

❖ CR 914 NEWS ❖

Volume 1 Issue 6

MAY - JUNE 1997

NATIONAL CHAMPIONSHIPS October 4 and 5, 1997

DATE CHANGE The local accommodations in Xenia were completely booked for the weekend originally chosen for the regatta. A local car race that weekend is the reason. The pond is busy with a Star regatta the prior weekend, so the new date is October 4 and 5.

Do Not Be Intimidated

Recent communication with new owners revealed that some are intimidated by an image they have of a "Championship Regatta". Regattas are planned to be social as well as a competition. The objective is fun and learning to be better sailors. You will learn to sail in a larger fleet than normal. There will be many heats to practice tactics and the Rules. Last year there were 26 heats raced in a wide variety of conditions. All of you come and enjoy the fun.

VENUE

The regatta is hosted this year by the Miami Valley Model Yacht Club. Don Peacock, our AMYA President, is the contact at (937)427 1088. The racing will be done at the pond at "Shawnee Park" in Xenia, OH. Xenia is about 15 miles southeast of Dayton. The pond is completely surrounded by a concrete wall for easy access.

ENTRY FORMS will be in the next NEWS along with more details. The \$20 entry fee includes lunch both days.

ACCOMMODATIONS

In my opinion it would be desirable for all of us to stay at the same motel. This would make it easy to have meetings and communicate with all the competitors.

(Continued on page 2)



While other members of the Duke City Model Yacht Club continue racing, Sergio D'Antoni has won the heat and hauls his boat. The venue is Tingley Beach, Albuquerque, NM.

Inside This Issue

	Page
Fleet News	2
Nationals Agenda	2
New Members	2
Battery Management	4
Standing Rigging	6
Region 1 Regatta	7
Boat Weight	8
A Race Rule Philosophy	8
RACE RULES	9

Class News

This month there are 163 boats registered vs. 147 in April. Seventy-five owners have subscribed to the NEWS compared to fifty-eight last issue. The Class growth continues.

Reduced NEWS Distribution

This issue of the NEWS has more limited distribution than previously. Those who have chosen not to subscribe will no longer receive issues.

E-mail Communication

There are 44 owners who are accessible on e-mail versus 38 last issue.

NATIONALS continued

(Continued from page 1)

We will attempt to negotiate a group package rate and reserve a block of rooms at what seems to be the best motel.

SAILING INSTRUCTIONS

RULES: The regatta will be governed by the 1997 ISAF RACING RULES, the CR 914 Class Specifications and the Sailing Instructions provided by our hosts.

The **GAME** of boat racing has been significantly changed by the new rules. The best reference available is Dave Perry's book. (See page 10.) I strongly recommend you use that book to improve your game and come to the nationals prepared. Look especially at pages i, ii and iii and Chapter 2.

720 Penalty The 720 alternate penalty rule will be used at the nationals.

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 Marblehead, MA 01945
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 chuckw88@msn.com



Don Peacock
Our host and AMYA President

NATIONALS AGENDA

Friday, October 3
Optional Practice Day
Pre-registration boat weigh-in and inspection all day.
9 am Practice at the pond.
Noon Lunch at (TBD). Dutch treat.
1 pm Practice
6 pm Happy Hour / supper. Dutch treat.

Saturday, October 4
Weigh-in and inspection continued.
9 am Skippers Meeting
Noon Lunch provided
1 pm Racing resumes
3 pm Last heat for the day
6 pm Class Meeting
7 pm Happy Hour and Banquet

Sunday, October 5
9 am Skippers Meeting
Noon Lunch provided
1 pm Racing resumes
2 pm Last heat
3 pm Awards Ceremony
6 pm Happy Hour and Last Supper.

FLEET NEWS

Larchmont Model Yacht Club

The club is a division of Larchmont Yacht Club in Larchmont, NY. They sailed in saltwater on the weekends all winter from the club docks. With the start of the full scale boat season, that was no longer possible. They now sail every Wednesday at 6:30 p.m. They have been averaging nine boats at the starting line.

Ed "Buttons" Padin is the elected Commodore and issues club news and race results on a regular basis.

The following are excerpts from Buttons e-mail reports.

LMYC Spring Regatta Recap

A total of eleven boats turned out for the Saturday afternoon/Sunday morning event. A total of ten races were staged both days with the wind doctor treating us right both sessions. The winner of the overall event was LMYC newcomer Chad Corning. Chad sailed a conservative regatta, keeping out of trouble as much as possible and giving his elders a lesson on what young eyes can do.

