

❖ CR 914 NEWS ❖

Volume 1 Issue 7

JULY AUGUST 1997

NATIONAL CHAMPIONSHIPS October 4 and 5, 1997

COME TO THE RACES

The CR 914 Class has no restrictions on who can compete in the nationals regatta. (Except the need for a registered boat and AMYA membership.) The happiest problem the class could have at this point in its evolution is to have so many boats at the nationals that the Race Committee would have to be innovative figuring out to how to let everyone race and fairly determine the champion. I hope that happens this year.

The **ENTRY FORM** is found on page 3. I failed to do something that is my job as Class Secretary. That was to get the ACCR Entry Form in *Model Yachting*, the AMYA magazine. I mistakenly assumed that if it was in the NEWS, everyone interested would get it. So I ask you subscribers to inform any 914 owners of the ACCR and give them a copy of the form.

DON'T DELAY, ENTER NOW

The entry form gets to you later than I had planned. So make your reservations and send in the Entry Form.

RADIO CHANNELS

To make it possible for a lot of boats to race together, each must have its own channel. (Pretty profound so far?) There are 36 channels available for us to use (not counting the 13 HAM channels). These are 61 through 90 on the 75 MHz band and six channels on the 27 MHz. band. If we all have one or two spare crystals in our tool kit, we can have 36 boats without channel conflicts.

First Come, First Serve Getting your Entry Form in early is the only way to
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Some of the Larchmont MYC during Race Week: First row on left - Commodore "Buttons" Padin; first row center, Sears Wullschleger with his #376; first row second from right, Howie McMichael, Champion and Fleet Constructor; second row second from right, Stan Bell holding the prestigious "Low Gross" trophy.

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Class News

This month there are 171 boats registered vs. 163 in June. See page 2. Eighty-three subscribe to the NEWS.

E-mail Communication

Fifty-one owners are on the CR 914 e-mail distribution list.

Give Me Feedback

This is the seventh issue of the NEWS. I haven't received a lot of feedback from you readers. For the NEWS to best serve the Class, I need owners to tell me what is important and not important. What should we have more of, less of? And if you have

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NATIONALS

(Continued from page 1)

assure being assigned your primary channel. The early bird gets the worm. Thus if your primary channel is already assigned, you will have to change to one of your alternate channels. I will try to have at the regatta crystal sets for those channels not covered by the entrants primary and alternate channels.

Before you get too excited, there is no intent to have 36 boats at the starting line. The start line fun will be limited to 12 to 18 boats using whatever fleet system is appropriate.

SAILING INSTRUCTIONS

The objective of model boat racing is to enjoy the competition and, at the end of a regatta, have a good feeling about the experience. Sometimes, in the adrenaline rush of close competition, emotions can flare. The Racing Rules have been evolved to make the sport fair to all competitors. If we all know the rules, then there is little excuse for anger, except towards our own mistakes that get us into situations we should have avoided.

But on occasion an individual loses perspective on what the sport is all about and creates an unpleasant environment by inappropriate behavior. Such behavior is addressed in rule 2 and 69. These rules are designed to protect us by giving to the Race Committee the power to penalize inappropriate behavior. We all hope that such power is not required

ACCR ACCOMMODATIONS

Holiday Inn, 300 Xenia Towne Square, (937)372-9921 or 800 465 4329.

We have reserved a block of 20 rooms for Friday and Saturday. When making reservations, "RNC" is the code for our block of rooms. The corporate rate we have been given is \$65 per night, (\$58 + 12% tax), for a double room, smoking or non-smoking. (That's \$5 less than their AARP rate.) All rooms have a phone jack for laptops. The block of rooms will be held until September 18, so make your reservations now.

The motel will give us free use of a meeting room from 8 am to 11 p.m. on Saturday if we take ten or more rooms.

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.

I have reserved a room for my wife and I for October 2 through 5.

Allendale Inn, 38 S. Allison Ave, (937) 376-8124

The room rate is \$45 (39.15 + 12% tax). This is their standard AAA or AARP rate. No block was reserved here. Laptops don't work in their rooms.

Don and Rose Peacock visited the local motels. Rose liked the Holiday best, while Don thought the Allendale was suitable for the price.

