
❖ CR 914 NEWS ❖

Issue 28

FEBRUARY-MARCH 2001



Tim Ronan Photo

Larchmont Model Yacht Club 2001 Spring Invitational Regatta

By Buttons Padin

The fifth annual LMYC Spring Invitational was held at the Larchmont (NY) Yacht Club over the April 7-8 weekend. Considered by many as the finest model sailing regatta in the country, this year's regatta exceeded all expectations. A total of 43 CR-914 skippers were registered representing six of the class' most active fleets traveling from as far away as Marblehead and Annapolis.

Racing on courses set around docks moored in the middle of the harbor, both courses avoided the effects of the land on the wind. Saturday's racing was in 5 – 10 knot winds from the southeast with a slight chop to keep things interesting. The courses were windward-leeward configurations with offsets at both the top and the bottom of the courses -- preventing boats on different legs from becoming congested. This has proven an effective means to avoid unnecessary crossing situations, resulting in cleaner, happier sailing.

The regatta consisted of two separate days of racing. On Saturday, the fleet was divided into four mixed-skill divisions of eleven boats. Each division then sailed a total of 14 races to

determine qualification for Sunday's championship divisions. This is about the optimal size for a division as it provides a balance of competition and a congested course. And, by sailing in four divisions, with two assigned to each course, those sharing a channel with another sailor were able to coordinate when their transmitters were on.

While the big gun racing was the next day, the Saturday racing was quite good. Mixed divisions often resulted in a few boats rising to the top while others lag behind. While this may seem like uninteresting racing, the result was often a series of mini-races in all sections of the spread-out fleet as sailors found themselves using boat-to-boat or match racing tactics playing to help determine in which division they would sail Sunday. In the Blue division, Marblehead's Chuck Winder, Jamie Gurnell from Essex and the host club's Buttons Padin races some real squeakers with the lead often changing hands with the last tack. Padin ended in the lead over Winder by a mere two points after the 14 races.

It should be noted that, in fourth place in Blue, was Hugh Fletcher from LMYC. Now, for those readers who don't know Hughie, he travels with his own back-up electrical equipment...a wheelchair. Always a great sportsman and ready to share a quip or a chuckle, Hugh had a career day on Saturday nipping the lights of Carl Olsson (of both LMYC AND Cottage Park). Hugh

(Continued on page 3)

On the Cover

Buttons e-mailed the digital camera image by Tim Ronan in color as a zipped JPG file of 1.1 MB. It measured 2048 x 1536 pixels and when converted to TIF format was 9.25 MB. It was edited to a ~7.5 x 3.6 inch B&W image. Further editing of brightness and contrast corrected for the gloomy weather conditions.

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Join AMYA

Use the AMYA application form on the last page of this NEWS. Or call Michelle at 888-237-9524. Make sure you tell her that you have a CR 914 and the sail number.

Class Secretary's Report

RACING RULES

Excerpts from the ISAF RRS are printed back-to-back for your convenience. The page can be removed from the NEWS to take to the pond with you for quick reference. It is recommended that a text on rules such as Dave Perry's excellent book be a part of your boating equipment.

Feature Article in AMYA magazine

Those of you who are AMYA members have seen the CR 914 Feature article in issue #121. I hope you enjoyed it. It gave the class history and had a cover photo showing how exciting model sailing can be.

Registrations

This month there are ~800 boats registered and ~300 copies of the NEWS are distributed counting courtesy copies. The fleet continues to move West with the fast growing Tulsa and Colorado fleets, and now one in Colubia, MO.

NEWS Copy

I am always looking for articles from you, the owners and subscribers.

ALWAYS LOOKING FOR GOOD PHOTOS.

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

Good sailing,

Chuck Winder

2001 REGATTAS

Regatta Coordinator,

Ernest Freeland, (410)956 0780

Region 2 Championships

April 21 at Annapolis, MD
Ernest Freeland, (410)956 0780
cbmra@yahoo.com

Region 1 Championships

June 10 at Cottage Park YC
Winthrop, MA
Hatch Brown, (617)846 6317
Mike Gahan, (617)846 1776
egahan@mediaone.net

Region 5 Championships

Sept. 15 -16 at Tulsa, OK
Terry Rainey, (918)369 5493
trainey@webzone.net

National Championships

October 6-7 at Evergreen, CO
Steve Lang, (303)670-4670
steve@builtbyu.com



(Continued from page 1)

qualified for the second division on Sunday and is to be congratulated by all!

The Red division saw CBMRA's former national champion and overall class big dawg, Dave Ramos, establish an insurmountable lead. However, LMYC's Peter Sweetser, back in the water after a year's hiatus, his club mate Hank Buchanan and Cottage Park Yacht Club's Peter Brown were separated by only four points. Sweetser, always a gregarious fellow, sailed the model regatta of his life, finishing second behind Ramos. Nice sailing PJ!

Green saw the other CBMRA racer, and current national champ, Dave VanCleaf do a "Ramos" (or did Ramos do a "VanCleaf?"). Green's real competition found LMYC's Howie McMichael and Marblehead's Biff (What do you mean I have to wear socks) Martin neck and neck. The sockless guy also brought some wonderful wooden models he is building for all to enjoy. Thanks, Biff!

Finally, in Yellow, the lead two boats took it down to the wire with LMYC's Ted Spencer nipping Cottage Park's Hatch Brown by four points. Dick Maiese from Essex's Dry Pants Model Yacht Club (don't ask), sailed consistently to also make the cut for the championship division with the eleven other top-three finishers.

