
❖ CR 914 NEWS ❖

Issue 13

JULY - AUGUST 1998

1998 CR 914 ACCR

Introduction

The ACCR (Annual Class Championship Regatta) is the AMYA sanctioned national championships for the class. This will be the fourth ACCR for our young class. Marblehead Model Yacht Club is our host.

A record turn-out is expected. The CR 914 got its start in the Marblehead area. There are more boats in Massachusetts than any other state, though many are not active. The strong New York and Annapolis fleets are within easy driving range. So get your entry in early to assure participation in this great event.

Entries will be limited (for the first time) to the first 36 boats entering based on the post mark.

ELIGIBILITY

- You must own a registered CR 914.
- You must be an AMYA member. If you do not have proof of membership at the regatta, a refundable deposit in the amount of AMYA membership will be required (\$25 or \$12.50 for a junior, under 19). The deposit will be refunded if you have an active membership. Otherwise, it will be sent to the AMYA for your membership or renewal.

ENTRANTS LIMITED

The regatta will be limited to 36 boats based on the post mark of the registration. There are 36 available radio channels and thus there will be no need to switch channels.

WHEN? September 12 and 13, 1998.

WHERE? Historic Redd's Pond at Marblehead, MA. Model sailboats have been raced at Redd's for over a hundred years.

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Super Sally, #67

Don Wild's beautiful boat named after his lovely wife.
Hull is white with blue deck

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Class Secretary's Report

Photo Quality in the NEWS

This is the first issue of the NEWS to be produced at a print shop. One objective is to improve photo quality.

The original NEWS copy is produced on a PC using MS Publisher 97. Publisher is set up for an outside printer using PostScript. The file is copied to a 100MB ZIP disk and taken to the printer, a local Sir Speedy franchise. They use a Xerox DocuTech laser printer to produce first a proof and then the number of NEWS copies ordered.

Previously I made a hard copy on my printer and Staples uses xerography to make the needed copies. The result was poor photo reproduction.

Registration's

(Continued on page 3)

1998 REGION 1 REGATTA REPORT

July 27, 28, 1998

Sponsored by the Marblehead MYC

This report has two parts: the Regatta Stories and the Race Results.

The Regatta Stories

Hank Buchanan, accompanied by new bride **Melanie**, started racing on Saturday and encountered electronic troubles of the terminal kind. He took a stab at using the regatta's spare boat. But when that didn't workout, he went to Worth Marine, only a couple blocks away, and returned with a new boat. The boat was a beautiful red "Greg Worth Built" boat. He then proceeded to take fourth place.

This must have been a first in the annals of model boat racing.

Bill Follett's boat was blown off the table by a strong gust of wind just before the races on Saturday. The damage looked terminal and Bob looked dismayed. Greg Worth took control and used his hands to straighten the badly bent mast. It was then discovered that the keel fin had been fatally split in the fall. The keel from the regatta's spare boat was installed and Bill was able to race. On Sunday Bill bought a new keel from Worth Marine.

Hatch Brown, at his first big model regatta, suffered fatal electrical problems early on Sunday. He then jumped into the regatta's spare boat and took seventh overall. Hatch is from a new and growing fleet at Cottage Park YC in Winthrop, MA.

Don Wild experienced his first ever model boat race at the Region 1. He was apprehensive at first but enjoyed himself. Don and wife **Sally** have promised to return to Redd's for the nationals in September.

Mike McCloskey, a new local owner whose house abuts the pond, offered the use of his toilet. At Redd's Pond, that is an important benefit. Thank you, Mike. Unfortunately, Mike was unable to race.

Regatta Staff

Jaye Nashawaty, Sasha Kav's friend, was a key member of the staff. Both days she ran the starts, called the line, recorded the finishes and calculated the final scores.

Bob Twombly was the Race Director on Saturday. Ondria Prina, Rob Follett's significant other, assisted Jaye on Sunday.

Saturday night's dinner at the function room of the Beverly Depot Restaurant was a grand success. Twenty-four owners, wives and friends attended. Diane Worth, Greg's wife, used her influence at the Depot to make it special. Happy Hour with snacks was followed by an excellent full course dinner. Dinner wine was provided by Worth Marine.

Four owners joined AMYA in order to race in this regatta.

REGION 1 RACE RESULTS

The **Weather** was challenging. Saturday was very windy, at times overpowering, with a little rain at the start. Sunday the winds were lighter. On both days the wind was from the northwest which brings it into the pond over tall trees. The result was swirling eddies which was good or bad, depending on how well a skipper could sail them.

