

❖ CR 914 NEWS ❖

Volume 1 Issue 3

JANUARY 1997

IMPROVED CR 914 CLASS RULES

Racing is the only reason for having class rules. The CR 914 is a one design class. One objective of our rule is to assure that the skipper, not the boat, determines who wins races. Another important objective is that the boat be simple and inexpensive to maintain so that anyone with sailing skills can compete successfully.

This issue of the NEWS presents improved class rules for your vote. **It is important that all owners, especially those who race or plan to race, vote on the rules.** Those who do not race should vote to assure the health of the class and preserve the resale value of their boats.

Why were the rules rewritten? The original rules were completed and submitted to the AMYA in August of 1994. To create a set of rules from scratch for a new class is a huge job. Budd Conner, our first class secretary, Worth Marine, and several others collaborated to do the job. They did an excellent job in a short time to get our Class started. We who enjoy the boat owe them our thanks.

(The class has matured since 1994 from the 20 registered boats that made it a legal AMYA class. There are now over 100 boats registered and about 1000 sold in the USA).

But the scrutiny made possible by the

passage of time showed that the rules were not perfect. (No rule will ever be perfect.)

New material showed up on the boats. The sail rules proved to be ambiguous and have some errors. In some cases a rule didn't clearly define the intent of the rule. The rules often referred to AG Industries which is not permitted by the

(Continued on page 2)



CR 914 AWARDS MEDAL

Created by Greg Worth

In 1996 Worth Marine (Greg and Larry) wanted an awards medal that was dedicated to the CR 914 Class. So they worked with a Boston company and invested several hundred dollars in tooling to create the attractive medal shown above. It is shown with Marblehead MYC, but Larry says that can easily be changed. The medal is shown approximately full size (2 inches) and is thick and heavy. It is done in gold, silver, bronze and pewter. Worth donated these medals as awards at the 1996 ACCR.

Inside This Issue

NEW FLEET NEWS	2
NEW REGISTRATIONS	3
PROPOSED CR 914 RULES	3
NEW SAIL PLAN	8
Original Rules (Reference)	9
Rules Ballot	11
Subscriptions, Etc.	11

Class News

Twenty-nine owners have subscribed to the NEWS, up from nine last month. And this month there are ~115 boats registered. "Keep those cards and letters coming", (a Dean Martin quote).

Newsletter via email

This is a work in progress. We sent out a sample to several owners last month with mixed results. There is still some learning required before we can do a nice job on this. About 70% of the owners who responded to the survey use email. Six of those report that they want to receive the NEWS via email. It is possible that the NEWS via email is not a good idea.

CR 914 WEB SITE

Our own Web page is another way to communicate with owners. Ric Naff, sail number 40, currently maintains our CR 914 pages on the AMYA Web Page

(<http://www.netcharts.com/amyas>).

Ric (ricnaff@airmail.com) is working towards creating a CR 914 Web site separate from AMYA. (He is financing it as a service to you owners.) It will be linked to the AMYA page so that a simple click of the mouse will whisk you from

(Continued on page 2)

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AMYA. It seemed appropriate to rewrite the rules now while the class is still young and the consequences of changes are minimal.

As the new Class Secretary, I decided that the top priority task was to rewrite the rules. The result is what is presented here for your vote. The improved rules took me a few hundred hours of work which included consulting with owners, doing tests and analyses, plus writing and rewriting the words. To generate the new Sail Plan, it was necessary to acquire and learn a cadcam computer program. Many sails were measured. I hope the rules meet with your approval.

The vote is in three distinct parts:

- **General changes**
- **Standing Rigging**
- **Sails**

The **General Changes** are for the most part changes in wording and grammar to make the rules more clear. The words "shall" and "may" are used to help interpretation. In some cases an item is moved to a different paragraph where it seemed to fit more logically. The objective was to cover every item from the original rules, though the location and wording may be different.

When a change is more than simply a rewrite, a **Rationale** is included to tell you why that change was made.

Two voting options on **Standing Rigging** are given. The subject was covered in great length (perhaps too great) in the December NEWS. My rationale and recommendations are offered with the options.