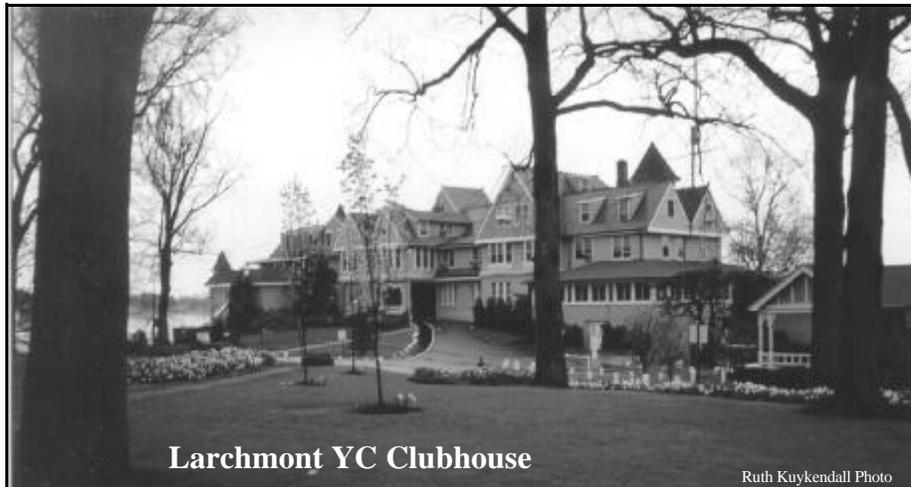
Before going on to Sunday, it should be noted that the race officiating for both days was superb. As predicted, there were a total of no protests heard. Judges made calls on the spot and nary an eyebrow was

raised. Each racecourse had a line caller and a recorder as well as a judge. On Saturday, Bill Kelly, Hans Owen and Rich DuMoulin took turns standing atop ladders, peering over the heads of the sailors, proactively officiating the event. Doug

the event...most repeating their roles for the fourth consecutive year (if it's not broken, don't fix it). Kudos to Pat Guerin who drove the shore-side logistics. Pat's wife, Betty, along with Hank's wife, Melanie, Rocco's wife

Ruth, Eva Spelman and the proverbial Uncle Marty Zavell ("You're already over, Chuck. Buttons, that will be ten bucks!") managed the fleet as the races went on and on. Sara Lynn and Joan Watt were there both mornings to check everyone with Sara's pal Dave managing channel changes. Thanks also go to Tom Spelman and Jim Fleming for driving the launches to

and from the race docks and Rick Estabrook and John Irving for driving the crash boats for the two days. I don't think Rick's son Jake ever saw his dad so chilled as when he finished Sunday. And we all thank LMYC's own Prize Patrol, Penny Langone for helping with all the awards.



Larchmont YC Clubhouse

Ruth Kuykendall Photo

Lynn, Dan Ronan, Rob Daily and Ted Ferrarone replaced them for Sunday. For anyone familiar with racing on or around the Sound, big boats or small, these seven guys are top flight sailors, all have direct or indirect links to LMYC and are to be thanked. Further judging capabilities were provided by LYC's Mary Savage, interga-



A START
2000 Nationals

Tom Dolan Photo

A special thanks goes out, yet again, to Jaye Nashawaty from Marblehead. Jaye, the better half of Sasha Kavs, has been the class of the class for years, providing scoring for the fourth time for LMYC. Perhaps the best aspect of these LMYC regattas is that, within minutes after arriving ashore after a heat of races, you know the score for your division. Yes, Jaye did get another bottle of Mt. Gay as thanks.

lactic judge and the regatta's uberjudge. Thanks to all.

While the judges may have the glory role, there were over twenty others supporting

Sunday morning came with 15 - 20 knots of easterly whipping up the harbor pretty seriously. At about 8:30 that morning, Howie and Hank were about to

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go out and set the marks around the two docks. Just as they were about to shove off, Sockless Biff piped-up and offered "Why don't we sail off the front and east wing dock rather than fighting the seas out in the harbor?" With the wind from the east, we were able to sail off the right side of the main dock and the left side of the wing dock. We got off a good twelve races for all four divisions. The racing was more balanced as the divisions were comprised of the respective quartiles of the Saturday divisions.

So where did it all end up? It was a battle of the CBMRA, national champion, big dawg and Annapolis guys. After two sets of six races each, the two Daves were nip and tuck. It came down to throw outs and Dave Ramos took it by a slim three points. Following the Dave's were Hatch, Howie and Biff. A bunch of LMYC sailors and Chuck came along. And, breaking the record of three times finishing second in the second division, Jamie Gurnell and fellow Dry Pants sailor Dick Maiese completed the Championship division. The overall results are shown in the tables.

Three final notes. The fourth competition for the LMYC Challenge Cup was sailed by 4-sailor teams placed throughout the Saturday divisions. After taking it the first year, and loosing to Marblehead and CBMRA the two following years, the host team of Buttons Padin, Ted Spencer, Hank Buchanan and Howie McMichael took the club vs. club competition by a wide margin finishing Saturday with two first places and two seconds.

