

the CRonicle

The Annual CR 914 Regatta Issue

Ah Spring! At last! The time of year when every 914er's fancy turns to thoughts of the new sailing season — and regattas, regattas, regattas! Although several other important developments will be reported in this issue, its prime focus will be on regattas. And its primary goal will be to make every single reader want to enter at least one out-of-town regatta this year.

Twelve regattas are planned, big and small, major and minor, new and old, tradition-encrusted and informal, but above all just plain *fun*. One is part of a 10-day-long multi-class regatta (all peopleboats except for the CR 914 fleet); some last three days, others three hours; one charges an entry fee of “a six-pack of your favorite beer and an appetizer to share”; and at another regatta a play-by-play announcer calls the races while spectators place bets on the boats (all winnings donated to charity).

An annual highlight of our racing season, the Larchmont Spring Invitational, is the largest single-class RC regatta in the United States. Our Nationals, which will be sailed on historic Redd's Pond where model sailboats have raced for more than 100 years, will be eleven years old this year. And we will conclude the regatta season with our first-ever Midwinter Championship Regatta in Ft. Lauderdale.

In this issue you will find articles about how to pick your first regatta to enter and what to expect when you get there, how to get your boat ready for an out-of-town regatta, and how to transport it there. You'll also find a complete list of all the regattas scheduled so far, and capsule summaries of the ones for which we had received an announcement or the official Notice of Race by the time this issue went to press on March 31.

Oh, by the way, be sure to heed those regatta instructions carefully, including how to find the ponds and the one that warns you, “Don't hit any cows!” 🐄

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CR 914s lined up on the porch of the grand old Larchmont Yacht Club.

NEWS BULLETIN: On April 15 the brand-new official CR 914 Class website will make its debut on the Internet, at www.cr914class.org. See page 11 for more details.

CR 914 Class

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



Class Secretary

Dick Martin Columbia, MO

Class Measurer

Chuck Winder Marblehead, MA

Advisory Committee Members

Ernest Freeland Annapolis, MD

Pablo Godel West Chester, OH

Howie McMichael Larchmont, NY

Buttons Padin New Rochelle, NY

Dave Ramos Arnold, MD

Class Webmaster

Pablo Godel West Chester, OH

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Send comments, articles
photos and other material

to

the editor

CRonicle

1206 Castle Bay Place

Columbia, MO 65203

email: rhm@ussailing.net

Who's Gotta Regatta?

Here is a list of CR 914 regattas scheduled for the upcoming regatta season. Be sure to check the class website frequently to see if any others have been added.

Fifth Annual Cow Pond Regatta

April 2 * Chestertown, MD

Amy Hitt – ahitt@crosbymarketing.com

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

May 15 * Marblehead, MA

Chuck Winder – chuckw88@msn.com

Washington College Spring Regatta

May 21 * Chestertown, MD

Geoff Becker – gbecker2@washcoll.edu

Columbia's Cup Regatta

June 11-12 * Columbia, MO

www.m3sc.org/ccr

Dick Martin – rhm@ussailing.net

Cleveland Race Week Regatta

June 20 * Cleveland, OH

Bob Rosenbaum – bob@therosenbaums.net

AMYA Region 4 Championship

August 27-28 * 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

<http://mmycboat.com/pdf/2005%20Nats.PDF>

Chuck Winder – chuckw88@msn.com

CBMRA Invitational Regatta

November * Annapolis, MD

Ernest Freeland – efreeland6@comcast.net

CR 914 Midwinter Championship

February 4-5, 2006 * Fort Lauderdale, FL

Vince Peritore – rksailorscove@aol.com

Regatta Summaries

There will not be anywhere near enough room in most issues of the *CRonicle* to post the official Notices of Race and entry forms for every regatta that is scheduled. So instead, brief summaries of all the regattas about which we have received NORs or other information will be posted here, and each of these summaries will explain how to obtain more complete information from regatta chairmen or posted on club websites. The most complete and up-to-the-minute source for regatta information, however, soon will be our new class website at www.cr914class.org, about which you can learn more on page 11 of this issue.

Here are all the announcements that were available when this issue of the *CRonicle* went to press on March 31.

Clovelly's Fifth Annual CR-914 Cow Pond Regatta Saturday, April 2

The Gibbons-Neffs and Hitts invite you to enter our Fifth Annual Cow Pond Regatta to be held at Clovelly Farm in Chestertown, MD on April 2, 2005.

Regatta Schedule

Saturday, April 2

11:00 – Registration

12:00 – First Race

12:30 – Children's scavenger hunt

An awards ceremony will be held at the conclusion of the races.



Entry Fee

A six-pack of your favorite beer and an appetizer to share.

Scoring: Low point system

Location and Directions

The Cow Pond, Clovelly Farm, Chestertown, MD. From Annapolis, take 50 East to 301 North. Exit 213 North towards Chestertown. Follow for approximately 15 miles to Rolphs Wharf Road. Turn left. Follow 1 mile to Clovelly Farm. Turn right into driveway. Take first right at "the shop." Follow dirt road toward cow pastures. At fence, turn left. Follow fence to pond entrance. Don't hit any cows! (Cell phone: 410.570.4251)

Registration

Please register in advance to ahitt@crossmarketing.com or call 410.266.6677 for more information.

Larchmont Spring Invitational Saturday-Sunday, April 16-17

The Larchmont Model Yacht Club invites you to participate in our ninth annual Spring Invitational Regatta to be held at Larchmont Yacht Club on April 16-17, 2005.

Regatta Schedule

Friday, April 15

1:00 - 4:00 – Registration, check-in, practice racing

7:00 – CR 914 Tuning Clinic

Saturday, April 16

9:45 – Harbor start

7:00 – Cocktails and dinner

Sunday, April 17

9:15 a.m. – Harbor start

2:00 Awards ceremony



Location

Larchmont Yacht Club, Latitude 40:55:26 North, Longitude 73:44:43 West

Registration

All participants must pre-register for this Regatta. Entries may be submitted via e-mail to ERPadin@aol.com or faxed to LMYC at 720-920-1776.

AMYA Region 1 Championship Regatta Sunday, May 15

The Marblehead Model Yacht Club invites you to enter the Region 1 Championship Regatta, to be held at Redd's Pond on Sunday, May 15, 2005.

Regatta Schedule

T.B.A.

Location

Redd's Pond, Marblehead, MA

More Information and Registration

Contact Chuck Winder, chuck88@msn.com



Washington College Sailing Team Spring CR 914 Regatta Saturday, May 21

The Washington College Sailing Team invites you to participate in our first CR-914 Spring Regatta to be held at the Washington College Sailing Center on May 21, 2005.

Regatta Schedule

Saturday, May 21

8:30 - 9:30 – Check-in/late registration

9:30 a.m. – Competitor's meeting

9:45 a.m. – Harbor start

12:00 p.m. – Lunch Break (burgers and hot dogs will be available for purchase)

4:30 p.m. – Completion racing / Awards



Location of Regatta

Truslow Boathouse next to the Leila Henson Boating Park in Chestertown, Maryland

Registration

Please pre-register for this Regatta by completing the Entry Form available (along with the NOR) at www.cr914class.org/05wash_coll_nor.pdf. Entries may be submitted via e-mail to gbecker2@washcoll.edu or brought to registration prior to the competitor's meeting on May 21, 2005. Each participant is asked to pay an entry fee of \$10.00.

CCR Columbia's Cup Regatta Saturday and Sunday, June 11-12

The Mid-Missouri Model Sailing Club cordially invites you to enter the first annual Columbia's Cup Regatta, which will be held in Columbia, Missouri on Saturday and Sunday, June 11-12, 2005.

