the CRONICLE

issue 63 autumn, 2009

Changing of the Guard

CR 914 Class

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

www.cr914class.org

Class Secretary

Rick Martin ..... Westport, WI

Advisory Committee Members

Chuck Winder..... Marblehead, MA
Buttons Padin.....New Rochelle, NY
Ernest Freeland.....Annapolis, MD
Howie McMichael ..... Larchmont, NY
Dave Ramos.....Arnold, MD
Dick Martin..... Columbia, MO
Pablo Godel.....Coral Gables, FL
Jean Malthaner.....San Diego, CA
Chuck Luscomb ..... Deep River, CT

Class Measurer

Chuck Winder..... Marblehead, MA

Class Webmaster

Pablo Godel.....West Chester, OH

the CRONICLE

is published quarterly

Send comments, articles, photos and other material to the *CRonicle*

Dick Martin, Editor
1206 Castle Bay Place
Columbia, MO 65203
cr914m@gmail.com

Changing of the Guard

by Dick Martin

Brian Jobson gets credit for this issue's cover, which was cropped from a photo taken by Brian's sister, Jane Poindexter, at the 2009 New England Spring Regatta. (Brian will also receive the *CRonicle* subscription that ordinarily is awarded to the photographer, since Jane won that honor just nine months ago.) That's me on the left, duking it out with our new class secretary, Rick Martin. By now, Rick has been on the job for about four months, having had to take over unexpectedly when I became ill in June (he will officially be installed at the Second Annual Class Forum on Friday night in San Diego during the 2009 Nationals). As a preface for Rick's article that follows, here are a few reminiscences from my five years at the helm.

Highs and Lows – 2004-2009

When Chuck Winder passed the torch to me in 2004, the class was in good shape. New CR 914s were selling like hot cakes, and boats were being registered at a rate of nearly 100 per year. I wanted to develop a class website but had no other major changes in mind; simply maintaining the status quo seemed like a more than sufficient goal. In particular, trying to perpetuate the high standards that Chuck had established for the class newsletter presented a major challenge. (The newsletter was then called the *CR 914 NEWS* and filled 10 to 12 pages, mostly with articles that Chuck wrote himself. It had a subscriber base of about 240 CR 914 owners, and was being published three or four times a year after Chuck found it hard to maintain the ambitious average of six issues per year that he had accomplished during 1997 through 2001).

I failed to recognize that the toughest part of my job would prove to be trying to encourage and energize the 200 or so 914ers who actively participate in the activities of their local fleets, the leaders of those fleets, and the handful of sailors who travel to CR 914 regattas. Indeed, you can tell where my heart really was back in those early days by reading the article that I wrote one month after I took office about my "Plans for the Class Newsletter" (*CR 914 NEWS* issue 43, September, 2004) and from noting that I never published any other goals except for the website.

Well, ya win some and ya lose some. Here are a few examples.

The newsletter: After subscriptions to the newly-renamed *CRonicle* initially dwindled to around 200 (attributable, I suspect, to perfectly reasonable doubts that a new editor would produce anything worth reading) subscriptions gradually grew to around 300. These days, about ninety percent of new CR 914 owners subscribe when they first register their boats, as do nearly all the shakers and movers of the class. News about the *CRonicle* that RC sailors from other classes read in the AMYA magazine, *Model Yachting*, has attracted a few subscriptions from non-914ers as well. From 2006 through this spring the *CRonicle* adhered to a strict quarterly schedule, and for nearly three years now 914ers have submitted enough articles and photographs to fill a whopping 18 pages for each issue (plus the 20 page feature about the CR 914 class that was published in *Model Yachting*, issue 153, last fall). Every issue of the *NEWS* and *CRonicle* is now available to all subscribers in the Members Area of the class website, as is, thanks to the editor's wife, a Microsoft Excel spreadsheet-based, computer-searchable, index of the contents of all 63 issues spanning more than 13 years of continuous publication.

