

❖ CR 914 NEWS ❖

Issue 24

MAY - JUNE 2000

Vote Results on Two Class Rules Changes

The vote was ~90% in favor of two proposed rule changes:

- Bow bumpers are required at regional and national championship regattas.
- Correction weights for an underweight boat are located on the underside of the deck each side of the main hatch.

These changes are effective July 15, 2000. The full text in a format that allows pasting into the existing rules is provided on page 11.

Ballots were sent to 535 owners. Of a total of 56 owners responding to the ballot, 52 chose to vote on the issues. Ballots were delivered to owners using the NEWS, E-mail and US mail.

At the time the ballots were sent there were ~650 registered boats. After correcting for owners with multiple boats and for boats known to have been sold and not registered, there were 535 owners sent ballots.

How Ballots Were Sent

Of the 249 owners who subscribe to the NEWS, 27 responded and 27 voted.

Another 127 owners were sent ballots using e-mail. Of them, 15 responded and 13 voted.

Of the 159 owners sent ballots using US mail, 14 responded and 12 of them voted on the issues. Seventeen were undeliverable by the post office. The cost for postage and copies for this group was \$75, or ~\$5.30 per response.

A table on Page 2 gives the "nitty-gritty" of the vote responses.



A Tony Gibbons-Neff Photo

Young Davis Hitt is a Mark-of-the-Course?

Davis' father David Hitt, #315, sails past his son in the Cow Pond on the Eastern Shore of Maryland. Grand father Tony Gibbons-Neff, #259, Chestertown, captures the moment. (See story on page 5.)

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Class Secretary's Report

Feature Article in AMYA Magazine

The CR 914 will be the featured class in issue 121 of the AMYA magazine. This represents a huge task to create the article and photos for submission by September 10 this year. The magazine will get to you in December, if you are an AMYA member.

The **Advisory Committee** worked on several issues. There is ongoing work related to helping organize the Nationals. Some rule interpretations are provided in this issue.

(Continued on page 7)

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DETAILS OF CLASS RULES RESULTS

	Ballots Sent	Ballots Received	Ballots Voted	For Bow Bumper	For Correction Weight Location	Ballots non-deliverable
Owners receiving the NEWS	249	27	27	26	26	none
% of ballots sent that voted		11	11	10	10	
% of those Voting in Favor				96	96	
Owners not receiving the NEWS who received an e-mail ballot	127	15	13	11	9	none
% of ballots sent that voted		12	10	9	7	
% of those Voting in Favor				73	60	
Owners not receiving the NEWS and who do not have e-mail were sent a ballot using USPS.	159	14	12	11	10	17
% of ballots sent that voted		9	8	7	6	
% of those Voting in Favor				92	83	
TOTALS	535	56	52	48	45	17
% of ballots sent that voted		10	10	9	8	
% of those Voting in Favor				92	87	

ORBIT YOUR BOAT

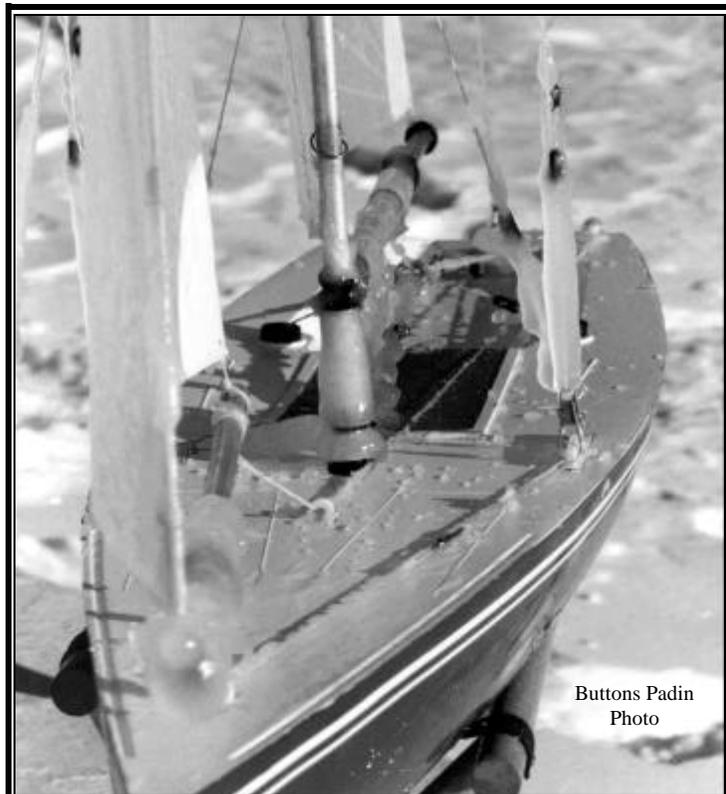
Hatch Brown, #217, from Winthrop, MA, has a great tip to keep a boat orbiting safely while the skipper is distracted with other things between heats.

