

2004 National Championship

by Ernest Freeland

When Chesapeake Bay Model Racing Association (CBMRA) decided to host the 2004 National Championship Regatta we focused on three things: fun, competitive fair sailing, and keeping it simple. The last part was out of necessity since we agreed to host with less than two months to plan. Because the lead-time was very short, making it hard for people to alter their plans, the next concern was, would they come? Well, just like in "Field of Dreams," they did come! Twenty-eight of them, from eleven states: California, Colorado, Ohio, Missouri, Connecticut, New York, Florida, Massachusetts, Pennsylvania, Virginia and the host state of Maryland (our decision to keep the dates for which the Nationals originally had been planned probably helped generate this big a turnout).

Promotion-relegation

We used a promotion-relegation system, specifically the Heat Management System (HMS), throughout the regatta, so that everyone would have a chance to win every race no matter where they finished in the previous race. In the interest of getting a lot of sailing in, the Race Committee had hoped to run HMS with two heats per race, which would have put 16 boats on the starting line and would have allowed more races to be completed. Due to the higher winds that were forecast, we decided, however, that it would be best to go to three heats which would mean a more reasonable number of 12 boats starting each heat and offer the sailors fairer sailing. (With HMS a certain number of heats constitutes a single race. The numbers of boats entered in the regatta determines the number of heats per race. The sidebar on page 3 shows an illustration of how this worked in our regatta, and you can read all about progression-relegation in Issue 134 of the AMYA quarterly, *Model Yachting*, Winter 2003-2004, pp 18-22). I was certainly relieved when I asked the competitors at the Skippers Meeting how many of them had sailed in an HMS regatta and a fair number of them raised their hands. For some reason some are fearful of this system, but it is really simple. And, indeed, after we sailed a few heats and races everyone involved with the regatta understood how the system worked and agreed.



photo credit: Chuck Eldred

Boats and drivers pose for a group photo along the bulkhead from which the races were run.

INSIDE THIS ISSUE

2004 Nationals	1-6
How HMS worked	3
Commentaries	6
Coach's Corner	7
The Boatyard	8
Follow in my Wake	9
Winch & Kent	9
Tuning the Nut	10
New boats and owners	11
The honor role	11
www.cr914.resources	11
Thanksgiving Hangover	12
The Float of <i>The Phoenix</i>	12
2005 Nationals	13
Who's Gotta Regatta	14
Key West Race Week	14

“ Just like in “Field of Dreams,” they did come! Twenty-eight of them, from 11 states: California, Colorado, Ohio, Missouri, Connecticut, New York, Florida, Massachusetts, Pennsylvania, Virginia and the host state of Maryland. ”

CR 914 Class

A one-design class
member of the
American Model Yachting
Association



CR 914 Class Secretary

Dick Martin Columbia, MO

Advisory Committee

Chuck Winder Marblehead, MA
Dave Ramos Arnold, MD
Buttens Padin New Rochelle, NY
Ernest Freeland Annapolis, MD
Howie McMichael Larchmont, NY
Pablo Godel West Chester, OH

Chief Measurer

Chuck Winder Marblehead, MA

The CR 914 NEWS

is published quarterly

Send comments, articles
photos and other material

to

the editor
CR 914 NEWS
1206 Castle Bay Place
Columbia, MO 65203
email: rhm@ussailing.net

Friday evening

Chesapeake Performance Models hosted a cookout at the shop. Dave Ramos rolled out the red carpet for this event and spent much of the evening making sure everyone had a working boat and radio. Friday night was a wet and chilly night, but I think everyone forgot about the weather as they drank out of their new CR 914 National Championship commemorative beer mugs. Jean Malthaner from San Diego quickly assumed the roll of official measurer for the regatta. He did a great job making sure everyone had a legal boat to sail; thanks for all your help, Jean. Graham Mattonen and Jamie Mangus were the chefs of the night and did a great job of keeping the hot dogs and burgers flowing throughout the evening. This whole regatta couldn't have been a success without all the help of some great volunteers. In my opinion, your regatta can only be as good as your volunteers.



Friday evening at the Chesapeake Performance Models shop. *photo credit: Dave Ramos*

Saturday

Saturday the competitors and Race Committee awoke to see clear skies and lots of wind. This was similar to what we experienced when we hosted the event in 2000. The winds were gusting to twenty-five, out of the north/northwest. The competitors didn't see that kind of wind because the pond was somewhat protected from the northerly.

But don't get me wrong, there was wind aplenty to challenge the sailors!



photo credit: Chuck Eldred

It blew like stink out on Chesapeake Bay.

The skippers were randomly divided into two seeding fleets of 14 and each of these fleets sailed two races consecutively. These races were then tallied and used to seed the sailors for the first race of the day. During the seeding phase there was a slight break in the action that allowed everyone to enjoy sandwich wraps for lunch. The sailors were divided into three fleets and assigned a clothespin that corresponded to the first heat they would be racing in. Orange was the first heat that raced, followed by white and then black.

The racing was done on windward-leeward courses with offset marks, twice around. This offered some exciting sailing with lots of passing lanes on the long downwind and windward legs. It also allowed the sailors a fairer chance of showing off their sailing skills and tactical knowledge. At times puffs would come rolling across the pond and lay the whole fleet on its side. There were some amazing wipeouts and plenty of exciting surfing.

The first heat was sailed from a floating dock, but the way the course had to be set up created quite a traffic jam for sailors walking the dock. During a break between races the RC shifted the control area from the floating dock up onto the main dock above a bulkhead. This gave the sailors more room to roam and not have the view of their boats blocked by other sailors. This move proved to work well.

If the RC ever had any doubt about the format it was erased in the first race when Francis Cichowski started in the orange heat, finished in the top four, sailed in the white heat, again finished in the top four, and then sailed in the black heat and took a ninth for the first

race. This is exactly what the HMS system is designed to do, allow everyone a chance to win a race. Skippers could get on a hot streak, move up one or two fleets, and become spoilers for other skippers. One of the best parts of the regatta for me was watching skippers graduate up into a higher fleet; for some this was a rare occasion and a reason to celebrate, while others sat on the bubble

more frequently and moved up and down between the heats (designated by colors indicated by clothespins of the appropriate color clipped to their transmitters) fairly often. Those sailors got to do plenty of sailing, often sailing two heats in a single race and sometimes three. Skippers who were often on the bubble got lots of visits from me to trade clothespins. One of them told me he was

happy to be here, was happy to be sailing, and was certainly getting his money's worth since he was sailing so much!

In the end, Dave VanCleaf, who just seemed to be a couple of steps ahead of the fleet on speed and tactics, dominated the day. Dave Ramos and Chuck Luscomb battled for second and Luscomb edged out Ramos on the tiebreaker.

How HMS worked at the Nationals (by Dick Martin)

Unless you were there, you may find this attempt to illustrate how HMS operates confusing, but Ernest asked me to try to explain the system as a sidebar for his article, so here goes. If you can't follow my illustration or won't take my word for it, just ask anyone who has raced under HMS and he or she will tell you that after the first race or two it's a snap, particularly if the Race Manager does as slick a job as Ernest did of transferring the clothespins at the end of each heat at Annapolis.