The website: Mission accomplished, with the very important help of Pablo Godel, on April 15, 2005. Intended to appeal to sailors looking for an RC class to join as well as 914ers ourselves, *www.cr914class.org* has received good reviews from both constituencies, and draws an average of 110 visits per day (that's visits to the website, not "hits," which average around 1,000/day). Even when there is not much news to report the home page gets updated at least monthly. The Members

Howie McMichael's *Puff* leads Kevin MacLellan's *Bad Apple* and Jack Baldwin's *Feather* on a windward leg at the 2009 New England Spring Regatta.

Area has proved to be popular, but an online registration and subscription system remains to be implemented, and some sections are due for a rewrite and cosmetic changes.

Regattas: One of my few disappointments when I joined the class in 2000 was the relatively small number of CR 914 regattas I found, and the limited participation in most of them. My efforts to change that situation, through multiple articles in the *CRonicle* and several attempts at personal diplomacy, however, totally failed, and it can be argued that my efforts in my own neck of the woods contributed to the demise of several Midwestern CR 914 regattas and fleets. Fleet leaders, not just the class secretary, need to work harder. We do a lousy job of publicizing and reporting the few regattas we do have, to our fellow 914ers and the outside world as well. How often do our regatta chairmen report their results and send photos to *Model Yachting*? Without prodding, how often, and how quickly, do they even send them in to be reported on our own class website?

Growth: The American Way seems to dictate that if you ain't growing, you're dying. If so, our class is in trouble. New boat registrations have been declining for the last two years and by now are down about fifty percent. Thanks to the emergence of leaders like Phil Wright in Anchorage, Alaska and Christian Flebbe in south Florida, the last two years have seen the emergence of two dynamic new fleets (North Star RC Sailing Club, South Broward MSC), but other fleets have been dying off at an equal or faster rate (e.g., the Mid-Missouri Model Sailing Club, which I helped to build about eight years ago). And too many of our fleets, though not technically dead or on life support, exist in near-total isolation and show no interest in participating or helping to grow our class in their surrounding areas and nationally.

Where will we go from here?

That will be largely up to you. The next class secretary can't do the whole job for you, although he can certainly do better than I have. The class needs to grow other leaders like old standbys Chuck Winder, Buttons Padin, Jean Malthaner, Brian Jobson, Ernest Freeland, Chuck Luscomb, and Dick Huntington (there would be several other leaders' names on this list if their local fleets and colleagues showed any interest in participating in class activities). As our emerging examples in Alaska and Florida are proving yet again, strong leaders are the key to success locally. Now I think it's time for our local leaders to pitch in regionally and nationally to find ways to revitalize this class . . . before it's too late.

Or maybe the CR 914 class has simply been showing me that it has its priorities where they belong. After all, toy boats do rank pretty low in the grand scheme of things. And these five years at the helm have been great fun. My thanks go out to the many class members and leaders who helped make my watch rewarding. And now a hearty bon voyage and Godspeed to our new class secretary, Rick Martin.

Message from the New Class Secretary

by Rick Martin

As this is my first official communication as your new class secretary I would be remiss not to start by extending my heartiest congratulations and thanks to Dick for an exemplary 5 years as our class leader. If you read Dick's "Changing of the Guard" piece first I know you will agree that he is being way to hard on himself in his reflections of his accomplishments. The fact of the matter is Dick did such an outstanding job as our class secretary he made finding a volunteer to replace him all the more difficult. That is precisely why one of my conditions for agreeing to take over for him was that he remains our CRonicle editor/contributor and he agrees to mentor me for as long as it takes. As you will learn I am not nearly as disciplined and organized as Dick, so I will be relying on him for quite a while. Thanks, Dick!