It was interesting that the top performers

Place	Name	Home
1	Rob Follett	Rye, NY
2	Marcel Nyffenegger	Marblehead, MA
3	Jose Venegas	Swampscott, MA
4	Hank Buchanan	Manhattan, NY
5	Chuck Winder	Marblehead, MA
6	Sasha Kavs	Chelmsford, MA
7	Hatch Brown	Winthrop, MA
8	Steve Denis	East Taunton, MA
9	Bill Follett	Rye, NY
10	Don Wild	Farmington, CT
11	Wendy Lull*	Ipswich, MA

*Wendy raced only on Sunday

on Saturday in the heavy going were replaced at the top by a different group in the lighter conditions on Sunday.

Twenty-four heats were sailed, twelve on each day. Four throwouts determined the final score. Rob Follet, Larchmont MYC, was the champion one point ahead of

second place Marcel Nyffenegger, Marblehead MYC. Five points back in third was Jose Venegas, MMYC. Hank Buchanan, LMYC, was fourth.

Two owners who raced are not shown in the results because it was discovered after the regatta they had not been AMYA members.

CR 914 REGION 2 REGATTA RESULTS

July 27, 1998

Sponsored by the CBMRA

The perfect venue for the regatta was Mezick Pond at Sandy Point State Park near Annapolis, MD. Mezick Pond is a beautiful setting without wind obstructions.

The steady 18-22 knot breeze was a bit over powering and so the course was set up to gain protection from a bulkhead. Tucker Thompson masterfully persuaded an objecting Park Ranger to allow use of the better location.

Playing the crazy wind shifts in the lee of the bulkhead was challenging. The beat to the windward mark was never the same from one race to the next. Some skippers fair better than others in these conditions. There were big headers, auto tacking and boats frequently in irons in the strong and shifty winds.

The gybe mark and the leg to the leeward mark was definitely where the excitement was. Most of the uncontrollable fouls occurred on this leg. There were many whoa's, wow's and screams of skippers in shear agony who had totally lost control of their boats!

Boats at times submarined and completely disappeared beneath the water. They had to be emptied of water after every heat.

Eleven heats were raced in these

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(Continued from page 2)

conditions. The results are shown below. Ramos, in his first CR 914 regatta, showed a mastery of the difficult conditions. Boris Hughes was only 4 points behind. The tie breaker went to Brady White for third over Tagg Zurmuhlen. Jenni Hughes took fifth ahead of Ben Copley who had significant equipment problems.

The beautiful etched Lucite trophies were awarded at the end of the day. All enjoyed the hospitality of Marc Cline who provided hors-d'oeuvres and sodas for the entire clan. A very special thanks to Tucker Thompson and Marc Cline who officiated the racing. Marc Cline and his sister Leslie gave Commodore Tagg Zurmuhlen more help than he ever hoped for.

A great day of racing in good company, who could ask for more?

Region 2 Regatta Results

PLACE	SKIPPER	POINTS
1	Dave Ramos	17
2	Boris Hughes	21
3	Brady White	29
4	Tagg Zurmuhlen	29
5	Jenni Hughes	29.25
6	Ben Copley	86

Tagg Zurmuhlen

BATTERY MANAGEMENT

**LOW COST
ALKALINE BATTERIES**

by Chuck Winder

plus a basic but adequate charger will cost \$42.

One of our owners, Biff Martin, showed up at the pond the other day and said he had bought alkaline AA cells for 23 cents! He had bought them at COSTCO, one of those discount clubs, in a pack of forty batteries.

The table below shows how the simplest kind of cost analysis shows when the NiCd batteries become less expensive.

Cost vs. Hours of Sailing

Battery Type	68 hrs.	100 hrs.	200 hrs.
Alkaline	\$42	61	122
NiCd	42	42	42

Over a year ago Rick Martin, an owner from Seattle, had told me he bought them for the same price. Locally I was never able to find them cheaper than about 40 cents per cell and used that to analyze cost trade-off between alkaline vs. rechargeable batteries.

I sail about four hours a week in the warm months from April to November. So in about 17 weeks (68 hrs/4 hrs. per week) the NiCd batteries start to become cheaper than alkaline. I start saving money starting in July. By November, I would have saved about \$20 using NiCd vs. alkaline in the first season.

Even at this lower price, rechargeable batteries are cheaper than alkalines in the long haul. But it takes longer before you reach the break-even point.

In the second year, the rechargeables are still good and paid for. I sail more than 100 hours a season. So alkaline batteries would cost more than \$61 and rechargeables cost nothing.