Each boat received 12 scores for the regatta (11 "races" plus the score for the better of its two seeding heats). The results of each "race" shown in the final scorecard on page 5 represent the final outcome of three heats. Each heat contained 12 boats, designated (by color) as a fleet, and indicated by a colored clothespin clipped on the antenna of its transmitter.

Before the start of each "race" (remember to keep in mind the difference between a "race" and a heat) the Orange Fleet consisted of those boats that had finished the

orange heat	white heat	black heat
1→W	1→B	1→1
2→W	2→B	2→2
3→W	3→B	3→3
4→W	4→B	4→4
5→21	5→13	5→5
6→22	6→14	6→6
7→23	7→15	7→7
8→24	8→16	8→8
9→25	9→17→O	9→9→W
10→26	10→18→O	10→10→W
11→27	11→19→O	11→11→W
12→28	12→20→O	12→12→W

previous "race" in places 17 through 28. The first heat of each "race" was sailed by the Orange Fleet. When that heat ended the boats that finished 5th through 12th were awarded places 21 through 28 for that "race," while the top four finishers were promoted to the White Fleet as indicated by the arrow pointing toward the letter "W" (the promotion process occurred when Ernest magically appeared at your side, congratulated you, removed the orange clothespin from your antenna, replaced it with a white one, and told you to stay on the water for the next, White Fleet, heat).

If you followed that process in the first column of this table, just repeat it in the second, white heat, column. White's top four finishers get promoted to the Black Fleet, while the boats that cross the line in 5th through 12th receive places 13 through 20 for the "race." There is

one new wrinkle, however: the bottom four boats in the white heat get demoted and receive an orange clothespin.

Finally, the rest of the Black Fleet (the boats that finished in the top eight in the previous "race") join the four boats that had been promoted from the white heat, and the black heat is sailed. These 12 boats, which at that moment represent the cream of the crop, naturally receive as their scores for this "race" the positions in which they finish the black heat. The top eight then keep their black clothespins, and the bottom four are relegated to the White Fleet for the next "race."

Refer now to the tabulation of the final results on page 5 to see a good example of how this process worked for my boat, # 1122 - *Mariah*, in Races 3-6. Having placed 8th in Race 2, *Mariah* was in the Black Fleet for Race 3 where she finished 9th in the black heat, thus scoring 9 points for Race 3 and getting relegated to the White Fleet for Race 4. She managed to be in the top four in the white heat of Race 4, stayed on the water after being promoted back to the Black Fleet, and again finished 9th in the black heat, once more dropping back into the White Fleet for Race 5. *Mariah* then finished 9th in the white heat of Race 5, scoring 17 points for that race and getting herself demoted to the Orange Fleet for Race 6 (and making me pretty sick of seeing Ernest approaching with a different clothespin every time she crossed the finish line).

Then her luck changed. *Mariah* finished the orange heat of Race 6 in the top four, got promoted to the White Fleet, finished the white heat in the top four, got promoted again to the Black Fleet, and finished the black heat in third place, thus earning a score of three points for Race 6 even though she had begun that "race" in the Orange Fleet.

Point standings after Day 1

1	David VanCleaf	12
2	Chuck Luscomb	19
3	David Ramos	19
4	Steve Lang	27
5	Brian Jobson	29
6	James Appel	40
7	Dick Martin	47
8	Biff Martin	49
9	Scott Graf	52
10	Pablo Godel	55

After a full day of sailing in heavy winds most of the competitors headed into downtown Annapolis for dinner at Buddy's Crabs and Ribs Saturday evening. We were seated in a room that overlooked the downtown area. Here sailors swapped stories of the day and had the chance to visit with other CR 914ers from around the country. Meanwhile the leaders tried to get their competition to drink as much as possible (none were driving of course). I guess the belief was that maybe it would lead to an advantage the following morning. It certainly didn't faze David VanCleaf, because he sailed another consistent day on Sunday. Luscomb and Ramos battled the entire regatta with Ramos moving ahead of Luscomb as the wind went light, so I am not sure if the tactics on land worked or if it was the tactics on the water that paid off.

Sunday

Sunday offered more moderate wind for the sailors and as the day went on it got super light, dying off nearly completely as the last heats were finishing. This regatta was certainly raced in the full spectrum of wind conditions.

Just before racing was scheduled to get underway, we had a special visitor, a State Park Ranger. To enter the park



photo credit: Chuck Eldred

This great shot of the Black Fleet taken from the stake boat by Chuck Eldred captures the atmosphere of the 2004 CR 914 Nationals at Annapolis perfectly: brilliant sunshine, good wind, and great competition.

you needed to feed an electronic gate with three dollars. You could use paper money or quarters. Unfortunately the machine was very temperamental. Some sailors had trouble getting the gate to function properly after a very valiant effort to give their money to the state of Maryland. So, given the need to get their boats in the water quickly, they used some ingenuity and circumnavigated the gate. Well, as in much of today's society, there was a camera that caught some of the offenders. Since ours was the only group scheduled to use the park that day the Ranger quickly paid us a visit. He thought that the offenders had been trying to dodge the fee and was caught off guard when the sailors quickly pulled out money to settle up on the fee. We are an honest group I tell you, we just don't want to be late to our sailing! Instead the Ranger refused the money and welcomed everyone to the State of Maryland. There is always some excitement at a CR 914 regatta!

As the skippers got deeper into the regatta the competition heated up as the wind lightened up. Cathie Horan, our

Starter and Line Caller, issued some general recalls and didn't hesitate to throw the hammer down on the competitors and keep them all in line. You Go Girl!

When all the races were completed and the final scores were tallied, David

VanCleef from CBMRA was crowned National Champion. (David also won the 2000 event hosted in Annapolis. We'll have to see if he takes his record on the road and has the same success.) David sailed a consistent series and threw out only a pair of fifth place fin-



photo credit: Dick Martin

Race Director Ernest Freeland, hard at work in the scoring tent.