Regatta Schedule

Friday, June 10

16:00 – Check-in and practice racing, followed by cookout

Saturday, June 11

10:45 – First race

18:30 – Social hour followed by dinner and "Tips from the Top" racing seminar

Sunday, June 12

09:30 – Racing resumes

13:45 – Awards ceremony



Location

Stephens Lake, Columbia, MO, 1 mile south of I-70, halfway between St. Louis and Kansas City. (Columbia is the home of the University of Missouri: don't hit any tigers!)

More Information and Registration

Check out the Columbia's Cup Regatta website at www.m3sc.org/ccr where you'll find the NOR, an Entry form, and lots more hype. Contact Dick Martin, rhm@ussailing.net.

Cleveland Race Week CR 914 Series Monday, June 20

The Cleveland CR 914 Fleet invites you to enter the Cleveland Race Week CR-914 Series. The format will be approximately 12 windward-leeward races, conducted at the Edgewater Yacht Club Basin, immediately in front of the club house patio, during the Cleveland Race Week VIP/Sponsors Party.

The 10-day-long Cleveland Race Week is one of the largest regattas on Lake Erie. It begins on Friday, June 16, and features One-design Series on the weekend of June 17-19; CR-914s on the 20th; Women's Series on the 21st; Junior Series on the 22nd; and Cruising Classes the 23rd-26th. The CR's are pretty pleased to be included.

Regatta Schedule

Monday, June 20

18:30 – First race

Location

Edgewater Yacht Club, 6700 Memorial Shoreway NW, Cleveland, OH 44102

More Information and Registration

Contact Bob Rosenbaum, Cleveland CR 914 Fleet Captain, bob@therosenbaums.net.



2005 CR 914 National Championship Regatta Friday-Sunday, September 30-October 2

The Marblehead Model Yacht Club invites you to enter the 11th CR 914 National Championship Regatta, to be held at historic Redd's Pond on Sept. 30-Oct. 2, 2005.

Regatta Schedule

Friday, Sept. 30

13:00-16:00 – Registration, measurement and practice at Redd's Pond

17:30 – Dinner

Saturday, Oct. 1

09:45 – First race

17:30 – Cocktails followed by dinner

Sunday, June 12

09:15 – Racing resumes

15:00 – Awards ceremony

Location

Redd's Pond, Marblehead, MA

More Information and Registration

Lots more material, including information about lodging at area inns, hotels and yacht clubs, as well as the Entry Form, is posted on the CR 914 class website at www.cr914class.org. Contact Chuck Winder, chuck88@msn.com



Taking the Plunge: Your First Regatta

by Dick Martin

You have sailed your CR 914 enough times to feel confident that you can make it go where you want it to—well, most of the time anyway. And if you have a fleet nearby you have entered a few of their races. *Now* is the time to start planning to attend your first regatta. *Really!*

“Who, me?” you say. “I’m not ready for prime time! I don’t have any chance to win. I haven’t yet mastered *The Racing Rules of Sailing*. I’ll just get in everyone’s way and embarrass myself. I don’t know any of the other sailors who will be there. Most of them are big shots from fancy yacht clubs and they’ll just think I’m a pest if I study their boats and ask questions. I’ll probably finish dead last, be totally humiliated and have a miserable time!”

Nonsense! Granted, it takes a little courage and perhaps a small leap of faith to enter your first out-of-town regatta. But most of those worries, which every sailor has before taking the regatta plunge for the first time, are dead wrong. Virtually all the sailors who frequent regattas do so because they have found them to be great fun, and nearly all of them want other sailors like you to experience that fun and excitement too. Approach the regatta as you would a *holiday*. Plan to treat the actual racing as a learning experience—you will find that there is plenty to learn. Wallow in the excitement of the racing and the camaraderie of the social events, enjoy the new friendships that you will make, and just have fun.

Planning your regatta holiday

The most commonly stated reason that many sailors fail to experience the joys of regatta racing is that they cannot find the time to travel. But a regatta doesn’t necessarily have to consume more than a slightly long weekend.

The first step in planning is to determine what regattas are available. Do that early. Don’t procrastinate; if you do, other commitments will fill up all the weekends in your schedule. You’ll find every CR 914 regatta that had been

scheduled by the time this issue of the *CRonicle* went to press listed on page 2. Be sure to check the new class website to see if any others have been scheduled since then, as well.

What sort of event should you choose for your first regatta? Here is my advice: it really doesn’t matter. Study the information available and pick one that you think sounds like (1) the most fun, or (2) the best learning experience, or (3) the most convenient—in that order of importance.

The learning experience

A regatta, with its multiple races over one or two days and the wide range of racing skills, experience and background of the competitors, provides a wonderful workshop in which to test your ability and learn new tricks of the trade. And this will continue to be true throughout your progress from rookie to experienced racer and even after you have become one of the top dogs in the fleet.

Take full advantage of the opportunity. Observe. Study other boats that seem to be faster than yours and the equipment their drivers use, including their tool boxes. Watch how the winners sail. It is impossible to pay attention to another boat while trying to sail your own at the same time, so consider

sitting out a few heats to study how the leaders do such things as setting up for their starts and handling tactical situations. And, during breaks and at parties, pick brains—top notch sailors usually are flattered by questions and eager to share their expertise.

Test your observations and new ideas in later races, and then practice what you have learned when you get home. Share your new insights with other members of your home fleet. You’ll improve much faster if your fleet improves right along with you. Corollary: champions usually come from the toughest local fleets.

Do not stay home from regattas just because you don’t always feel confident about the racing rules. It takes experience to develop confidence, and you can’t acquire that experience against good racers unless you sail with them. So what do you do at a regatta when you get in close quarters with one of the championship contenders? If you are confident that you are in the right, press on just as you would at home. Top sailors will recognize your right-of-way just as they would if your credentials equaled theirs. But if you are unsure of your rights I suggest that you give way rather than risk jeopardizing the chance of the other boat to win that race and possibly the whole regatta.



Happy sailors and spectators enjoying the 2004 running of the annual Cow Pond Regatta

The regatta: what to expect

Above all, expect fun and plenty of racing excitement. You'll meet some wonderful folks at these affairs, who by definition all share common interests, and the opportunity to renew these new friendships is one of the principle things that will make you want to become a regular member of the regatta circuit.

The regatta will be governed by two sets of regatta rules called the Notice of Race (NOR) and the Sailing Instructions (SIs) in addition, of course, to the Racing Rules of Sailing and our CR 914 class rules. Why all this legalism? Its purpose is not to intimidate you, no matter how intimidating all the various documents may look. Because regattas are often attended by sailors with different levels of expertise who race with

local clubs where styles of racing may vary, they must be run 'by the book' in order to minimize misunderstandings that might spoil some of the fun. These documents collectively constitute that 'book.'

A Skippers Meeting will usually precede the first race of each day. At it the race officers will clarify any ambiguities in the SIs and answer questions. An awards presentation ceremony concludes the regatta. Although trophies are usually low on everyone's list of reasons for entering regattas and the trophies are often quite modest, this ceremony to recognize the winners is a very important part of the event. Don't miss it. Congratulate the winners and thank members of the host club and the race management team and judges for

all the work they put in so that you could enjoy good racing and have a great weekend. Then before you know it you'll be on the road home, basking in the satisfaction that comes from having helped make the regatta a success.

Conclusion

Regattas are the icing on the yacht racing cake. They celebrate everything that is great about our sport. If you fail to take advantage of the opportunities they provide, you will deprive yourself of many joyful experiences. You've just gotta do a regatta. I promise that your courage will be amply rewarded. But beware: once you do one you'll be hooked for life. ■



The Builder's Column

by Dave Ramos

Preparing Your Boat for a Regatta

One of the most overlooked issues in going to a regatta is preparation of the boat.

So many times I have seen lack of preparation knock a competitor out of a regatta or problems cause a skipper's mind to be focused more on his frustration with his boat's problems than his racing.