BOAT MEASUREMENT

All boats competing must conform to the class rules approved by vote and effective March 15, 1997. This is the third ACCR of our young class. Boats have not been measured previously. Now is the time to assure ourselves that we compete on a level playing field.

Boats will be inspected for weight, keel weight, sail emblem, 3 inch sail numbers,

(Continued on page 3)

FLEET NEWS

**MARBLEHEAD MYC
Marblehead, MA**

This has been an active season at Redd's Pond. There have been a total of 340 heats raced during the regularly scheduled races and many more in unscheduled skirmishes and tune-up sessions.

Early Bird Series

The opening race was on March 23. There were four races (10 heats each) in this series through April 12. Kevin Dooley, our 16 year old, won it with Chuck Winder, the 66 year old, in second place. Tim Lynch and Rick Meyers were third and fourth. Eight boats competed in the series.

Red Robin Series

Kevin Dooley won this series, too, with Marcel Nyffenegger in second and Chuck Winder in third. Keth Comollo and Rick Laird were fourth and fifth. A total of 18 boats competed. There were 7 to 10 boats at the start line each Sunday.

The series had seven Sunday races of 10 heats sailed in moderate to light conditions.

Osprey Series

After three races of what will be a five race series, Keth Comollo is in the lead with Dooley and Winder tied for second two points back. Nyffenegger is in fourth with Sasha Kavs in fifth.

The **Wednesday Nite Series** are sailed every Wednesday from 6 p.m. until dark. Each series has six races of ten hearts.

The first series was won by Dooley with Nyffenegger and Comollo following in that order. The second series was also won by Dooley with Winder and Lynch in second and third

The third series was won by Winder with six bullets. Lynch is in second with Eric Kerns, 15 years old, in third. Winder's apparently outstanding performance was aided by the poor attendance of the top skippers and an unfortunate DSQ.

The **Region 1 Regatta**, won by Dooley,

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(Continued from page 2)

standing rigging thickness, etc. The inspection will take only a few minutes. Each owner will be asked to sign an "Oath of Conformance" that the boat satisfies the class rules.

We discovered at the Region 1 Regatta that some keels were not removable. This year an alternate method of weighing a keel that can not be removed will be permitted. Before the next Nationals the class will have to decide if that practice will continue.

QUICK FIX FOR A KEEL LEAK

A boat developed a fast leak during racing the other day. The glue joint at the bottom end of the hull/keel tube had opened up. When the keel was removed, the brass keel tube was found to be seized to the keel rod.

An effective quick fix was to wrap a piece of yarn around the keel rod at the fin and reinstall the keel. The leak was stopped well enough to allow completion of racing. The yarn, when it became wet, expanded and sealed the leak. It might have worked even better if some grease had been used.



Bill Petynia, Albuquerque, uses sail graphics for easier identification of his yacht during heated competition.

ENTRY FORM 1997 CR 914 Annual Class Championship Regatta

Hosted by the Miami Valley Model Yacht Club October 4 and 5, 1997 at Xenia, Ohio

Deadline for entries: 26 September, 1997 (Late entries will be accepted if you bring a note from your mother)

NAME _____ Number in Party _____

ADDRESS _____ AMYA No. _____

CITY _____ STATE _____ ZIP _____ PHONE _____

Radio Channel _____ 2nd Channel _____ 3rd Channel _____

Entry fee of \$20 includes lunch Saturday and Sunday.

Information package will be sent upon receipt of entry form.

Send completed form to:

**Donald Peacock
468 Walden Way,
Dayton, OH 45440
(937)427-1088**

In consideration of accepting this entry, I hereby for myself, my heirs, executors administrators, waive and release any and all rights to claim damages that I may have or acquire against the Town of Xenia, OH, the Miami Valley Model Yacht Club, or it's members, subcommittees, agents, representatives or assigns, from any claim for injury or other damages to me or my family during the regatta's events.

SIGNATURE _____

BATTERY MANAGEMENT

NiMH Batteries

In the last issue NiMH (Nickel Metal-Hydride) batteries were analyzed. I decided that was the way I wanted to go. It is nice to get 4 1/2 hour battery life using the Ranger II Tx or 7 1/2 hour life with a Futaba Tx. The 6 hour life in the boat is nice, too.