Alkaline batteries will last 4.5 hours in the stock "hitec" Ranger II transmitter. In typical use, the receiver batteries last about the same. So a set of twelve batteries costing \$2.76 (12 x \$0.23) will cost \$0.61 per hour (2.76/4.5) of sailing. Or \$61 for 100 hours of sailing.

Thus, in two seasons of sailing, rechargeables save about \$80! (The prudent skipper will always have backup batteries in the event they are needed.)

Twelve Sanyo rechargeable NiCd batteries

NEW MEMBERS

First Name	Last Name	City	State	Sail No.
Bohus T.	Bata	Pasadena	MD	232
Paul	Casbarian	Schaumburg	IL	433
John	Hitch	Norfolk	VA	934
Michael	McCloskey	Marblehead	MA	703
Sean	Nicholson	Somerville	MA	242
David	Ramos	Arnold	MD	238
Brian	Rice	Marblehead	MA	325
Gordon L.	Thayer, Jr.	Wilmington	DE	233
Al	Theurer	Fanwood	NJ	241

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This month there are 374 boats registered versus 365 in June. New owners are listed to the right. Through July, 226 subscribe to the NEWS.

This issue is earlier than the usual mailing around the 20th in order to get the details about the September 1998 ACCR out to the owners. We have limited entries to 36 this year, the first time ever. My hope is that there we will have the unpleasant task of turning people away.

Chuck Winder

FLEET NEWS

Cottage Park Yacht Club Winthrop, MA

CPYC is sponsoring the "Make-A-Wish-Regatta", a charitable affair for children with life threatening illnesses. Registration for the CR 914 race is at 5 PM, Saturday, August 8th. Racing starts at 5:30 PM. The \$25 fee includes dinner and awards at 7 PM. Send the fee and dinner reservations to Norm Seifert, 41 Court Rd., Winthrop, MA 02152, (617)846 3403. For more info: Peter Costa, owleng1@aol.com.

The CR 914 fleet at CPYC has created their own fleet burgee, shown below.



CR 914 Fleet Burgee
Cottage Park YC, Winthrop, MA
Field - Royal Blue
"CR" - Bright Red
"CPYC" - White

Chesapeake Bay Model Racing Association

Annapolis, MD

The final results for Aestivation
(Summer) Series I are:

- 1 Zurmuhlen, Tagg
- 2 Flake, Anthony
- 3 Thayer, Chip
- 4 Dunning, Harry
- 5 Hughes, Boris

Seventeen boats participated in this six race day series.

With 36 boats in the hunt, High Point standings at mid-season are:

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Larchmont Model Y C Larchmont, NY

Spring Series

Twelve boats qualified for the series. In the last race, Rob Follett nipped Howie McMichael for the day; but that wasn't enough to win the series. Howie took home top honors. Joe Burbeck came off the disabled list finishing second for the series with young Rob Follett in third.

Spring Series Results - 12 Boats

1. McMichael, Howie, 0.731
2. Burbeck, Joe, 0.715
3. Follett, Rob, 0.686
4. Corning, Chad, 0.649
5. Watt, Dave, 0.633

LYC's 100th Race Week Report

Three years ago, none of us had heard of a CR-914. A lot has happened since then!

Second Annual 914 Rally

Thirty-two non-LMYC members sailed the 914's in the Second Annual 914 Rally. Four hundred people visited the Beach Grille at the pool to get a first-hand look at 914's in action. The light northerly gave us just enough wind to have good racing. To protect the gear, this year we assigned a "Captain" to each competitor to "look over

their shoulder." It worked, none of the boats were damaged and the full 11 races were held. The winner was George Huntington, crewman for LMYC's Rich DuMoulin.

The **CR 914 Race Week Regatta** on Thursday was sailed in the harbor with only the slightest breath of wind. With all the hoopla about this **SECOND** Race Week, a total of twenty-four 914's were in the water (yes, Chuck Winder, I said 24). It was also the first time we had waiters from the bar taking orders while we sailed: "Starboard...and yes, I will have another Monte."

We were able to stage only two races, simple triangles, once around. By the time the Chad Corning won the first one, we all needed to return home for a shave. The second race, equally frustrating, was nearly abandoned. In the end, Chad Corning took the night with Rob Follett in second. HL DeVore and Rich DuMoulin tied for third.

The dreaded "Low/Gross Award," presented after each regatta to that sailor whose performance was both low and gross, was bestowed on, none other than, Mike Carr.

Enough! We had fun, the racing was awful, but that's sailing.