Set the sails for a reach and push the rudder control stick all the way left or right. Then switch off the transmitter. The servos on the boat will stay in that position and the boat will orbit in a small circle. It will not sail off a great distance or run into the side of pond.

In an earlier issue of the NEWS it was suggested that moving the rudder *trim* lever would do the same thing. However, at times the steering effect from only the trim lever is not enough to keep the boat out of trouble.

Try it, you'll like it.

Chuck Winder



Buttons Padin
Photo

ICE(D) BOAT

XTREME frostbiting by Button's Padin

REGATTA REPORT

Behavior

Race Director Stan made it clear at the skippers meeting that he would protest any skipper who argued excessively on the course. This had a favorable effect because there was none of the often unpleasant arguments that can happen in the heat of competition.

There were no protest hearings. There were several protests quietly settled by the offender doing turns.

Penalty Turns

Rule infractions required a 360 turn per RRS Appendix E and the recommendation of the CR 914 Advisory Committee. There

was no penalty for hitting a mark, fondly called the "Larchmont Rule". The reality is that touching a mark is slower than passing it cleanly.

Race Results

The competition at the top was close.

Steve Cruse, the champion, has been racing model boats for many years and is a sail maker at North Sails for full-scale boats. Thus he has a lot of experience in

(Continued on page 4)



Steve Moussas Photo

Region 1 Gang: Front, L-R; Champion Steve Cruse, RD Stan Goodwin, Scorekeeper Jaye Nashawaty, Chuck Winder, Peter Costa, Alex Kavs, Peter Brown; Back, L-R; Tim "Pipes" Sullivan, Jose Venegas, Sasha Kavs, Biff Martin, Hatch Brown, and Marcel Nyffenegger.

Region 1 Regatta Report

By Chuck Winder

For the fifth consecutive year, Redd's Pond in Marblehead, MA, was the venue for the CR 914 Region 1 Championship Regatta. Sunday, June 25, was a beautiful day with fresh winds from the South, a good direction for Redd's. It was sunny and warm but the breeze kept it comfortable.

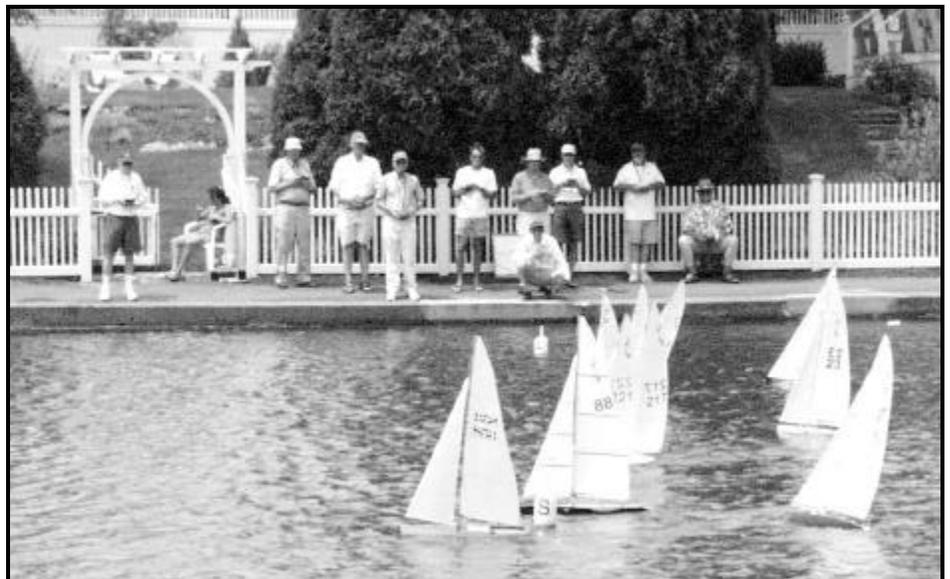
Boats were not weighed because it was too windy.

Eleven boats sailed eighteen heats. Except for the first two, Race Director Stan Goodwin set a long two-lap windward-leeward course. Start/finish line was at the midpoint of the 500-foot pond. Distance between windward and leeward marks was about 400 feet. Twice around was about 1600 feet, or ~0.3 mile.

The long courses at Redd's require walking the length of the pond to stay near the boats. The arithmetic tells us that the dedicated skipper walked about 5 miles by the end of the day.

Wind was fresh with many puffs that put bows under and caused broaches. Too often the sustained puffs started during the start sequence completely upsetting the skippers carefully timed approach to the line. There was a lot of congestion and contact at the favored port end of the line.