The State of our Class

Having now been back in the U.S. for nine months after living the better part of the last eleven years in Japan, my first observation is that not enough of the 1550+ registered CR 914s are participating and that, along with our current economy, has slowed the sale of new boats. Obviously a priority of mine will be to figure out ways to reverse this trend. A large part of it comes down to people. The strongest fleets have the strongest leaders. Many of you will be at the October 16-18 Nationals in San Diego, and I'd like to hear your ideas on the subject during the annual Class Forum on Friday evening there. Those of you who can't make the Forum please contact me separately (*cr914.cls.sec@gmail.com*). Based on the numbers, and the quality of our boat, our website and our class

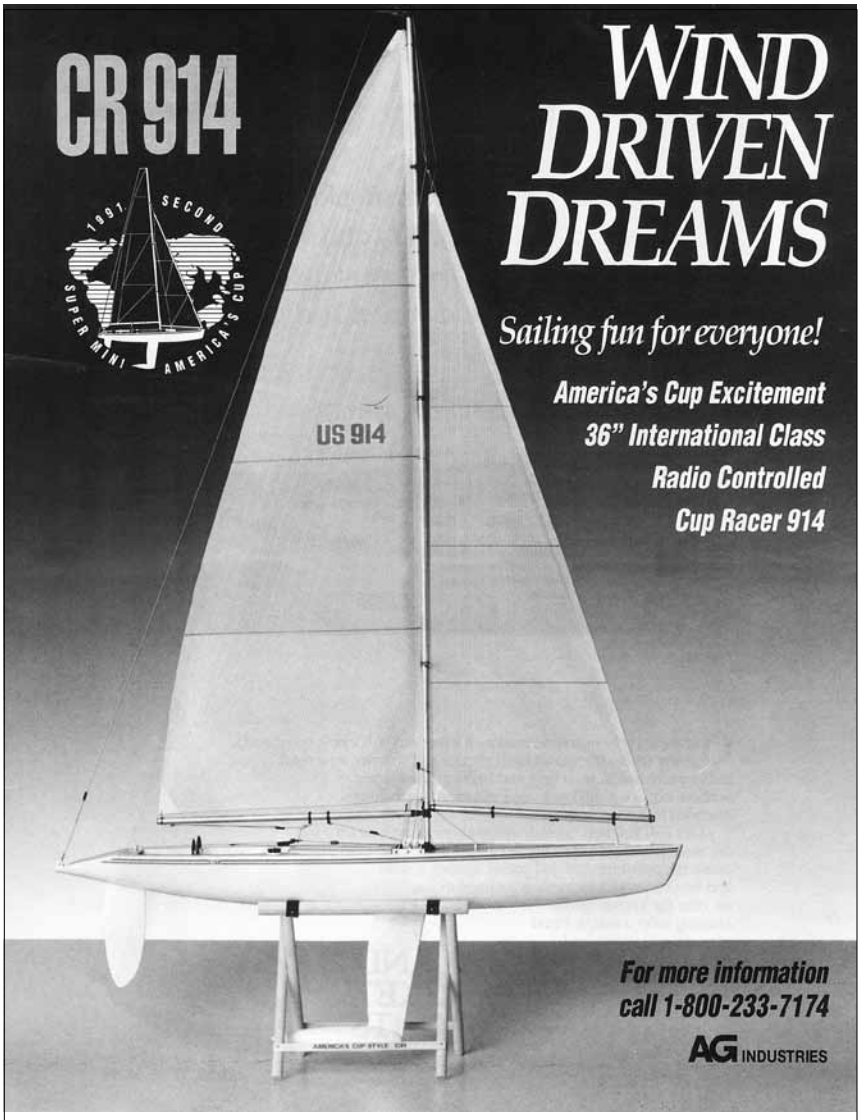
communications we ought to be one of the strongest classes in the AMYA. I'd like to hear why you think the CR 914 is being passed up for other boats.

The state of our boat

We are fortunate to have a dedicated and committed manufacturer in AG Industries, the tiny toy making company in Japan that commissioned the design by Kazuo Takei and has been producing the CR 914 ever since it's inception. AG's devotion to quality and consistency over the years has kept our boats virtually identical, which is remarkable considering the ups and downs they have been through in Japan's economy. Mr. Araki, the company's president, and Mr. Miyake, their export and sales manager, have been with AG since the beginning and they have no intention of changing directions, but they would like to see more boats sold. And that's not out of a profit motive—the CR 914 has never been profitable for them—but it's for the same reason as ours, to see the class expand and prosper. So this is another topic I would like to explore during our Class Forum at the Nationals: how do we help Dave Ramos, our tireless US distributor, move more boats? Along the same lines, are there perceptions about the CR 914, either accurate or inaccurate, that are making other classes more attractive?