Buttons Padin



Buttons Padin Photo

CR 914 Race Week Regatta

Sixteen skippers intently sailing their boats (except for Buttons and Rick) and trying to sink the dock.

Left to right - Terry Arndt, Bill Blanchard, Rick Beck, Buttons Padin, Vicki Blanchard, Rich DuMoulin, Chad Corning, Sears Wullschleger, John Hodgson, Mike Carr, Dave Lynn, Bob Melnich, Charlie Ulmer, Hank Buchanan, Rob Follett, H. L. DeVore and Peter Overzat.

(Continued from page 1)

AGENDA

Friday, September 11

1000 to 1700 - Late Registration, Boat Measurement and Practice at Redd's.
1830 - Happy Hour and Dinner (Dutch)

Saturday, September 12

0930 - Skipper's Meeting, Late Registration, Boat Measurement
~1000 - Racing Commences
1200 - Lunch provided
1600 - No race will be started after 1600.
1800 - Happy Hour and Banquet Beverly Depot Restaurant

Sunday, September 13

0930 - Skippers Meeting
1200 - Lunch provided
~1300 - Awards Ceremony

BANQUET

Following sailing on Saturday, we will meet for Happy Hour (cash bar) and Dinner at the Beverly Depot, an outstanding restaurant. We have our own

function room, so our loud partying will not embarrass model boating in front of the other patrons.☺ The cost for the dinner is \$25 each. It includes a full three course meal and tip.

RADIO CHANNELS

Reserve your channel now! You will be assigned radio channels based on post mark of your Entry Form with check for entry fee. It is a good idea to keep alternate channel crystals in your tool box.

ENTRANCE FEE Payable to C. R. Winder. Includes Lunch both days and soft drinks at the pond. See the Entry Form below.

An information package will be sent upon receipt of entry fee. Receipt of entree fee will reserve your radio channel.

Boat Measurement

All boats will be weighed. Minimum boat weight is 6 lb. - 4.0 oz. There will be a visual inspection for conformance to the Class Rules.

Accommodations

Marblehead is a tourist destination. September is a very busy month. If you plan to come, make reservations as early as possible. There will be a brochure of town B&B's in the package sent to you after you register.

The Marblehead Chamber of Commerce will help you with accommodations, (781) 631 2868.

There may be rooms available at the Boston YC located in Marblehead about a mile from the pond. Call (781)631 3100 and tell them your sponsor is John Collins. John is a Marblehead MYC member and has sailed the CR 914.

The nearest hotel is ~four miles from the pond in Salem: Hawthorne Hotel, (978)744 4080.

Come to the races!

Chuck Winder, Class Secretary

ENTRY FORM 1998 CR 914 Annual Class Championship Regatta

Hosted by the Marblehead Model Yacht Club September 12 and 13, 1998

NAME _____ **Sail No.** _____ **Number in Party** _____

ADDRESS _____ **AMYA No.** _____

CITY _____ **STATE** _____ **ZIP** _____ **PHONE** _____

Primary Radio Channel _____ **Alternates** _____

ENTRANCE FEE Payable to C. R. Winder - Includes Lunch both days and soft drinks at the pond.

\$25. If post marked by Saturday, September 5, 1998

\$30 If paid after September 5.

Information package will be sent upon receipt of entry fee.

BANQUET - \$25 Each. It includes a full three course dinner and tip.

Send check and completed form to:
Chuck Winder
19 Robert Rd.
Marblehead, MA 01945

In consideration of accepting this entry, I hereby for myself, my heirs, executors and administrators, waive and release any and all rights to claim damages that I may have or acquire against the Town of Marblehead, MA, the Marblehead 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. (What would we do without lawyers?)

SIGNATURE _____

CR 914 MICRO WHITBREAD REGATTA

Annapolis, MD, May 1 & 2.

By Hank Buchanan, #110

Larchmont Model YC

Hank raced at the regatta and sent this report. It was edited to fit the space. Ed.

On a visit to Boston I learned of the "Micro-Whitbread". It was planned as part of the festivities surrounding the restart of the 8th leg of the famous Whitbread around-the-world race.

Friday

I arrived in Annapolis early finding Race Director Mark Zurmuhlen in a tent along a dockage canal called 'Ego Alley'

What I'd heard about the groups penchant for boat graphics was true! Almost all the boats had adopted a Whitbread name and graphics. Chessie Racing, the local favorite, wore the fire breathing dragon along its entire length. EF Language even had the yellow sails of its larger counterpart.

