briefly stripping the chute so we could beat up and around it. We reset the chute, crossed the river, and attempted to carry it all the way home. Alas, we ended up dropping it off Possum Pt. and sailed upwind to the finish. We were about 15 minutes ahead of the next boat, BLUE BOAT. After we put the boat away, the crew took a nap, and then headed over to listen to the music on the pier while we watched the fleet finish. The BBQ was great! The band played every song I ever owned on an 8 Track.”*

The final question revolves around the name for *Blue Boat*, which actually has a red hull and flies a yellow spinnaker. Red and Yellow when combined together give you Orange. This might be a mystery for the ages as Bob Soli, skipper of *Blue Boat*, has uncharacteristically remained mum about this except to say that is the name of the boat. And in a final twist to the story, managed in the light air conditions to not broach the boat with his spinnaker and sail an excellent race.

After the race, all the crews returned to the dock and enjoyed the rocking sounds of QYC member and racer David Robinson's band Jaded Davey, food from Gunny's Bar-B-Q, Leukemia and Lymphoma Society exhibits with Kaitlin McTighe (Kaitlin.McTighe@lls.org) promoting the Society and the upcoming Leukemia Cup in September, Sea Scouts, flare demonstrations, USCG Auxiliary boat inspections, and the MCB Quantico Security Battalion showing off their enforcement boat.

Table 1 Final Race Results of the 3rd Annual QYC Spring Tune-Up Regatta

Finish	Boat Name	Captain	Yacht Club	Overall Time (Minutes: Seconds)	PHRF	Final Score (Seconds)
1	Dark Star	Doug Savage	DISC	102:42	102	5802
2	Blue Boat	Robert Soli	DISC	121:42	213	6387
3	Runneth Over	Bill Davenport	DISC	133:39	246	6789
4	Snow Goose	Clark Baker	NCYC	164:44	246	8610
5	Rhumb Runner	Marty Spitek	QYC	155:06	137	8621
6	Liquidity	Sean McNulty	QYC	158:11	70	9141
7	Music Maker	Charlie Hazard	QYC	199:30	189	11025
8	Stacy Lynn	Ray Boisvert	QYC	202:21	186	11211
9	Te-Keel-La	Ray Williams	QYC	226:25	186	12655
10 – FIP	Refuse 2 Lose	James Pelland	QYC	226:26	186	12656
11 – FIP	MacGregor 25	Tom Cordell	PSC	226.27	222	12657
12 – BWB	Paradiso	David Robinson	QYC	000:00	198	00000
13 – DNRL	Good Trade	Robert Lang	QYC	000:00	186	00000
14 - DNRE	Pixie Dust	Ken Beutel	QYC	000:00	156	00000

Legend: FIP = Finished in Place, BWB – Busy With the Band (Excusable Absence); DNRL – Did Not Race Lame, DNRE – Did Not Race Excused