But as we have found out before, nothing is ever simple.

If you recall, two sets of eight cells for the Tx delivered much less than the advertised capacity. The third set that I received from Tower tested at only 700 mAh versus the spec of 1200. They were returned for refund. Tower apparently removed from stock that batch of batteries. They received a new

It is nice to get 4 1/2 hour battery life using the Ranger II Tx or 7 1/2 hour life with a Futaba Tx. The 6 hour life in the boat is

shipment of HydriMax (their NiMH brand) on July 20. I will have test results in the next NEWS.

Eight cells were purchased from a commercial battery supply house for \$9 each (compared to \$4.50 from Tower). They tested at 1250 mAh.

But, "nothing is ever simple". They were delivered without what are called "consumer tips" on the positive end. The result was they were 0.1 inch too short to work in my transmitter. I made some spacers out of faucet washers and bronze rod that works fine.

To charge them I use a Futaba battery charger (\$20 at your local hobby shop)

that charges both the Tx and Rx at 50 mA. The charger will fully charge them from fully depleted in 36 hours *and safely trickle charge them, too*. Just put them on charge and forget them until the next time you want to use them!

Class News continued

(Continued from page 1)
anything to contribute to the NEWS content, send it to me by e-mail or US Mail.

Racing Rules

I want to thank US Sailing and Dave Perry for giving us permission to print excerpts from Dave's excellent book on the rules. I own his book and recommend it to you.

On page 7 and 8 is his "Simplified" treatment of the rules aimed at the beginning racing sailor.

The ways in which the new rules have changed the "game" of sailing are on pages 9 and 10. Brad Dellenbaugh's illustrations make it easy for everyone to comprehend what Dave is trying to teach us.

Both pages are designed as tear-outs so you can remove them and take them to the pond. Combine these with the excerpts of the rules in the May-June NEWS and you will have a comprehensive package to let you improve your game.

AMYA MODEL YACHTING RULES

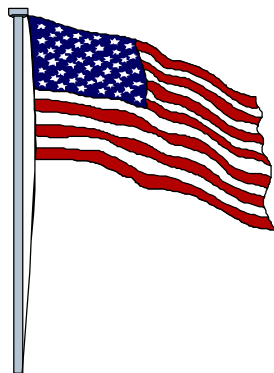
This extremely handy and complete book is a must for every 914 owner that plans to race seriously. It is \$2 from Tom Shipp at the AMYA Chandlery. I have been told that it is also on the WEB at <http://www.netcharts.com/amyaregproc.html>.

STANDING RIGGING

The Marblehead MYC reveals their experience on page 6 relative to what works for them. We need similar experience from other fleets so we can all know what to do about standing rigging.

NEW MEMBERS

- Julie Abate, #128
- David B. Arnold, Jr., #462 and #463
- Earl Boebert, #8
(transfer from John Snow)
- David M. Brelsford, #93
(Second boat)
- Steve Denis, #1
(transfer from Bud Conner, our founding Class Sec'y)
- Donald F. Hewes, #83
- Wendy Lull, #753
- Jose Venegas, #222
- Thomas A. Wey, #85



CHANGES AT WORTH MARINE

In July Greg Worth told me that Larry Mishou was no longer with Worth Marine.

Larry joined Greg's company in November of 1992 and was part of the promotional effort that brought the CR 914 from obscurity to one of the fastest growing one design classes in the AMYA. The primary thrust was to demonstrate the beautiful boats at the major winter boat shows.

Greg's operation has always been small. He will now have to staff and reorganize to satisfy the needs of all of us model boat owners who depend on Worth Marine for advice and supplies.

I consider both Greg and Larry my friends and wish them both the best of luck in their future endeavors.

FLEET NEWS

(Continued from page 2)

had twelve boats and sailed 26 heats. The report was in the May-June NEWS.

Dooley has probably sewed up the MMYC Seasons Championship which will be awarded at the banquet in November.