Ego Alley canal ran north-south with numerous vintage Trumpys parked along one side. On the other side were a Chesapeake Skipjack and some harbor taxis. The big Trumpys formed a tall fence on the east side and with buildings on the west, there was little chance for cross-wind activity.

In order to maintain visual contact with our boats we all crowded onto the skipjack. When the owner eventually showed up, he was a very tolerant fellow. By then it was raining and his boat was a mess of black footprints and a tangle of squirming RCers.

Between rain showers we got off our first start with eight boats on the line. I hung out on the pin end of the line because I noticed in the pre-race runs a nice little draft of air escaping between two of the Trumpy's. If you could get to it first, build up a boat length or two lead, then tack to port, you'd probably safely cross the fleet. That was how it worked. I got the lead and kept it to register the first bullet. Things went downhill from there.

The rain and wind came and went. We

lost one participant to wet equipment. I hoped my wide brimmed hat would minimize the danger of getting my unit wet.

In the end, my wet radio was so erratic, I fouled three people in the start area and was DSQ'd from the last race. I blamed the radio. The guys I fouled had other ideas such as my single digit IQ, spasticity, etc.

Friday's race results:

First Van Wie
Second Sagerholm
Third Chessie (of Whitbread fame)
Fourth Hughes
Fifth Buchanan
Sixth Flake
Seventh Tyson

Saturday

The sun appeared through the haze and a good sized spectator crowd collected. Tucker Thompson took over as Race Director, announcer and color commentator.

During the pre-start, I opted for farthest right position at the gun. It paid off. Last in the starboard tack parade at the line, I tacked onto port as soon as I crossed the pin into a nice little cross-breeze. It was a huge header, but if you bit into it enough and tacked, you crossed the fleet easily.

If you get to the weather mark first, you're heavily favored to stay there. I did, for that race and the next.

Then new talent showed up. The local champ Harry Dunning, #212, did what I had done above, only better. Harry and two other boats got me in the third race.

In the fourth race I again flopped to port, crossing most of the fleet but not Harry. I broke to the west on the final downwind leg. Lady Luck let me squeak by to win.

Three firsts and a fourth was not too bad. Then the wind changed.

The capricious breeze switched to the northwest at about half the strength. The committee flopped the start and we went north for the next few races. It wasn't pretty. The new windward mark was a fetch with a dozen boats in a tight crowd trying to inch around the former leeward

mark. Whenever there was contact, Tucker added commentary enhancing each incident. The crowd loved it!

Then on the last leg of the seventh race, the new sail winch failed. Instead of doing a quarter turn when released or eased, it did a half turn and jammed, pulling the sails back in again.

I finished the downwind leg close-hauled for a seventh. I retired for the day. With two throw-outs and a seventh, I thought I still had a chance to place in the money.

However I can't hide behind the equipment failure, the local champ Harry Dunning who arrived late and hadn't raced the first two races, beat me handily, tying for second with Johnson whose first name escapes me.

The results for the Saturday were:

First	Ramos
Second	Johnson
Second	Dunning
Fourth	Buchanan
Fifth	Price
Sixth	Jenkins
Seventh	Tyson.
Eighth	Copley
Ninth	Scott
Tenth	Flake
Eleventh	Flake
Twelfth	Weaver

All in all, it was good sailing with tough competition in very interesting conditions.

We found a charter boat to see the start of the Whitbread. The "Rebecca's" skipper was a very savvy and aggressive captain. We were practically on the starting line and accompanied the 60s all the way down the harbor.

An extended thanks to Mark, Tucker and all the Chesapeake Model Racers.

Hank Buchanan

(Continued from page 4)

- 1 Zurmuhlen, Mark J
- 2 Dunning, Harry
- 3 Flake, Anthony W.
- 4 Copley, Benjamin A.
- 5 Hughes, Andrew D.

CBMRA hosted their first AMYA CR 914 Region 2 Regatta June 1, 2. The club continues to be the fastest growing fleet in the country.

Tagg Zurmuhlen



VisionQuest, #881
Commodore Tagg Zurmuhlen wins another heat.

Marblehead MYC

Marblehead, MA

Two Thursday Nite series have been completed with Jose Venegas winning both. Racing is at Redd's Pond every Thursday from 6 - 8 PM.

	First Series	Second Series
1	Jose Venegas	Jose Venegas
2	Chuck Winder	Marcel Nyffenegger
3	Marcel Nyffenegger	Chuck Winder
4	Kevin Dooley	Biff Martin
5	Biff Martin	Kevin Dooley
	8 boats entered	10 boats entered

The Red Robin Series is sailed 10 - 12 AM on Sunday's at Redd's Pond. The final

Place	Skipper
1	Chuck Winder
2	Kevin Dooley
3	Marcel Nyffenegger
4	Jose Venegas
5	Sasha Kavs
	13 boats entered

results are in the table below

The club held the Region 1 Regatta in June and is planning for the 1998 ACCR in September.