The final award presented Sunday was the sportsmanship trophy. This was an interesting year as Greg Worth turned-over the U.S. CR-914 distributorship to Dave Ramos. Dave came to the event with all sorts of parts, suggestions and cooperation. He shared, helped, cooperated and encouraged and,

(Continued on page 5)

LARCHMONT SPRING REGATTA RESULTS

SATURDAY

BLUE DIVISION		
Place	Name	Score
1	Padin, Buttons	20
2	Winder, Chuck	22
3	Gurnell, Jamie	36
4	Fletcher, Hugh	57
5	Olsson, Carl	59
6	Beck, Rick	67
7	Mehlich, Bob	75
8	Merritt, Knight	84
9	Langone, Nick	105
10	Dubuc, Paul	132

RED DIVISION		
Place	Name	Score
1	Ramos, Dave	13
2	Sweetser, Peter	37
3	Buchanan, Hank	39
4	Brown, Peter	41
5	Campanelli, Rocco	55
6	Clayton, Mike	83
7	Monte-Santo, Bizzy	89
8	Kavs, Sasha	96
9	Hodgson, John	113
10	Clark, Stephen	120
11	Hunsinger, Hugh	121

GREEN DIVISION		
Place	Name	Score
1	VanCleaf, David	14
2	McMichael, Howie	26
3	Martin, Biff	29
4	Lynn, Dave	54
5	Gahan, Mike	61
6	Lull, Wendy	67
7	Watt, Dave	98
8	Lawrence, Bruce	101
9	Cika, Robert	111
10	Maise, Mark	125

YELLOW DIVISION		
Place	Name	Score
1	Spencer, Ted	22
2	Brown, Hatch	26
3	Maiese, Dick	48
4	Sullivan, Tim	52
5	Whalen, John	56
6	Wullschleger, Sears	58
7	Ellison, Lars	60
8	Mesani, Bob	76
9	Fontanella, Joe	88
10	Armstrong, Michael	113
11	Wey, Tom	126

SUNDAY

BLUE DIVISION		
Place	Name	Score
1	Ramos, Dave	18
2	VanCleaf, David	21
3	Brown, Hatch	37
4	McMichael, Howie	49
5	Martin, Biff	52
6	Buchanan, Hank	58
7	Spencer, Ted	58
8	Winder, Chuck	59
9	Sweetser, Peter	76
10	Padin, Buttons	88
11	Gurnell, Jamie	89
12	Maiese, Dick	119

RED DIVISION		
Place	Name	Score
1	Whalen, John	16
2	Sullivan, Tim	25
3	Wullschleger, Sears	32
4	Campanelli, Rocco	39
5	Brown, Peter	41
6	Olsson, Carl	53
7	Gahan, Mike	63
8	Fletcher, Hugh	76

GREEN DIVISION		
Place	Name	Score
1	Ellison, Lars	15
2	Kavs, Sasha	17
3	Merritt, Knight	35
4	Clayton, Mike	38
5	Lawrence, Bruce	49
6	Lull, Wendy	49
7	Mesani, Bob	50

YELLOW DIVISION		
Place	Name	Score
1	Maiese, Mark	16
2	Fontanella, Joe	27
3	Hodgson, John	35
4	Armstrong, Michael	41
5	Langone, Nick	53
6	Hunsinger, Hugh	56
7	Wey, Tom	69
8	Dubuc, Paul	85
9	Clark, Stephen	92

On the first day of school, about mid-morning, the kindergarten teacher said, "If anyone has to go to the bathroom, hold up two fingers."

A little voice from the back of the room asked, "How will that help?"

(Continued from page 4)

in addition to winning the whole enchilada, he took home the sportsmanship trophy, too. Congratulations again, Dave.

Capping off the awards ceremony was the second annual bagpipe solo and seawall walk by Marblehead's Tim Sullivan. Firing-up his pipes on the porch, Tim's dulcet tones gave the people brunching in the dining room quite a start.

Thanks to the volunteers, thanks to everyone who housed visiting sailors, to John Suhler and Javier of the Club staff, thanks to our beer sponsor Sierra Nevada, our liquor sponsor Mt. Gay Rum, Rip's LYC marine facilities team and all the others that went into making this as competitive, fun, efficient and memorable weekend.

Buttons Padin

Class Secretary's Comments:

Most important of all the resources that Larchmont MYC brings to bear to host their wonderful regatta is Buttons Padin himself. His energy is amazing. He organizes the regatta, obtains the services of a great staff, manages the regatta in progress, races his own boat, and still has the energy to help other skippers solve their boat problems.

Fully half of the boats at this fifth regatta were visitors, which is testimony to the legend of this regatta. I know of no model regatta with the great reputation that this one has. We are indeed fortunate.

Thank you Buttons.