Place	Name	Score
1	Cruse, Steve	44
2	Martin, Biff	45
3	Venegas, Jose	54
4	Brown, Hatch	55
5	Nyffenegger, Marcel	63
6	Winder, Chuck	74
7	Kavs, Sasha	79
8	Tim Sullivan	85
9	Kavs, Alex	112
10	Costa, Peter	129
11	Brown, Peter	135



A REGION 1 START L-R: Peter Costa, Our Jaye, Hatch Brown, Biff Martin, Chuck Winder, Steve Cruse, Jose Venegas, RD Stan Godwin (kneeling), Marcel Nyffenegger, Peter Brown and Tim "Pipes" Sullivan. (Mike, #703, and Deana McCloskey's pond side estate and fence in the background.)

(Continued from page 3)

the game of racing. Despite that, he won by only one point over Biff Martin who has been racing models seriously for less than three seasons. Both of them use the necessary 110% concentration required to be successful.

Our Volunteers

RD Stan Goodwin, Class Secretary for the Marblehead Class, worked hard to set good courses and run a tight regatta. He succeeded in exhausting us by the end of racing, which was his stated objective. Many skippers walked a shorter and shorter distance as the day wore on, not getting as close to the end turning marks as might have been prudent.

Jaye Nashawaty did the scoring using the computer program she and Sasha Kavs have created.

Mike and Deana McCloskey are thanked for the use of their newly landscaped garden. Mike's estate abuts Redd's Pond. It is convenient to set up the computer and printer in his garden close to the start/finish line.

Reliability

This was a long regatta, 18 long heats and ~4 hours of sailing in fresh winds. As always in model boating, reliability played a role in the regatta. Steve had premature battery failure, which gave him a DNF. Other boats had breakdowns precipitated by the strong winds and the long regatta.

To finish well, a boat has to finish.

General Comments

This year the one-day format was used, which made it easier for skippers to fit it into busy schedules. The 11 boats showed it was a good decision. In prior years this regatta had been a two-day affair. Last year there were only six boats. Both Annapolis and Norfolk used one day formats this year to good success.

FLEET NEWS

CBMRA News

Annapolis, MD

by Ernest Freeland

Summer sailing is in full swing Tuesday nights at Castle Rug Burn, home to CBMRA (Chesapeake Bay Model Racing Association). Turn out continues to be steady with anywhere from 6-16 boats showing up to race. Participation is linked to the weather and the winds, it goes without saying that the better the conditions the bigger the turnout.

At times we run out of space on the dock to sail from. The club has requested a larger dock be built to host our Tuesday Sailing, but for some reason the home owner, Tim Mangus, hasn't obliged. Keeps saying something about cost and the necessary permits. Never hurts to ask though!

CBMRA's first Annual Cookout was a huge success held on Tuesday June 13th. Dave Ramos again showed his consistency and took honors for the night. Due to the popularity of this evening look for this to become a monthly event.

"Mr. Nationals", I mean Dave Ramos, continues to lead the fleet on Tuesday's, however he is being chased by a group led by Dave Van Cleef and Tim Mangus. All of this competition is going to make for an interesting National Regatta in November. So come join us for Tuesday Night Sailing, all are welcome! For the complete results and the latest Club News check-out: <http://www.rcyachts.com/CBMRA.htm>

KITTY HAWK CLUB

Ed Waters, #352, reports a new club and a fleet of six boats being built. There are only three other boats scattered around NC, so this will be the biggest fleet in the state. We wish them good luck. Ed is at: dcedwat@earthlink.net

LAKE OSWEGO YC

Oswego, IL

Tom Schneeman, #590, reports steady growth of the club. Their activity is diminished in the season of the "big" boats. Tom is at tomann@worldnet.att.net. Visit the club website at: www.loyc.org

Lakes Yacht Club

Palm Desert, CA

The newest fast growing fleet in the class is located about 75 miles NE of San Diego. There are at least eight boats already registered and more on the way.

Marvin Rosenberg, n6ijz@aol.com, is the head organizer. Marvin reports the community has 23 lakes from which to choose! He expects the fleet to grow to 30 boats

Windycrest Yacht Club

Tulsa, OK

Terry Rainey and Jim Stinson report ten boats are being built to start the first fleet in Oklahoma. They have scheduled a boat building seminar on July 25. Terry has also joined the Thin Air MYC, Steve Lang's fast growing club, in order to receive their membership manual and list of SOP's.

It is encouraging to see fleets starting to emerge in the West as the class continues to grow.

Ed.

Does it really pay to try to stay in shape? My grandmother started to walk 5 miles a day when 70 years old. She is 97 today, but we don't know where the hell she is.