The **MMYC ACCR TEAM** currently consists of: Kevin Dooley, Sasha Kavs, Rick Laird, Marcel Nyffenegger, Greg Worth (maybe) and Chuck Winder. Greg, last years ACCR Champion, hasn't raced much this year because of the press of his business. But don't count him out.

Chuck Winder

**LARCHMONT MYC
Larchmont, NY**

MYC Spring Series Results

The Spring Series had eight race days scheduled, but only four proved adequate for racing. Silver bowls were awarded to each sailor at the Race Week Awards Dinner.

LARCHMONT RACE WEEK

Place	Sailor
1	Buttons Padin
2	Howie McMichael
3	Chad Corning
4	Joe Burbeck
5	Peter Kelly
6	Joe Fontanella
7	Sears Wullschlegler
8	Dave Lynn
9	Nick Langone
10	Stan Bell
11	John Hodgeson

Heineken 914 Rally

LMYC inaugurated a 914 regatta staged in the LYC pool during the Saturday Heineken Beer Party. Not knowing what the winds would be, five 48" fans were rented to provide a steady nor'wester. The good news is that the fans were not needed as the day's 25 knot breeze still had something to offer.

The model sailors chose not to participate because there were so many big boat Race Week participants who wanted to try their hands at the 914.

Eight elimination races, two 4-boat semis and the 4-boat final were staged before a crowd of 250 party goers seated along the sea wall, the beach and perched on the grill level over the pool. This 250+ crowd goes into the 914 record books as the largest spectator "fleet" ever recorded for the class.

This set up an interesting situation as the spectators got into the racing. Any sailor that fouled anyone heard about it from the gallery keenly critiquing the 914 fleet.

Cheers, boos and rousing applause were heard all evening long, especially at the end of the final when a blast of wind hit the second and third placed boats racing down wind for the finish and almost planted both boats on the pool's beach.

LYC's Rich duMoulin took first and won a CR 914 kit. Second place was taken by Geoff Langdon, of the Marblehead MYC, racing his new boat in his first race. Second, third and fourth places received a case of Heineken Beer.

It was an unbelievable party centered around the 914's.

914 Race Week Results

The First Annual CR 914 LMYC Race Week (actually it was only a Race Night) was held on Thursday night. The nor'easter that blew 30+ during the day moved the racing from the harbor to the pool (two-foot seas were running in the harbor).

Eleven boats sailed ten races. The course was windward-leeward with an offset mark. The crowded starts were challenging. A beach ten feet below the line snagged a few boats.

Sailing in the pool was the first time the LYMC skippers could walk the course with the boats. It made the mark roundings more interesting; just like the guys who sail in ponds.

Immediately following racing, an awards dinner was held with over thirty in attendance. The top three places received beautiful silver trays

Howie McMichael, the best sailor, received the prestigious Barnacle Bucket. This ornate urn complete with lid and reported to still have Aunt Tilly's ashes in it, sits atop a wooden base with a plaque reading:

914 Race Week Results

Place	Sailor	Points
1	Howie McMichael	21
2	Buttons Padin	23
3	Peter Kelly	37
4	Carl Olsen	37
5	Joe Burbeck	41
6	Joe Fontanella	47
7	Dave Lynn	63
8	Bizzy Monte-Sano (missed first five races)	67
9	Peter Sweetser	71
10	Nick Langone	73
11	Stan Bell	76

The Barnacle Bucket

Presented annually to the LMYC yacht under 37" in length with the best overall performance during Larchmont Race Week.

Buttons Padin

[LMYC continues to set an example of how to have a classy model boat operation, Ed.]

**EDINA MYC
Minneapolis, MN**

Edina was the venue for the first CR 914 Nationals. Tony Johnson, the 1995 914 National Champion, writes that adverse weather has slowed the model racing activity at Edina this season. The ongoing friction between the sail racing group and the non-racing group also interferes with developing an active sailing program, though they plan to race once a week for the rest of the year. There has been talk of finding a new pond, but there is nothing active in that regard.

Tony will be at the Nationals in Ohio and

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(Continued from page 5)
so will Bill Frank if he can resolve a schedule conflict.

Tony Johnson

ANNAPOLIS YACHT MODEL CLUB

Annapolis, MD

This year has been a successful one. The fleet's size has increased to over 50 owners.