2004 CR 914 National Championship Final Results

Key: **S** = score of best Seeding race
nn = throwout score

Place	Name	Home Port	Sail #	S	"Races"											TOTAL
					1	2	3	4	5	6	7	8	9	10	11	
1	Dave VanCleaf	Annapolis, MD	737	1	1	2	3	4	1	2	1	4	5	5	1	20
2	David Ramos	Annapolis, MD	238	2	4	1	5	3	4	1	2	1	4	3	7	25
3	Chuck Luscomb	Essex, CT	661	1	5	3	2	1	7	4	3	5	3	10	12	34
4	Steve Lang	Evergreen, CO	530	6	3	6	1	5	6	8	11	8	11	2	3	48
5	Dave Ryan	San Diego, CA	973	4	13	7	13	16	3	5	4	3	7	1	2	49
6	Dick Martin	Columbia, MO	1122	2	2	8	9	9	17	3	7	2	8	7	6	54
7	James Appel	Annapolis, MD	69	2	8	9	6	6	9	7	12	13	1	6	4	58
8	Brian Jobson	Essex, CT	867	5	6	4	4	8	2	6	6	13	9	22	21	63
9	Pablo Godel	Cincinnati, OH	760	1	7	12	20	7	8	9	9	7	6	8	11	74
10	Scott Graf	Annapolis, MD	1085	8	20	10	7	2	5	10	10	6	10	16	13	81
11	Biff Martin	Marblehead, MA	1211	3	10	5	11	10	10	12	13	14	13	4	10	88
12	Hank Buchanan	Larchmont, NY	110	1	13	16	10	21	15	16	5	11	2	11	8	92
13	Denny Hanson	Boulder, CO	93	7	16	17	8	11	13	13	18	23	14	15	5	119
14	David Hobby	Wallops Island, VA	895	6	14	18	16	14	20	21	8	9	12	12	15	124
15	Tom Trabue	Columbia, MO	729	4	11	12	20	22	14	17	14	16	15	9	17	129
16	Jean Malthaner	San Diego, CA	476	7	23	19	13	12	13	20	15	10	19	18	14	140
17	Francis Cichowski	Essex, CT	876	10	9	13	15	19	16	11	17	17	25	22	16	143
18	Stanley Horan	Essex, CT	1074	7	29	15	16	15	15	18	19	23	16	17	9	147
19	Jeff Wezeman	Marco Island, FL	1197	12	21	25	18	27	18	14	16	15	17	19	19	169
20	Dave Tacosik	Cincinnati, OH	1144	8	17	14	14	17	23	15	24	20	21	21	24	170
21	David Hitt	Annapolis, MD	315	3	15	20	22	23	21	23	24	19	23	13	18	177
22	Bucky Buchanan	Annapolis, MD	833	5	18	22	28	13	11	19	27	23	18	23	26	178
23	Peter Gibbons-Neff	Rosemont, PA	1152	11	22	21	21	21	22	23	22	18	22	24	23	203
24	Jamie Mangus	Annapolis, MD	951	10	27	25	24	18	27	22	23	23	29	14	20	206
25	David Graves	Gaithersburg, MD	1196	9	25	23	26	24	24	25	25	21	26	27	22	224
26	James Earle	Mantoloking, NJ	870	8	19	25	28	27	27	27	21	23	24	27	26	227
27	Hans Albertson	Chestertown, MD	73	10	26	25	25	25	25	27	27	23	27	25	26	237
28	Tony Neff	Chestertown, MD	259	10	24	25	23	27	27	26	27	23	29	27	26	238

ishes! His consistent finishes were due to great boat speed but also to getting off the starting line clean and not putting himself into positions that could cause him to get fouled.

Summing up

While there were only eleven races sailed, those each consisted of three heats, for a total of 33 heats plus the four races that were sailed for seeding purposes, for a grand total of 37 starting sequences. Most heats averaged about 12 to 15 minutes in length, so we got in nearly nine hours of racing. One of the neatest things about the weekend was that 19 different skippers (that's 68%) sailed at least once in the top (Black) division. Everyone gave a positive response to this format, know-



And the winners were: from left to right, Brian Jobson, James Appel, Pablo Godel, Steve Lang, David Ramos, Dave Van Cleaf, Chuck Luscomb, Dick Martin, and David Ryan (but, actually, everybody who participated really won!)
photo credit: Tom Trabue

ing that they had a chance to win every race, and had sailed against all the other competitors or gained satisfaction simply because they graduated to sail in the heat above the one in which they normally had been racing.

As the Commodore of the CBMRA, I would like to thank all of those people who made this event possible with the very short time we had to plan. Our Judge, Jim Walsh, who did a great job judging the regatta and keeping the sailing fair for everyone. Dave Ramos, for generous contributions to the event that are too numerous to list, and for his help with all the planning. Jean Malthaner, for his help in handling the measuring. Cathie Horan, for calling the line and

keeping the action moving. Graham Mattonen, for driving the mark boat, and all the volunteers who were on hand. Melaine Buchanan and Joyce Cichowski, for their help with scoring. Without your help, this event would not have been possible. And finally, warm thanks to all the sailors who chose to join us for the event and made it a memorable one. For those of you we did not already know, it was great to meet you! For those we are used to seeing, it was good to see you once again.

While our regatta was kept simple I feel that it was successful, and I would encourage other clubs that are thinking about hosting a regatta to give it a try. Many sailors wonder whether they

should travel to a major regatta. I certainly recommend giving it a try. I promise you that you will have fun! You will have a great time socializing and learning from the other skippers. During this regatta everywhere you looked you saw competitors helping each other fix their boats, offering tuning advice and some basic racing advice. I am sure everyone who participated in this event left with a little more knowledge about their 914 and a few stories to tell, and were better sailors than when they arrived.

Oh, by the way, Dave and I had so much fun putting on this event that unless it should conflict with the Nationals we plan on hosting a regatta every year in November! 📧

Class Secretary's Commentary

If the Chesapeake Bay Model Racing Association had been able to plan the Nationals for 12 months, the event that they put on in Annapolis this year would have been merely outstanding. The race management and the venue at Sandy Point were excellent, the cookout at Dave Ramos' shop Friday evening was a perfect way for people to get acquainted, and the dinner party at Buddy's Crabs and Ribs Saturday was terrific (great conversation and the best crab cakes I ever tasted).

But the fact that CBMRA had only two months to put all this together and pull it off so flawlessly makes what they accomplished truly spectacular. Those of us who were there will never forget the time we had at the 2004 Nationals. Congratulations, Ernest and Dave et al., and many, many thanks!

For those of you who weren't there, you missed a lot of fun and a great opportunity to learn and improve your racing skills, as well as see how a regatta ought to be run. The CR 914 class is in the process of putting together a whole circuit of regattas for 2005, to be highlighted by the Nationals at historic Redd's Pond in Marblehead, Massachusetts. Begin making plans to attend at least one of these regattas, and don't miss out again!

Dick Martin

When Pablo Godel suggested that I should go to Annapolis for the 2004 Nationals my first reaction was "no way." ... Since I was only in the middle of the pack at our club, I would only get in the way and get yelled at if I made a mistake. After some gentle encouragement I decided to go ahead and enter. After all, I always had wanted to see Annapolis, and my wife agreed it would make a nice mini-vacation to go a couple days early and take the sites at D.C. and the Baltimore area.

The Friday evening at Dave Ramos' shop was fun and a good icebreaker. It was great to put faces to some of the names I had read about in the CR 914 newsletter... It's always nice to meet people from around the country. And...I soon realized that there were a lot of guys there that were just like me, rather new to the sport and still learning the importance of tuning and racing tactics.

I found everyone at Nationals to be understanding, and the dreaded shouting and arguing that I had heard about didn't happen, at least involving me. I hope to attend more regattas to help improve my sailing skills as well as to meet new friends and see new places.

Dave Tacosik #1144, West Chester, Ohio

It has been a busy week and a half for me following the Nationals. I would like to take the time to thank Ernest Freeland, Dave Ramos, CBMRA and all the volunteers who made this event a great success. The venue was perfect. The re-wind direction was so fantastic. Food was excellent and most important the entire group of CR-914 sailors are a great bunch.