Two options are also offered on **Sails**. This may be the most important single item relative to the future of the class. And again, rationale and comments are offered with the options.

The **original 1994 rules** are included starting on page 9 so that you can make a direct comparison with the proposed rules. The sail plan from those rules is not included. It was inaccurate to the point

where all existing sails, kit or other, would have been illegal.

You *must* vote intelligently on the rules. Our class membership is small, so it is possible for a small organized group to swing the vote against what the majority wants. Changes to the rules must be approved by a 2/3 majority of the votes submitted.

The Ballot is found on page 11. **Please circle your choices and return it to me as soon as possible.**

Also, send me any comments you have about the rules or other changes you think are appropriate. Save the new and old rules. We will inform you of the ballot results and then you will have your own copy of the new rules.

This issue of the NEWS should be in your hands no later than January 17. The ballots will be counted on Saturday, February 8. That provides three weeks for you to study the rules, discuss them locally and return your ballot.

(Continued from page 1)

the AMYA site to ours.

Rick's first project is the CR 914 Directory. This will allow you to search the updated list of owners, addresses, sail numbers, etc. He also plans a feature which will allow you to easily send an email message to a 914 owner, though the actual email address will be protected.

Send us ideas for features of the Web site you would like to see.

(Class News)

SAIL EMBLEMS

I have purchased sail emblems

NEW FLEET NEWS

New York

The Larchmont and American YCs are reporting 42 boats and kits! Five have registered and subscribed, so far. They are using the last two digits of the sail number for the channel. I have reserved (temporarily) sail numbers 361-390 for the group. Howie McMichael is the organizer at LYC and reports that they race all winter from the dock at the club. They have installed course markers and have an inflatable with motor as a chase boat. (Chase boat?) A room in the club house is used to store boats and as a repair station with supplies and tools!

Howie McMichael
14 South Drive
Larchmont, NY 10538
914 834 1677 H
McMYacht@aol.com

Essex, CT

Maura and Bill Cochran, Essex YC, have 14 boats underway. There is a lot of enthusiasm in the group. There is a planned team effort to build the boats with a kick-off scheduled for January 23. They are interested in the secrets of survival in saltwater. I have sent them an article that Rick Martin wrote and an email from Howie M. on the same subject.

Maura and Bill Cochran
18 Mack Lane
Essex, CT 06426
860 767 1986 H
102142.2324@compuserve.com

NEW REGISTRATIONS, ETC.

New registrations since the last issue are listed here.

Larchmont and American YC Fleet

Peter Kelly, Larchmont, NY #364
Edward Padin, New Rochelle, NY #387
Sears Wullschleger, Mamaroneck, NY #376
Howie McMichael, Larchmont, NY #368

Marblehead MYC

Jeff Langdon, Beverly, MA #6
(replacement for stolen boat)

Duke City MYC

Joe Frasier, Albuquerque, NM #2
(2nd boat, transfer from Budd Conner)
Sergio D'Antoni, Rio Rancho, NM #70

Independent

George Haines, Madison, CT #52
(2nd boat)
Peggy Albertson, Chestertown, MD #??
Ray Harrison, Pearland, TX #51
Denis Moonan, Camden, ME #??

Proposed CR 914 Class Rules

January 1997

1 GENERAL - CLASS

The **CR 914** is a One-Design class. The Class objective is that the sailing skills of the skipper shall determine who wins races. These rules control yacht performance, cost and simplicity. A yacht violating these rules shall not compete until all violations are corrected.

In these rules the word "shall" means mandatory and "may" means permissive.

1.1 A skipper shall not be permitted assistance of any kind (coaching, tactical advice, wind spotting, etc.) while racing. "Racing" is defined as the period from one minute before the start of a heat to the finish of that heat. He may accept any assistance, including the maintenance or repair of his boat, while not racing.