The Racing Schedule has been changed to every other Friday, 6:00 pm, at the Annapolis Yacht Club. Racing is scheduled through October on 8/22, 9/5, 9/19, 10/13, 10/17, 10/31.

Tucker Thompson

DUKE CITY MODEL MYC

Albuquerque, NM

The July 13 race fell prey to the weed problem at Tingley Beach. Racing was cancelled after five heats. Weeds present a major problem. There is a barrier reef of weeds about 15 feet from shore which will entrap any sailboat. An area north of the island is clear, though a shorter course is required and tricky winds are encountered there.

The July 27 race was moved to the weed free north end of the island at Tingley Beach. After fourteen excellent heats Joe Frasier had won eight races; Sergio D'Antoni, three; Jim Scheibner, two and Tony Espinosa, one.

The club has been asked to sail at the Albuquerque Aquarium/Botanical Gardens. The pond is too small for racing but the city wants us for the atmosphere. It has proved popular with visitors and gives good exposure to the Club.

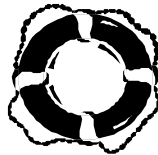
Joe Frasier/ Bill Petynia

LAKE LANIER SAILING CLUB

Atlanta, GA

Randy Phillips writes that three boats race at Lake Lanier and that interest in the CR 914 is beginning to build. Many people have commented that they want one.

Randy plans to form a club.



DON'T "PITCH POLE"

During exciting runs in strong, gusty winds the 914 will sometimes bury its nose and try to do a forward somersault. It never succeeds. After the hull reaches vertical and exposes its bottom, it flops to the side in a very ungraceful manner.

The excitement of such a maneuver is tempered by the fact of losing 5 to 10 places in the race to the pin. Someone here in Marblehead suggested a technique which at times avoids such behavior.

When there is the first indication that the bow is starting to be buried, "wiggle" the rudder rapidly. The sidewise movement of the bow when this is done seems to increase the lift at the bow and sometimes lifts the boat onto a spectacular plane.

Try it, you'll like it.

STANDING RIGGING

Performance versus Standing Rigging Material

Keth Comollo, Kevin Dooley, Marcel Nyffenegger and Chuck Winder seem to be the fastest boats in the Marblehead fleet. It may be of interest to others what they use for standing rigging.

The line in the table below is the same line discussed at length in previous articles. (The stock kit, white and green, braided, 30 lb. test Dacron; the natural color, braided, 70 lb. test Kevlar and the braided, white, Spectra kite string.)

Marcel offered the following: "In my opinion it does not make a big difference what kind of line is used for the standing rigging as much as it will make a

difference how much you tension the stays. Some guys have the rigging very loose. I prefer mine a little tight. I think your stay tension, Chuck, is about like mine. Further, I never have any tension on the backstay except when it is very windy".

Is it possible that it doesn't make any difference what line is used for standing rigging?

Our racing this season has been in predominantly light air. So maybe we don't have the whole story.

Also see LMYC's input on page 3 of the May - June NEWS.

Location	Keth C.	Kevin D.	Marcel N.	Chuck W.
Headstay	Dacron	Kevlar	Kevlar	80 lb. Spectra
Jib Boom Tack	Dacron	Kevlar	Dacron	150 lb. Spectra
Lower Aft Side Shrouds	Dacron	Kevlar	Dacron	80 lb. Spectra
Mid and Upper Shrouds	Dacron	Kevlar	Dacron	Dacron
Back Stay	Dacron	Kevlar	Kevlar	Kevlar
Boom Vang	Kevlar	Kevlar	Dacron	Dacron

A SIMPLIFIED VERSION OF THE RACING RULES OF SAILING

by Dave Perry
Illustrations by Brad Dellenbaugh

Reprinted with permission of Dave Perry and US SAILING. Dave Perry's book "Understanding the Racing Rules of Sailing 1997-2000" is available through US SAILING, 1-800-USSAIL-1.