So what's next?

I think Dick summed it up pretty well. It's up to us. None of us can do this alone. I am going to rely on the strengths of our current leaders to help find more of the natural promoters out there that we need to get hooked. The core of our strength is going to come from 'real' boat sailors to whom we can introduce a new small-scale outlet for their competitive drive. And I am not opposed to luring members out of other classes, starting by finding out why former CR 914 fleet members have moved on to something else. I worked for a very successful business leader who liked to use the phrase "the data sets you free." He was right; it made figuring out the next move much easier. My first mission is going to be to get the data from all of you and share it so we can decide together how best to chart the future of the CR 914.



Rick Martin clipped this ad from a 1991 issue of *Sailing*. It appeared in several magazines that year, promoting the introduction of the CR 914 and the second Super Mini America's Cup Regatta (the first SMAC was held in Osaka in 1983 using 19-1/2" models of the 12-Meter class). The second SMAC was held in San Diego in 1992, coincident with the 32nd America's Cup match between *Il Moro di Venezia V* and Bill Koch's *America³*, pioneers of the new International America's Cup Class after which the CR 914 had been patterned. The phone number in the ad is for the Redmond, Washington office of AG Industries which at that time handled the importing and served as the retail outlet.

Il Moro di Venezia V and *America³* on display in 2005 at the Museum of Fine Arts in Boston.

Letters to the Editor

From: G. B. Worthington
Sent: Tuesday, April 07, 2009 10:23 PM
To: cr914m@gmail.com
Subject: FUN???

Dear Dick, you wrote an article in the latest *CRonicle* about why people should "Take the Plunge" into 914s. Well I beg to differ with you on that point.

I have been sailing for over sixty years. I have sailed on Transpac races to Tahiti and Hawaii on a number of occasions on boats from 36 feet to over 90 feet. I have sailed to Alaska, to many parts of Mexico, up and down the west coast of the US and sailed against many yachtsmen on the East coast. I have had many racing boats and raced with and against Dennis Conner, Jack Sutphen and others. But I have never felt so much anxiety and trepidation as when I am starting a 914 race and trying to get to the line on time without being over. I have never felt anger at other sailors as I have sailing 914s. I have never been called names and even almost got into a fist fight with another sailor (as I almost did with a 914 sailor last Sunday). These boats cause great angst even in one of the most gentle people I have ever known, Jean Malthaner. He is one of the nicest guys I have ever known, and I have known him for over thirty years. He yells rules and shouts at the other 914 sailors like it's life and death out there. Some of us have taken our boats off the water and gone home because we thought another had made a grave mistake. I have made more enemies than friends sailing 914s.

Sailing these 'models,' to me, is more frustrating than playing golf! I know I shouldn't have these feelings, because I am in charge of myself. I am a licensed psychologist, for crying out loud.

And then when you wrote that there would be cameras available for 914s, I almost threw my boat in the trash! Until I called Jean and he told me that was an April Fools joke.

Any way, just thought I'd get this off to you to make you realize that racing these monsters at SDYC is not fun, Its war.

G. Barry Worthington, Ph.D.
#1218, *VAYU II*

From: Dick Martin
Sent: Wednesday, April 08, 2009 11:35 AM
To: G. B. Worthington
Subject: RE: Fun???

Fun, indeed, Barry!

We seem to be kindred souls. I claim the perhaps unique distinction of having fractured a finger playing golf: Managed somehow to slice an 8-iron approach shot into the woods. Took the offending club and threw that sucker back into my bag. Somewhat violently. Forgot to pull my hand back. Index finger was against the head of another club when the head of that 8-iron came in at supersonic speed, smashing the daylights out of my distal phalanx. I have yet to smash my CR 914, but I came very close to throwing my transmitter into Redd's Pond at last year's Nationals when its computer played those dirty tricks on me.