For those who feel they should not be involved with the Nationals due to your skill level, you are misdirected in your thinking. The time spent with people from all parts of country who are warm, friendly, helpful, and very competitive is a great experience.

For all of the people who are involved with the organization of this sport that sacrifice their time, including their sailing time, to run the event, my warmest thanks to all. I hope to see you all at Larchmont's Spring Invitational--this is another great event.

Brian Jobson #867, Wolcott, Connecticut
(posted on the CR 914 message board: <http://groups.yahoo.com/group/cr914class>)

Saturday was the gear buster... A front went through followed by a whistling blue norther. By noon the sky was clear with wind 10-20 and gusts to 30. Boats were passing boats surfing down the wavelets then BOOM, drive their bows mast deep into the water, try to play submarine and broach, big-time. There were many chances to pass and to foul up and get passed or vice versa. What was interesting for me to see were the differences between the three sections.

All three sections had the same number of successes and wrecks. But, the top fleet recovery times were virtually instantaneous while the middle fleet took longer to re-cover and the bottom section failed to ever recover in many instances. As for boat handling, the top fleet made clean crisp tacks through 90 degrees while the bottom fleet might or might not tack in the correct direction and then through 120 degrees and harden up or fifteen degrees and stall out...

In spite of the fact that I was clearly the novice sailor, I had a great time. Every one was really helpful, giving lots of pointers both on boat set up and sailing... By the end of Sunday's racing, I was getting competitive. Out of the 17 races, I was over early only once and then by 6 to 10 inches.

David Graves #1196, Bethesda, Maryland
(posted on the Blue Crab Model Yacht Club website: www.bcmcy.com)

Sailing an RC boat with “FEEL”

by Geoff Becker

SAILING A CR-914 IS NOT AS EASY AS SOME full-scale and less experienced RC sailors think. “How hard can it be to sail a toy boat around?” When you consider that a major part of sailing, and sailboat racing is “feel,” it becomes more apparent why sailing model boats has its difficulties. When a real sailboat slows down you can feel the deceleration, and when that happens adjustments can be made to get the boat back up to speed. What happens when a model boat slows down, or how can you even tell when the boat slows down?

But experienced model sailors will tell you that they *can* “feel” their boat while it is sailing. To be honest, if I swap boats with a friend sailing that day, I can actually “feel” the difference between my boat and my friend’s. How can that be? My best answer is something I call “sight feel.” Sight feel is simply looking at the boat and translating what you see into feel, by comparing what you see to your other experiences sailing the boat. I can tell right away if the boat is, or isn’t, sailing through the water properly for the conditions.

By using comparisons in my “sight feel” I can at the same time see what might be wrong with the setup of the rig, the trim of the sails or balance of



photo credit: Steve Mitchell

the boat. Basically if it looks wrong, as compared to what I feel is right, I can identify the problem quickly and make the necessary adjustments to get back up to speed.

New sailors, and those who don’t practice, are most definitely at a disadvantage. Practicing for me is strictly to develop and improve my “sight feel.” Two very important factors about developing your “sight feel” are:

1. The more you work at it the better you get at it, and
2. Since it is model sailing, you can actually use your “sight feel” when watching your competitors, making comparisons much easier and more accurate.

What to look for

Here is a list of some of the elements you should look for when developing your “sight feel”:

- Boat Setup – Does your boat’s mast look like it is in the right position? Is the jib boom the right height off the deck? Mainsheet bridle the right height? Outhauls set properly?
- Jib Trim – When sailing upwind is the jib boom pointed at the shrouds? Lower or upper? How is the twist of the jib leech?
- Main Trim – When sailing upwind is the main boom close to center? How is the twist of the main leech?
- Balance – Does the boat sail in a straight line or do you have to compensate with the rudder control?
- Tracking – How is the boat sailing through the water in general? Bow down or bow up? Is the internal weight placement right?
- Change – MOST IMPORTANT! Know what each control changes in the image and performance of your boat. Outhauls, boomvang, sheet settings, backstay, fore and aft position of your jib boom downhaul, etc., etc.

How to practice

If you are alone when you practice it is more difficult to get boat-to-boat speed comparisons to add to your “sight

feel.”

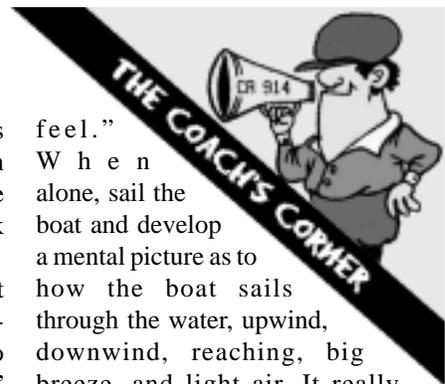
When alone, sail the boat and develop a mental picture as to how the boat sails through the water, upwind, downwind, reaching, big breeze, and light air. It really doesn’t matter much if that picture is right or wrong, just that you have one to use as a comparison later. Once you have developed this picture in your head you have the beginnings of “sight feel” and the next time you sail with another boat you will quickly be able to compare what you see.

If you are able to sail with other boats when you practice, make sure you focus only on your boat at first, until you are comfortable with your own “sight feel.” Then sail near other boats and see how your boat does. Compare what you know about your boat to what you see on the other boats and compare any differences. I think it is OK to ask other skippers questions about setup, but using your eyes to see what differences there are on the water is the best way to quickly get your boat up to the speed of faster boats.

Practicing depth perception is also a large part of model boat sailing. Watch your boat go around marks and behind other boats to get a better “sight feel” for how close you are. Looking at mark roundings and crossing situations from different perspectives can also be helpful. Just change your location on the dock or pier to get those perspectives and help you improve your “sight feel.”

Remember, the better you know your boat the easier it will be for you to fix something that is wrong. Have fun sailing! 🚢

The author, a two-time CR 914 national champion and intercollegiate sailing All-American at UC-Irvine, is currently the head sailing coach at Washington College in Chestertown, Maryland. He is the author of *Sailing Drills Made Easy* published by the United States Sailing Association.





THE BOATYARD

Bow Bumper Brainstorm

by Dick Martin, with an assist from Dave Ramos

BOW BUMPERs, which became mandatory in our class for regional and national championship regattas about four years ago, are required to come from “a source approved by the Class Secretary assisted by a Class Advisory Committee.” In order to standardize them, currently only bumpers that are made by Dave Ramos are approved. The first ones were hand made out of foam pipe insulation. They could not be mass produced, and Dave soon invented a method for molding them out of silicone. That worked well, but they were somewhat hard to attach. Only silicone will bond to silicone, so they were attached to the bow with silicone sealant. But silicone sealant doesn’t bond well to smooth surfaces like paint, and to get it to stick really tightly to the hull I found that I had to rather brutally roughen the bow of my shiny new boat—painful but necessary. There were other problems as well, including the fact that they proved to be somewhat fragile and had to be replaced fairly often after they would fracture in collisions.