Most of what I will be discussing may seem obvious and simple, but success is in the details. If the boat is working great it is a *huge* advantage. You can concentrate on sailing and not waste time on figuring out what is wrong with the boat. This is not to say that problems do not come up; they do, but if the boat has been set up right a lot of things can be eliminated from the check list in solving a particular problem.

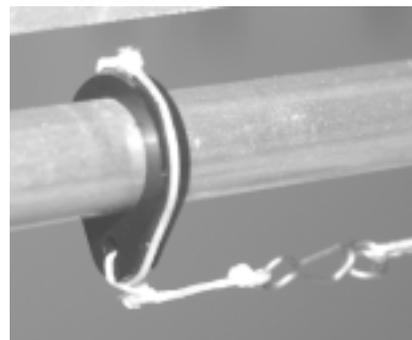
Before I go to a large regatta (usually two to three weeks prior) I go through a series of checks and double checks to eliminate and fix any possible problems. These checks are divided into four areas of concern - Hull, Rig, Sails and Electronics.

Hull

I go over the hull, keel and rudder to check for nicks, cracks and any damage to the hull that may cause leaks or turbulence and slow the boat down. The most common problem is a chipped and nicked keel bulb. Make sure your keel is fair, smooth and free of any rough edges. I wet sand my hull, keel and rudder with 1500 sand paper fore and aft in the direction of the flow of water. Then polish the hull and bulb with StarBright with Teflon. Do *not* use StarBright on the keel fin and rudder; you want the water to stick to your blades. This helps laminar flow and improves their efficiency. I cannot emphasize enough the importance of a smooth and fair hull. If you reduce the drag on your hull compared to another boat by 5%, over the course of a race this can equate to yards of distance. With this small speed advantage alone you can be a little more conservative on the start line or take a chance on the course to make up ground that you might not take otherwise.

Rig

Go over the rig with a fine tooth comb. Check for chafing in the control lines (sheets) and replace if necessary. Check the mast fittings for cracks and make sure they are firmly attached to the mast tube. Pay particular attention to the sail outhaul slides. Make sure you can adjust them and that they are not stuck to the boom tubes due to salt or corrosion. Stuck outhaul slides should be freed or replaced. I have reinforced my slides with string (which I detail on my web site at www.rcyachts.com/Build/slides.htm). Another solution is to



Mainsheet slide reinforced with Spectra.

use a string ring or rubber bushing in place of the plastic boom slide. What ever type of slide you use, make sure it holds the sail clew firmly. If there is too much play you will have a difficult time keeping your sail settings. Inspect the gooseneck and be sure that the boom swings freely and does not bind or catch. A gooseneck that is loose on the mast is a huge problem waiting to happen. It can twist around and prevent the boom from swinging from side to side and as it twists off center line will cause the outhaul to loosen. Clean any loose mast fittings with alcohol and let dry. Slide the fitting up the tube and roughen the tube under the fitting with 220 grit sandpaper. Slide the fitting back into place and using a new tube of CA, glue the fitting to the mast. Check the boom vang line for chafing and replace if necessary.

Check your mast rake. It should be 53 7/8 inches in most conditions. With the boat lying on its side I set my main boom close-hauled position (measured at the outboard end) to one boom width to leeward of the boat centerline. I set my jib boom sheet position so that an invisible line projected aft will intersect the aft hole of the leeward chainplate. Sighting down the mast, make sure your mast is set up straight. Until the wind gets over 12-15 you want your mast to be as straight as possible. These settings are my base settings that I like my boat set to, and I adjust from there at the regatta depending on the current conditions. Sail your boat with these settings and mark your bowsies so you can get back to these settings easily. For a great

tuning guide check out the one that Geoff Becker wrote that comes with the CR-914 kit.

Sails

I go over my sails looking for frayed edges and any holes that may have appeared, and I patch any holes using spinaker repair tape. Make sure you have jib tell-tails on your sails. I use two sets set 2-3 inches aft of the jib luff made out of cassette tape about 3-4 inches long. Although they are difficult to see at a distance, I feel their use is very important in checking jib sheet angle and wind flow over the sails close-hauled.

Check the main sail luff ties and make sure the edge of the sail is no closer than 1/16" to avoid the sail binding on the mast in light air. When not sailing, loosen your lower shrouds, vang, backstay and Cunningham to lighten the static loads on your sails and prolong your sail life. When treated properly a set of sails can last for years.

Electronics

I have written about electronics troubleshooting recently (in Issue 44 of the class newsletter), but here we are interested in finding problems *before* they occur. Remove the receiver and unplug the servo leads. Check for any corrosion on the plug fittings and replace if necessary; then clean with spray contact cleaner. Plug your servos back into the receiver and check for smooth operation. *Slowly* move your transmitter sticks and watch your servo arm movement for twitching or jumping.

Use the Electronics Troubleshooting article in issue 44 to track down any problems and correct them (available at www.rcyachts.com/NEWS/issue44.pdf, and before long in the archive of all back issues on the new class website).

If you have a spare radio use it to check out your regular gear.

Good batteries are essential to proper radio performance and are a source of problems that are often blamed on other things. You should have at least two batteries for your boat. If you use rechargeable batteries and do not have a second receiver battery you can use a holder with alkaline cells ready to go in your box. Keep track of your rechargeable battery performance and replace if the performance drops. A quick power check when sailing is to luff the boat into the wind, sheet the sails in fully including the fine tune and wiggle the rudder. If the rudder is lethargic then the receiver battery is getting low on power and it might be time to switch to your back-up battery. NiMH batteries need to be used and reused (cycled) to get the best performance out of them.

Boat preparation when done in advance will remove distractions and frustration, and allow you to concentrate on racing and enjoying yourself. Now go out and practice, practice, practice. See you on the race course. ■

Good sailors all know how to race very well, but the champions have won the regatta before the racing begins. - Paul Elvstrom

Special pre-Larchmont Seminar

During this year's Larchmont Spring Invitational, CR-914 distributor and past Nationals and LMYC Spring Invitational Champion Dave Ramos will hold a CR 914 special maintenance, tuning and troubleshooting seminar on Friday night, April 15 at 7:00 in the Junior Club House. This is an add-on to the regatta for those sailors interested in optimizing the performance of their CR-914s. Pizza, beer and soda will be served at the seminar and all participants are encouraged to attend with their boats in-hand. The program will feature a chalkboard discussion on optimizing the the CR-914, and will allow attendees to have Dave review the set-up of their boats.

Chesapeake
Performance
Models

www.rcyachts.com

Dave Ramos

227 Main Street
Stevensville, MD 21666

(410) 604-3907

(410) 604-3908 fax

Getting Your Boat to the Regatta

by Ernest Freeland

Great! You saw the regattas listed in this issue of the *CRonicle*, realized there is a whole lot a fun to be had on the road with your 914, and made the decision to travel to a regatta with your boat. So how are you going to get there, and more importantly how are you going to get your boat there? Regattas ain't no fun without your boat! You've spent hours with her and you know her like the back of your hand; besides, if you try to leave without her she may not let you out of the house. On the other hand your wife is probably holding the door open for you, looking forward to a little peace and quiet while you're gone.

The easiest way to transport your boat is in your car. Maybe you are the type who relishes those long drives, the time alone, the chance to listen to what you want on the radio. More importantly the time to game plan your upcoming regatta. The 914 class has some legendary drivers. The Thompson brothers have driven more than once from Michigan to Larchmont for the Spring Invitational—non-stop. Then there is our Class Secretary, Dick Martin, who has driven from Missouri to Larchmont four times, as well as to San Diego and Annapolis. He and his boat truly love the road.

If you are like most of us, however, you will want to take to the air to get to a far-off regatta. Now it becomes a little harder getting the boat to the venue in one piece. You could try the method that Geoff Becker used for the 2003 Nationals in San Diego. He carried his boat and rig on the plane in what was basically an old gym bag and placed it in the overhead compartment. He did remove the keel and packed that in his luggage. Not sure I would recommend that method, but it worked for Geoff and he went on to win the event. Here is an alternative way to do it.