2 GENERAL - YACHT

- 2.1 The hull, keel fin, lead bulb, rudder, mast, steel mast joiner and booms shall be those provided by the kit manufacturer.
- 2.2 Profile tolerances for keel fin, bulb and rudder shall not exceed +/- 1/16 inch overall from the stock kit parts.
- 2.3 Thickness tolerances for keel fin or rudder must not exceed +/- 1/32 inch overall from the stock kit parts.

3 HULL:

- 3.1 Alterations to the hull shape shall not be permitted. Hull surface imperfections, including the mold seam at the bow, may be removed by sanding and filling or by sanding alone. Final hull finish may be: 1) conventional painting or, 2) sanding and polishing of the ABS hull using no paint.

4 DECK:

- 1 The deck shall not be lightened by sanding or substituting another deck. However, the main hatch opening may be squared off for easier access, not to exceed 3 1/8 by 5 1/4 inches.
- 4.2 The two fore deck hatches may be opened for hull access forward of the keel tube. The opening for such hatches shall not exceed the outline molded on the deck (approximately 1 5/8 by 2 1/2 inches).
- 4.3 Hatch cover material and design are optional.
- 4.4 The jib rack eye, jib sheet fairlead, shroud chain plates, back stay eye and mast step, shall be located at the positions defined by the hull molding.
- 4.5 Functional deck fittings (such as shroud chain plates, back stay eye, jib rack eye, mast step, etc.) shall be those provided in the kit or equivalent strength replacements.
- 4.6 Non-functional deck fittings (such as rails, winches, cleats, steering wheels, stern deck, etc.) may be substituted or

(Continued from page 3)
omitted.

5 KEEL:

- 5.1 Keel fin position shall not be altered.
- 5.2 Keel fin thickness and profile shall not be altered. Tolerances are given in paragraph 2.0.
- 5.3 Keel fin shall not be modified to change its flexibility or for any other reason.

6 LEAD BULB:

- 6.1 Lead bulb may be filed smooth, sanded, shined or painted. Imperfections may be filled.
- 6.2 Shape shall not be altered. Tolerances are given in paragraph 2.0.
- 6.3 Attachment geometry of the bulb to the fin shall not be altered from that defined by the kit.

7 RUDDER:

- 7.1 Rudder position shall not be altered.
- 7.2 Rudder thickness and profile shall not be altered. Tolerances are given in paragraph 2.0.

8 BUMPERS:

- 8.1 A bow bumper is optional.
- 8.2 Maximum bumper size shall be 1/2" fore and aft by 1 1/4" height, measured from the deck down.

9 SPARS:

- 9.1 Mast and boom lengths shall not be altered.
- 2 All mast fittings supplied in the kit shall be used (spreaders, jumper strut, gooseneck, vang base and mast head crane). They shall be located within +/- 1/4 inch of the locations specified in the kit instructions.

10 STANDING RIGGING:

Proposed Change Options:

Option 1

- 1 Standing rigging line shall be braided non-metallic fiber (such as nylon, polyester, Spectra, Kevlar, etc.) and shall have a minimum thickness of 0.018 inches. Line thickness shall be measured at one location with the line under 2.0 lbs. tension. (If the one thickness measurement is less than the specification, the thickness shall be determined as the average of ten measurements spaced at 2 inches along the line.)

Rationale: This option permits low stretch rigging line. The minimum thickness limit is required to prevent the use of very thin, low drag line that might be too fragile. (See the December "NEWS".)

The cost is negligible. Line thickness is easily measured on the boat. Most boats are kit boats and, therefore, the owners are capable of easily re-rigging with the low stretch line if they choose. The owners may choose the color of their rigging.

Recommendation: As your Class Secretary, I recommend approval of this option. Cost is less than \$4 (Kite string, fishing line, etc.). Low stretch line will improve performance of our boat, especially in higher wind strengths. Low stretch headstay, backstay and jumpers give the largest improvement.

Yes, I approve Option 1. No, I do not approve Option 1.

Option 2

- 10.1 Standing rigging line shall be the dark blue braided line and/or the white and green 30 pound test braided polyester line provided in the kit.

Rationale: This rule supports a strict one-design philosophy. It prohibits low stretch line. It restricts choice of color. It does not give the best performance in strong winds.