NEW MEMBERS

- David M. Brelsford, #95
- Martin Brien, #74
- Skip Conover, #355
- Matt Flood/Sue Reilly, #64
- Elaine Gordon, #880
- Chris Hargett, #429
- Scott Kerns, #500
- Chris Larson, #78
- Daniel J. Maloof, #72
- Jeffrey McVane, #79
- Ernie Morris, #457
- William M. Murphy III, #239
- Al Passori, #134
- Ted Sensenbrenner, #343
- Tucker Thompson, #410
- David Williams, #706

It was no surprise that Howie McMichael was in the hunt finishing first the first day and second overall. Howie's combination of boat speed, boat handling and keeping out of trouble paid off again. Buttons Padin was fourth after Saturday and used two firsts on Sunday to move him past Peter Kelly (AKA Diesel Boy) into third overall.

(Nick, Sears and HL proved to be seriously servo-challenged.)

Regatta Results

1	Chad Corning	39 pts.
2	Howie McMichael	43 pts.
3	Buttons Padin	53 pts
4	Peter Kelly.	60 pts
5	Bizzy Monte Sano	68 pts
6	Peter Sweetzer	84 pts.
7	Dave Lynn.	120 pts
8	Jeff Sherman	132 pts
9	Nick Langone	171 pts
10	Sears Wullschleger	177 pts.
11	HL DeVore	198 pts

(Continued on page 3)

Feet News continued

(Continued from page 2)

The entry fee was \$15 to cover prizes, etc. Scoring used low point scoring with one throw-out.

Learning From the Regatta

1) Sunday's downwind mark provided a view of at the sterns of the boats as they approached the leeward turning mark. There was significant confusion with overlaps that could have been prevented using a different course layout.

2) Our overall level of boat handling has gotten much better in the past year. However, there are still situations where people push the envelope or misjudge a crossing situation.

On too many situations this resulted in knocking a contender out of the competition. In any kind of a breeze, a 360 isn't much of a penalty -- while the boat hit may have lost many places. I think it is time we go to the 720 rule for hitting another boat. Let this more significant penalty keep us away from other boats!

3) There are clearly some boats with speed and pointing ability and those that don't have it. Check that your vang is at least 4 to 1 as leach tension is critical to pointing ability. Get the Kevlar in your rigging and straighten out your rig.

4) This weekend we saw that there are some boats that are servo-challenged. HL tried to come back after four months with his boat in the garage and found his electronics were all messed-up. Others were finding their batteries weren't powerful long enough.

I replaced the connectors on my batteries and found they took a stronger charge and lasted longer in the boat. Connections are key!(Note that Greg Worth strongly recommends Dean's connectors. The contacts are gold plated for corrosion resistance and easy soldering. Ed.)

Dave Lynn opened his servos and found drops of water in them, dried them, and

they worked perfectly. Open your servos, seal them with Vaseline (or something) and see if that solves the problem.

The key is that on Sunday when virtually everyone was working, more fun was had.

Special thanks to the ladies that joined us for dinner Saturday night and to Betty Kelly for bringing down munchies Sunday.

LMYC Tuning Advice

Kevlar Standing Rigging ("Low stretch" rigging is more accurate than "Kevlar". Ed.) Boats that are doing the best have Kevlar. It isn't that the Kevlar is magic; rather it allows you to keep the rig arrow-straight so the sail doesn't distort. If you are still rigged with the Dacron, put-in the two hours to re-rig with low stretch rigging. It's worth it because curved is slow.

Jumpers- In order to have the top of the mast straight, the jumpers must be real tight. The rules allow for adjustable jumpers. Take a look at Dave Lynn's or Buttons' boat. Dave (and others) has a 2 to 1 rig. Buttons is 8 to 1 using a series of inter-twined loops to get the mechanical advantage (like a Laser outhaul). Tight is fast!

Electronics Work Better When They Are Dry - We are finding that mounting the battery pack on the platform to starboard - under the steering arm - has helped keep them dry, eliminating many of the breakdown problems. But remember, many of us have real long connector wires. They have to be kept out of the bilge, too. Tie them in a knot so they stay high and dry. Dry is Fast!

Duke City Model Yacht Club, Albuquerque, NM

Commodore Bill Petynia writes that the club has Sunday races at Tingley Beach twice each month from noon until 4 p.m. They typically have 15 heats in the four hours of racing.

There are races every Wednesday, too.

Wednesday races are used to practice starts, rounding race marks, etc. They find that these session are a better way to practice and understand tactics and right-of-way rules than using small models on a card table.

DCMYC has an excellent monthly newsletter, Joe Frasier is the editor. It includes race results, dialogue on learning the race rules and sailing theory.

Regatta Results

The first regatta in early April had 14 heats with good wind conditions and no grass problems. Sergio D'Antoni was first with Joe Frasier and Tony Espinosa in second and third.

Seven boats sailed twelve heats on April 27 with Sergio the winner with nine first place finishes. Final results were:

First	Sergio D'Antoni
Second	Joe Frasier
Third	Bill Petynia
Fourth	Jim Scheibner
Fifth	Tony Espinosa
Sixth	Vic Rotolo
Seventh	Charlotte Tucker

(New owner Charlotte has found out what we have all learned; racing model sail boats is challenging. Don't despair, with practice and help from the old f--- the more experienced skippers, you'll be showing them your transom in no time. Ed.)