Ann Landers' "Gem of Day"



Tony Gibbons-Neff Photo



Tony Gibbons-Neff Photo

Skippers Concentrating (with Rescue Boat at the Ready).

SPECTATORS

MARYLAND'S EASTERN SHORE

By Chuck Winder

Photos and correspondence from Tony Gibbons-Neff, #259, define a sailing environment different from that typical of most CR 914 fleets. The page one photo of Davis, Tony's grandson, is an illustration of that.

The local fleet has about 15 boats. There is no formal club but they try to race every weekend. They have had as many as a dozen boats and as one can see from the photos, the racing is a family affair.

They use bow bumpers (some are homemade) and feel uncomfortable sailing without them.

Tony writes: "The *cowpond* is the large pond in the pictures and it is on our farm, "Clovelly" in Chestertown, MD."

"[We have] no head organizer - we just call one another on weekends to see who's free to sail - not as much in the summer due to "big" boat sailing, etc. No published schedule - usually on our pond or at Tyler Johnson's or Lindsay Johnson's. "

"We organized the regatta [shown in the photos] the Saturday after Easter on the *cowpond* and had trophies, cookout, etc. Fun event and plan to do it next year for our group. The floating dock was in

our pond - canoe for retrieving!"

Tony wrote that originally they used duck decoys for buoys. Jon Wright of "Stars and Stripes" fame was known to chase a live duck around until he figured out why he couldn't round it. They now use swimming pool noodles.

The photos show an emphasis on family and people that is good to see.



Tony Gibbons-Neff Photo

NECESSITIES



Tony Gibbons-Neff Photo

Boat Prep from the Tailgates

RULE INTERPRETATIONS

By Class Secretary

A REMINDER: Only **AA size batteries** shall be used per CR 914 Class Rule 12.4. A 4 or 5 cell pack may be used.

The *Advisory Committee* deliberated on a few issues since last issue of the *NEWS*.

1. **Pull-pull rudder linkage systems**, using two wires to connect the servo to the rudder, is not legal. Only the Push-Pull single rod system is legal.
2. **Steel Mast Joiner** is required by class rule 2.1. It cannot be replaced by another design. A magnet is an easy check.
3. **Cosmetic Deck Fittings** (Rule 4.6) will no longer be waived at sanctioned regattas as in the past. Read the rule to ensure your boat conforms.
4. **Vertical Center-of Gravity Location** This parameter will not be officially inspected until more data is available.

A PERFORMANCE ISSUE

Vertical Center-of-Gravity Location
By Chuck Winder

Jose Venegas, #222, raised the issue of variation of the vertical location of the boat's Center-of-Gravity (CG), which is not specifically defined by the class rules. He was concerned that an owner could modify his boat to lower the CG and gain a performance advantage. He suggested, for instance, that an owner might sort through available keel bulbs to find the heaviest one.

Jose gave us a clever device he had built to measure the vertical location of the CG. Balancing the boat on the keel fin trailing edge (which is protected from damage) with the mast horizontal and the hull vertical allows determining the CG location.

Advisory Committee

The CR 914 Advisory Committee believes that the kit components are well enough controlled that nothing can be gained by searching for a heavy bulb, the "best" sails or anything else.

Recommendations

- No changes in the rules or inspection requirements until there are data to suggest a need.
- Inspect a suitable sample of boats to determine the range of location of the CG on existing boats.

We will consider inspecting the top five boats at the 2000 Nationals for location of the vertical CG and for use of the steel mast joiner

DISCUSSION

Actual CG Locations for Several Boats

Seven boats were measured. The data suggest that the CG for a stock boat is typically $\sim 2\frac{1}{4}$ " from the bottom of the hull at the keel.

1. CG locations for five of the boats were within $\pm 1/32$ " (0.032")!
2. CG location on the sixth was $\sim 1/8$ " (0.125") HIGHER. That older boat had a lightened keel and ~ 2.5 oz. of correction weight in the hull, which easily explained the $1/8$ " difference.
3. The seventh boat's CG was $\sim 5/32$ " lower than the typical boat. Examination of the boat explained $4/32$ " of the $5/32$ " difference.

Performance

How does lower CG affect performance?

Heeling

- a. In all wind strengths a boat with a lower CG will heel less.
- b. In strong winds and smooth water this will result in a faster boat.
- c. In light winds the boat may be slower because a lower heel angle means the booms will not swing out as readily and the weight of the sailcloth can't help shape the sails.

Pitching Inertia

- a. In strong puffs a boat on a run with a lower CG is more likely to bury the bow and pitchpole, which is slow. That's because a puff causes an acceleration force in the sails ~ 24 inches higher than the boat's CG. The mass of the boat centered at the CG resists acceleration and the bow is forced down.