Chuck Winder

NEW OWNERS

	Last Name	First Name	City	State	Sail No.
1	Altreuter	Jamie	Marblehead	MA	705
2	Ayres	David	Chouteau	OK	468
3	Bailey	Stephen	Albuquerque	NM	667
4	Coker	James	Port Saint Lucie	FL	481
5	Croker	Doug	Easton	MD	416
6	DeSimone	Douglas	Charlottesville	VA	482
7	Fink	Thomas	Falls Church	VA	813
8	Fink	James E.	San Diego	CA	469
9	Gibas	Matthew J.	Bay City	MI	641
10	Grassfield	B. A.	Noank	CT	478
11	Grinnan	George	Norfolk	VA	892
12	Hall, Jr.	Randall D.	Milledgeville	GA	690
13	Hardee	Joseph E.	Richmond	VA	465
14	Johnson	John M.	Bay City	MI	739
15	Johnson	Drew	Norfolk	VA	714
16	Kiefer, Jr.	George H.	Glennview	IL	459
17	Krise	John E.	Chesapeake	VA	671
18	Larson	Jack	Corona Del Mar	CA	561
19	Luscomb	Charles	Mill Creek	WA	661
20	Luscomb	Mary	Mill Creek	WA	765
21	Malthaner	Jean A.	San Diego	CA	476
22	Moehl	Capt. Mike	Dexter	MD	636
23	Narad	Richard M.	Old Saybrook	CT	635
24	Obara	Calvin W.	St. Petersburg	FL	994
25	Oxnam	Jeff	Oxford	MD	417
26	Pilling	Connie	Mantoloking	NJ	467
27	Plaut	Richard L.	New York	NY	458
28	Punderson	Jimmy	Island Heights	NJ	924
29	Rehkopf	Katherine	Stamford	CT	805
30	Retzloff	Steve	Chicago	IL	466
31	Rogovich	Steve	Virginia Beach	VA	487
32	Rogovich	Steve	Virginia Beach	VA	488
33	Slook	Bob	Atlantic Highlands	NJ	475
34	Stratton	Chip	Tulsa	OK	917
35	Tibbs	Scott	Easton	MD	418
36	Trabue	Thomas	Columbia	MO	729
37	Wiesner	A. Donald	Washington	NC	931
38	Wolcott	Eddie	Norfolk	VA	756

Pertinent Web Sites

AMYA Web Site,

<http://www.amya.org>

Add "/cr914.html" to go directly to the CR 914 page.

Worth Marine,

(781)639 0835

<http://www.worthmarine.com>

Chesapeake Performance Model Yachts,

Dave Ramos, Annapolis, MD

(410)647 9370

(410)647-2837 (Phone and Fax)

daramos@starpower.net

<http://www.rcyachts.com>

Thin Air Model YC

Steve Lang, Evergreen, CO

303-670-4670

steve@builtbyu.com

<http://ModelSailboatRacing.com>

Yahoo CR 914 Club Website

<http://clubs.yahoo.com/clubs/cr914class>

CR 914 Listserve

Sign-up at:

cr-914-subscribe@topica.com

A three-year-old boy went with his dad to see a litter of kittens. On returning home, he breathlessly informed his mother, "There were 2 boy kittens and 2 girl kittens."

How did you know?" his mother asked.

"Daddy picked them up and looked underneath," he replied. "I think it's printed on the bottom."

CR 914 "Carry All"

Dick Maiese, #326, has created several interesting products aimed at making CR 914 ownership a better thing. Dick sails with the "Dry Pants" Model YC, Essex, CT. He brought his products to the Larchmont Spring Regatta in April. They were well received. Dave Ramos, our CR 914 distributor, plans to offer them.

The 914-Carry All provides safe and comfortable transport for boat, radio and race supplies. See photo. The boat rests in the padded cradle. The transmitter, wrapped in a towel for protection, is placed into the front compartment behind a latched door. Other supplies (batteries, tape, line, etc.) are placed in the rear compartment.

The folding cantilever handle balances the unit on its centerline and carries it several inches off the ground. The top of the mast at or below eye level gives good visibility.

The Carry All provides a stable plat-



form for setting up and tuning the rig with equipment close at hand. The unit resists blowing over even in heavy air especially if the bow is turned into the wind. It weighs less than 4 pounds.

The Carry All kit is available in oak, birch or lauan veneer pre-cut panels with all necessary hardware.

[My experience is that boats are often damaged while being carried inside and through doorways. Dick's Carry-All may very well avoid this. Ed.]

Dick also offers a simpler folding carrier and an attractive wall cradle.

For more info contact Dick at:

Nautical Concepts

62 Carriage Drive
Durham, CT 06422

(860)349-9930

rmaiese@modernss.com



CR 914 Staff Photo

WINDHAWK From Tony Johnson

Tony, #77, is the 1995 CR 914 National Champion. He is active in all aspects of sailing. He races full-scale boats as well as iceboats. He races the very popular "DN" one design iceboat. His home in Minnesota is a good location for ice boating.

He and Alex Raupp recently acquired the tooling and inventory from Model Marine Inc., Menomonee, MI. The line includes three classes of model iceboats: Renegade, Nite and DN. He had previously developed a 1/4 scale DN and now has a number of people who are sailing them. The boats are also available with wheel kits for sailing as land yachts.

He designed the windhawk based on his model racing experience. The vane of the windhawk is large so it can be seen at a reasonable distance. The vane is bright red on one side and yellow on the other to help tell a sailor what the wind is doing at the boat.

Visit Tony's Website: www.visi.com/~tonyj/iceboats or contact him at: tonyj@visi.com

FLEET NEWS

What you read in "Fleet News" is, for the most part, what your fleet representative has sent to me. If you see no mention of the activities of your fleet, send me some news, Editor