(Continued on page 5)

(Continued from page 4)

Yes, I approve Option 2. **No**, I do not approve Option 2.

10.2 Wire stays and shrouds are prohibited.

10.3 Turnbuckles are prohibited.

10.4 The shroud and stay clips provided in the kit may be eliminated or substituted.

11 RUNNING RIGGING:

11.1 The sheet exit pulley and the sail servo arm pulley may be changed or modified.

11.2 Main and jib fairlead hardware may be changed or modified.

11.3 The method by which the sheet lines are led and attached to the booms is optional.

11.4 Boom vang shall be of braided non-metallic line. Adjustment may be bowser, cleat or equivalent.

11.5 Manual sail adjustment details are optional. Main and jib boom topping lifts, jumper tension adjusters, etc., are permitted. The use of bowsers, cleats or equivalent devices, is optional.

11.6 Jib tack, jib clew and mainsail clew spring clips shall be eliminated or modified to avoid accidentally hooking the

rigging of another boat.

11.7 The use of such things as automatic jib flippers, jib boom counter weights and automatic main out hauls is prohibited.

11.8 The choice of line for running rigging is optional.

Comment: Because of the poor wear and fatigue properties of low stretch line, it is not recommended for running rigging. Choice of running rigging line has little effect on boat performance.

12 RADIO EQUIPMENT:

12.1 The maximum number of channels shall be two.

12.2 The remote control functions shall be for rudder and sail trim only.

12.3 The choice of a radio system, the sail servo and the rudder servo are optional.

12.4 Receiver batteries shall be four or five cell AA size disposable or rechargeable cells. The weight of batteries or number of cells shall not be changed during any regatta or series of races.

Rationale: A skipper might choose between a large weight range of battery packs during the course of a regatta in order to improve boat speed. For example a skipper might choose to use a 50 mAhr pack weighing only 0.5 oz in light air. In heavy air he could choose to use a 1000 mAhr pack weighing 4.4 oz. (Adding 4 oz. to a 914 is equivalent to 4000 lbs. of ballast on an AC boat.) It is inconsistent with the concept of one-design, simplicity and cost control to permit such weight changes. Of the 22 owners responding to the 1996 Survey, 20 (91%) use AA size batteries.

13 SAILS

13.1 The "CR 914 SAIL PLAN" and its dimensions shall define the maximum size of the jib and mainsail. Storm sails are optional, but they shall be limited by the sail plan dimensions.

Rationale: The proposed sail plan (see page 8) is an engineering drawing generated by measuring several actual kit sails from AG Industries, Inc. It must be the ONLY definition of the CR 914 sail plan. None of the angles on actual sails are right angles. Templates or AG sails may be used if convenient, but the sail plan dimensions are the final authority. In this manner the class is protected against the remote possibility that AG Industries will start shipping larger and faster sails. Ideally, Worth Marine can work with AG Industries to assure this does not happen. A sail measurer, at his discretion, may assume that a sail that is obviously a stock kit sail is legal. However, it is the owner's responsibility that the sails meet the official sail plan.

13.2 The same suite of sails shall be used for all races of a regatta or series. If sails are damaged, replacement sails of the same size shall be used.

13.3 Corners of the sails may be reinforced. The reinforcement patch shall not exceed a radius of 2 ½ inches measured from the corner of the sail.

(Continued on page 6)

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Proposed Change Options:

Option 1

13.4 Sails shall be those provided in the kit. Replacement sails shall be those supplied by the kit manufacturer.

Rationale: Option 1 assures a new or current owner that his boat is competitive without buying or making the latest "fast" sail. Many owners do not have access to special material to make their own sails. They may not have the skills or time to produce their own sails.

Sails have to be replaced occasionally because of damage or normal wear and tear. Option 1 requires no decision or research for the purchase of a replacement sail.

The appearance of a racing fleet using one sail design reinforces the image that our Class is truly one-design. Research of all class rules shows that this option makes our Class the most tightly controlled one-design class in the AMYA.