- b. The lower the CG, the more the bow is forced down to counter the acceleration force. If the bow is pushed too low the boat will pitchpole or broach.
- c. One broach can more than negate any up-wind speed gains from a lower CG.
- d. Additionally, lower CG increases the pitching "moment of inertia" which slows a boat in waves.

From the above it can be seen that a lower CG does not necessarily improve performance in all wind and sea conditions.

Keel Bulb Weight

Searching for an especially heavy keel bulb wouldn't be fruitful. Keel bulbs are cast in a metal mold that assures the weight will be quite consistent.

Eight raw, unfinished keel bulbs were weighed in 1998. Average weight was 52.75 oz. The five heaviest were only 0.05 oz. ($\sim 1/10$ th of one percent) heavier than average! The lightest one was 0.15 oz. (~ 3 percent) lighter. That's insignificant.

Preparing a bulb for painting (hand sanding to remove the high spots of casting defects) typically removes ~ 0.4 oz.

BOTTOM LINE FOR AN OWNER

Each owner has to decide how important CG location is. Then he has to decide whether a high or low CG is better. Within the constraints and the spirit of the class rules, he can then make limited changes to his boat.

THE REALITY

Most experienced owners believe that the boat that wins in this class is the boat with the skipper who:

1. Can steer and trim sails to go fast,
2. Can tune for speed,
3. Maintains his boat so it finishes every race,
4. Steers to stay out of trouble.

Attempting to stretch or violate the rules to win has risks and may be counterproductive.

(Continued from page 1)

NEWS Copy

I am always looking for articles from you, the owners and subscribers. In this issue Ernest Freeland and Tony Gibbons-Neff submitted good interesting material.

ALWAYS LOOKING FOR GOOD PHOTOS.

(Does this sound familiar? I will keep showing this message until there are results!) Actually, Tony Gibbons Neff sent some good people-oriented stuff for this issue.

- Send photos showing your people, venue, club house. After all, it's the people that make the sport great.
- Action shots of 914's are what we need. Telephoto close-ups. Boats in strong winds submarining, pitchpoling, planing with big bow waves, etc.
- Good photos of innovations that improved your boat.
- Humorous photos are always good.

Copyright

Some of you may have noticed the statement at the bottom of page one. In the past there have been instances of NEWS articles being used with no credit given. Some of these may have been inadvertant. However, some were blatant plagiarism.

In any event such a practice is unfair to our class newsletter and its many contributors. In future, the transgressor's names will be listed here and the class attorney will take appropriate action. ☺

Upgraded CR 914 Office

The office continues to be upgraded to better serve the class. A Dell Dimension® XPS T, 600 MHz Pentium III, 20 GB, 19" flat screen, etc., was added in March of this year. This had Windows 98 and MS Publisher 2000, etc.

A HP Scanjet 6300C scanner and an HP 952C printer were added this month. Many of the pictures in this issue were scanned with the new scanner and are of much improved quality.

The Olympus 2500 Single-Lens-Reflex digital camera was added in December and does a great job providing close-up photos of boat details and as well regular shots.

Registrations

This month there are ~660 boats registered and ~230 subscribe to the NEWS. We also usually send out about 8 courtesy copies.

Last month 63 subscriptions expired. Those issues had warning labels and some of them renewed.

We are always open to suggestions about what will make the NEWS better serve the owners. Please send me your ideas.

Good sailing,

The Editor



Lest We Forget

January Frostbiting
at Cottage Park YC, Winthrop, MA

NEWLY REGISTERED

	First Name	Last Name	City	State	Sail No.
1	Bob	Baber	Boulder	CO	754
2	John J.	Beimler	St. Simon Island	GA	942
3	Richard D.	Booth	Treasure Island	FL	118
4	Richard D.	Booth	Treasure Island	FL	358
5	Robert	Burgess	Palm Desert	CA	554
6	Tim	Byrnes	Troy	NH	351
7	Tuffer	Dow	Boulder	CO	776
8	William	Eads	Palm Desert	CA	556
9	Bill	Ferris	Rye	NY	397
10	David	Hanitchak	Marblehead	MA	42
11	Sean	Heverin	Montrose	NY	742
12	Peter	Holzinger	Denver	CO	767
13	Bo	Jamieson	Evergreen	CO	359
14	Sam	Ketcham	Greenwich	CT	531
15	Bruce A.	Kirkland	Evergreen	CO	354
16	Albert	Kleist	Palm Desert	CA	560
17	Stephen	Lang	Evergreen	CO	730
18	Cedric	Lewis	Annapolis	MD	428
19	John	Lynch	Hoboken	NJ	89
20	Bruce	Mackenzie	Boulder	CO	775
21	Richard	Martin	Columbia	MO	722
22	Richard	Martin	Columbia	MO	723
23	Richard	Martin	Columbia	MO	724
24	Richard	Martin	Columbia	MO	822
25	Douglas	McKerrow	San Diego	CA	972
26	Charles H.	McNeil	Palm Desert	CA	878
27	Perry	Molinoff	Weston	CT	640
28	Stephen J.	Moussas	Woonsocket	RI	660
29	Fred	Nothdurft	Palm Desert	CA	563
30	Bryan	Peugh	Marblehead	MA	702
31	Norman	Port	Marina Del Rey	CA	565
32	Buzz	Radoff	Palm Desert	CA	566
33	Marvin	Rosenberg	Palm Desert	CA	568
34	Tim	Schneeman	Naperville	IL	589
35	Walter	Warren	Washington	NC	533
36	William C.	Spencer	Old Saybrook	CT	395
37	Winn	Story	Flowery Branch	GA	349
38	Greg	Vasileff	Hampton	CT	740
39	Edward	Waters	Kitty Hawk	NC	352
40	Melody	Weiss	Lindenhurst	IL	353
41	Robert	Whittemore	Middlebury	CT	356