Essex Yacht Club, Essex, CT

(Excerpts from the June/July EYC Newsletter submitted by Dave Williams, Corresponding Secretary.)

EYC RADIO CONTROLLED CR 914 SAILING FLEET NEWS

A fleet organizing meeting was held at EYC on May 15th and the follows decisions were approved:

1)CR-914 races will take place (weather permitting) every Wednesday evening at

(Continued on page 7)

BATTERY MANAGEMENT

How long do you want batteries to last?

by Chuck Winder

My goal is to never have to change batteries during a session of racing. Changing batteries adversely effects my concentration on the racing. To have to change batteries out of step with my fellow skippers delays the racing and, I feel, is being impolite.

The table below gives the expected battery life for the transmitter and the boat with various batteries.

Three scenarios of battery life requirements are:

Scenario 1 - Short club races of several heats limited to two hours.

The standard 600 mAhr NiCd satisfies this requirement. You just have to know that the batteries are good and fully charged.

Scenario 2 - Longer club races of 3 hours or more (say, 10 am to 1 p.m.).

Using the stock Ranger II radio, you have to change batteries unless you are using at least the 850 mAhr batteries. A Futaba, or equivalent, radio easily gives the required life.

Scenario 3 - Regattas of more than 4

Keth Comollo is one the best performers in Marblehead. He never changes batteries during the Sunday and Wednesday club

hours racing per day. (Typically, 9:30 am to noon and 1 p.m. to 3 p.m.)

a) The simplest and most expensive solution is to use Alkaline batteries. No hassle with chargers.

b) Using NiCd's, change batteries at the lunch break. Takes two sets of batteries each day.. For a two day regattas, a strategy is required to assure charged batteries on the second day.

c) NiMH (Nickel Metal Hydride) batteries easily meet this requirement. You still need a strategy to have charged batteries for the second day..

d) Rayovac Renewal batteries also do the job when they are new. They are the most expensive of the rechargeable batteries. The Renewal chargers easily recharge overnight for two day regattas.

One Approach

Keth Comollo, #55, is one the best performers here in Marblehead. He uses a combination of Radio Shack 850 mAhr batteries in his transmitter and NiMH batteries in the boat. He never changes batteries during the Sunday and Wednesday club races.

The table shows that he will get more than three hours Tx battery life and 6 hours in the boat. He would have to change transmtter batteries once in an all day race, but the NiMH boat batteries would last all day.

Recommendation

Decide which of the three scenarios fits your boat usage. Then use the table to see what works for you.

NiMH Batteries

The 4 1/2 hour life of NiMH (Nickel Metal Hydride) batteries make them attractive. A set was ordered for testing and to use in my new boat. Some things have already been learned.

- The least expensive 50 mA charger will fully charge the battery in 36 hours *and safely trickle charge them ,too!* The advantage is obvious. The skipper who races twice a week, say Sunday and Wednesday, need only put them on charge after racing and they will be ready for the next race day. There is no worry about overcharging. There is no need to use timers (or your memory) to take them off charge and switch to trickle charge.
- For a faster charge use a 100 - 120 mA charger to fully charge in 14 to 16 hours. But you must then switch to a 10 - 50 mA trickle charge.
- Faster fast charges are possible but the

Breakeven usage (NiMH vs. alkaline) is 28 race days of ~10 heats.

supplier hasn't given the facts on how to do it without damaging the batteries.

- A four cell flat pack was ordered for the boat. It was cycled twice and gave **1700 mAhr!** That's about 8 hours of life!
- However, the first two sets of eight cells ordered for the transmitter tested at only 600 and 900 mAhr, respectively. They have been returned and the supplier has agreed to test the next eight before shipping them. Stay tuned.
- If the batteries reliably deliver 1200 mAhr, one set of batteries and chargers will satisfy the needs for two long days of a two day regatta. That's a simplicity of operation that is very attractive.

Cost

(Continued on page 5)

BATTERY LIFE		Transmitter		Receiver and Servos
Battery Type	Capacity, mAhr.	Ranger II, (265 mA)	Futaba, JR, (160 mA)	Ranger II or Futaba, (estimated @ 200 mA)
NiCd	600	2 h 15 m	3 h 45 m	3 h
NiCd	850	3 h 15 m	5 h 15 m	4 h 15 m
NiMH	1200	4 h 30 m	7 h 30 m	6 h
Renewal	1200	4 h 30 m	7 h 30 m	6 h
Alkaline	1200	4 h 30 m	7 h 30 m	6 h

NiMH BATTERIES

(Continued from page 4)

Conclusion

Breakeven usage (NiMH versus alkaline) is 28 race days of ~10 heats. At Marblehead this season we have 50 CR 914 club races scheduled plus 7 invitational regattas. About half-way into the season, the alkaline batteries start to cost more.