[Words in italics are RC model boat rules]

There's no disagreeing that there are a lot of rules to know when racing sailboats. But just as in every other sport, you don't need to know and completely understand them all before you go racing. I love to play soccer, and I've got the basic rules down: Keep my hands off the ball, try to kick the ball into the goal to score, try not to kick the other guys in the shins and stop when the referee blows the whistle. I'm still a bit hazy on what 'offsides' means, what the difference between an "indirect" and a "direct" kick is, and just how many elbows in the ribs I'm supposed to politely accept as part of the game. But I still have a great time playing, and I learn a bit more about the rules each time I go out.

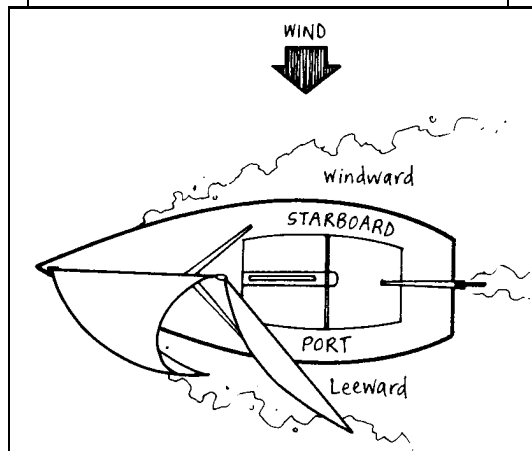
Here then are a few basic rules you should know so that you can get into racing without feeling like you're just in everyone's way. At first, take the racing easy just to get the feel of how it works, and never be worried about asking too many questions; that's exactly how we all learned what was up. Of course, the one danger in learning just the basic rules is that there will be places on the course where there are exceptions or where the actual rule has more detail. So I encourage you to take the time to read through this book. It's written in language that is easy to understand. The more you race, the more situations you'll run into that are exactly as covered and described here, and the sooner you'll be comfortable enough to get in there and mix it up out on the course.

Now, if you are just getting into sailing and racing, you've probably noticed that there are a few different words and phrases used around the track. Clearly the rules wouldn't be using them if they didn't make things easier; so we've included some illustrations to help you understand what some of these terms mean.

BASIC RULES

These are simplified summaries of the basic rules that apply when you and another boat are about to hit. When one boat has the "right of way," that means that the other boat is required to "keep clear;" in other words to stay out of the way of the right-of-way boat.

- 1) If you are on **opposite** tacks (booms on different sides), the



boat on starboard tack has the right of way over the boat on port tack (just as at a four-way stop, the car on the right gets to go first). (Rule 10.)

- 2) If you are on the **same** tack (booms on the same sides), the leeward boat has the right of way over the windward boat; and a boat coming up from behind can't hit the boat ahead (just as on the road). (Rules 11 and 12)

- 3) If you are **tacking**, you have to stay out of the way of a boat sailing in a straight line (just as you cannot pull out onto a road immediately in front of a car driving down the road). (Rule 13.)

- 4) Before most races, the race committee will give each competitor a copy of the **sailing instructions** (SI's), which contain the specific information on how the races will be run. Included in the SI's will be the timing system for the starts. If not, ask someone on the race committee to explain their system. There will be an imaginary line between two marks called the "starting line." You must be completely behind this line at your start. If you are not, simply turn back and get behind the line. However, while you are returning, you must stay clear of all boats that started correctly. (Rule 20.)

- 5) Anytime you have the right of way, you can turn toward another boat; but you must be sure that the other boat has enough **time** and **space** to get out of your way. That's why windward boats must be very careful when they pass close by to leeward boats. (Rule 16.)

- 6) When you are **four** boat-lengths from a mark or obstruction, you have to give any boat between you and the mark or obstruction room to pass it. (Rule 18.)

- 7) One large exception to number 6 (above) is at the starting marks, where you do **not** have to give windward/inside boats room to pass between you and the starting mark. If the windward/inside boat tries to squeeze in between you and a starting mark, they are "barging," which is definitely illegal (but

(Continued on page 8)

(Continued from page 7)

unfortunately very common). (Rules 11 and 18.)

- 8) You must **avoid all collisions** if possible. (Rule 14.)
- 9) If you make a right-of-way boat **change their course** to avoid hitting you, you must take a penalty. Normally the penalty is to simply get away from the other boats immediately and make two circles (called a "720"). When you're done, get back in the race. (Rule 44.)
- 10) If you **touch any mark**, the penalty is just one circle. (Rule 31.)