CR 914 IS SEVENTH LARGEST AMYA CLASS

Even though there are over 650 CR 914's registered with the class and over 4000 boats sold, there are only 127 CR 914's shown in AMYA Class Population data.

The AMYA data in the table is as of April 24, 2000. It is a list of the boats that AMYA members REPORTED they owned and were registered. There are 23 boats recognized by the AMYA.

One reason that only 127 are shown is that when owners join or renew AMYA membership, they omit to note on the form that they own a CR 914. In the past the AMYA forms were not too clear on that point. I am told the forms have been improved but make sure when you join or renew AMYA you list the boats you have registered with the class.

The other reason we have only 127 boats listed is that many of you have not yet joined AMYA. When our class started many thought the AMYA offered little value. That has changed now with the new talented and aggressive officers and the excellent quarterly magazine.

Join AMYA Now

The CR 914 will be the featured class in issue 121 of the AMYA magazine. The magazine will get to you in December.

So now may be the time to join if you have considering it. We expect the CR 914 Feature Article to be an interesting one.

Whether you join AMYA is a personal decision about the value of the membership. My advice is to join now so that you can properly assess its value.

Class	Total
Soling 1m	351
Marblehead	306
EC-12	249
US 1m	246
Victoria	176
36/600	154
CR 914	127
Star 45	116
ODOM	104
S/B	91
IOM	50
Open	33
RC Laser	32
Soling O/D	30
AC	27
10 Rater	25
Traditional 36	24
J	19
Newport 12	19
Tempst/Islander	17
Wheeler	17
A	16
Infinity 54	14

For your information, AMYA memberships expire December 31 each year. However if you join after October 1, 2000, the membership expires December 31, 2001.

Class Descriptions

Many of you are not familiar with the other AMYA classes. The classes ahead of us in the AMYA list are briefly described:

The **Soling One-Meter** is a 39.4 inches long one-design boat patterned after the full-scale Soling. It weighs 10 pounds. Actual sail area is about 725 sq. in. It is not as strictly one-design as our boat and requires more skill and time to build from the kit. In my experience it is slower than the CR 914.

The **Marblehead Class** is 50 inches long and competitive boats weigh only ~10 pounds. Actual sail area is about 1100 sq. in. It is a development boat, not one-

design, with restrictions on length and sail area only. A competitive boat can cost several thousand dollars!

One frustration of all development classes is that the best boat in strong winds may not be competitive in light winds and vice versa.

The **EC-12** (East Coast 12 meter) is a ~58 inch long one-design patterned after a 1962-63 vintage International 12-Meter.

US 1m (US One Meter) is a 39.4 inch long development class. Sail area is about 750 sq. in.

Victoria is a ~30 inch copy of the CR 914. It is nominally one-design but sails and rig don't have to be from the kit

36/600 (36" long/ 600 nominal sq. in. sail area) is the smallest of the AMYA development classes. Actual sail area is probably about 700 sq. in. and there is no weight restriction

Our **CR 914** is 36" long, 6 ¼ pounds and has 658 sq. in. of actual sail area. It is clearly the strictest one-design of all the AMYA classes.

(Go to <http://www.amya.org/size.html> for photos of most of the classes.)



Bryan Peugh's #702 at Speed

What has four legs, is big, green, fuzzy, and if it fell out of a tree would kill you?

A pool table.

Anonymous E-mail

2000 National Championships

By Ernest Freeland

Nationals are shaping up to be a great time. From the interest received to date this truly will be a "National" event. Skippers will be attending from homeports such as Colorado, Michigan, Missouri, Virginia, Massachusetts, New York, Ohio, Connecticut, District of Columbia and Maryland.