You will need to break your boat down for shipping. You must remove the keel from the boat no matter how you decided to transport a 914; fortu-

nately that's very easy to do. The biggest challenge is removing and then re-installing the rig. I recommend using the removable rig that is described in the building instructions. If you didn't originally build your boat with a removable rig it is easy to modify. [Editor's note: see "The Boatyard" on page 10 of this issue.]

The second biggest concern is getting all of the other stuff you need for the boat to the regatta as well. Some of this can be packed with the boat or in your luggage. The subject of choosing the spare parts you may want to take with you is beyond the scope of this discussion and will be covered in a later article. In my opinion you can never have enough spare parts. The one thing you don't bring is the one thing you will need. Gotta love Murphy!

Whenever I travel to an event I always take a spare boat. I would hate to make the investment in time and money to go to an event only to have something happen to my boat that would knock me out of the regatta or prevent me from ever getting to the starting line. I prefer to take my own back-up boat rather than borrowing one if mine breaks down, because both of my boats are set up identically, making it easy to transition between the two boats. So when looking at transportation options,

I required the ability to transport two boats in a single case or box. If you are only transporting one boat it is a lot easier to find a case that will do the trick. I have seen boats shipped in a gun case and in a golf club hard case. Use an electric knife to cut the foam you line them with.

When Dave Ramos and I started planning to travel to San Diego we explored a lot of options, including Rubbermaid trunks to place the boats and all of our stuff in. We discussed breaking the rigs down and transporting them separately, but ultimately decided the rigs would be safer shipped with the boats in one big box. Also, I wanted to keep my rigs tuned identically. If I broke them down I would risk losing my settings for attaching the main to the mast, outhaul settings etc.

We constructed custom boxes out of heavy-duty double-ply cardboard that allowed us to place two boats side by side. We made the boxes large enough to allow placing the rigs in the box without having to remove the main from the mast or fold the sails in any fashion. Secondly, we made the boxes big enough to allow some crumple zones in case the boxes got a little banged up. To make sure the box was evenly weighted we packed one keel at each end of the box. The boxes were



This photograph shows the boats nestled together in their big box. The smaller box at the left end, carefully sealed so nothing can escape and damage the boats, contains the radio and all of the spare parts you need. Spare spars are taped to the side of the box in case one or both of the finished rigs becomes damaged in shipping.

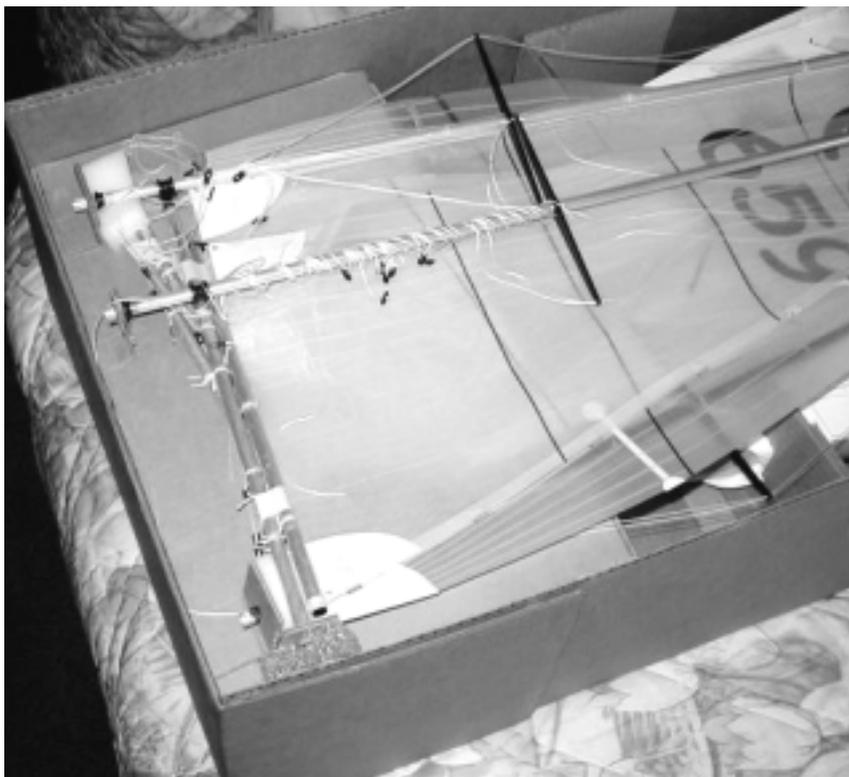
constructed using a hot glue gun and packing tape. Be prepared to spend time constructing your box and testing where everything goes to fit best. If your boat

doesn't make it to the regatta you won't be sailing it.

We carefully spaced out everything else, built dividers and/or lids for each

area, and placed padding in and around each item. We found that using lots of spare foam was the best method to fill the empty space. We taped the boxes shut and clearly marked them "REMOTE CONTROL SAILBOATS WITH PARTS." These things look funny going through an x-ray machine, and we wanted to make sure that the airport scanners knew exactly what they were looking at. (We briefly thought about shipping them out using a major carrier but thought the boats would be the most safe if we brought them with us.) We both checked our boxes each way and the boats made it safely. One of the boxes suffered some minor damage but due to the crumple zone the boats were uninjured. One of the boxes was inspected on the return flight but the inspection team did a great job re-packing everything.

Traveling with your 914 is easy and super fun! So get out there and have a great time at a regatta! If you have an example of the methods that I have discussed send me a photo and a short description and I'll put them into a subsequent article in the *CRonicle* for everyone to see. And if you have an idea that I haven't covered send it to me as well at cbmra@yahoo.com. 📷



Detail photo showing how the base of the mast is inserted in a piece of cardboard to keep it from moving. Masking tape is used to fasten the jib boom and main boom together, with foam used to cushion everything. For some more detail photos and more ideas visit www.rcyachts.com/Travelshippingbox.htm.

Another Approach: The San Diego CR 914 Shipping Container

by Jean Malthaner

WITH ALL THE NEW, cumbersome and potentially delaying airport check-in requirements I decided to make a reusable shipping container that could carry Dave Ryan's and my boats from San Diego to Annapolis for the 2004 Nationals using UPS or FedEx.

I set the design requirements for: two hulls w/ keels and rudders removed; two masts with all sails and booms intact; two radios; two stands; two ditty bags with radio/receiver/servos and spares; and keels and rudders in a restrained/protected environment. After surveying stock hi-impact sealed shell containers I chose the SKB H5020W microphone stand case (www.skbcases.com/product/pro_audio/stand/skb-H5020w.html) which measures 50in.L

x 20in.W x 13.75in.D.

The San Diego Container is configured into two basic elements. In the base section the two hulls are supported in foam cradles on one end and bulk storage space on the other end. After the hulls are inserted into their cradles, egg-crate foam pads secure them and isolate them from the upper sail box.

The sail box structure is 1/2 in. luan mahogany framing, 2 5/8 in. deep with lightening holes all around. The top cover is 1/8 in. luan plywood permanently attached to the box frame and lid, contoured with layered foam and inset for radios, stands, keels and rudder stowage. The box interior is layered foam for mast and sail support and separation. The lower plywood cover is re-



inforced with cross members to react to loads from the boat egg crate foam protectors. The design was very tight to fit the two complete mast/sail assemblies in the sail box.

We shipped the boats in the case (72 lbs) via UPS ground (6 days) to Dave Ramos' shop and they arrived in perfect condition. It took 20 minutes to unpack and assemble the boats to a ready-to-sail configuration. Designing and building the case was a time consuming and tedious job but it was worth it, and it is now available to anyone in our fleet traveling cross-country. If you have any questions don't hesitate to email me at jmalthaner@cox.net. 📧



Tow your boat to regattas!