So Dave came up with a better idea: molding the bumpers out of rubber. That is what his current, third generation, bumpers are made of, and they are proving to be almost bullet proof in collisions. However, occasionally they, too, may prove difficult to attach. Sometimes silicone sealer will adhere well to the rubber bumpers, but once in a while it doesn’t. Perhaps there are minor differences in the rubber compound from batch to batch, or perhaps I just have had bad luck. At any rate, to date I have had three rubber bumpers, all ordered at the same time and presumably from the same batch, become detached within a month or so (the silicone had stuck tenaciously to the bow but had cleanly delaminated from the rubber each time), sometimes as the result of quite minor trauma.

I finally gave up and attached an old gray silicone bumper I had saved for a rainy day, even though it doesn’t look as good on my black hull as the black rubber ones that wouldn’t stay put. Then I asked Dave for his thoughts about my problem. He said that he had found that CA glue would bond to the rubber, but that it caused trouble if you had to remove a damaged bumper. He had found that cleaning with alcohol, which I had done with all my silicone and rubber bumpers, doesn’t work well on rubber, but he suggested that cleaning the rubber with acetone might permit a better bond between silicone and the rubber. So I tried that—actually, I used a very similar but less volatile solvent, MEK (methyl ethyl ketone) that I happened to have in my shop. That didn’t seem to help much, at least on the one black bumper (from that same batch) that I tried it with. It was still quite easy to pull

the cured silicone off of the rubber. So I came up with what I thought would prove to be the ultimate solution: use CA glue to attach a strip of adhesive-backed Dacron sail repair tape to the bumper and then stick the adhesive to the bow.

Would you believe that CA glue wouldn’t create a bond between my (alcohol cleansed) test rubber bumper and the Dacron cloth of the tape? However, CA did bond two pieces of Dacron tape together very nicely. So I was down to one last-ditch stand. Even though MEK hadn’t seemed to improve the bond between the rubber and silicone sealant, maybe there was some MEK-soluble stuff on the surface of my rubber bumpers that prevented CA glue from adhering to them. Voilà! After rubbing the rubber with MEK, CA glue now bonded the Dacron so tightly to my test bumper that I literally had to rip the rubber to pull it off.

If you find that it is hard to make a rubber bumper stay attached to your boat, try this approach. Be sure to use Saran Wrap to keep the CA from bonding your fingers while you tightly press the Dacron tape against the rubber for a minute or so while the CA sets up. You will find pints of MEK on a

shelf among the paint solvents in your local hardware store, and you can buy Dacron sail tape at most any boating store in a sailing area, or, if you live in a sailboat wasteland like I do, you can order a roll of it from West Marine’s website (www.westmarine.com): Aquabon Sticky Back Dacron, \$9.99 a roll. (It comes in handy

if you should need to repair a sail, and works nicely for applying telltales and reinforcing the attachment of the leech end of the battens as well. Buy a roll and share it with everyone in your fleet.) In the process of gluing the tape to the MEK-treated rubber, the edges of the rubber bumper become slightly distorted, but the tape bonds so tightly to the bow that the distortion disappears when you remove the backing from the adhesive and stick it on. And the tape bonds well to smooth surfaces, so you won’t need to brutalize your poor boat to attach the bumper this way. ■



photo credit: Dave Ramos



photo credit: Nils van den Beemt

Now let’s see, who has right of way? Don Sievert’s *Geronimo* keeps clear of a flock of Canada geese taking off across the course to the leeward mark at the Blue Crab Model Yacht Club’s races on November 28.



Follow in my wake

SEVERAL YEARS AGO, THE EDITOR was sitting in the shade drinking beer at a post-regatta party, when the disk jockey began to play a Jimmy Buffet ballad entitled "Barometer Soup," from which the title of this column derives and the lyrics of which capture perfectly that laid-back feeling you get after a hard day of racing.

So what's that got to with building, tuning, tinkering with, sailing and racing your CR 914? Just this: there is a lot more to savor about our wonderful sport. And that's what I want people to think about here, and then begin to contribute stories, ideas, humorous anecdotes, and anything else that will enhance the enjoyment of sailing and sailboat racing.

Since our recipe for hot mulled wine in the last installment failed to stimulate anyone to submit ideas for this issue, here's another one from the Martins' sailing cookbook.

Portable Soup

Mulled wine is great *after* you finish racing on a cold day. Here's an idea for a satisfying pre-race noon meal before venturing forth to race on a brisk afternoon.

A staple of the Lewis and Clark expedition was "Portable Soup," a dried concoction of various beans and vegetables that Lewis was enthusiastic about (although it appears that his men would eat it only as a last resort). "Portable Soup," he wrote to a provisioner for the expedition, "in my opinion, forms one of the most essential articles in the preparation [sic], and fearing that it cannot be procured readily in such quantities as is requisite, I...take the liberty to request that you will procure two hundred pounds of it for me... I have supposed that the soup would cost about one dollar pr lb; should it however, come much higher then quantity must be limited by the sum of \$250 as more cannot be expended." In the end, Lewis spent \$289.50 on 193 pounds of the stuff, by far the largest sum for any area of provisions, and even more than he had originally planned to spend for guns and ammunition.

Last year Carole and I found Portable Soup for sale at the Camp River Dubois Visitors Center in Wood River, Illinois. Having read about it in Stephen Ambrose's book, *Undaunted Courage* (and expecting the worst, based on Ambrose's description of the stuff that they ate on the Voyage of Discovery) our curiosity made us buy a bag of the dried mix and try it.

Either the Voyagers' palates were very finicky or, more likely, the mix that has been created by "Lewis and Clark Provisioners, Purveyors of Fine Foodstuff" is much better than what Lewis bought for his men 200 years ago. Today's Portable Soup, when mixed with water, simmered for 8-10 minutes, and served with about four drops of Tabasco sauce per bowl, turns into the most delicious and satisfying corn chowder I have ever tasted.

You can obtain Portable Soup mix much easier than Merriwether Lewis could. It is sold by the Chalet Market in Belgrade, Montana (www.chaletmarket.com/Lewisclark1.htm). It costs a little more than Captⁿ Lewis paid, however: \$6.99 for a 6.1oz bag that makes about a quart of soup. But it's worth it. Prepared with just the right amount of Tabasco, it'll keep you warm for a full afternoon of frostbite racing, right up until you are ready to top off the afternoon with Carole's Frostbite Fuel at the end of the day.

Remember, now, this column isn't just about sailing food and drink (although other recipes will be welcome); send the editor any ideas that have helped you enjoy the sport of sailboat racing. 📧

Winter, 2005



Winch Winsler and Kent Narrrows by Marj Mansueti

Reprinted, with permission, from *SpinSheet*, the Chesapeake Bay Sailing Magazine, SpinSheet Publishing Company, Annapolis Maryland.



photo credit: Chuck Eldred

The leading boats in a heat at the 2004 Nationals approach the leeward mark.

Chesapeake Performance Models

www.rcyachts.com

Dave Ramos

227 Main Street
Stevensville, MD 21666
(410) 604-3907
(410) 604-3908 fax



Tuning the Nut on the end of the joysticks



by Dick Martin

TUNING A CR 914 IS OVER-RATED. Although your boat needs to be properly tuned to be competitive, the mechanics of doing so are simple. Tuning the *driver* is much more complex, interesting, and *fun*. That is the focus of this column.