Comments: There are 10 to 15 owners (myself included) who have invested in the excellent Worth Marine Mylar sails. Seven of the top nine boats at the 1996 Nationals used Mylars. There other owners who have made their own sails, though there were none at the Nationals.

The kit sails must also be excellent since Rick Martin and Keth Comollo took third and fourth using the stock AG sails.

I believe that the future of the Class is best served by Option 1. Some owners would have to change back to the kit sails. Those owners have to decide what is better for the future of their class independent of the cost and labor of changing to stock sails.

Yes, I approve Option 1. No, I do not approve Option 1.

Option 2

13.4 Sail material shall be limited to woven nylon or polyester cloth, non-woven polyester (Mylar) or laminates.

13.5 Sail color shall be white.

13.6 Sails shall be made from a single piece of flat, non-contoured material. Paneled sails are prohibited.

13.7 Stock kit sails may to be used as patterns to produce new sails. However, it shall be the owner's responsibility that

the sails not exceed the limits of the Sail Plan.

Comment: This option is essentially the same as the current rule. It permits anyone to make sails from almost any material. The best non-kit sails produced to date are the Worth Marine Mylars. Worth experimented with many different sail materials before finding that the Mylar was best. Some feel that they offer improvement over the kit sails only in light winds. Based on my latest information, they cost \$60 compared to \$50 for replacement AG sails.

Yes, I approve Option 2. No, I do not approve Option 2.

(Note that line numbers will be corrected based on which option above is selected.)

JIB

13.8 Neither roach nor foot round shall be permitted.

13.9 Two jib battens may be used, size shall not exceed ¼ inch wide by 4 inches long.

MAIN

13.10 No foot round is permitted.

13.11 Four battens are permitted. They shall be installed perpendicular to the leach and evenly spaced within ¼ inch. Batten size shall not exceed ¼ inch wide by 4 inches long.

13.12 Battens used shall be from the kit or equivalent replacement.

13.13 The luff of the main sail shall be attached to the mast by rings of either metal or plastic, or by using pieces of rigging line. In either case the spacing and quantity of these attachments shall be the same as the stock kit sails. The sail shall be free to rotate about the mast.

13.14 The luff curvature may be altered within the limit defined by the sail plan.

(Continued on page 7)

(Continued from page 6)

Rationale: Measurement of the several kit sails revealed differences in luff curvature. Luff curvature probably effects performance and, therefore, an owner should have this option.

SAIL NUMBERS AND CLASS INSIGNIA

13.15 Sail numbers shall be 3 inches high and use a design that is easily read at distance. The smaller numbers existing on older sails are permitted. Recommended number proportions are as follows:

Height	Width	Stroke Thickness	Number Spacing
3"	1.8" - 2.0"	0.4" - 0.5"	0.6" - 0.75"

Rationale: At the 1996 Nationals and other regattas it was obvious that the 2 ¼ inch numbers were too small. Letters larger than 3 inches would be too big for the sails. It is recommended that a font similar to "Arial Rounded MT Bold" be used. Testing has shown this font to be most readable at distance.

16 The sail numbers shall be located on both sides of the main sail as defined by the Sail Plan. The starboard side shall be the higher. Symmetrical numbers (such as 181 or 808) may be placed back-to-back on both sides of the sail.

17 The class insignia as shown below is black and shall be located on both sides of the main sail with the starboard emblem being higher. Location is defined by the Sail Plan.

COUNTRY DESIGNATION

11.18 The designation of the owners country may be displayed above the numbers.

14 WEIGHT

14.1 Minimum allowable weight shall be 6 pounds for a complete boat ready to sail, including radio receiver batteries.

The weight shall not be changed during a regatta or series of races.

Rationale: The added words avoid the possibility of interpreting the original wording to mean weight without batteries.

14.2 No ballast weight inside the hull shall be permitted.

14.3 Correction weight shall be added to an underweight boat by adding half the correction weight on deck within 6 inches of the bow and the other half within 7 inches of the stern.