Chuck Winder

Big Dog Yacht Club

Island Heights, NJ.

Bill Murphey, # 239, and girl friend Cheryl Woods, #603, visited Bill's 92 year old grandfather in Wytheville, VA. They took Bill's boat and took some pictures, one of which is shown on this page. Bill's grand father, who has raced sailboats for 80 years, was impressed with the CR 914 performance and wondered if they came with spinnaker. It was explained that this is a one design



CLASS RULE INTERPRETATIONS

Seven "rule corrections" are included in the revised Class Rules published in the April - May 1998 issue of the NEWS. These are rules 1.1, 4.5, 11.1, 11.3, 13.6, 13.8 and 13.11. I made these changes without a vote because they were judged to be corrections or clarifications of the existing rules. One motivation was to reduce the voter workload.

Of the seven, only rule 13.6 and 13.8 may effect boat performance. Rule 13.6 changed jib batten length from 4 inches (a typographical error) to 2 inches. The width was reduced to 0.200 inches to be the same as the main sail battens.

Rule 13.8 set the batten dimensions at 0.200 inches wide by 3.200 inches long to be the same as the battens provided in the kit. The previous rule permitted battens as long as four inches. This change is consistent with the large majority of owners who want the boat to be built from the kit.

One CBMRA owner is concerned that the mainsail would be damaged by removal of his four inch battens. Local fleets can choose to grandfather the longer battens.

At the ACCR the shorter battens are required.

Many CBMRA owners objected to these changes. One issue is that no rules changes should be made without a vote. I agree. In the future no changes will be made without a vote by the registered owners.

CBMRA has been asked to draft a rule that defines how the class votes on rules.

They also requested that the seven corrections not be included in the current rules.

My Decision

The Class Rules effective July 15, 1998 remain as published in the April-May 1998 NEWS. To do otherwise would be

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Radio Active, #239 →

Bill Murphey's yellow boat is named after the radio active isotope Plutonium, Pu 239.

(Continued from page 7)

too disruptive. Anyone can propose rule changes for future vote.

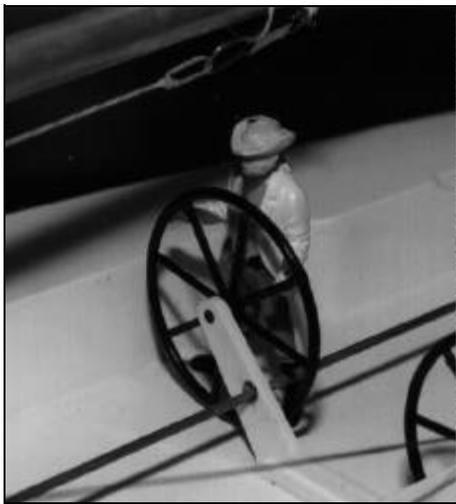
Technical Committee

Some AMYA classes have "technical committees" to assist the class secretary with rule change decisions. The committees are normally appointed by the class secretary. I have heard opinions for and against the use of committees.

A committee would certainly reduce my work load. It would also deflect the ire of unhappy owners from me to the committee.

Please think about this and send me your opinions.

Chuck Winder, Class Secretary



This ain't Dennis Connors!
Helmsman on Chuck Winder's #88.

THE WORST PROBLEM IN MODEL BOAT RACING IS

how we handle rule infractions on the course and our behavior regarding protests.

(The purpose of this article is to start a dialogue on this problem which will result in improvement in the enjoyment and growth of our sport. Ed.)

Everyone involved in our sport has unpleasant experiences and stories to tell on the subject.

There are many people who have stopped racing because of their frustration with the behavior evolving from rules infractions on the course. We all suffer when good people leave the sport.

And we all suffer during racing when unpleasant and unnecessary events occur.

The Reasons, an opinion

High Relative Boat Speed The scale speed of model boats is so high that protestable situations develop too fast for many to properly respond or even remember the details of what happened. A response often requires an instant rule assessment and the appropriate boat maneuver.

Anticipation of what is developing ahead of the boat is the only solution. We have to learn to look further ahead of the boat and have a plan to avoid problems.

No witnesses The most unpleasantness occurs when two boats involved in a protest remember the incident differently. It has happened to me and many others have the same problem. Seldom are witnesses available. Each skipper is concentrating on his own boat and does not see what happened between other boats.