It's sure a lot easier towing a CR 914 than it is a full-scale keelboat. Here is one trick to make it even easier. Shelf liner! Get the thick, soft kind: Duck EasyLiner Supreme shelf liner, \$5.95 per 5' x 24" roll at Lowe's (regular EasyLiner isn't as good for our purposes). Cover the floor of your SUV or BSV (Boat Support Vehicle) with two rolls, side-by-side. Roll up each end of another piece to form a cradle for your hull. Throw in your boat, your radio, your tool box, and your luggage, and you're ready to go.

Not only does the shelf liner provide a luxuriously soft mattress for your boat, but its coefficient of friction is incredible. It won't slide over whatever it lies on, and nothing you place on it will slide. Honest! I used to attempt to tie things down, but gave that up after making a few panic stops and sudden swerves to avoid accidents and discovering that absolutely nothing ever shifted, no matter how light or heavy or how much of its surface was in contact with the shelf liner. Obviously this method won't work if I have an accident, but I doubt that any other restraining method would keep cargo from being thrown around enough to cause serious damage to my boat, and I doubt that I'll want to go ahead and try to race after I have had an accident, anyway.

— Dick Martin



After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral: When you're full of bull, keep your mouth shut.

The CR 914 NEWS becomes the **CRonicle**

As you noticed when you opened this issue of the newsletter, it has a new name. The fact that its renaming coincides with the arrival of the new class website (see page 11) is not a coincidence. The website will now become our primary mode for transmitting time-sensitive class news — in this wired/online age we live in, a quarterly "newsletter" has become an obsolete method for publishing "news."

After six months of brainstorming, during which a dozen or so alternative names were considered as replacements for *CR 914 NEWS*, the name 'CRonicle' emerged the hands-down winner (none of the other proposals received more than a single vote). Why 'CRonicle'? A chronicle is "a record of events." Enough said.

— the editor



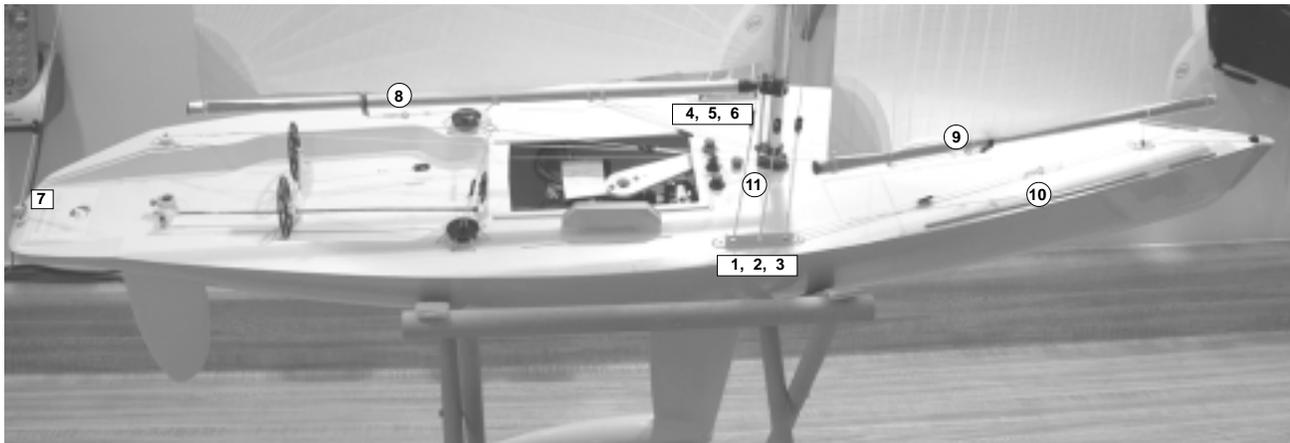
THE BOATYARD

How to Retrofit a Removable Rig

by Dick Martin

UGH OH! WHEN YOU BUILT YOUR CR 914 you had no idea that you might catch regatta fever and would want to have a removable rig to make it easier to transport your boat! Not to worry. Retrofitting a removable rig is a *snap* (I can't believe I wrote that). There are only 11 strings that connect the rig to the hull, and you may need to modify only nine of them. None should need to be replaced. They are numbered on the

photo below: 1 through 6 – shrouds; 7 – backstay; 8 – mainsheet; 9 – jibsheet; 10 – jib boom tack string (henceforth JBTS); 11 – Cunningham. (You'll notice that the boat shown here does not have cleats on the deck for the JBTS and Cunningham. Those cleats can snag other lines, on your boat and on others nearby, and many 914ers have removed them.)



Shrouds

The simplest way to make them disconnectable is to use the snap-hook method shown in the current version of the Assembly Instructions that come with the kit. Buy some snap hooks at a fishing tackle shop, attach the big ends to the eyes in the side and aft chainplates (“eye plates”), thread the ends of the shrouds and backstay through the small end of the snaps and tie to the bottom hole in the bowsie. I'm betting that you located your bowsies high enough above the chainplates that you'll have enough slack to be able to re-attach these seven strings without difficulty. If they prove to be too short, however, simply tie a loop of string—as an extender—through the snap, and thread the shroud/backstay through this loop. You do not need to replace your shrouds/backstay! If you use extender loops, don't forget to glue their knots with CA, and check them for chafing periodically.

Figure 4-5-6 (on page 11) shows a slightly neater solution for the shrouds. A short piece of stainless or brass wire, the ends of which are bent to engage in shallow holes drilled in the base of the chainplate (so the ends can't snag things), runs along the inner side of each chainplate, impaling loops in the ends of the shrouds. Figure 7 shows a similar device holding the backstay to its chainplate, as well as one of those extender loops described above.

Sheets and other connections

You can use conventional snap-hooks for these connections as well. I prefer much smaller connectors, which are available in the fishing tackle department at Wal-Mart, called Norman Lures Speed Clips. They are sleek and tiny, fool-

proof, and I guarantee they will never snag some other string accidentally. Pinch them to spread their jaws so that a loop at the end of the sheets can be inserted. Tie the base of these clips to the main and jibsheet boom sliders as shown in figures 8 and 9. Note the loop of string holding the business end of the jibsheet clip up next to the jib boom in figure 9; that keeps it from sagging down and possibly snagging on something when the jibsheet goes slack.

Since my boats don't have deck cleats, I use a Speed Clip (figure 10) to connect the JBTS to a string and bowsie arrangement attached to the forward hole in the starboard chainplate. The loops in the ends of the sheets and JBTS need to be compact enough to pass through the string-ring “turning blocks” on the booms and the foredeck fairlead. I use tiny bowlines (be sure to glue them with CA, too).

The Cunningham of the boat shown here is an odd-ball arrangement that adjusts with a string-ring tied around the mast. On *Mariah* I run my Cunningham to a side chainplate, thread a loop at the distal end of the Cunningham through one of the holes in the chainplate, and impale it with the shroud-skewer wire along with the shrouds.

Retuning

Don't forget to retune thoroughly after you make these modifications. Not only the shrouds and back stay, but the sheet lengths as well. Once you have done that, however, simply mark the bowsie locations with an indelible marker and you'll be able to replicate your tuning quickly each time you reinstall your rig. 📌

The CR 914 Class Goes Online!