I was delighted to receive some positive feedback last month from a 914er who told me, “[your] tip about dumping wind rather than pinching in a stiff breeze [‘Keep ‘em Moving Down There’ in Issue 43 of the *NEWS*] was tremendously helpful for me last weekend. I was consistently able to sail around other competitors going upwind while they tried to stuff it. I [also] eased my vang a touch to make it easier to dump air and turn downwind at the mark, but ... I don’t think that was helpful.”

That comment reminded me of another aspect (pun intended) of the high aspect ratio of the CR 914’s fins. Plenty of forward speed is just as essential for the effectiveness of the rudder of the CR 914 as it is to give the keel lift. You can’t feel the 914’s rudder cavitate the way you can when the helm goes mushy in a full-scale sailboat with a narrow rudder, but that’s what happens when you try to turn too sharply to leeward at a relatively slow speed. Implication: in a strong wind, turn from a beat to a run in a fairly big arc at as high a speed as possible. It isn’t easy to master the technique of easing the sheet at just the right rate to keep the boat from heeling too much but not luff enough enough to slow it down, while accelerating into your downwind turn and steering just the right amount to avoid cavitation, but it is one of those maneuvers that improves greatly with practice that you can do all alone.

In this installment of The Nut we will cover a topic that derives from my discussion of windshift geometry in Issue 44. As with that geometry article, I recommend that you draw diagrams to help you visualize the scenarios that follow (you’ll learn more by drawing them yourself than you would if I were to draw them for you).

The Law of the Layline

A “layline” is a course on which a boat will just be able to get to (“lay”) a windward mark without tacking. (There

are leeward-mark laylines as well, but that’s a somewhat different matter.) The layline is reached when the windward mark is approximately 90 degrees abeam. If a boat sails beyond the layline without tacking she is “overstanding” the mark, and each second that she continues to sail before tacking is essentially wasted, since she can’t gain enough additional speed by close reaching back down to the mark after she tacks to offset the additional distance she sailed. Very early in his or her career every new sailor learns not to overstand.

When the wind shifts frequently, however, sailing to a layline even half way up a windward leg before tacking is about as bad as overstanding. Doing so will let boats that stay nearer to the middle of the course gain considerable ground. It takes a while to realize that in shifting winds you should not sail to a layline until you are fairly close to the mark. The reason is the unforgiving Law of the Layline: *when you are laying the mark, a wind shift in either direction will hurt you.*

When you are on the starboard layline, getting headed will mean that you can no longer lay the mark and will have to make two more tacks. Furthermore, you will be on the wrong side of the shift and boats that are to leeward of you will gain more ground as a result of tacking on that header than you do.* Getting lifted is nearly as bad. It means that you now have overstood the mark, and boats to leeward of you now may be laying it.

So in a shifty wind (where CR 914s usually sail, is there any other kind?) remember to keep your option to tack on each header open and stay out of reach of the long arm of the Law of the Layline.

Caveat: There is a very important exception to this advice to avoid laylines until you get quite close to the windward mark, which came into play repeatedly at the Nationals a few weeks ago. And that will be the subject of the next Nut column in Issue 46, entitled “Understanding Overstanding.” ■

* If you don’t immediately see why this should be so, re-read the “Tuning the Nut” article about windshift geometry in the last issue (Issue 44) of the *NEWS*.



photo credit: Dick Martin

In 15 knots of breeze, the Black Fleet heads up the first windward leg at the 2004 Nationals. Note the differences in sail trim among the boats.

New Boats and Owners

Sail No.	Name	City	State
371	Julian Croxall	New York	NY
406	Carl Olsson	Larchmont	NY
722	John Lueckenotte	Columbia	MO
1207	Tom Malloy	Rockville	MD
1208	George Petrides	New York	NY
1209	Tyler Cagwin	Fayetteville	NY
1210	Doug Demarest	Essex	CT
1211	Biff Martin	Essex	MA
1212	James Amelang	Houston	TX
1213	Jose Fuentes	Annapolis	MD
1214	Skip Hall	Neptune	NJ
1215	Tom Wollet	Northfield	OH
1216	Don Boyko	Olathe	KS
1217	Robert Wall	Apex	NC
1218	Barry Worthington	San Diego	CA
1219	Ralph Buelling	Chicago	IL
1220	Skip Hall	Neptune	NJ
1221	Jeff Saeuberlich	Troy	MO



photo credit: Chuck Eldred.

Knockdowns like this were common at the 2004 Nationals.

The Honor Role

Many thanks to the following people who **contributed articles and/or photographs for this issue:**

Geoff Becker Annapolis, MD
 Chuck Eldred Annapolis, MD
 Ernest Freeland Annapolis, MD
 David Graves Bethesda, MD
 Brian Jobson Wolcott, CT
 Dick Martin Columbia, MO
 Steve Mitchell Mason, OH
 Buttons Padin New Rochelle, NY
 Dave Ramos Arnold, MD
 Bob Rosenbaum Cleveland Heights, OH
 Dave Tacosik West Chester, OH
 Tom Trabue Columbia, MO
 Nils van den Beemt Gaithersburg, MD
 Chuck Winder Marblehead, MA

www.cr914.resources

AMYA

www.amya.org

ISAF Radio Sailing Division

www.rudiosailing.org

US SAILING

www.ussailing.org

ISAF

www.sailing.org

AMYA CR 914 page

www.amya.org/cr914/cr914.html

Model Yachting Resource Center

www.myrc.org

CR 914 NEWS archive

www.amya.org/cr914/crnews.html

CR 914 message board/ListServe (Yahoo)

<http://groups.yahoo.com/group/cr914class>

2004 CR 914 Nationals website

www.rcyachts.com/Nats/2004/NATS2004.htm

A practical guide to radio-control theory

www.ann-neil.supanet.com/What%20happens.pdf

Chesapeake Performance Models

www.rcyachts.com

Model Sailing Center CR 914 page

<http://sailcr914.com/>

D & M Electronics, radio repair service

www.dnmelectronics.com

CR 914 club websites

Chesapeake Bay Model Racing Association

www.rcyachts.com/CBMRA.htm

Marblehead Model Yacht Club

www.mmycboat.com

Mid-Missouri Model Sailing Club

www.m3sc.org

Houston, TX CR 914 club (The Yacht Club)

<http://home.entouch.net/lark/yc>

Cincinnati Model Yacht Club

www.regatta1.com/cmhc

Cleveland Area CR 914 fleet (Edgewater Y.C.)

www.cr914.org

Shoreline Model Yacht Club (San Francisco Bay area)

http://smyc_cr914.tripod.com

Blue Crab Model Yacht Club (Gaithersburg, MD)

www.bcmyc.com

Dry Pants Model Yacht Club (Essex, CT)

www.essexyc.com/dpmyc

If your club has an active CR 914 website that is not listed here, email its URL to rhm@ussailing.net

Noah's Ark was built by amateurs.
 Professionals built the Titanic.