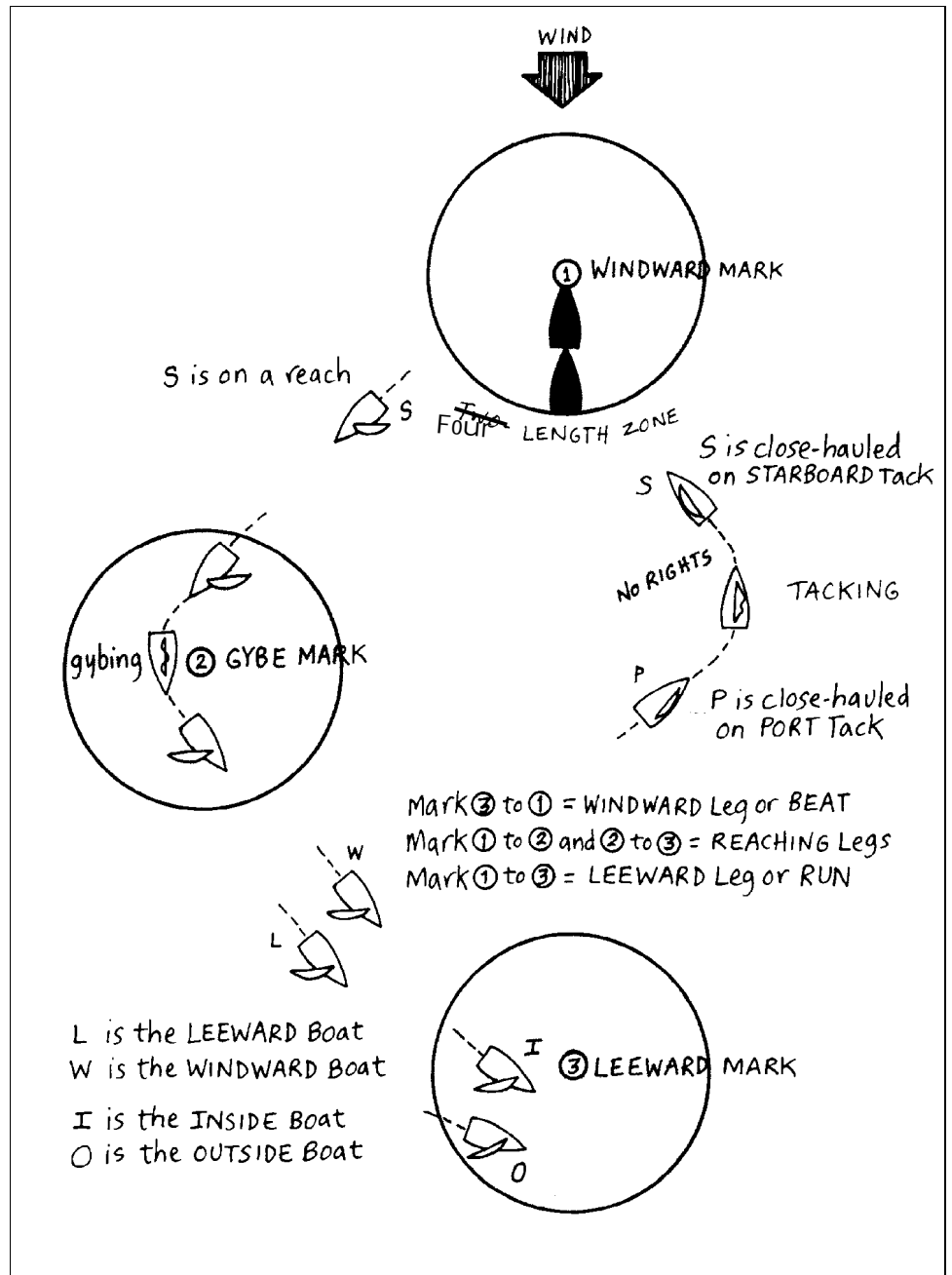
If you have the right-of-way and another boat makes you change course to miss hitting her, she has broken a rule. You can tell her this by "protesting" her. To do this, immediately hail the word "Protest" and **call her sail number. Two such hails are required.**

Then at the finish tell the race committee which boat you are protesting, and fill out the protest form the race committee will give you. Soon afterward, the protest committee (usually three knowledgeable sailors) will hold a hearing at which both boats have the opportunity to tell their story; the committee will then make its decision. (Rules 60 to 68.)