Rationale: If a boat is underweight, to add the weight to the center of the boat gives a boat speed advantage by reducing the pitching polar moment of inertia. It is inconsistent with the concept of one-design to permit polar moment of inertia changes to improve boat speed. In addition, experience shows that a normally completed kit boat will weigh at least 6 pounds with four AA batteries.

14.4 Keel weight including fin, fin securing nut and bulb shall be 3 lb. - 5 oz. minimum and 5 lb. - 9 oz. maximum.

15 YACHT REGISTRATION

15.1 The yacht registration and sail number shall be assigned by the Class Secretary. No yacht shall be properly registered until the class insignia and the assigned number have been affixed to the main sail. The registration number shall also be affixed to the inside of the hull in a readily visible location.

16 GRANDFATHER CLAUSES

16.1 There shall be no expressed or implied "grandfather" clauses relative to performance enhancing aspects of a boat.

Interpretations of cosmetic or aesthetic aspects shall be liberal.

17 EFFECTIVE DATE - March 15, 1997

FOR YOUR REFERENCE: The following text is the current rule as it appears in the AMYA Handbook and the AMYA Web Page.

CR 914 AMYA Class Rules

Revised August 24, 1994

1.0 GENERAL - CLASS

The definitions, dimensions, limits and restrictions listed below are intended to maintain the strict one design features of the class, with the objective of assuring fair sailing in which the skipper and his skill become the deciding element. Any obvious attempt to negate or violate these specifications shall require that the yacht be barred from competition in the class until such time that the violation(s) is (are) corrected.

2.0 GENERAL - YACHT

2.1 The hull, keel fin, lead, rudder, mast and booms must be those provided by the manufacturer:

AG Industries Inc., 15335 NE 95th St. Redmond, WA 98052

2.2 No substitutes will be allowed.

2.3 Replacement parts must come from the manufacturer.

2.4 Non-functional deck fittings such as rails, winches, cleats, steering wheels and stern deck may be left off at the owners discretion.

2.5 Profile tolerances for keel fin, bulb and rudder must not exceed +/- 1/16" overall from standard production AG stock.

2.6 Thickness tolerances for keel fin or rudder must not exceed +/- 1/32" overall from the standard production AG Stock.

2.7 Location tolerances for the mast fittings (spreaders, jumper, gooseneck and vang base) may not exceed 1/4" from the instructions provided by AG Industries.

3.0 HULL:

3.1 Must be finished per the instructions provided by AG Industries with one option: The seam at the bow may be sanded smooth or filled at owners option.

4.0 DECK:

4.1 The deck may not be lightened by sanding or substituting another deck. However, the main hatch opening may be squared off for easier access, not to exceed 3 1/8" x 5 1/4".

4.2 The two foredeck hatches may be opened for hull access forward of the keel tube. The opening for such hatches will not exceed the 2 1/2" x 1 5/8" outline molded on the deck.

4.3 Hatch cover material is an owner option.

4.4 Deck layout: jib rack, chain plates and mast step, must be at positions specified by AG.

5.0 KEEL:

5.1 Keel fin position may not be altered.

5.2 Keel fin shape may not be altered. (See 2.5 & 2.6 - Tolerances)

6.0 LEAD BULB:

6.1 Lead bulb may be filed smooth and sanded, shined or painted.

6.2 Shape may not be altered. (See 2.5 - Tolerances)

6.3 Attachment point of bulb may not be altered.

6.4 Keel weight complete with fin attached must remain within the weight limits of 3lb -5oz and 3lb - 9oz.

7.0 RUDDER:

7.1 Rudder position may not be altered.

7.2 Rudder shape may not be altered. (See 2.5 & 2.6 - Tolerances)

8.0 BUMPERS:

8.1 A bumper may be used at the owners discretion.

8.2 Maximum bumper size 1/2" fore and aft by 1 1/4" height measured from the deck down.

9.0 SPARS:

9.1 All spars will be those provided by the manufacturer.

9.2 Mast and boom lengths may not be altered.

9.3 All mast fittings must be used: gooseneck fitting, double spreaders, jumper strut and mast head.

9.4 Mast fittings must be located as stated in the AG instruction manual. (See 2.6 -Tolerances)

9.5 Mast joint may not be substituted.

10.0 STANDING RIGGING:

10.1 All lines must either be those furnished with the kit (30lb test Dacron) or replacement line of similar size and strength.