Discussion

Currently, a NiMH radio set (a four cell flat pack and a set of eight cells) can be ordered from Tower Hobbies for \$62 including shipping. Most people will already have suitable chargers. (Two chargers at a hobby shop or Radio Shack would be about \$20 for a total of \$82.) Note that Tower Hobbies does not stock an eight cell flat pack.

Alkaline battery cost is about \$4.50 for a set of twelve. One set of alkaline or NiMH batteries will last two typical club races.

The breakeven is $\$62/\$4.50 = 14$ alkaline battery life cycles. An alkaline battery will last two race sessions of ten to twelve heats. That's 28 race days at breakeven.

CONFESSION IS GOOD FOR THE SOUL

Your editor must tell this story before someone else does.

Your editor arrived at the pond only to discover that his boat (or was it the transmitter) was not functioning. He knew the batteries were good, thus cleverly concluded his electronics had failed.

After a quick trip home to the CR 914 Laboratory to get the spare radio, it was discovered that he had installed one battery cell backwards.

He doesn't think it is Alzheimers.

Class Rule Interpretations

Because of the creativity of the competitors, no one-design class rule can stand on its own without interpretations.

Keel Installation

The keel fin must be fully inserted into the hull until it bottoms against the hull and the keel rod nut is tight.

Jib Sheet routing

The jib sheet shall pass through the deck mounted jib sheet fairlead as shown on the kit drawings.

Location of Sail Numbers and Emblems

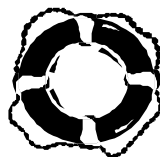
will be liberally interpreted. The location doesn't effect boat speed.

Sail Numbers shall be three inches and easily read at distance. The old smaller sail numbers do not have to be removed.

Rule 1.1 The intent is to prohibit a skipper from having a full time "crew" to assist in racing the boat. Two experienced and practiced people could split responsibilities to perform better than a single skipper. One could act as the helmsman and the other could be the tactician to spot wind and other boats.

This rule does not apply to: 1) assistance rendered to permit a handicapped skipper to race, 2) coaching of a *beginner* during a race, nor 3) advice volunteered by pond side kibitzers, etc. As Richard Frauenzimmer has suggested, Rule 1.1 should be rewritten to be more clear and voted on.

Class Secretary



Sail Battens

The Class Rules states that the battens in the jib and main can be *1/4 inches wide by 4 inches long. This is wrong!* The stock battens in the kit are 0.200 inches by 3+ inches for the main sail. No jib battens are provided in the kit.

Jib Battens

The 4 inch long jib battens defined in rule 13.6 is a typographical error. The original Rules permitted two 2 inch battens. My current old stock jib does have a leach curl which I plan to correct with battens. I believe that the jib batten option should remain in the Rules.

Main Battens

The stock main battens in my kit are 0.200 inches wide by 3.154 inches long. (They are also 0.013 inches thick which I propose be left uncontrolled.)

The January Rules vote showed that the majority of owners favor strict one design interpretations based on what is in the kit.

As the Class Secretary, the following rules changes are made to be retroactive to March 15, 1997:

13.6 Two jib battens may be used, size shall not exceed 0.200 inch wide by 2 inches long.

13.8 Four battens are permitted. They shall be installed perpendicular to the leach and evenly spaced within 1/4 inch. Batten size shall not exceed 0.200 inch wide by 3.200 inches long.

These rule changes will appear on the next Rules ballot which is currently unscheduled.

Class Secretary

STANDING RIGGING

LOW STRETCH STANDING RIGGING

THE BAD NEWS

Kevlar Standing Rigging line is no longer available! Larry Mishou, Worth Marine, told me that the manufacturer, *STREN*, no longer makes the 70 lb. natural finish Kevlar fishing line. Worth is out of it and cannot supply it. They are searching for a replacement.

See the report, "*Drag and Sag*" in the December 1996 issue of the *NEWS*.

THE GOOD NEWS

Good Spectra kite string is as low stretch as the 70 lb. Kevlar and has the same 0.020 in. thickness (See the table below). It is readily available. Following the above news on Kevlar, an 80 lb. Spectra kite string was ordered and tested against the 70 lb. Kevlar.

Not all kite string is created equal. The right stuff must be ordered.

The tested kite string is: 80 lb. *SPEED*TM, made from *SPECTRA*® high performance fiber by "SHANTI KITE COMPANY". It is white, braided and costs about \$0.07/foot. Order it from Kites of Boston, (617)742 1455. It is probably sold by other kite retailers. See your Yellow Pages.

I have no information on the relative performance of any line for: 1) knot strength, 2) resistance to sunlight, 3) abrasion resistance, or any other characteristic.

The 70 lb. Kevlar and the 80 lb. *SPEED* seem to hold well in bowsies.