Fig. 4,5,6

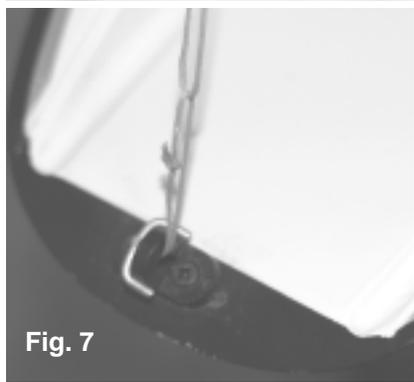


Fig. 7



Fig. 8

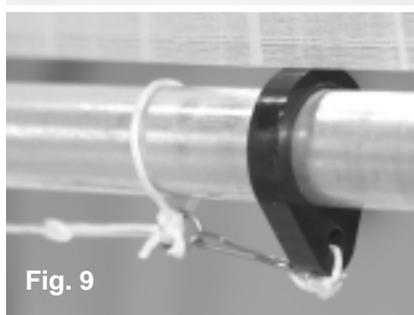


Fig. 9

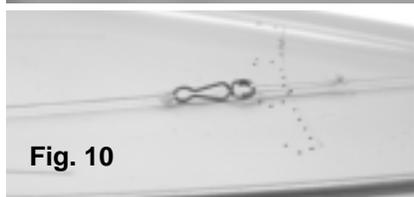
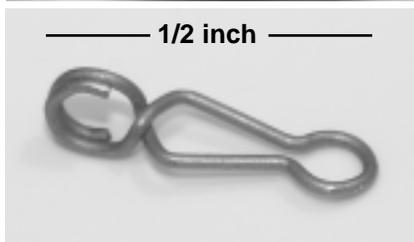


Fig. 10



A Norman Lures Speed Clip. When you pinch the middle part, the jaws on the business end (on the left) spread open, allowing a loop of string to fit securely in the ring formed by the jaws.

IT'S TAKEN EIGHT LONG MONTHS of planning and development, but the official CR 914 class website is finally about ready to go online. Don't miss the grand opening, at www.cr914class.org, on April 15.

The goals that the class Advisory Committee has set for the website are:

- To improve communication with, and provide new services for, all CR 914 sailors.
- To enhance the visibility and appeal of the CR914 class compared to other AMYA classes.
- To reach new potential RC sailors and gain new members for the class.

There will be two general parts to the website, one that is open to the public and one that is reserved for class "members" only. The public area will contain two types of content. Of interest to both 914ers and the general public will be time-sensitive CR 914 news,

the latest race and regatta results, an up-to-the-minute schedule of class events, a history of the CR 914 and our class organization, a collection of some of the all-time-best photos (in full color) from the class newsletter, our class rules

and interpretations, and links to a wide variety of external websites including those of our various clubs and fleets. In addition, the public area will contain a number of pages whose primary aim is to hype our boat and our class organization to people who are browsing the Internet to help decide what class to join.

The Members Area will contain features accessible only to class "members," i.e., those who have up until now been identified as subscribers to our class newsletter. (That subscription, the cost and duration of which will not change, will henceforth be called a "Communications Subscription" and as a subscriber you will receive a website password in addition to your snail-mailed hard copies of this newsletter). The Members Area will include access to the complete archive of the class newsletter plus a new, fully-searchable database of every article in every issue since day one back in November, 1996; a new email news service to be called CR 914 Net; and the ability to renew subscriptions and register new CR 914s online (you will still be able to do that the old-fashioned form-and-check-via-snailmail way if you prefer).

When the website opens on April



15, only the pages and features in the public area will be fully implemented. Class webmaster Pablo Godel and I anticipate that the Members Area features will be activated over the next three months, and that as time goes by

and we receive feedback from you and other visitors to the website new and improved features will be added regularly from then on.

We look forward to hearing your opinion of the website and your ideas about how to make it better meet your needs in the future. 📧

— Dick Martin and Pablo Godel

HI AND LOIS





Race Preparation: How to prevent troubles before they occur

SPRING HAS ARRIVED. It's time to attend to your boat for the racing season. To win a regatta or any race a boat must be reliable. Someone once said: *to finish first, first you have to finish.* We all know that. But what should we do about it? Ten years of racing CR 914s at regattas and club races provides insight into things that can go wrong with a boat, and how to prevent them.

#1 - The radio will act up

This is the most important problem of all. If radio performance is not up to par, there will be "glitching" that will cause a boat to lose places in a race, and maybe not even finish. What to do to prevent it? Simple! Do a *transmitter antenna-down range test*¹ every time you sail the boat. If the boat is out of control at less than 100 feet you should take corrective action if you expect to compete successfully. It is desirable to have a minimum of 200-foot antenna-down range. It is possible to have a boat in complete control at 500 feet with the transmitter antenna fully retracted.

How to improve radio performance

This discussion assumes the boat is built according to the kit instructions. Simply pulling the boat antenna wire out of the stern staff as far as it will go often increases range considerably. The extra length can be attached to the backstay. Removing the antenna staff and locating the antenna on deck may also help. For a comprehensive discussion of radio performance see my articles in issue 34 of the *CR NEWS*, Apr-Jul 2002. Note that the stock kit radio is an economical, high quality system. There are many potential reasons why the performance of any radio may be inadequate. They can be overcome.

The boat power *system* is probably the most common source of radio trouble (system includes batteries, battery box (if used), wires, switches and connectors. Symptoms are the boat doesn't work at all or it works only intermittently. Some causes and solutions are:

- ♦ Use only rechargeables or alkaline batteries².
- ♦ Use NiMH rechargeable cells². They will last for several years. Keep them on charge at 50-100 mA at all times. They are then always ready and fully charged.
- ♦ Dirty contacts in the battery box. Clean the box contacts and the ends of the batteries³. Sandpaper and a solvent works.
- ♦ Shrink-wrapped and soldered battery packs are more reliable and are recommended. They are almost waterproof and often have higher quality wire. An owner can make his own from supplies available at model stores.

- ♦ Corrosion products between wire connections at the battery box can cause an electrical short. Remove with water, a brush and alcohol.
- ♦ Bad wire splices anywhere. Unsoldered wires twisted together will simply fail or, worse, supply power intermittently. Poorly soldered wires will succumb to corrosion. Solder them or replace with new wire without splices.
- ♦ Battery switches are a potential problem. Protect them by frequently filling them with WD-40 or Vaseline⁴. Some owners remove the switch and use a connector to turn off the boat. A switch that fails can sometimes be recovered using WD-40 and cycling the switch many times.
- ♦ Corrosion in and on the connectors. Use Vaseline or WD-40 on them. Look for corrosion products between wires where they enter the connector. That can cause a short. Remove with water, alcohol and a stiff brush. The small gold-plated Dean's connectors are more reliable.
- ♦ Wet receivers don't work. Before you sail the boat the first time open the Rx case and coat the entire circuit board with Vaseline⁵. If it is wet and doesn't work, remove the case, scrub with a toothbrush using water first and then alcohol and dry in a warm oven. Coat with Vaseline before reassembling in the case.

#2 - Sheets will wear out and break

Some dedicated skippers will replace all running lines each season or before major regattas. The sheets wear as they run through the mainsheet ring or the jibsheet deck fairlead ahead of the mast. The common sheet wears on both the winch arm pulley and the turning block at the stern. At least inspect them carefully if you choose not to replace them.

#3 - Jib boom deck padeye will break

This plastic fitting is the most heavily loaded of all boat fittings. It can break if a collision impacts the headstay whether on a dock or another boat. Remove it and reinforce it using string wrapped around it and saturate the string with CA glue or epoxy. Or make yourself a stronger one. A brass screw eye from a hardware store can be used. 

References for more ideas:

- 1 *CR 914 NEWS*, #17, Mar-Apr 1999 (range testing, p8)
- 2 *CR 914 NEWS*, #29, Apr-Jun 2001 (battery primer, p13)
- 3 *CR 914 NEWS*, #36, Dec-Jan 2003 (battery boxes, p10)
- 4 *CR 914 NEWS*, #29, Apr-Jun 2001 (waterproofing, p14)
- 5 *CR 914 NEWS*, #22, Jan-Feb 2000 (receiver care, p4)

Avoiding Traffic

by Geoff Becker

“STAY OUT OF TROUBLE.” This advice is commonplace on any model sailing race course. Usually, this advice is given to someone shortly after they didn’t avoid trouble and have hit one, or several boats. It seems easy enough to avoid collisions and stay out of traffic, but is it? Keep this in mind: even a Ferrari goes slow when driving in traffic.