But the unpleasantness that effects us all is the escalating heat of the argument following an incident.

In full scale boats this often can't happen because boats rapidly become separated. In models we are all standing closely

together. Engaging in prolonged argument is easy and wrong.

Part of the solution is for us all to discipline ourselves to be the best sportsman possible. In addition we must cultivate at our racing venues that arguing during the racing is unacceptable.

An example of the way it should be:

Boat A (boat ahead) rounds the windward mark clear ahead of B (boat behind) who did not establish an overlap. A rounds wide and B steers inside as the two boats come to their downwind course. During the mark rounding A hails, "Protest B, protest B, B did not have mark room".

B can agree to do turns or he can say, "A, you gave me room enough".

A should either: 1)inform B he plans to protest, or 2) tell B he will not protest.

B has to decide whether to do turns depending on how strong his case will be.

NOTE: Only two or three sentences were used. NOTHING MORE SHOULD BE SAID BY ANYONE.

In full scale racing only one hail is required and the red protest flag must be flown. The protested boat can see the flag and know that he will probably be protested.

In models, there is no flag. The twice spoken "protest" is what the protested boat has instead of a flag. Though there is no rule, the protesting boat should confirm that he will still protest after the protested boat states his opinion as above. This removes any ambiguity in B's mind for him to decide if he should do turns.

Sailing Instructions

The next page is the initial effort to create a Sailing Instruction to guide local racing. It is not complete. We are using it now in Marblehead to see if it helps to preserve the fun of racing.

Please give me thoughtful feed back on how to keep the fun in racing and assure healthy growth of our sport.

Chuck Winder

*Note: These **Sailing Instructions** are a first cut in response to a meeting of six owners at the Redd's Pond on Thursday, June 11, 1998. It was decided that racing would be better if there were a Sailing Instruction to guide us all with some rules and the way races should be conducted. They are in effect for Thursday and Sunday races. They can be changed anytime by a vote of the owners. They are a start and we should all help improve them to make racing as good as it can get. Chuck Winder*

SAILING INSTRUCTIONS

for CR 914 Club Racing at Redd's Pond

“SPORTSMANSHIP AND THE RULES

COMPETITORS IN THE SPORT OF SAILING ARE GOVERNED BY A BODY OF RULES THAT THEY ARE EXPECTED TO FOLLOW AND ENFORCE. A FUNDAMENTAL PRINCIPLE OF SPORTSMANSHIP IS THAT WHEN COMPETITORS BREAK A RULE THEY WILL PROMPTLY TAKE A PENALTY OR RETIRE.”

The above is a direct quote from the “The Racing Rules of Sailing” by ISAF, US Sailing and the AMYA. The universal interpretation is simple: **If a competitor breaks a rule, he shall do the appropriate penalty or quit the race! It is not required to protest him in order for him to do his penalty.**

1. Racing Rules - ISAF with Appendix E for Radio Control model boats.
2. Penalties: 720 turn (two tacks and two jibes in the same direction) except 360 for hitting a mark. Hitting a mark does not require rerounding the mark.
3. A penalty shall be performed at the time of the incident as soon as the boat can be sailed clear of other boats, not halfway down the leg. The boat has no rights while doing the turn(s).
4. Protests: A boat may protest another boat if she was involved in or saw the incident by twice hailing “Protest” and the other boats sail number. If a right-of way situation cannot be resolved on the pond by one party doing turns, the only recourse is for one or both parties to Protest.
5. A boat can not be penalized for not protesting.
6. No arguing. Do turns or risk a DSQ at a protest hearing conducted after each heat.
7. A DSQ can not be a throwout.
8. Excessive arguing or making a false hail (such as hailing “starboard tack” when on port) are both protestable offenses.
9. Minimum conversation during races except: Protest hails and necessary and informative hails.
10. Mark room rights. First boat to enter the four length zone determines the overlap.
11. When rounding a mark, a port tack boat tacking to starboard in front of starboard tack boats must not cause them to alter course **if he completed his tack within the four boat zone.**
12. The finish line is defined by the edges of the finish marks closest to the previous mark.
13. After finishing, all boats must sail clear of the line and the boats still finishing.

STARTS

1. The starting line is defined by the start side edges of the start marks, not the pin of a mark.
2. The start is at the first instant that the start signal, a gong, is heard.
3. Only a line judge may call the line. Any boat calling another over the line early should be protested.
4. During the one minute before the start signal, a boat on the course side of the start line must return around the ends of the start line.
5. After the start signal a boat over early shall return completely behind the line and restart. While so doing she shall have no rights.
6. An early starter who fails to restart is scored DNS.