Dick Martin
#1122. *Mariah*

Retriever Bass

Here is a brilliant solution for venues that prohibit peopleboats. It appeared recently in the Soling 1-Meter Yahoo forum. "Our club is training a large-mouth bass for recovery missions. The idea is we attach a small hook to each boat's rudder. When a boat is in need of recovery, the skipper simply 'wiggles' the tiller while we release the bass in the direction of the boat."

Who's Gotta Regatta

Here you will find a list of all 2009 regattas that have been reported to the class office or discovered lurking on local club websites. Remember to check the class website for the latest listings (*www.cr914class.org/schedule_2009.php*). Contact by email, or visit the club or regatta webpage if an URL is listed, for further information, Notice of Race, registration form, etc. Light typeface indicates events that have already been held, in which cases an URL, if shown, points to the official report of the regatta, results and photos, if any.

Clovelly's 9th Annual Cow Pond Regatta – April 18
Clovelly's Farm, Chestertown, MD
www.cr914class.org/regatta_cowpond2009.php

Corte Madera Regatta – April 18
San Diego Yacht Club and Mission Bay Model Yacht Pond, San Diego, CA

New England Spring Invitational – April 24-26
Venuti's Pond, Deep River, CT
www.cr914class.org/pdfs/2009_NESR.pdf

Spring Regatta – May 31
The Yacht Club, Houston, TX

Anchorage Cup Regatta – June 13
Northstar RC Sailboat Club
The Pond in Cuddy Family Midtown Park, Anchorage, AK

AMYA Region 1 Championship – June 28
Redd's Pond, Marblehead, MA
www.cr914class.org/regatta_2009_region1.php

Leukemia Cup Regatta – August 29
North Cove Yacht Club, Old Saybrook, CT
www.cr914class.org/regatta_leukemia-cup_2009.php

2009 National Championship – October 16-18
San Diego Yacht Club and Mission Bay Model Yacht Pond, San Diego, CA
www.sdyc.org/cr914nationals
contact Dick Huntington - *dickhuntington@cox.net*

Fall Regatta – November 8
The Yacht Club, Houston, TX
contact Walt Douglas - *waltbdouglas@earthlink.net*

Chesapeake Bay MRA Invitational – November (date TBA)
Sandy Point State Park, Annapolis, MD
contact Ernest Freeland - *cbmra@yahoo.com*

2010 CR 914 Midwinter Regatta – February 12-14
South Broward Model Sailing Club
C.B. Smith Park
Pembroke Pines (Broward County), FL
contact Christian Flebbe - *christianflebbe@hotmail.com*

2009 National Championship Regatta Update

by Dick Huntington, with photos by Elaine Huntington

Mission Bay Model Yacht Pond race course.

By the time you receive this issue of the *CRonicle* there will be only about two weeks left before the 2009 CR 914 Nationals will be held in San Diego on October 16-18. As of September 22, 26 sailors from nine states were already signed up, but it is not too late to join them if you register and book your reservations *right now.*

On the 2009 Nationals website at *www.sdyc.org/cr914nationals* you will find the notice of races, regatta entry form, schedule of events, list of accommodations, etc. Building on our experience hosting the 2003 and 2006 Nationals, we are aiming to make this year's event the best one yet. As with previous San Diego CR 914 Nationals, social events will take place at the San Diego Yacht Club, but this year racing activities will be at the Mission Bay Model Yacht Pond. This combines the best of both worlds, a great place to party and an outstanding sailing venue.

The San Diego fleet gave the racing venue an excellent dry (wet) run during our annual Corte Madera regatta. David Ryan scored a perfect 10 wins (12 races with 2 throw outs), but he is getting plenty of competition from other top-notch skippers in our fleet. The races were held using the course layout planned for the Nationals and shown in the photo (looking upwind). In a moderate wind, racing twice around the start/finish- windward-leeward gate course, the average race lasted about 12 minutes. Based on this we are allocating 15 minutes between HMS heat starts for the Nationals. To expedite turnaround there will be two portable docks, one for launching and one for retrieving boats.

We look forward to welcoming back those of you who have competed in previous San Diego Nationals. If you haven't yet experienced this fun event, come join us and have a great time with your fellow CR 914ers. The CR 914 Nationals are always fun, competitive and memorable. We hope to see you in a couple of weeks!