Errata:

The Spectra line reported in the February *NEWS*, page 2, was an 80 lb. white braided Spectra kite string, not 50 lb. The sample tested was 80 lb., mislabeled by the supplier as 50 lb.

RIGGING LINE TESTS

The news that Kevlar was no longer available prompted more line tests. The results are in the table below.

Six different lines were tested. The green and white line from the kit, a sample of the 70 lb. Kevlar and the "SHANTI" Spectra kite string are the first three in the table. The next three are samples given to me by Rick Martin.

Each sample of line was loaded from 0 to 8 lb. and the initial amount of stretch was recorded. The line test length was 33 inches. After the initial load the line continued to stretch slowly for several minutes. When this stretching stopped, the amount was recorded (it's labeled "Relaxation" in the table). When the line was unloaded, the amount it shrank was recorded.

Observations

- 1) The 80 lb. SHANTI Spectra and the 70 lb. Kevlar have the lowest stretch and relaxation.
- 2) The 50 lb. "LASERPRO" was next in low stretch. This is a Spectra kite string.
- 3) The 50 lb. "TUFLINE" fishing line was said to be Spectra, but as can be seen, it's stretch suggests it might be Dacron?
- 4) As in previous tests, the white and green line from the kit (which is 30 lb. Dacron fishing line) has the highest stretch.

5) The "MIGHTY LINE" thickness at 0.16 inches was thinner than the 0.018 inches minimum permitted in the Class Rules.

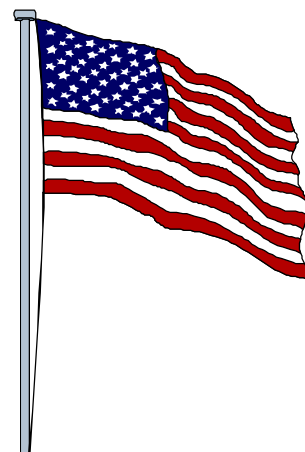
BOTTOM LINE

The SHANTI Spectra and the 70 lb. Kevlar give the lowest stretch and the least relaxation of the six lines tested.

WHAT LINE TO USE?

Most owners believe that the lower the stretch and relaxation the better. Some owners think that a little more stretch in the upper- and mid- shrouds depowers the main in stonger winds and puffs.

In this class you are the owner, skipper, tactician and engineer. It is your decision.



LINE STRETCH UNDER LOAD, INCHES

Line description	Change of length		Relaxation	Thickness
	Load 0 - 8 lb.	Unload 8 - 0 lb.	load - 8 lb.	in.
Kit, white/green Dacron	1.30	1.18	0.18	0.023
70 lb. Kevlar	0.22	0.22	0.02	0.020
80 lb. "SHANTI" Spectra	0.17	0.18	0.03	0.020
"MIGHTY LINE", R. Martin	0.44	0.25	0.130	0.016
50 lb. "LASERPRO" Spectra white from R. Martin	0.28	0.23	0.16	0.019
50 lb. "TUFLINE" Spectra from R. Martin	1.14	0.64	0.20	0.020

(Continued from page 3)

1800 either at EYC's back forty docks (high tide evenings) or at Ron Noe's dock at 17 Mack Lane, Essex (low tide evenings).

2)The FIRST RACE DATE IS WEDNESDAY, MAY 21 ST. Informality will rule at this event.

3)The Fleet is open to anyone in the area with a CR-914. (Emphasis by the Editor)

4) EYC CR-914 owners should swiftly register their vessels with the AMYA via Chuck Winder, 19 Robert Road, Marblehead MA 0945. Include your 700 series vessel number. Fee is \$13 (With subscription to CR-914 News) or \$5 (no subscription).

5) Ron Noe was elected as Fleet Captain (Tel. 767-3530 or 767-3250). Dave Williams was stuck with the job of Corresponding Secretary (Tel. 767-3530).

Owners attending the May 15th meeting were Bob Fisher, Burt Karp, Rick Harrison, Ron Noe, Lew Weinstein, Dave Williams and (late) Charlie Moore. (It's not clear to the Editor if Charlie was late or is the late Charlie Moore?)

Current EYC CR-914 owners are the above plus ... Bill & Maura Cochran, Rob & Val Shickel, Art & Marilea Schlobohm, Mike and Linda Shields, and Paul & Jane Riggio.

Country Place Yacht Club Pearland, TX

The club was started two years ago by Elaine "Sassy" Gordon and Roger Davis, who is the Commodore. There are currently fifteen CR 914's in the fleet.

Country Place is a gated retirement community near Houston. It surrounds a golf course with an eight-acre fishing lake as well as several smaller lakes scattered through out. It is an ideal location for model sailing.