Thanksgiving Hangover Regatta

by Bob Rosenbaum

The Cleveland CR-914 fleet at Edgewater Yacht Club gathered on a Saturday in late November for its first “Thanksgiving Hangover Regatta.” There was no entry fee and the awards were modest: for first place, bragging rights; for second and third, a ban on whining. Sailing right in front of the EYC clubhouse on Lake Erie, the 10-boat fleet enjoyed a southerly breeze at 8-10 knots with overpowering gusts blowing down the course for just about every start.

With the fleet’s “committee kayak” in storage for the winter, we borrowed the yard crew’s work boat for the job – and used the long-shafted prop to securely wrap up the anchor lines on two marks. The few onlookers were generally pleased with the show. The format of the racing was twice around a windward-leeward race course—with as many starts as possible before 1PM and a throwout for every four races completed. We sailed two races in quick succession, then took a 10-minute break to drain the boats, compile scores and make a quick trip to the bar. In the end, the fleet sailed 10 races in about two hours.

The course gave up its secrets early: For most races, the left side of the weather leg paid off early, while the right side paid off late. If you could manage the traffic and your helm well enough to cross a shifty zone in the middle and get up the leg in two tacks, you’d find yourself in the lead at the first weather mark. But with most of the fleet having more experience sailing big boats than RC models, that was challenge enough.

Jim Andraitis, owner of two CR 914’s (and a J/22), won the series handily, taking four firsts and never finishing worse than sixth. He loaned his other boat to Craig Peck, who placed ninth overall. This was only the second scored event that our fleet has held—most of our other sailing has been more informal—but it succeeded in bringing out a couple of other CR 914 owners from the area. We may have started a new Thanksgiving weekend tradition, and we’ll certainly run scored events more often. Next up: the Icebreaker Regatta sometime in March. 📌



photo credit: Bob Rosenbaum

The CR 914s of the Edgewater Y.C. fleet, with their significant others at the Thanksgiving Hangover Regatta on November 27.

If you’re interested in information about Cleveland-area CR 914 activities, send an e-mail to Fleet Captain Bob Rosenbaum, at bob@therosenbaums.net.

The Float of the Phoenix

by Buttons Padin

The Larchmont Model Yacht Club has a new boat in the fleet: #1031, now named *The Phoenix*.



The Phoenix and her heroic rescuers. Notice her keel bulb.

Eric Olsson was home to sail in the Pumpkin Pie Regatta on November 20. He actually did pretty well finishing in the top bunch. We always thought that Eric was a pretty smart guy, being a doctor and all; and a pretty good sailor, too. Well, that all went the way of the proverbial wedding night pajamas on Pumpkin Pie day. Just as we were about to start one of the last races, someone looks at Eric’s boat and comments on how low it is riding in the water. “Yikes,” Eric yells, “it’s sinking!”

Now, usually, when 914s fill with water they settle stern down. That’s a good thing because that traps enough air in the bow to keep the nose afloat. As people have seen in the past, such a boat-in-peril can be saved. Hmm? Then why did Eric’s boat go down *bow first*? The scuttlebutt on the dock was that someone must have hit him and holed him forward. Nobody took credit...and we thought that would be it.

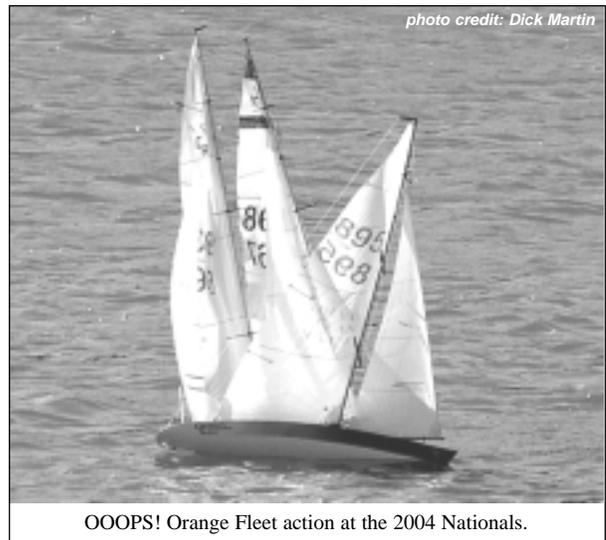
Fast forward to the next weekend. Howie McMichael (experienced in raising sunken boats from the floor of Long Island Sound—having salvaged a sunken Shields two summers ago), Hank Buchanon (experienced in sinking his own boat) and Buttons (known for having enough water in his boat to sink it, regardless) went out in the duckie at low tide to hunt for the wreck. Howie was looking to have it “re-built” at his yard; Hank was looking to ensure that the mantle of “sinker” would pass permanently to Eric. Buttons was just along for the adventure, having just read *Sea of Gold* (and not knowing better than to hang around with the two H’s). After the first pass of Howie’s search grid, the youngster in the boat (guess who?) spies the sails standing upright with the masthead about three feet under the surface.

Great excitement ensues. Howie is licking his lips about the refitting job. Hank, looking straight down on Eric’s boat, comments that the jib is too tight and the slot isn’t open enough. Buttons, well, who ever knows what he is thinking? Now, Shazam, it turns out that one of the mark anchors in

the dinghy had a broken pelican clip on it and, by lowering it over the wreck, Buttons was able to grapple the rigging. A quick tug and...nothing. That sucker was stuck in the bottom. She had gone down keel first with the sails acting as a sea anchor. After a week on the bottom, there was no telling if she would ever see the surface again.

Hank took over retrieval duties. Howie counseled that Hank had to pull “gently to break the surface tension of the mud.” Then, like magic, “pop” and she was free. Up she came slowly. Clams, barnacles, seaweed, mud and general yuck all over her. Hank held the hull steady, Buttons slipped open the hatch cover and Hank began to drain the boat. (By the way, Howie was too busy writing up the work order to help any further.)

Then, the real discovery was made. No hole, no crack and...yes, NO BOW PLUG. 📷



OOOPS! Orange Fleet action at the 2004 Nationals.

Announcing the 2005 CR 914 National Championships

September 30-October 2, 2005

by Chuck Winder

THE MARBLEHEAD MODEL YACHT CLUB invites you to participate in the 11th CR 914 National Championship Regatta to be held at historic Redd’s Pond in Marblehead, Massachusetts. More complete information will be published in the Spring issue of the *CR 914 NEWS*, but we hope that the following will be adequate to allow you to begin to make your plans to attend now.

Redd’s Pond was named in memory of Wilmot Redd, a Marblehead fishwife who lived next to the pond and was executed as part of the infamous Salem Witch Trials in the early 1600s. Redd’s has been used to race model sailboats since the late 1800s. The pond is a natural rain-fed basin in the stone ledge. Following catastrophic town fires, a dam raised the water level about four feet in the late 1800s to provide fire-fighting water. In the 1930s, the WPA built the present pond wall, designed expressly for racing model boats.

October is the start of the spectacular “leaf-peeping” sea-

son in New England. There are many tourist attractions in Marblehead and nearby Salem, “the Witch City.” The attractions of Boston are a short drive from town.

The regatta will be limited to 29 participants (23 channels at 75 MHz and 6 at 27 MHz). Entries will be accepted and channels assigned based on date the registration fee is received. You will find an entry form on the back cover of this issue of the *NEWS*. Entries must be received before September 1.