A race gets under way at the Mission Bay Model Yacht Pond. L-R, Jean Malthaner, Skip Malthaner, John Landon, Carl Hancock.

Boats approaching and leaving a gate (between the two marks on the right) at the leeward end of the race course.

FLEET STREET

Larchmont Model Yacht Club

by Buttons Padin

Most model yacht clubs will be wrapping up their 2009 seasons about the time you are reading this article. LMYC's most recent racing season ended five months ago, but due to this writer's inability to get an article for the spring issue of the *CRonicle* and the cancellation of the summer issue, our pretty wonderful 2008-2009 season has not been reported. Allow me the delayed pleasure:

We sail off the front docks of the Victorian setting of the Larchmont Yacht Club. Our season starts in late October and runs through the first weekend of May. In this way, we have the harbor to ourselves with three docks from which to sail, allowing pretty good course options in all wind directions.

If you've been a reader of the *CRonicle* over the years, you may have read something about LMYC in the past. Having been highly active for over a decade, however, the past few seasons suffered somewhat from burn out. This past season, on the other hand, was a tonic. We had more regular participation by regulars, some "past" sailors returning and a bunch of new guys getting the bug. Why? Maybe it's due to all the turmoil in the marketplace (being close to NYC, we've all been shaken up by the ongoing economic environment). But maybe it was because a bunch of us had been talking it up and we piqued the interest of our pals and out they came. Or maybe it's because Ruth Campanelli does such a great job running our races week in and week out.

For whatever reason, we had 23 Saturday mornings of sailing, raced 179 heats, had 25 sailors turn out, had only one sinking, had three special regatta days and registered more chuckles and notable quotes than any one season deserves. The fall months were really quite balmy – perhaps a benefit of global warming – and in the colder months we only lost a few days to winter weather. On two occasions skim ice was dealt with by turning donut circles with LYC's RHIB to break it all up.

On one of those ice days the wind was just a breath but we tried to race anyway. I was "less slow" off the start and got to the first mark in the lead. Feeling smug, I bore off for the offset mark when – BAM – I ran up on an ice ledge. Bizzy Monte-Sano and Howie McMichael laughed heartily at my misfortune only to experience their own BAM-Bam. Rocco Campanelli sailed way to windward and smoked us all. But, the chuckles were all that mattered.

On another day, returning founding LMYC sailor Joe Fontanella was just outside Howie at the leeward mark. It was bitter cold and the ABS plastic was brittle. So discovered Howie when Joe turned into him too quickly. Joe was able to sail off, but a quarter-sized hole in Howie's boat quickly sent it to the bottom. Retrieved the next day, Howie patched it up and *Puff* is still sailing.

We also had Julian Croxall bringing LMYC and CR 914 sailing to the Internet with his on-board digital camera, which became the cover story of *CRonicle 62* this spring. YouTube still has a bunch of his footage at *www.youtube.com/watch?v=XCTf4V0CA1w*. It shows some bumps and grinds on the course, but it's really pretty exciting when he gets hit by a puff.

The season proved another adage about model sailing: it's sailing! Despite all the gear upgrades and time spent tweaking these little boats (assuming you have a reasonably competitive boat, and that your electronics work), races are won and lost on the water. We saw repeatedly the importance of a good start. Even with the abbreviated 30-second starting sequence we use, there is still time to check the line and get to the favored end. And mark roundings – when there's a crowd, over-stand and go around the wheel with speed. And the final windward leg, watch the puffs, work the favored side and, by all means, cover your competitors. Oh, yeah, don't forget that there is a favored end of the finish line, too. Why sail any further than you need.

In the end, the season standings were really close… I mean *really* close. Hank Buchanan, Bizzy and Julian were in a relatively close run for the 3, 4, and 5 positions respectively; but on the final day of the season Howie McMichael managed to beat Buttons Padin by the slimmest of margins, a tad, a smidge, a hair. After a season of sailing, Howie's cumulative average was 0.72106, Buttons' was 0.72096. Some would call that a statistical tie… but the crown was awarded to Howie with all the associated bragging rights. That's OK; at our annual July Larchmont Race Week Regatta, we were able to get in six races allowing Howie to throw out a 4 and Buttons a 3. Both had three bullets and two seconds. Tied, Howie? Not this time. Buttons won the last heat and was awarded the coveted Barnacle Bucket.