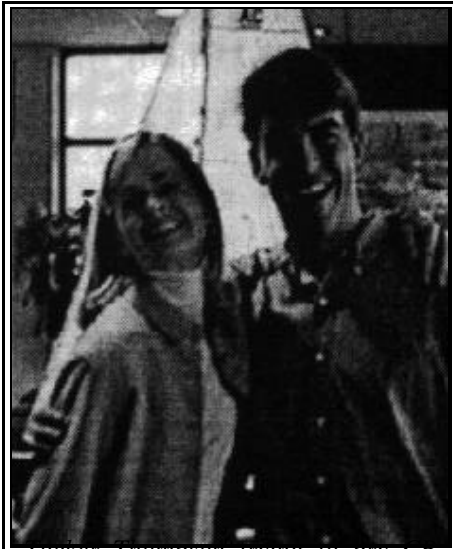
There are races every Sunday at 4 p.m. Regattas are held four times a year. Residents gather along the shore cheering for their favorites.

For residents interested in becoming a Skipper, Country Place has a master

craftsman to help build boats. "How to Maintain Your Boat" and "On improving Your Sailing Skills" workshops are offered.

Annapolis Model Yacht Club Annapolis, MD

The AMYC races CR 914's every Monday evening at 6 p.m. The venue is



Tucker Thompson trying to pry CR 914 tuning tips from Victoria Larson, wife and braintrust to Chris Larson's CR 914 syndicate.

the pier at the Chart House Restaurant on lovely Annapolis Harbor. The Chart House offers food and drink discounts to the fleet on race night. There will be an awards ceremony in January with racing continuing through December.

Fleet Captain Tucker Thompson (410 971 6980) reports there are forty boats in the area. They have started their own local newsletter, the "CR/914 NEWS". (Doesn't that title have a familiar ring to it? Ed.) Tucker has identified a builder for those without the time or desire to build their own.

Marblehead Model Yacht Club Marblehead, MA

CR 914's races every Wednesday at 6 p.m. and most Sunday's at 10 am. On the other Sunday's there are Marblehead

Class racing, Vintage M boat races and other invitational regattas.

So far this season there has not been an aquatic grass problem at Redd's Pond. By this time last season, the excessive grass made racing quite frustrating. The club worked with the Town to treat the pond with herbicide and algacide in early June. We will know by mid July if the treatment was successful.

Region 1 Championships at Redd's Pond, Marblehead, MA May 31 and June 1, 1997

The weather forecast for the regatta was not good. However, we were lucky and had good weather and winds. Saturday was sunny with a SW wind which changed to NE later in the day. Sunday was cloudy with NE winds for the most part. The consensus was that winds were even more variable than Redd's Pond normally serves up.

We were happy to see two new skippers: Richard Condon, #57, from Vermont and Essex, MA and George Watts, #10, from Cohasset, MA. Neither had raced models before and it showed in the first races. By the afternoon they had both clearly started to get the hang of it. We hope they come back and join the fun.

There was only one protest hearing involving the subtleties of mark rounding. All other protests were handled by 720 turns.

The regatta was held two weeks earlier than in 1996 to avoid the grass that was so frustrating last year. There were only a few instances of grass reported. This season the pond was treated to prevent grass and, if that is successful, next year the regatta will be later in the summer. After a few races on Sunday, it was decided to change the course by adding a

(Continued on page 8)

(Continued from page 7)

second starting line at the SW end of the pond and to shorten the course. The shorter course avoided sailing into the dead air at the usual windward mark. The new short course was liked by everyone. It provided better winds and kept the fleet more or less in the same wind environment.

This year the \$15 entry fee included lunch delivered to the pond both days. The lunch was a good arrangement that kept us all together to talk racing and socialize.

We all thank our race officials. John Snow did an excellent job as the Race Director all day Saturday. Deb Dooley

was there for us both days. She scored, helped by Sally Winship, all day Saturday. On Sunday Deb was the whole show acting as the Race Director, scorer and adding up the final scores.

Commodore JR LeBlanc video taped almost the entire regatta. He told us he had some really good footage. He will make copies for anyone for the cost of a cassette.

Race results are shown in the table. The last four skippers were able to sail only one day of the two day regatta.

REGION 1 RACE RESULTS		
Sailed 26 heats, scored best 22		
Place	SKIPPER	Points
1	Kevin Dooley	44
2	Marcel Nyffenegger	58
3	Keth Comollo	61
4	Chuck Winder	67
5	Sasha Kavs	90
6	Tim Lynch	119
7	Joe San Antonio	174
8	Rick Laird	176
9	Eric Schwartz	205*
10	George Watts	231*
11	John Whalen	233*
12	Dick Condon	267*

A Race Rule Philosophy

Chuck Winder, Class Secretary

Model sailboat racing is unique. The race rules do not adequately address the following:

- Model scale speed is about five times faster than full scale boats,
- Skippers and crews (the witnesses), are not onboard the boats. Thus protests with models are very difficult to process.