10.2 Wire stays are prohibited.

10.3 Turnbuckles are prohibited.

10.4 The stay clips provided may be eliminated or substituted.

(Continued on page 10)

(Continued from page 9)

10.5 All deck fittings (chain plates, jib rack eye and mast step) must be those provided by AG Industries.

10.6 Use of all cleats are at the owners discretion.

1 RUNNING RIGGING:

11.1 Electronic rigging functions are confined to main and jib sheets only, and both must utilize a common servo.

11.2 The sheet exit pulley may be changed or modified.

11.3 Main and jib fairleads may be changed or modified to reduce friction.

11.4 The method by which the sheet lines are led and attached to the booms are an owner option.

11.5 Boom vang must be of a string and bowser type.

11.6 Manual sail adjustment can be rigged to the owners preference.

11.7 Tack and outhaul clips must either be eliminated or modified to avoid the possibility of accidentally hooking an opponent.

11.8 The use of automatic jib flippers and main outhauls is prohibited.

12.0 RADIO EQUIPMENT:

12.1 The maximum number of channels that may be used is two.

12.2 The control functions are for rudder and sail trim only.

12.3 The radio system, winch and batteries used are at the option of the owner.

13.0 SAILS:

13.1 Sails must be made from a single piece of cloth. Paneled sails are prohibited.

13.2 Sail cloth selection is limited to rip-stop Nylon or any type of polyester material, (Mylar), or laminates.

13.3 All measurements on the sail plan are maximums.

13.4 Storm rigs are allowed. See sail plan.

13.5 Sail color must be white.

JIB

13.6 Neither roach nor foot round is allowed

13.7 Two jib battens are allowed, size not to exceed 1/4" x 2".

13.8 Corners may be reinforced. Reinforcement patch radius may not exceed 2 1/2".

MAIN

13.9 A roach of 2 1/2" is allowed but no foot round is allowed.

13.10 Battens, four permitted, are to be installed perpendicular to the leach and evenly spaced. Size not to exceed 1/4" x 4".

13.11 Battens used are to be from the kit or similar replacement.

13.12 Corners may be reinforced. Reinforcement patch may not exceed a radius of 2 1/2".

13.13 The luff of the main sail must be fastened to the mast by either the supplied metal rings or by using pieces of rigging string.

In either case the original holes in the sail must be used and the rings must be free to rotate about the mast.

SAIL NUMBERS

13.14 Sail numbers and class insignia are supplied by the Class Secretary.

13.15 Sail numbers are 2 1/4" high and black.

13.16 The sail numbers are to be placed on both sides of the sail approximately mid-high on a perpendicular line from the leach. The starboard side must be on top.

CLASS INSIGNIA

13.17 The class insignia as shown below is to be affixed to both sides of the main in the upper third of the sail

COUNTRY DESIGNATION

13.18 The designation of the owners country may be displayed above the numbers.

SAIL PLAN

13.19 The angle between the foot of the jib and leach at the clew, and the foot of the main and the luff at the tack shall be a right angle.

(SAIL DIMENSIONS)

	JIB			MAIN		
	LUFF	FOOT	ROACH	LUFF	FOOT	ROACH
A Rig	37"	12.25"	None	44"	15"	2.5"
Storm Rig	32.25"	12"	None	38"	13"	1.5"

13.20 Templates for the jib and main sails are to be used in cutting new sails, or as a substitute the old AG sails may be used. The original templates are with the Class Secretary and copies may be obtained by qualified individuals. The templates will be used for qualifying at all sanctioned events.

14.0 WEIGHT

14.0 Minimum allowable weight is 6 pounds.

(Continued on page 11)

(Continued from page 10)

15.0 YACHT REGISTRATION

15.1 Yacht registration numbers will be issued by the AMYA through the Class Secretary. No yacht will be properly registered unless its assigned number has been permanently affixed to the inside of the hull in a readily visible location.