Since Marblehead is a tourist destination, we recommend that you make your lodging reservations early. The Chamber of Commerce, (781) 631-2868, www.marbleheadchamber.org/index.asp, lists many Bed and Breakfasts near Redd’s Pond. Rooms may also be available at several of the local yacht clubs as well—more information about this option will be available in the Spring issue of the *NEWS*.



Redd’s Pond in Marblehead, Massachusetts.

Regatta Schedule (tentative)

Friday, September 30

1:00 – 4:00 ..Registration, measurement and practice, followed by supper

Saturday, October 1

08:30 Check-in/late registration, measurement, coffee and donuts. Lunch provided at the pond
 Racing followed by dinner at a local restaurant

Sunday, October 2

08:30 Morning coffee and donuts. Lunch provided
 Racing until ~3pm
 Awards ceremony

For further information and questions, please contact:

Chuck Winder, 19 Robert Rd., Marblehead, MA 01945
 (781) 631-6727 chuckw88@msn.com 📷



Sails backlit by the morning sun, one of the heats in the 2004 National Championship Regatta gets underway on Saturday.

Who's Gotta Regatta?

Sixth Annual Cow Pond Regatta

April 2 * Chestertown, MD

Amy Hitt – ahitt@crosbymarketing.com

Edgewater YC IceBreaker Regatta

April 2 * Cleveland, OH

Bob Rosenbaum – bob@therosenbaums.net

Larchmont Spring Invitational

April 16-17 * Larchmont, NY

Buttons Padin – ERPadin@aol.com

AMYA Region 1 Championship

date TBA * Marblehead, MA

Chuck Winder – chuckw88@msn.com

Columbia's Cup Regatta

June 11-12 * Columbia, MO

www.m3sc.org/ccr

Dick Martin – rhm@ussailing.net

AMYA Region 4 Championship

August * Cincinnati, OH

Pablo Godel – pablo@godel.com.ar

Sharp HospiceCare Regatta

September 24 * San Diego, CA

Jennifer Luther – jluther@san.rr.com

CR 914 National Championship

Sept 30-Oct 2 * Marblehead, MA

Chuck Winder – chuckw88@msn.com

CBMRA Invitational Regatta

November * Annapolis, MD

Ernest Freeland – efreeland6@comcast.net

The CR 914 goes to Key West Race Week

by Dave Ramos

Lewmar Marine and Chesapeake Performance Models have teamed up to present a new kind of event for the folks attending KWRW this January. A new 25 foot pool will be set up in the event tent and folks will be able to test their RC skills by sailing a CR 914 around the buoys racing against the clock. The event will run Monday through Friday while the tent is open from 6 to 8 PM. The fastest times each night will win prizes provided by Lewmar Marine. The fastest time for the week will receive a Lewmar Carbon Winch Handle.

Chesapeake Performance Models will be offering a special edition Key West Race Week boat for the event and a portion of the proceeds will be donated to Shake-A-Leg, an organization that provides sailing programs and facilities for the physically challenged in Miami. Stay tuned for more information, and don't miss out on this really special boat to help a really great cause. 📺

Don't miss the Regatta Issue of the *CR 914 NEWS* that will be mailed the first week in April. In addition to full information about each regatta that is scheduled, it will feature the new CR 914 Regatta Circuit that currently is being planned, and a special article entitled "Your First Regatta." Renew your subscription **NOW!**

Deadlines for future issues of the *NEWS*

issue	submission deadline	publication date
Spring '05	March 15	April 1
Summer '05	June 15	July 1
Autumn '05	September 15	October 1
Winter '06	December 15	January 2

But submissions are **welcome any time**. There's no law that says that you must wait until the deadline! ☺

RENEW YOUR SUBSCRIPTION to CR 914 NEWS

It's quick and easy to do:

1. Check your name and address on the mailing label on the reverse side of this form.
2. If the information there is correct, all you need to fill in below is your current email address (they change often) and anything else that is new or has changed since the last time you subscribed.
3. Write a check for \$10 (6 issues) or \$20 (13 issues) payable to R. H. Martin/AMYA.
4. Cut out this form. (If you prefer to make a copy of it be sure to *copy both sides!*)
5. Stick this form and your check in an envelope and mail to the address shown at the bottom of this form.

Name _____ Sail number(s) _____

Address _____

City, State, Zip _____

Email _____ Evening phone number (____) _____ - _____

AMYA Number (if you are a member of the American Model Yachting Association) _____

Sailing club affiliation (if any) _____ Boat name: _____

Want to register another boat?

Download a registration form at
www.m3sc.org/CR914reg.pdf

Make check payable to:

R H Martin/AMYA

Mail check with this form

to: CR 914 Class Secretary
1206 Castle Bay Place
Columbia, MO 65203

Questions?

Contact Dick Martin
rhm@ussailing.net
(573) 256-7213

45

cut here 

AMERICAN MODEL YACHTING ASSOCIATION

Application for membership Check one: **New**___ **Renewal**___

Check one: **Adult-\$25**___ **Family-\$27.50**___ **Junior-\$12.50**___

Add \$10 for postage in Canada and \$15 for other countries. Add \$10 for first class mail delivery in U.S.

Enclose check or money order payable to AMYA, or check one: Mastercard___ VISA___

card number _____ expiration date _____ signature _____

Name _____

Address _____

City _____ State _____ Zip _____ Country _____

Telephone _____ Email _____

Current AMYA membership number _____ Club affiliation (if any) _____

List all model sailboats you own:

class	sail number
CR 914	_____
_____	_____
_____	_____



Send completed form to
AMYA Membership Secretary
Michelle Dannenhoffer
558 Oxford Avenue
Melbourne, FL 32935
888-237-9524 (toll free)
office@amya.org



CR 914 NEWS

issue 45

Winter, 2005



ENTRY FORM

2005 CR 914 CLASS NATIONAL CHAMPIONSHIPS

Friday, September 30 to Sunday, October 2



NAME _____ AMYA# _____ SAIL# _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE(Day) _____ (Evening) _____

E-MAIL _____ RADIO CHANNEL (circle one) 27MHz / 75MHz #1 _____ #2 _____ #3 _____

In consideration of your acceptance of my entry, I agree to the following conditions:

1. I hereby release the Marblehead Model Yacht Club, its Officers, Agents and Committeemen from any and all liabilities for any injury to myself or my yacht arising out of my conduct during the regatta.
2. I assume any risk of injury arising out of my participation of the race(s), failure or breakage of my yacht or any of my equipment or weather conditions.

I have read the Notice of Race for the 2005 CR 914 National Championship Regatta and accept the conditions and rules.

SIGNATURE _____ DATE _____

FEE: \$75 Entry fee includes Morning Coffee and Donuts, Lunches, Awards, etc. I will be bringing _____ guests for lunches. Please make checks payable to Marblehead MYC.

Mail Entry Form and direct inquiries to:

Chuck Winder, 19 Robert Rd., Marblehead, MA 01945
(781) 631-6727 chuckw88@msn.com