Greater Tulsa Model Yacht Club

Mid Winter Regatta Report

March 3 & 4, 2001

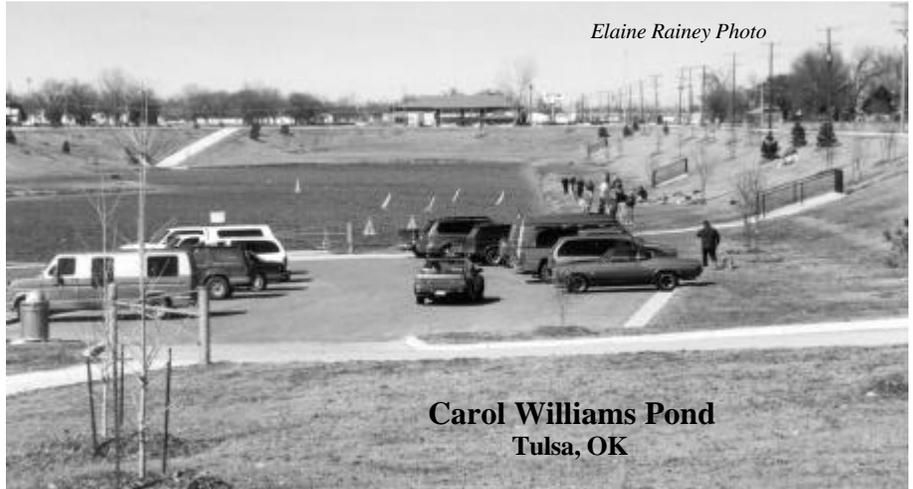
by Terry Rainey

Thirteen boats participated in the second regatta hosted by the newly formed GTMYC. Dick Martin again made the 300 plus mile drive from Columbia, Missouri, as he did for our first regatta.

Saturday dawned gray and cool with 10 to 15 knot North winds and temperatures in the mid 40's, very tolerable conditions for the season. The Carol Williams's retention pond was the wonderful venue that is an ideal place for sailing the 914. It is now our club's home field.

Because of recent rain and a forecast of rain, we were concerned about the muddy shores. We decided to stay with the original two-day format and pray for the weatherman to be wrong. He was!

The heat promotion system was explained at the skippers meeting for those who were



Elaine Rainey Photo

**Carol Williams Pond
Tulsa, OK**

not exposed to it in the Holiday regatta. We managed 20 heats and 10 complete races. Winds were in the moderate range and there were few breakdowns throughout the afternoon. We used the average scoring system with no throw-outs that we have used through out the winter sailing season.

Sunday's weather was gorgeous, sunny and in the mid 50's but very gusty with puffs close to 20 knots. This proved to be a beautiful but challenging day. Since we allowed one-day skippers to join the silver fleet on Sunday, we now had 7 boats in the gold fleet and 6 in the silver. A windward - leeward course with offset marks was set.

points. Terry Rainey won the tie-breaker with 4 bullets over Karey Low's one bullet.

Place	Skipper	Points
1	Terry Rainey	3.18
2	Karey Low	3.18
3	Harvey Baker	3.36
4	Dick Martin	3.45
5	Drew Ziegler	3.91

Silver fleet racing was not as competitive since veteran sailor David Ayres joined us for Sunday only. He splashed his boat for the first time on Sunday and won 8 of the 9 races he sailed. Bob Aklin was 2nd, Joe McDonald 3rd, Bill Jacobi in 4th and Charlie Nelson 5th.

Gold and silver fleets raced on the same course with very little interference between fleets. Eleven races were sailed before time expired at 3:00. The racing in the gold fleet was tight. The average score for the top 5 finishers were within 0.73

Trophies supplied by Ziegler's were presented within 20 minutes of the conclusion of racing.

This regatta marked the end of the winter sailing for GTMYC. Even with the extra cold winter this year, we were able to sail on 11 Sundays this past winter. We look forward to hosting our summer invitational regatta in July and have begun the planning for the Region 5 regatta in September. We look forward to hosting both of these contests, hoping to have more visiting skippers to come enjoy the Tulsa area and to test the sailing ability of the Tulsa CR 914r's.

Terry Rainey, Fleet Captain



Beat to the Finish
Karey Low, #414; Terry Rainey, #897
and Dick Martin, #722

Elaine Rainey Photo

Mid-Missouri Model Sailing Club

Columbia, MO

By Dick Martin

This is a progress report about the Mid-Missouri Model Sailing Club (M3SC), now that there is finally progress to report.

After six months of beating every bush I could find in this land-locked college town of 75,000 year-round residents, I finally located 19 folks (including my wife, my son and me) who had ever heard of sailing. Nine of those 19 had actually sailed full-scale boats, and only four (counting the three members of the Martin family) had ever raced. Among us we owned five RC boats, two CR 914s, two Fairwind 900s, and a US 1 Meter.

The US1M owner, Carole and I were members of AMYA, so we qualified for recognition by the AMYA and in January we became Club # 78. A few weeks later we held our first planning meeting--during a snow storm--which drew an attendance of six (counting the three Martins). I was appointed acting commodore of M3SC, and Carole is the acting secretary.

We made plans to draw up a constitution and bylaws (still in progress), chose sailing/racing venues (a pond in Stephens Park and Corporate Lake, a better sailing pond with unobstructed land all around it, which is quite visible from a major thoroughfare). We drew up an ambitious racing schedule: 2-4 PM every 1st and 3rd Sunday from April 1 until the snow flies in December. And we made plans to hold a social and sailing get together ("Sail-In") this month, recognizing that the weather could well wipe out the sailing part of that event.

Here's where the fun part begins. Thanks in large part to the weatherman who gave us 66 degrees and sunshine (although he might have been a little more generous with the wind) the Sail-In drew over 25

warm bodies, including two big-boat sailors who my bushes-beating efforts had not previously identified, one of whom brought along his 75" AC class RC boat.