Hike hard, sail fast and enjoy! - Dave Perry

Enjoy, sail fair and sail fast ! Ed.

AN OVERVIEW OF THE RULES SYSTEM



A QUICK OVERVIEW OF THE MAJOR GAME CHANGES UNDER THE 1997-2000 RACING RULES

by Dave Perry

Illustrations by Brad Dellenbaugh

Reprinted with permission of Dave Perry and US SAILING. Dave Perry's book "Understanding the Racing Rules of Sailing 1997-2000" is available through US SAILING, 1-800-USSAIL-1.

*The new racing rules will result in many changes in the way the game is played. Some of these changes have been made with the intention of improving the game; others are the by-product of the effort to simplify and shorten the rules. For a comprehensive summary of the many rule changes, see *The Significant Changes in the 1997-2000 Racing Rules of Sailing in Appendix A of [Dave Perry's] book.**

NOTE: These brief summaries are not intended to be actual representations of the rules.

[Words in bold italics are RC model rules, Ed.]

- A boat that completes a tack less than **four** lengths from the windward mark must do it in a place that allows other boats to pass the mark with no interference, and without ever having to sail above close-hauled to avoid hitting the boat that tacked. (Rule 18.3)

- There is no more "Mast Abeam". Before the starting signal, L (leeward boat) can always sail up to head to wind, even when overlapped with W (windward) by only a couple of feet. After the starting signal, L can also sail up to head to wind regardless of Ws position, unless L established the leeward overlap from clear astern; in that case L can't sail above her proper course during the overlap (as in the previous rules). (Rule 17.1)

- L can no longer luff as fast as she pleases. Now when L luffs, she must give W "room" (space and time) to keep clear of her. W still needs to act promptly so L will still be able to luff fairly quickly. This requirement is exactly the same both before and after the starting signal. (Rule 16)

- Whenever a r-o-w (right-of-way) boat changes course near another boat, she must simply give her "room to keep clear." Therefore, when P (port tack boat) is passing near S (starboard tack boat) (upwind or down), S can change her course toward P as long as P can take evasive action that is safe and not too extreme. (Rule 16)

- Now, when a boat is involved in contact that causes any damage at all, and she could have reasonably avoided it, she can be penalized. Also boats (including right-of-way boats) can do a "720" to absolve themselves when they break this rule. Give-way boats (P and W) can now seek redress if they are physically damaged by a r-o-w boat in a way that significantly worsens their finishing place. (Rule 14 and 62.1(b))

- At marks, whenever any inside right-of-way boat's proper course is to gybe around the mark, she has to do so, even when she's not otherwise limited to sailing her proper course. Also, at windward marks, a boat astern can now sail above close-hauled to make it more difficult for a boat ahead to tack around the mark. (Rule 18.2 and 18.4)

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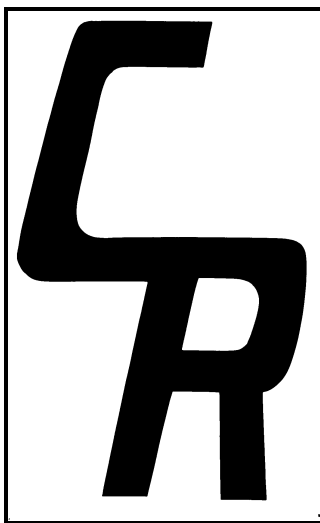
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**Future articles in the
CR 914 NEWS**

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
- Tuning for best performance
- Battery management - continuing
- Surviving salt water - continuing
- Skipper conduct at races
- Class measurement certificate
- Race rule topics
- An in-depth report on the 1997 Championship boat.
- An analysis of the results, skippers and boats at the 1997 Championships
- Why do radios "glitch"?
- Weed Control at the pond