Let us first look at some common causes of a boat getting into traffic problems on the race course.

Depth perception

In model sailing, since we are not actually on the boat, we have to make judgments about our position based on our depth perception. Can we cross? Do we have that overlap? Can we fit into that hole on the starting line? There are many opportunities for our boat to find trouble here.

Pushing too hard for position

We have to pass that one boat before the mark. As the race gets going, so do the competitive juices in each competitor. It can be all too easy for someone to push too hard and stick their boat in there when there may or may not be enough room.

Crowded starting line or mark rounding.

There are several points on the race course where the boats are forced together and have to jockey for position. All of these points have one thing in

common: marks. Anytime boats have to round or pass a mark they slow down and cause a bottleneck on the race course. This bottleneck compounds the two problems outlined above, problems with depth perception and pushing too hard.

How to avoid trouble

What can be done to combat these traffic problems encountered on the race course? Simply, as you have heard before, avoid them whenever possible. That may seem oversimplified, but the truth is it really isn’t. You may already know this from your own experiences. This adjustment is a change in philosophy for many of us. A philosophy that knowing a little more room here might mean a better finish in the race, or it might not. It will, in the long run, mean an ultimately higher finish in the regatta.

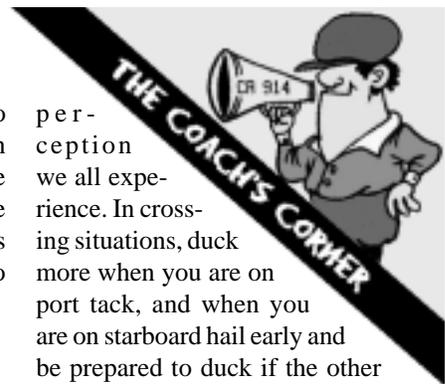
Part of the philosophy is based on the fact that the ultimate goal is to perform best over the entire regatta and not just in any given race. If you accept that idea, each individual incident in each individual race has less of an impact on the overall regatta performance. This idea also allows the sailor to not only sail more conservatively, but also to let go more easily of bad luck out on the race course.

How do we avoid traffic problems? Again simply, give more room. Remember, as the boats get further away, it is a good idea to give even more room to compensate for the less accurate depth

perception we all experience. In crossing situations, duck more when you are on port tack, and when you are on starboard hail early and be prepared to duck if the other guy isn’t paying attention. As a matter of fact, it is a good idea to always be ready to avoid the other boat that may not be paying attention, doesn’t see you, or is pushing too hard. Allowing more room often leaves an avenue for you to escape in case another boat does something less predictable.

At marks, avoid coming into the mark on port, especially if there is a group of boats near your position in the race. It is a good idea to overstand the mark on the layline to avoid any incidents that may happen at the mark. This is a tactic I use very frequently and is a great way to pass an overly-aggressive pack ahead of you. One thing to note about overstanding: on occasion you may lose a boat or two that tacks short and pinches to make the mark, but over time more room will serve you better in the gain column.

Using a more conservative approach when dealing with other boats and traffic may not always mean you gain from each individual situation, but in the long run you will have more success and usually a better experience during a competition. ■



HAGAR THE HORRIBLE / By Chris Browne



Winning - and How You Play the Game

by Dick Martin

FOUR-TIME OLYMPIC SAILING GOLD MEDALIST Paul Elvström said, “You haven’t won the race if in winning the race you have lost the respect of your competitors.

Stuart Walker, who among many other books and articles about sailboat racing has written *The Psychology of Winning*, says “Winning may be the object of the game, but it is not the object of playing the game.” David Dellenbaugh, who knows a few things about winning himself, adds, “To me, the object of playing the game is to have fun, do your best and learn something that will improve your performance the next time you race.”

That’s worth repeating: sailboat racing is a game we play, not a war to be won at nearly any cost. Do your very best to win, but remember that you’ll be remembered, as sportswriter Grantland Rice put it best, not by “whether you won or lost, but how you played the game.” 📖

Adversity doesn’t build character,
it reveals it



Have you ever wondered what creates the starburst effect in photographs like this one? Here’s a clue: the iris diaphragm of this camera has 10 leaves. With bright light and a fairly slow shutter speed, the aperture has to be very small (large f/stop) to get proper exposure. When the diaphragm is stopped way down, the irregular circumference of the aperture produces Fraunhofer diffraction which generates the points of the stars, one for each leaf in the diaphragm.



Follow in my wake
there's more fun than just the sailing

The CR 914 Virtual Regatta Circuit

by Dave Yardy

WINTER MONTHS have not left members of the CR914 community in dry dock. While the lakes were frozen, some 914ers were improving their skills with a computer-based sailing simulator called Virtual Skipper 3. A few times each week a number of CR914 sailors are connecting online via the Internet to race with other sailors from around the world.

Regular online 914ers currently include Darren Bolton (CR 914 #1010, Chicago); Dave Tacosik (#1144, Cincinnati MYC); Dave Yardy (#1155, CMYC); Lynn Ray (#723, Mid-Missouri MSC); Dave Ramos (#238, Chesapeake Bay MRA), Bucky Buchanan (#833 CBM RA); and John Fallon (#586, Larchmont MYC). I serve as the CR 914 Virtual Regatta Coordinator, and email our racing schedule to members weekly. I have thoroughly enjoyed the opportunity to chat with sailors online and to improve my familiarity with the rules of racing. This online experience can continue to build relationships within our CR914 community.

The racing can be intense. All the usual aspects of sailing including the wind, currents, and the Racing Rules of Sailing are there. Whether playing against the computer, match racing or competing with a maximum of 8 players,



the thrill of sailboat racing is very well simulated by this computer game. The software has the following features:

- Sail a Melges 24, an International America’s Cup Class 80 foot yacht, or a multihull Open 60 racer.
- Sail in waters from around the world, including Sydney Harbour in Australia, Quiberon Bay in France, Hauraki Gulf in New Zealand, San Francisco Bay, Porto Cervo in Italy and the Isle of Wight in Great Britain, or create your own course with easy-to-use editors.
- Complete instrumentation and high performance graphics which render the water, modeling of the boats and the action of the sails with amazing realism.
- Uses the official ISAF Racing Rules of Sailing.

A demo version of Virtual Skipper 3 can be downloaded at www.enlight.com/vs3/download.htm. I recommend that you give the demo version a try prior to purchasing. This will ensure that your PC is compatible and that its performance is acceptable for play. A full version can be purchased online through Amazon for about \$25.

If you have any questions or would like to be added to the mailing list email me at David@DavidYardy.com. 📖

REPORTS FROM THE FLEETS

Chesapeake Bay Model Racing Association

It seems like forever since I wrote an update for the *NEWS*, and now it has changed names to the *CRonicle*. CBMRA has been sailing on Sundays at the Chart House and we will be resuming our Tuesday night sailing season in April. While we see many of the old faces on Sunday we have been seeing a new group of skippers participating and our numbers increasing. It is always fun introducing new people to the 914. At the current time we have stopped scoring the races and think that may have hurt our attendance and interest. While we always try to keep it fun, I get the feeling that as a general rule everyone wants to have the results to see how they stack up against the others. So we will probably start to score again.

We had so much fun hosting the Nationals in November that we have decided to run an annual regatta using the same venue and format in November of each year. We hope to see you again this year. In addition we are looking at hosting the Region II regatta at some time. At this time we are trying to decide if we should run this at a different time than the November regatta.

Annapolis seems to host several big boat regattas a year that bring 914 sailors to the area. If you're in the area on a CBMRA sailing date drop us a line and come sailing with us. We always have a boat you can borrow. If you can't join us to sail give us a call so we can get together for a drink! Hope to see you all in November! Fair Winds and Following Seas!