Thus we had six boats in action, the owners of which tutored the others, most of whom were totally new to sailing. Before the afternoon was over everyone who wanted to, including the neophytes and two of the children, had raced one or more of the four classes of boats at least three times. (Our official Sailing Instructions were Chuck Winder's modification of Dave Perry's Simplified Racing Rules--plus a couple of "rules" I added:

- A. Remember this is a game we are playing, not a war. The object is to have fun. And,
- B. If you are in doubt about who has

right-of-way, stay out of the way or follow the Golden Rule: Do for the other boat what you would want her to do for you.)

Fluky winds helped scramble the fleet (and kept the AC leviathan

from dominating the racing), giving nearly everyone a chance to lead the pack at least once, and spreading the heat victories around very nicely. Everyone who got up the nerve to race won an award, including brothers Tom and Tim Trabue and their children Kathy and Nick. Young Nick Trabue, who recorded three seconds and a first place finish, won not only the award for the top rookie sailor but the overall regatta championship as well!

It gets even better! Since the Sail-In we have already added three more CR 914s to our fleet. Both Trabue brothers have completed their boats. My son and I have begun building two more '914s. My "old"--and somewhat heavy--#722 will become the official M3SC loaner boat. I expect there will be two more orders soon, and there is a good chance that the Fairwind owners, whose boats are SO slow and un-

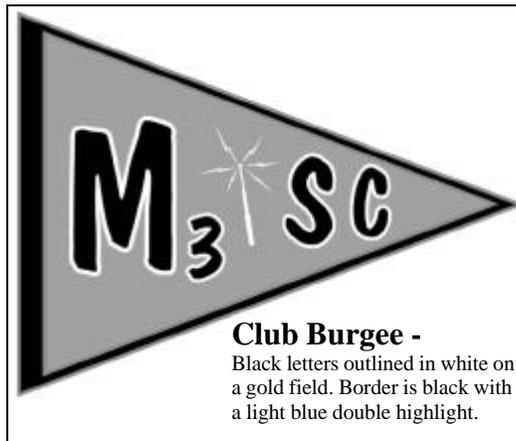
gainly, will also switch to '914s. So by the time our racing season is in full swing our '914 fleet will number six, and could be as big as ten. We probably won't break the growth records set in Evergreen in 1999 and Tulsa last year, but at least the M3SC is off and running.

Our first regular Sunday afternoon fleet races on Corporate Lake drew 5 boats and 17 warm bodies, including one more former sailor from this area who I had not previously discovered, an RC airplane buff with no sailing experience, and two "drop-ins" who saw us racing as they were driving or biking by the lake. At least one of them may prove to be a potential M3SC member and '914 owner. My optimism continues unabated!

Although it isn't active yet, bookmark the new M3SC website <http://www.m3sc.org>

Thanks to all the class members who have given us encouragement and help!

Dick Martin
Acting Commodore



Club Burgee -

Black letters outlined in white on a gold field. Border is black with a light blue double highlight.

A mother was teaching her three-year-old The Lord's Prayer. For several evenings at bedtime, the child repeated it after the mother.

Then one night the child was ready to solo. The mother listened with pride to the carefully enunciated words, right up to the end.

"And lead us not into temptation, but deliver us some e-mail"...

Racing Rules of Sailing 2001-2004

Note: These rules were obtained from the ISAF Website in February 2001

BASIC PRINCIPLE

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.

PART 1 - FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*; and
- (c) with respect to such determination, not to resort to any court or other tribunal not provided by the *rules*.

4 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.

PART 2 - WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 22.1. The International Regulations for Preventing Collisions at Sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state.*

Section A – Right of Way

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE TACKING

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

Section B – General Limitations

14 AVOIDING CONTACT

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

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

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE

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

16.2 In addition, when after the starting signal boats are about to cross or are crossing each other on opposite *tacks*, and the *port-tack* boat is *keeping clear* of the *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

17.1 If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

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

Section C – At Marks and Obstructions

To the extent that a Section C rule conflicts with a rule in Section A or B, the Section C rule takes precedence.

18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

In rule 18, **room** is **room** for an inside boat to round or pass between an outside boat and a **mark** or **obstruction**, including **room** to tack or gybe when either is a normal part of the manoeuvre.

18.1 When This Rule Applies

Rule 18 applies when boats are about to round or pass a *mark* they are required to leave on the same side, or an *obstruction* on the same side, until they have passed it. However, it does not apply

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

18.2 Giving Room; Keeping Clear

a) OVERLAPPED – BASIC RULE

When boats are *overlapped* the outside boat shall give the inside boat *room* to round or pass the *mark* or *obstruction*, and if the inside boat has right of way the outside boat shall also *keep clear*. Other parts of rule 18 contain exceptions to this rule.

b) OVERLAPPED AT THE ZONE

If boats were *overlapped* before either of them reached the *two-length zone* and the *overlap* is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat *room*. If the outside boat becomes *clear astern* or *overlapped* inside the other boat, she is not entitled to *room* and shall *keep clear*.

c) (c) NOT OVERLAPPED AT THE ZONE

If a boat is *clear ahead* at the time she reaches the *two-length zone*, the boat *clear astern* shall thereafter *keep clear*. If the boat *clear astern* becomes *overlapped* outside the other boat she shall also give the inside boat *room*. If the boat *clear astern* becomes *overlapped* inside the other boat she is not entitled to *room*. If the boat that was *clear ahead* passes head to wind, rule 18.2(c) no longer applies.

d) CHANGING COURSE TO ROUND OR PASS

When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a *mark*, rule 16 does not apply between her and the other boat.

e) OVERLAP RIGHTS

If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not. If the outside boat is unable to give *room* when an *overlap* begins, rules 18.2(a) and 18.2(b) do not apply.