But we have no alternative but to apply the excellent Racing Rules which have been evolved over many years.

A philosophy is suggested that might make model racing more enjoyable:

1. No one does a penalty turn unless

he is protested.

Rationale: Some skippers have the courage to voluntarily do penalty turns when they know they have committed a foul. Others will never do a turn unless encouraged by a forceful protest call. It is not fair that the honest skipper is the one penalized.

2. No one protests if in their judgement the infraction will not effect the outcome of fair racing.

Rationale: Just as there are no witnesses on a model, the onshore skipper often has difficulty seeing a situation involving his boat. Models can have collisions and no one is hurt and (usually) no damage is done to boats.

If a yacht's race position is effected, she, or a third party, must protest.

In light winds, contact which is from lack of control should be overlooked.

In any event, if a right of way yacht suffers a loss in position, she should protest the offending yacht and consider asking for redress in addition.

What is proposed here is not very profound, and it may be controversial. Lets start thinking about how the race rules should to be changed to reflect the unique characteristics of model racing.

Send your ideas to the Class Secretary.

<p>Boat Weights 1997 Region 1 Regatta</p> <p>All boats competing in the CR 914 Region 1 Regatta were weighed. The results are given in the table No conclusions or discussion will be provided at this time.</p> <p>Boats will be weighed as a requirement for competing at the nationals. Many keels were not removable. Class Rule 14.4 specifies keel weight limits, thus an interpretation of the rule could be that keels must be removable.</p> <p style="text-align: right;"><i>Class Secretary</i></p>	Owner	Sail No.	Total Wt., lbs.-oz.	Keel wet., lbs. - oz.
		Comollo, Keth	55	6 - 2.0
	Condon, Richard	57	6 - 5.0	3 - 8.0
	Dooley, Kevin	97	6 - 5	Can't remove keel
	Kavs, Sasha	7	?	?
	Laird, Rick	80	6 -4.0	Can't remove keel
	Lynch, Tim	39	6 - 3.0	Can't remove keel
	Nyffenegger, Marcel	33	6 - 3.0	3 - 8.2
	San Antonio, Joe	42	6 - 8.2	3 - 8.2
	Schwartz, Eric	501	6 - 4.8	Can't remove keel
	Watts, George	10	6 - 4.0	Can't remove keel
	Whalen, John	911	6 -5.8	Can't remove keel
	Winder, Chuck	88	6 - 1.8	3 - 5.2
	Winder, Chuck	888	Boat incomplete	3 - 7.8

**Excerpts from
THE RACING RULES OF
SAILING
1997 -2000**

The Racing Rules given on pages 9 and 10 are those which, in my opinion, govern our maneuvering on the race course. That is where we come to have fun.

Some of us will never buy a book on Racing Rules much less study it. Most of us are intimidated by the thickness of the complete rules, even the new ones.

Understanding these two pages is all you need to move your racing to the next level. They are intentionally back-to-back so that you can remove them from the NEWS and put them in your pocket or tool box.

Class Secretary

Part 1

Fundamental Rules

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated.

Part 2

When Boats Meet

Section A - Right of Way

*A boat has right of way when another boat is required to **keep clear** of her. However, some rules in Sections B and C limit the actions of a right-of-way boat.*

10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep*

clear of a *leeward* boat.

12 ON THE SAME TACK, NOT OVER LAPPED

When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.

13 WHILE TACKING

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall *keep clear*.

Section B

General Limitations

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room*

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or *giving room*, and
- (b) shall not be penalized unless there is contact that causes damage.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room* to *keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

When a right-of-way boat changes course, she shall give the other boat *room* to *keep clear*.

17 ON THE SAME TACK; PROPER COURSE

17.1 A boat that establishes a *leeward overlap* from *clear astern* within two of her hull lengths of a *windward* boat shall not sail above her *proper course* during that *overlap* while the boats are less than that distance apart, unless as a result she becomes *clear astern*.

17.2 Except on a beat to windward,

while a boat is less than two of her hull lengths from a *leeward* boat or a boat *clear astern* steering a course to *leeward* of her, she shall not sail below her *proper course* unless she gybes.

Section C

At Marks and Obstructions

When a Section C rule applies, the rules in Sections A and B continue to apply unless the Section C rule modifies them or states that they do not apply.

18 PASSING MARKS AND OBSTRUCTIONS

18.1 When this Rule Applies

Rule 18 applies at a *mark* or *obstruction* to be left on the same side when boats are about to pass it until they have passed it.

However, it does not apply

- (a) at a starting *mark* or its anchor line surrounded by navigable water from the time the boats are approaching them to *start* until they have passed them, or
- (b) between boats on opposite *tacks* when they are on a beat to windward or when the *proper course* for one of them to pass the *mark* or *obstruction* is to tack.