It was a great season. Some of the guys are sailing on Friday nights during the summer, but we will be getting back into full swing again come October. If you're ever in the area on a Saturday morning, give a shout and join the fun.

Larchmont Model Yacht Club
Final 2008-2009 Season Standings
(qualifiers only)

1	McMichael, Howie	0.72106
2	Padin, Buttons	0.72096
3	Buchanan, Hank	0.696
4	Monte-Sano, Bizzy	0.668
5	Croxall, Julian	0.620
6	Campanelli, Rocco	0.573
7	McCarthy, Dick	0.506
8	Wey, Tom	0.461
9	Bauer, Peter	0.456
10	Langone, Nick	0.429
11	Graves, David	0.423
12	Hodgson, John	0.362
13	Padin, Bill	0.357
14	Lennon, Paul	0.241

South Broward Model Sailing Club Update

by Christian Flebbe

The SBMSC roster in April. L to R: *Sanguine* and Fred Deutsch, *Semper Fi* and Newt Schneider, *Swift* and Christian Flebbe, plus two other boats.

After some more work to find the right place to race at C.B. Smith Park, and after finally receiving our sanction from AMYA as Club #277 and our AMYA Pond Insurance certificate, SBMSC finally was able to start racing in mid May. From that date on we have been there every Sunday from 10.30 to about 3.00 pm.

Soon after we got the registration and our club became listed on the AMYA website, we were contacted by S1M sailor Bob Hughes, who has become one of our most enthusiastic members and has built all the great buoys that are now permanently anchored in our lake (see page 11 for more information about them). This allows any one of us to come and practice any time. In June we received another inquiry, from Kevin Bollender, who proceeded to buy a brand new CR 914 from Dave Ramos. About every six weeks Carlos Rojas from Key West joins us to sail. He has loaned us his two 914s for the fleet to use when he is not here, allowing us to provide a loaner for new potential members and also for members that own boats of other classes. And Pablo Godel and his CR 914, who recently moved from Cincinnati to Miami, will join us by mid October.

In June, weeds began to appear in our selected area of the lake. After several attempts by our members to dredge and otherwise try to remove them we obtained expert advice, which we forwarded to our great supporter, Margie Grimes from the park management office. Bingo. Five days later there was some strange color on the weeds, and two weeks later the weeds where gone; our race course is perfect.

We are planning soon to begin racing as two classes, hoping that this will bring more CR 914s to the club. For the moment we have seven 914s. We want

Prestart: the SBMSC fleet on September 6.

to thank Dave Ramos from CPM for posting information about our club on his website at *http://rcyachts.com/Clubs/SBMSC.htm*. Also, a local newspaper plans to take pictures of one of our races in September and publish an article about us.

This summer Fred Deutsch and I began talking about CR 914 Nationals and we have decided to make the trip to San Diego. Now we are racing most Sundays to get some more feeling for the boat, but unfortunately for us for the moment we have only four to five boats racing, so our practice is not much. But we will give it our best shot. We hope to meet you all soon and experience the great class for the first time in San Diego. And we invite you to join us this winter for the CR 914 Midwinter Regatta, which we will be hosting in Pembroke Pines, Florida on February 13-14.

San Diego Fleet Happenings

by Dick Huntington

San Diego Yacht Club 2009 Opening Day, April 19.

2009 Star Class world champion George Szabo and crew Rick Peters.

San Diego CR 914 Fleet member George Szabo recently took first place in the Star World Championships in Varburg, Sweden. He joins the list of former Star world champions from San Diego Yacht Club that includes CR 914 owner Lowell North, Dennis Conner and Mark Reynolds. As I write this, George is racing in the Snipe World Championships. He will then change from steering with a tiller to using his thumbs when he races his CR 914 in the Nationals in October. Please see page 7 for further news about the San Diego Nationals.