REPAIR DELAYS: Before the start tape is started, a skipper may request a 5 minute repair delay. He is permitted only one repair delay each day. There can be only one repair delay per heat.

If a yacht cannot start because of damage while having the right-of-way, she will be given a reasonable time for repairs or given redress. This is not a “requested delay”.

(To be added to as required.)

BOAT MAINTENANCE

Jib Boom Tack Fitting Failures

The deck fitting called “#1 Eyelet” on page 10 of the AG instructions fails frequently. It occurs when the winds are fresh and a collision impacts the headstay. Surprisingly, I have not seen a mast fall because of this, but the boat is made difficult to manage.

When the fitting fails, the boat will get a DNF and DNS in the next heat if the repair takes too long.

The eyelet carries the headstay load pulling up on the eye and the same size load pulling aft along the deck to the deck cleat. This latter load bends back the upside-down “U” shaped part of the eyelet. That is what breaks off, leaving the bottom of the eyelet and two screws in place.

QUICK FIX

Greg Worth’s fix at the pond is to tie a small loop of line around the jib tack line leading from the boom to the cleat. Then fasten the loop to the deck using the eyelet base. (Hopefully the eyelet has not been glued so it can easily be removed using the screws.)

For insurance, why not do this before the fitting breaks? Then, if it does break, you can continue racing to get better points than a DNF.



Groove the eyelet to recess the line

EYELET MODIFICATION

The photos show one way to strengthen the eyelet. It is an elaboration of the **Quick Fix** except it may prevent the eyelet from breaking.

Use an Exacto knife and/or a small file to put shallow grooves in the bottom and sides of the base. (Photo below left.) This allows the base to sit flat on the hull and provides clearance at the sides so the eyelet will fit into the deck recess. A shallow groove at the top of the eyelet may help keep the line wrap in place. Then wrap the eyelet as shown with three



Reinforce the eye with wraps of line

turns of rigging line. If you have it, use Kevlar line. Get as much tension in the wrapped line as you can manage. Secure the line with CA or epoxy glue.

MORE ELEGANT DESIGN

The photo on the right shows an aluminum eyelet. It was shaped from a piece of aluminum to have the same shape and size as the plastic eyelet. A hack saw, files and sand paper shaped the part. The holes were drilled. Aluminum is soft an easy to work. Brass would be suitable, too.

Since aluminum is so much stronger than the plastic eyelet, a slot was made in the left leg of the eye. The jib boom tack line can be removed from the eye without cutting the line. This allows easier removal of the rig from the hull.

Worth Marine Web Page

<http://www.worthmarine.com>

Many owners call and e-mail Greg Worth and me asking questions about how to build the CR 914. Some things are difficult to describe in words. Someone once said, “A picture is worth a thousand words.”

So, those of you who are either building or modifying boats and have questions might benefit from seeing the excellent pictures at Greg’s Web Page.

Find and click on the CR 914 picture. When that page appears, scroll down and click on “close up shots for building assistance”.

A Useful Discovery

Between heats while talking with others and inattentive to the boat, it would often sail into the wall of the pond. A scarred bow and cracks in the hull at the keel fin were the result. I hated it when that happened.

The other day after only three years of doing this, I made a discovery!

By pushing the rudder trim lever on the transmitter fully left or right, the boat quietly circles in the middle of the pond.



Aluminum Eyelet

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A courtesy of the CR 914 NEWS

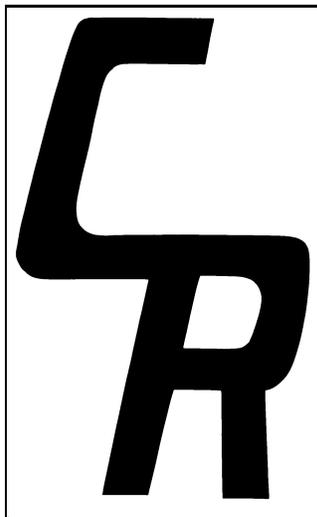
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781 639 1835
Fax 781 639 0936
worth@worthmarine.com
<http://www.worthmarine.com>

Visit the shop when you are in Marblehead for the ACCR.

“If you think your boat is slow at the ACCR, stop at the shop and buy a new one”, *recommendation by Hank*



CR 914 SAIL EMBLEM
Full Scale

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
- Race rule topics
- Why do radios “glitch”?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance tips
- Etc.

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.