— Ernest Freeland

Blue Ridge Model Yacht Club

BRMYC Fleet Captain Dan Butterfield didn't send us any news about his club, but he sent a photo of his boat, *Eagle*, and Lake Monocan in the Blue Ridge Mountains where they sail. The Wednesday evening races of his eight-boat fleet have made sailboat racing a spectator sport for guests at the Wintergreen Resort and residents of the surrounding Stoney Creek community, according to the Wintergreen Resort website at www.wintergreenresort.com.



New fleet forming in northern Michigan

Several J/105 sailors from the Little Traverse Yacht Club in Harbor Springs, Michigan (on the east shore of Lake Michigan about 40 miles south of the Straits of Mackinac) sailed in this year's Key West Race Week, where they discovered the Lewmar/Chesapeake Performance Models pool, fell in love with the CR 914, and brought several home with them. Four boats are in various stages of construction, and a new 914 fleet is forming (it hasn't yet been given a name). Here is a picture of Kevin Meier's boat taking its maiden voyage on March 8. Watch out for that ice ahead, Kevin!



Blue Crab Model Yacht Club

David Graves has organized a regatta for rehabilitation patients at Walter Reed Army Medical Center on April 23. Members of BCMYC and CBMRA will furnish CR 914s, teach veterans to sail, and give something back to soldiers who have paid a price to protect the freedoms we all enjoy. Look for a full report in the next issue of the *CRonicle*.

Winds of Change are Blowing at AMYA

Well, at least some cat's paws have been spotted, and I'm hopeful that they'll be filling AMYA's sails before long.

John Davis has been appointed to succeed Jack Gregory as Managing Editor of AMYA's quarterly magazine, *Model Yachting*. John works in the publications business and became the Features Editor for *Model Yachting* last year. I was very impressed with the professionalism and tact he showed while compiling the "Running Regattas" issue to which I contributed.

John has developed a publication timetable that is intended to put *Model Yachting* back on schedule by the end of this year, without needing to drop any issues. Issue 136 ("Summer, 2004") has gone to the printer and may be in your mailbox before you receive this issue of the *CRonicle*. Issues 137-141 should follow at two month intervals, and by the time winter rolls around, issue 142 ("Winter, 2005") should be ready to go to press.

Dick Rutledge became the President of AMYA about 2 ½ yrs ago. Under his leadership the organization has developed a new set of bylaws and a new logo that has helped improve its image. More remains to be done to turn it into a lean, mean, fighting machine, but I am optimistic. We must remember that, unlike US SAILING and the Academy of Model Aeronautics, for example, AMYA is run entirely by volunteers. As the national governing body for the sport of model sailing in the United States, AMYA deserves, and needs, our support.

— Dick Martin

New Boats and Owners

(32 of 'em in the last three months!)

Sail No.	Name	City	State
365	Buddy Wolf	Briarcliff Manor	NY
1222	Lee Cagwin	Fayetteville	NY
1223	Todd Cagwin	Fayetteville	NY
1224	Christine Johnson	Boylston	ME
1225	Tom Winterrose	Hot Springs Village	AR
1226	Kate Thropp	Bay Head	NJ
1227	Elizabeth Drucquer	Bay Head	NJ
1228	Kevin Wilkins	Salem	MA
1229	Donald Droste	Ho-Ho-Kus	NJ
1230	Stephen Kutrip	Arlington	VA
1231	Michael Danby	Solon	OH
1232	David Ciinnin	Towson	MD
1233	Lansing Williams	Chestertown	MD
1234	Rick Martin	Renton	WA
1235	William M. Dickey	Houston	TX
1236	Bert W. Parolari, Jr	Virginia Beach	VA
1237	Bob Armbruster	Glencoe	IL
1238	Bob Hartman	Brick	NJ
1239	Lewmar, Inc.	Guilford	CT
1240	Lewmar, Inc.	Guilford	CT
1241	Robert Mullarky	Chestertown	MD
1242	Michael Dodson	Ellicott City	MD
1243	Kevin Meier	Harbor Springs	MI
1244	Richard Lehmann	Paradise Valley	AZ
1245	John Peebles	Pelham	NY
1246	Brian Burley	Harbor Springs	MI
1247	William T. Collins	Northport	MI
1248	Hank Rosenbaum	Richmond	VA
1249	Peter Chance	Mantoloking	NJ
1250	Mathew Ware	Stevensville	MD
1251	Edgar Paglee	Annapolis	MD
1252	Donald Campbell	Easton	MD

Active CR 914 Fleets/Clubs

as of March 2005

(* indicates marginal or start-up status at present)

Fleet	Location	Leader
Blue Crab MYC	Gaithersburg, MD	Nils van den Beemt
Blue Ridge SC	Lake Monocan, VA	Dan Butterfield
Chaparral Pines MYC	Payson, AZ	Steve Drury
Chesapeake Bay MRA	Annapolis, MD	Ernest Freeland
Cincinnati MYC	Cincinnati, OH	Pablo Godel
Cottage Park YC	Winthrop, MA	Hatch Brown
Cow Pond MYC	Chestertown MD	Tony and Donna Neff
CR 914 Model Yacht Fleet of San Diego Yacht Club	San Diego, CA	David Ryan
Creve Coeur MYC*	St. Louis, MO	Paul Proefrock
Dry Pants MYC	Essex, CT	Randel Osborne
Edgewater YC	Cleveland, OH	Bob Rosenbaum
Greater Tulsa MYC	Tulsa, OK	Terry Rainey
Groton Long Point MYC	Groton, CT	Doug Peacock
Knee Deep MYC	North Cove, CT	Mike Armstrong
Lake Basswood MYC*	Chicago, IL	J.T. Charles
Lake Lanier Sailing Club*	Atlanta, GA	Chuck Estes
Lakes Yacht Club	Palm Desert, CA	Marvin Rosenberg
Larchmont MYC	Larchmont, NY	Buttons Padin
Mid-Missouri MSC	Columbia, MO	Tom Trabue
Marblehead MYC	Marblehead, MA	Chuck Winder
Miles River Yacht Club*	Easton, MD	Donald Campbell
Norfolk YC	Norfolk, VA	John Atwood
Northern Michigan fleet (as yet unnamed)	Harbor Springs, MI	Kevin Meier
Shoreline MYC	SF Bay area, CA	Jim Scudder
Syracuse CR 914 Fleet*	Syracuse, NY	Tyler Cagwin
Thin Air MYC/Boulder	Boulder, CO	Greg LaLiberte
Up Bay CR 914 Assn.	Mantoloking, NJ	Connie Pilling
Virtual MYC*	Seattle area, WA	Jim Owens
The Yacht Club - Houston	Houston, TX	Lark Leazar
The Yacht Club - Dallas *	Dallas, TX	Julian Tamez

The Honor Role

The following people contributed articles and/or photographs that helped this issue reach a new all-time record of 18 pages.

Geoff Becker Annapolis, MD
 Dan Butterfield Nellysford, VA
 Ernest Freeland Annapolis, MD
 Pablo Godel West Chester, OH
 David Graves Bethesda, MD
 Jean Malthaner San Diego, CA
 Dick Martin Columbia, MO
 Kevin Meier Harbor Springs, MI
 Dave Ramos Arnold, MD
 Chuck Winder Marblehead, MA
 Dave Yardy West Chester, OH

On March 13, while sailing 914s at the Chart House on one of the best sailing days this winter, Rainer Wetzling, age 65, suffered a massive heart attack and collapsed on the dock. CPR was started immediately and he underwent emergency heart surgery shortly after arriving at the Anne Arundel County Hospital. He passed away on March 16.

Although a VERY sad event, I know Rainer died doing something he Truly Enjoyed. Up until literally a minute before he collapsed we were laughing and joking and having a wonderful time. Something like this really takes your breath away and makes you take stock of your life, loves and friends. Rainer will be remembered with fond memories and having the good fortune to pass away surrounded by good friends and doing something he loved.
 - Dave Ramos

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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

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cut here 

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