18.3 Tacking at a Mark

If two boats were approaching a *mark* on opposite *tacks* and one of them completes a tack in the *two-length zone* when the other is fetching the *mark*, rule 18.2 does not apply. The boat that tacked

- a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark*, and
- b) shall give *room* if the other boat becomes *overlapped* inside her, in which case rule 15 does not apply.

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* or *obstruction* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* or *obstruction* than needed to sail that course.

18.5 Passing a Continuing Obstruction

While boats are passing a continuing *obstruction*, rules 18.2(b) and 18.2(c) do not apply. A boat *clear astern* that obtains an inside *overlap* is entitled to *room* to pass between the other boat and the *obstruction* only if at the moment the *overlap* begins there is *room* to do so. If there is not, she is not entitled to *room* and shall *keep clear*.

19 ROOM TO TACK AT AN OBSTRUCTION

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

- a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or
- b) immediately reply ‘You tack’, in which case the hailing boat shall tack as soon as possible and the hailed boat shall give *room*, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does not apply at a starting *mark* surrounded by navigable water or at its anchor line from the time boats are approaching them to *start* until they have passed them or at a *mark* that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

Recommendation:

Everyone who races sailboats should own a copy of the racing rules and a text on the subject to provide interpretation of the subtleties of rule application.

One such text is: “Understanding the Racing Rules of Sailing through 2004”, by Dave Perry. Buy through your local bookstore or from US Sailing, 800 US SAIL-1, (800 877 2451). Make sure the copy you get includes Appendix E for model boats.

BATTERY MANAGEMENT

BATTERY CHARGER TYPES

Before buying a charger it is important to understand exactly what the charger is designed to do. Not doing so can damage batteries. If the instructions and/or specs don't tell everything you need to know, don't buy it.

QUICK CHARGING

Battery manufacturers specify the maximum current that can be used continuously for a quick charge. Sometime this is printed on the cell itself. The "GP" 1300 mAh cells that I have limit charging to 650 - 1300 mA, but require control of the charge conditions to prevent cell damage. For instance, the GP batteries state that charge must be terminated if during charging the cell voltage drops by only 0.005 volts! It takes fancy circuitry to sense that reliably.

Battery chargers can be grouped in categories:

1. Simple, inexpensive constant-current

chargers. They use a charge current that is lower than the "trickle-charge rate" limit so there is no need to switch to a trickle-charge. These typically charge at 50-60 mA. For most people these are the best choice. Two models are: *hitec* model CG 25A or Futaba FBC - 8B. Cost is ~\$20.

The permissible maximum current for chargers of this type is the battery capacity divided by 10 called the C/10 rate.

Example: A cell with 1200 mAh capacity can be on charge continuously at 120 mA maximum [1200/10 = 120]

The time it takes to fully charge a fully discharged cell is:

$$\begin{aligned} \text{Time} &= 1.4 \times [\text{Cell capacity/charge rate}] \\ &= 1.4 \times [1200\text{mAh}/120\text{mA}] \\ &= 14 \text{ hours,} \end{aligned}$$

for a 1200 mAh battery charged at 120 mA charge rate.

2. Simple timed chargers - These can over-charge and damage the cells if the cells are not fully discharged before charging

is started. They simply charge at some charge-rate for a set time and then stop or drop to a lower rate. They come in a wide range of charge rates. If the charge rate is higher than the C/10 rate, don't use them.

Some have a switch to select different rates or time depending on the battery type and capacity: NiCd or NiMH.

There is a risk of battery damage because of the need to assure that cells are fully discharged before charging. After a day of sailing one never knows the state of charge of batteries unless they were obviously fully discharged while sailing.

3. Timed chargers that automatically fully discharge the cells before charging.

These are better and can give short charge times depending on the charge current rate.

4. "Peak Chargers"

These are more expensive. They usually charge at a high rate and sense the cell voltage behavior and sometimes cell temperature as charging progresses. When there is a slight drop in voltage that indicates the cell is fully charged, they change to a low "trickle-charge" rate.

Many peak chargers are designed for NiCd cells. Do not use them to charge NiMH cells unless the instructions specifically say so.

5. Combination charger/cyclers These offer the option of fully discharging batteries and then "peak" charging. This is called "cycling" a battery and was good practice with older NiCd cells that needed it to maintain maximum capacity.

NiMH (and modern NiCd) cells do not need to be cycled and so these more expensive units are overkill.

CR 914 Engineer

Battery Quality

Bob Clagett, #887, Centreville, MD, tested two sets of MAHA brand NiMH AA cells he ordered from *batterysupply.com* (Thomas Distributing.) To measure the capacity he used the simple set-up discussed in the Jan.-Feb. 2000 issue of the NEWS.

The batteries were rated at 1550 mAh but delivered only ~400 mAh when tested as four-cell packs. He tested two four-pack sets. He then tested each individual cell and the best of those eight gave only 820 mAh. This showed that the entire set had poor performance. Sometimes one poor cell in a four pack will make the pack look bad even though the other three are good. That was not the case for these.

The CR 914 Lab has had similar experience in the past. NiMH cells are still relatively new to the market and apparently suffer from a few manufacturers who have quality problems. It is a good idea to test your cells when received to assure that you get what you ordered.