NOTE THE CHANGED DATES

November 11th and 12th are the final dates. Please note that this is a CHANGE due to a conflict from our original dates of November 4th and 5th. I apologize for any inconvenience this may have caused. Unfortunately this was out of my control.

The sailing venue will be Lake Ogelton in the community of Bay Ridge located in beautiful Annapolis, Maryland. The Championship Dinner Saturday night will be hosted at the Bay Ridge Community Pool and Clubhouse overlooking Chesapeake Bay and Historic Thomas Point Lighthouse. A national award winning Barbeque specialist will cater dinner. This is a meal you don't want to miss.

To keep abreast of the latest news and happenings for Nationals log into <http://www.rcyachts.com/Regattainfo/NATS2000.htm>. The site also contains information about Annapolis, housing, as well as a tentative Regatta schedule.

To have all of the latest information sent directly to you sign up at the above URL to be added to the Nationals e-mail list. This will ensure you receive all of the latest news and happenings.

TENTATIVE AGENDA

Friday, November 10

1600 Measurement and check-in
Practice sailing
1730 Cook Out

Saturday, November 11

830 Measurement and Check-in
Breakfast
1000 Skippers Meeting
1030 First Race
1031 Lunch
1032 Last Race
1800 Cocktail Hour
1900 Championship Dinner

Sunday, November 12

0800 Check-in,
Breakfast and
Fleet Assignments
0845 Skippers Meeting
0900 First Race
1200 Lunch
1330 Last Race (Approximate)
1400 Awards Ceremony

For more information or questions please contact:

Ernest Freeland, Commodore
Chesapeake Bay Model
Racing Association
cbmra@yahoo.com.
Evening 410-956-0780
Day 301-306-9335

FIRST 2000 REGION 5 CHAMPIONSHIPS

October 14, 15
Evergreen, CO

The Thin Air Model Yacht Club of Colorado will host the regatta. It will be at TAMYC's Evergreen venue at 7200 feet in the Rockies just west of Denver.

TAMYC was formed in June 1999. In April 2000 they had 38 CR-914s and expect to double that this year. It is a multi-fleet club managing CR-914 fleets in different towns of Colorado.

The regatta is planned for two days. Come on Friday to enjoy some terrific mountain hospitality before a nice week-

end of racing in the Thin (but clean, crisp) Air of Evergreen.

Contact TAMYC to receive complete information by mail or go to <http://ModelSailboatRacing.com>, the club's website. Come early, stay late to enjoy fall in the Rockies.

Steve Lang
Steve@BuiltByU.com
303-670-4670

Pertinent Web Sites

AMYA Web Site,

<http://www.amya.org> Add "/cr914.html" to go directly to the CR 914 page.

Worth Marine,

<http://www.worthmarine.com>

Chesapeake Performance Model Yachts,

Dave Ramos, Annapolis, MD,
<http://www.rcyachts.com>

Thin Air Model YC

Steve Lang, Evergreen, CO,
<http://ModelSailboatRacing.com>

THE BOATYARD

Prevent Mainsheet Fouling At The Split In The Fairlead Ring.

By Chuck Winder

The sharp wire ends of the stock fairlead ring for the mainsheet are often a problem:

1. They can wear the mainsheet to the point where it fails,
2. They snag the sheet on the sharp wire ends of the ring, preventing sail trim.

To avoid this is simple. Three strings control the ring location. Tie the forward string to the ring so it covers the sharp ends of wire in the ring. Take a few turns of string so no wire ends are exposed. Saturate the turns with CA glue to further cover the wire ends. See photo.

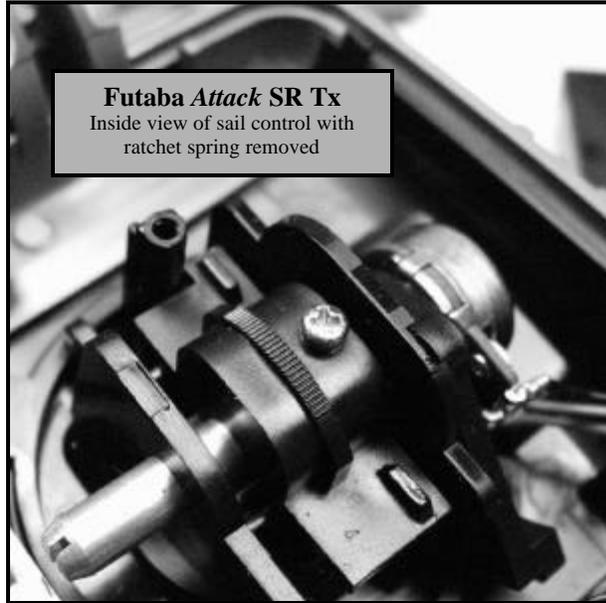
Use a Substitute Ring

Some owners buy or make a ring instead of the doing the above. The ring can be metal or plastic. If it has a larger "wire" diameter than the stock ring, friction and wear of the mainsheet may be reduced.