16.0 GRANDFATHER CLAUSES

16.1 There are no expressed or implied grandfather clauses. All boats that plan to race in club or AMYA sponsored events are to be checked at that time for full conformance.

17.0 EFFECTIVE DATE The effective date of these rules is August 24, 1994.

SUBSCRIPTION to the CR 914 NEWS

YES, I want to subscribe. (Note: Yacht Registration is only \$3 with a subscription to the NEWS.)

Send \$10.00 check payable to "914 News/C. Winder"

Chuck Winder
19 Robert Road
Marblehead, MA 01945
617 631 6727

CR 914 YACHT REGISTRATION (is \$3 when combined with a subscription to the **CR 914 NEWS**)

NAME _____ **PHONE** _____

ADDRESS _____ **EMAIL** _____

CITY, STATE, ZIP _____ **Preferred sail No.** _____

AMYA NO. _____

Send check for \$5 (\$3 if with a subscription)
to Chuck Winder payable to AMYA

Chuck Winder
19 Robert Road
Marblehead, MA 01945

Ballot for Rule Changes - Please circle your responses.

Yes, I approve the general changes to the CR 914 Rules as shown above, except that I have voted separately for the options given for **Standing Rigging** and **Sails**.

No, I do not approve the general changes to the CR 914 Rules as shown above, except that I have voted separately for the options given for **Standing Rigging** and **Sails**.

Standing Rigging **Yes**, I approve Option 1. **No**, I do not approve Option 1.

Yes, I approve Option 2. **No**, I do not approve Option 2.

Sails **Yes**, I approve Option 1. **No**, I do not approve Option 1.

Yes, I approve Option 2. **No**, I do not approve Option 2.

Print Name _____ Signature _____ Date / / .

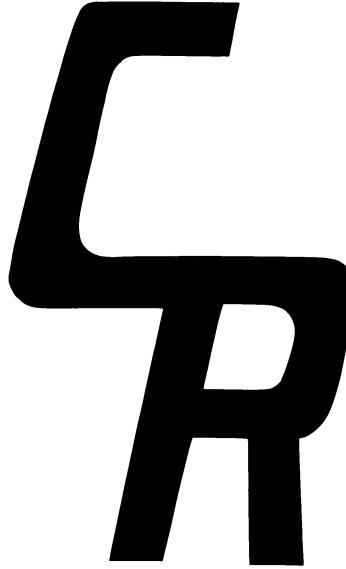
In the event your vote is **no** against any of the changes, please define the rule you would vote for.



80 Washington St., Marblehead, MA 01945
617 639 1835

We are on the boat show circuit this season. Visit us for a chat and a free tune-up at the following shows:

- Jan. 11- 18 Sail Expo, Atlantic City
 - Jan. 30-Feb. 2 Strictly Sail, Chicago
 - Feb. 13-19 Miami Boat Show
 - Mar 20-23 Hartford, CT
 - April 24-28 Oakland, CA
- Larry and Greg



**Future articles in the
CR 914 NEWS**

The following is a list of articles that are planned for future 914 News. What will actually appear depends on input from you owners in the form of contributed material and requests for particular information.

- History of the class
- Battery management
- Battery charging systems
- Surviving salt water
- Skipper conduct at races
- Class measurement certificate
- Race rule topics
- An in-depth report on the 1996 Championship boat.
- An analysis of the results, skippers and boats at the 1996 Championships
- Technical assessment of Rayovac
- “Renewals” for use in the 914
- Recommendations about sail numbers
- Sail arm pulleys - Strengthen
- Battery drain if servo arm hits a stop

START YOUR OWN MODEL YACHT CLUB

There are probably some owners who would like to race but don't have a local club. Start your own by getting three AMYA members together. That's all it takes! (Though it helps to have a place to sail such as a pond.) Ask me for a "NEW FLEET" package if this interests you.

CR 914 NEWS

**Chuck Winder, Editor
19 Robert Road
Marblehead, MA 01945**