18.2 Giving Room; Keeping Clear

(a) When boats are *overlapped* before one of them reaches the *four-length zone*, if the outside boat has right of way she shall give the inside boat *room* to pass the *mark* or *obstruction*, or if the inside boat has right of way the outside boat shall *keep clear*. If they are still *overlapped* when one of them reaches the *four-length zone*, the outside boat's obligation continues even if the *overlap* is broken later. This rule does not apply if the outside boat is unable to give *room* when the *overlap* begins.

(b) If a boat is *clear ahead* when she reaches the *four-length zone*, the boat *clear astern* shall *keep clear* even if an *overlap* is established later. Rule 10 does not apply. If the boat *clear ahead* tacks, rule 13 applies and this rule no longer does.

(c) If there is reasonable doubt that a boat established or broke an *overlap* in time, it shall be presumed that she did not.

18.3 Tacking

If two boats were on opposite *tacks* and

(Continued on page 10)

(Continued from page 9)

one of them tacked within the *four-length zone* to pass a *mark* or *obstruction*, **rule 18.2 does not apply**. The boat that tacked

a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark* or *obstruction*, and

b) shall *keep clear* if the other boat becomes *overlapped* inside her, in which case rule 15 does not apply.

18.4 Gybing

When boats are *overlapped* before one of them reaches the *four-length zone* and an inside *overlapped* right-of-way boat must gybe at the *mark* or *obstruction* to sail her *proper course*, she shall pass no farther from the *mark* or *obstruction* than needed to sail that course.

18.5 Passing a Continuing Obstruction

At a continuing *obstruction*, rule 18.2 is modified so that while boats are passing the *obstruction* an outside boat's obligation ends if the overlap is broken, and a boat clear astern may establish an inside overlap provided there is room at that time to pass between the other boat and the obstruction. If she does so, her obligation under rule 18.2(b) ends.

19 ROOM TO TACK AT AN OBSTRUCTION

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an *obstruction* and she intends to tack, but cannot tack and avoid another boat on the same *tack*, **she shall hail for room to do so**. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

(a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or

(b) immediately reply 'You tack', in which case the hailing boat shall immediately tack and the hailed boat shall give *room*, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does not apply at a starting *mark* or its anchor line surrounded by navigable water from the time boats are approaching them to *start* until they have

passed them or at a *mark* that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

(from Part 3 - Conduct of a Race)

31 TOUCHING A MARK

31.1 While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.

31.2 A boat that has **touching a mark** may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360 degree turn including one tack and one gybe. When a boat takes the penalty after touching a finishing *mark*, she shall return completely to the course side of the line before *finishing*. However, if a boat has gained a significant advantage in the race or series by touching the *mark* she shall retire.

31.3 When a boat is wrongfully compelled by another boat to hit a mark, she shall be exonerated

(a) if the other boat acknowledges breaking a rule of Part 2 by taking a penalty or retiring immediately, or **(b)** by a Protest Decision, after successfully protesting another boat involved in the same incident.

(From Part 5 Protests, Hearings, Misconduct and Appeals)

69 ALLEGATIONS OF GROSS MISCONDUCT

69.1 Action by Protest Committee

(a) When a protest committee, from its own observation or a report received, believes that a competitor may have committed a gross breach of a *rule* or of good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. The protest committee shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.

(b) A protest committee of at least three members shall conduct the hearing. If it

decides that the competitor committed the alleged misconduct it shall either

- (1) warn the competitor or
- (2) impose a penalty by excluding the competitor, and a boat when appropriate, from a race, or the remaining races of a series or the entire series, or by taking other action within its jurisdiction.

REFERENCES:

A *must have* is the complete AMYA "MODEL YACHTING RACING RULES". It's available from the AMYA Chandlery for \$2.00. Make check payable to AMYA and send to:

Thomas W. Shipp, Sr.
171 Heatherside Drive
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"Understanding the RACING RULES OF SAILING through 2000", by Dave Perry is the best book for a comprehensive text on the rules. The illustrations make comprehension easy. It also contains the complete official "RACING RULES OF SAILING" by US SAILING. It is ~\$25 at book stores and at US SAILING.

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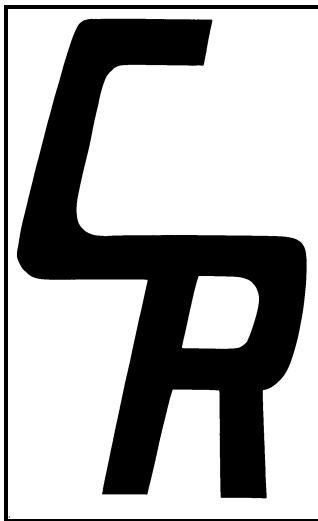
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CR 914 SAIL EMBLEM
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START YOUR OWN MODEL YACHT CLUB

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.

**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 - continuing
- Battery charging systems - continuing
- Surviving salt water - continuing
- 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