If you choose to do that remember that Class Rule 11.2 limits the maximum inside diameter of the ring to 1/4 inch .



Mainsheet Fairlead Ring



Futaba Attack SR Tx
Inside view of sail control with ratchet spring removed

SMOOTH SAIL CONTROL ON THE TRANSMITTER

By Chuck Winder

Many skippers modify or remove the ratchet mechanism on the transmitter sail servo control stick. They like the improved "feel" of it that seems to help in smooth control of the sails.

To do this remove the back of the transmitter case to access the control stick mechanism. There are two ways to change the "feel" of the control stick.

Remove the Ratchet Spring

This makes the control arm quite free, possibly too free. Doing this results in the control stick changing position whenever the trim lever is moved. Until recently mine was modified like this for a couple years.

The photo at the top shows the sail servo ratchet teeth with the transmitter back is removed. This is a Futaba Attack SR with the ratchet spring also removed.

Modify the Ratchet

This offers more options to suite individual

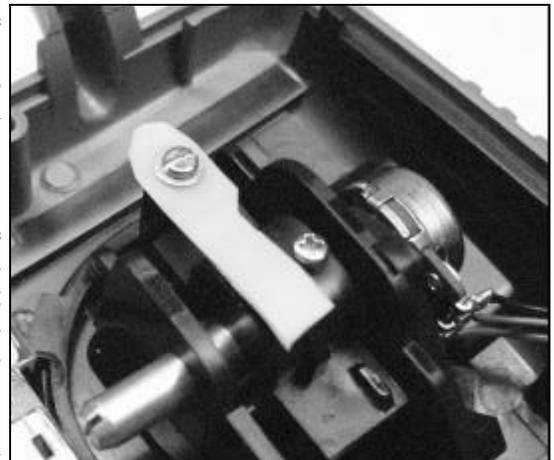
preference.

- a. Bend the ratchet spring so that it bears more lightly on the ratchet teeth.
- b. Modify the ridge on the spring to reduce the ratchet effect. Use a piece of tape, etc.
- c. Add a spring of your own creation.

The photo at lower right shows a scrap of plastic screwed in place to provide a small amount of drag on the servo control stick. This arrangement gives just enough drag so the control stick does not move when the trim lever is adjusted.

An owner can use his creativity to achieve the sail control stick "smoothness" he likes best.

These photos show a Futaba Tx. The other two hitec radios that have been shipped in the kit are similar.



What does it mean when the flag is at half-mast at the post office?

They're hiring.

Anonymous E-mail

The text of the Class Rule changes effective July 15, 2000, are given below. It is suggested that owners cut them out and paste them into their copies of the July 15, 1998, rules. New owners will receive updated rules.



Changed Bow Bumper Rule:

8 BOW BUMPERS

- 8.1 Bow bumpers shall be mandatory for regional and national championship regattas.
- 8.2 Only bumpers from a source approved by the Class Secretary (assisted by a Class Advisory Committee) shall be legal.
- 8.3 The approved bumper shall not be modified.
- 8.4 The bumper shall be installed with the top aft edge clearly above deck level, but no higher above deck than 1/16 inch.
- 8.5 The lowest edge of the bow bumper shall be a minimum of 2 1/16 inches below deck level measured perpendicular to the plane of the deck.
- 8.6 Previously approved designs shall remain legal.

Correction Weight Location Change:

- 14.3 Correction weights to an underweight boat shall be located on the underside of the deck, half on each side, within 16 and 21 inches from the bow.

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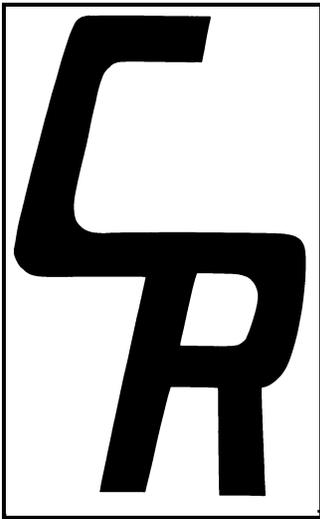
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CR 914 SAIL EMBLEM
Full Scale

**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.

- Regatta results
- Fleet news
- Battery management - continuing
- Surviving salt water - continuing
- Racing rules of sailing topics
- Why do radios "glitch"?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance - continuing
- Scoring systems
- Boat switches
- Conduct of a model race

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.