There has been good experience with GP brand NiMH cells. My heavily used GP boat pack built in 1997 finally expired in April 2001.

CR 914 Engineer

Another three-year-old put his shoes on by himself. His mother noticed that the left shoe was on the right foot. She said, "Son, your shoes are on the wrong feet." He looked up at her with a raised brow and said, "Don't kid me, Mom. They're the only feet I got!"

THE BOATYARD

Eye Protection on Tx Antenna

Appendix E of the ISAF RRS requires eye protection. It reads:

E2.2 Aerials

Transmitter aerial extremities shall be adequately protected.

There is no specified design for that protection. Our Marblehead club requires protection but many have not complied because they didn't know how to do it.

Steve Moussas, #660, Woonsocket, RI, took the challenge to find a suitable solution and he succeeded admirably. He tried several different ways to solve the problem until he found what appears to be ideal.

It is a very lightweight, bright yellow practice golf ball sold at Wal-Mart and probably many other stores. This is not the "wiffle" ball type, but a smooth and soft foam ball. They are sold in packages of four for about \$3.

He found that drilling a ¼ inch diameter hole about ½ inch deep into the ball and simply jamming the ball onto the end of the antenna did the job with no glue required. Jam it on with the antenna all the way down to avoid bending it.

Steve has made several and is handing them out at the pond so no one has an excuse not to have the important eye protection.

Chuck Winder

A father was reading Bible stories to his young son. He read, "The man named Lot was warned to take his wife and flee out of the city, but his wife looked back and was turned to salt."

His son asked, "What happened to the flea?"

STRONGER SAIL SERVO?

Many new owners discover that in strong winds the stock HS 700 sail servo will not always trim in the sails. In a hard puff the sails may actually be pulled out, backing up the servo.

On the other hand one national champ who is very fast in strong wind uses the stock servo. So it is not clear that a stronger one is necessary to have top race finishes.

Nevertheless, many owners want stronger sail servos. Two national champs, Dave Van Cleef and Dave Ramos, use the Futaba S 3801 servo. Recently some owners have changed to the *hitec* HS 705 MG servo.

SERVO TEST DATA

Advertised servo strength is often not very useful since different unspecified test parameters are often used. Therefore the CR 914 Lab conducted tests of sail servos to provide direct comparisons of strength when a servo is operated in the boat. Those data were reported in the November 1997 NEWS.

WHAT ARE THE OPTIONS?

1. Stronger Servo

The *hitec* HS 705 MG is about 20% stronger than the stock HS 700. "MG" stands for metal gears. The HS 705 is the same servo as the 700 except it has metal gears using a higher gear ratio, which is what increases the torque. Note that the HS 700 and HS 700 BB are the same strength.

The Futaba S 3801 is about 50% stronger than the HS 700.

2. Use A Five-Cell Battery Pack

Servos will be about 20% stronger.

(Remember, servos are always stronger when using rechargeable batteries compared to alkaline throwaway batteries.)

3. Wire Battery Directly To The Servo

The HS 700 and 705 will be about 10% stronger if that is done. The S 3801 gains about 13% when connected directly.

When power from the battery is routed through the Rx and then to the servo in the conventional manner, there is a voltage loss that reduces servo torque.

4. Change Radio Systems

The sail servo is ~15% stronger when using a Futaba Attack SR radio system compared to the original *hitec* Ranger II. That lab test result was a surprise. Note that the Ranger IIZ, the current kit radio, has not been tested.

5. Combine 1, 2 and 3 Above

Connecting a five-cell pack directly to the HS 700 or 705 servos increases strength about 30%.

The HS 705 (direct connected to five cells) will be about 50% stronger than the HS 700 conventionally connected to four cells.

A Futaba S 3801 connected in the same way will be 120% stronger than the stock HS 700 connected conventionally to a four-cell pack. Saying it another way, since the stock system gives about one pound of sheet pull, the S 3801 gives 2.2 pounds when connected directly to five cells.

Your Choice

The above gives you a few choices if you decide that you want a stronger sail servo.

CR 914 Engineer

How To Connect Batteries Directly to Servos

One way is to splice a connector directly into the positive and negative leads of the sail servo. Use a connector that accepts the connector in the wire from the battery switch. (For those who don't use a switch, match the connector on the wires from the battery.)

Doing this sends battery power to the servo AND to the receiver. The battery receptacle on the receiver is not used.

Chuck Winder
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Marblehead, MA 01945

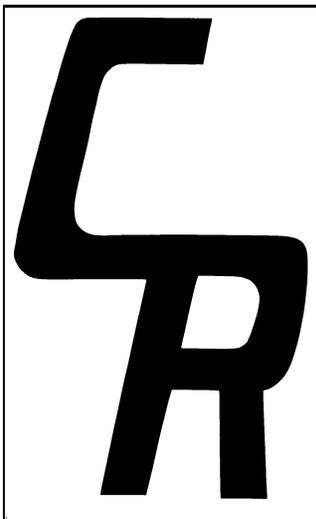


Chesapeake Performance Models

Dave Ramos

Sail # 238
(410)647 9370
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daramos@starpower.net
www.rcyachts.com

Dave continues to work towards a production process to cast rubber bow bumpers. What he is trying to do is extremely difficult. He was able to supply sufficient cast silicone bumpers for the Larchmont Regatta.



CR 914 SAIL EMBLEM
Full Scale-Can be traced on to your sail.

Articles in the CR 914 NEWS

The following is a list of articles 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
- 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.