North Star RC Sailing Club

by Phil Wright

I still owe *CRonicle* readers an article about our club. In the mean time I thought you might enjoy reading about the second annual Anchorage Cup regatta that was held on June 13.

Last year Parks and Rec sponsored a model sailboat race during the opening weekend of a new midtown park in Anchorage. Only a few motley boats showed up, some of which couldn't even sail, but this race provided the inspiration to form the North Star RC Sailing Club.

We got busy and papered the town with flyers, which attracted 23 potential members to an introductory meeting. Within a year nine CR 914s had been ordered, and an additional boat has been added so far this summer. And the Second Annual Anchorage Cup Regatta had five CR 914s on the starting line and a total fleet, including the open class, of nine boats. We had a ball.

Here is the press release from the Parks and Rec Department to the *Anchorage Daily News* for possible inclusion in the newspaper.

> The pond at serene Cuddy Family Midtown Park proved to be a dramatic backdrop to the grace and speed of competitive radio controlled sailing. Clint Underwood used his college competitive sailing experience to finesse his way past all challengers to take the Elite CR 914 division. Allen Beckett established himself as the best skipper in the open class race by piloting his home-built *Hanna 1* with the same effort and skill he displayed in creating the sleek red hulled craft. Spectators picnicked and watched the exciting lead changes from the park's Great Lawn and some took the opportunity to try their hand at pond sailing. This Parks & Rec-sponsored race will be followed by others organized throughout the year by the newly formed North Star RC Sailing Club, Call 343-4260 for additional information.

Blue Ridge Sailing Club: A country pond for CR 914 sailing – Epilogue 2009

by Dan Butterfield

So what happened to the country pond we successfully set up for sailing that I described in a three-part series published in the *CRonicle* last year (issues 58, 59 and 60)? This spring, when I visited the new pond to ready it for our 2009 sailing season I sadly discovered that the winter weather had taken a toll that was severe enough to force me to abandon any hope of using it further. I won't go into the details, but suffice it to say that the pond had turned into a mucky-muddy mess that was now too shallow to use for RC sailing. The pond water was being used to get the farmer-owner's spring crops going and to irrigate the surrounding fields of pick-your-own strawberry crops. Too bad for our club, but the fun of developing the pond with such high hopes of success and reporting the progress to you last year far outweighed the discouragement of losing it to the harsh winter and strawberries. So I pressed on!

Blue Ridge Sailing Club's new site on Lake Monocan. Launch/recovery dock is at the left by the canoe, with the control area (with canopies) above that. Virginia's Blue Ridge Mountains are in the background. The pump house at left is used to send lake water up to the mountaintop for snow making on the Central Virginia's Wintergreen Resort ski runs.

One of our club members, Jim Wright, gave me a hand using his pickup to transfer the dock and canopy frames back over to our original sailing venue, Lake Monocan. We placed the new dock on the shore opposite the dock we had used in prior years. This new site lets us stand at elevations above the water level varying from a few feet to over 20 feet. Wow! What a whole new visual perspective we now have. I have placed the course markers for a rectangular course about 100'x 30' long, with a two-marker starting gate midway along its length. After sailing it for a few weeks we will try other configurations, including a triangular course. I have attached a photo which will give you some idea of this new sailing site for our Blue Ridge Sailing Club sailors to get back into some good sailing and fiercely-fun competition once again.

I hope my cow pond development story at least may have helped another club set up a rural country pond venue themselves.

Some of the 21 CR 914s that were entered by sailors from the North Cove Knee Deep and Dry Pants MYCs line up for a start in the Leukemia Cup regatta hosted by the North Cove Yacht Club, Duck Island Yacht Club and Brewer Pilots Point Marina on August 29 at Old Saybrook, Connecticut. CR 914s formed by far the largest fleet in the event, which raised over $62,000 for the Leukemia & Lymphoma Society (the other entries were all full-scale boats in six PHRF fleets). You can read more about the regatta at *www.cr914class.org/regatta_leukemia-cup_2009.php* and *www.leukemia-lymphoma.org/regatta/all_page?item_id=139238.*

PVC Buoys

by Christian Flebbe

The South Broward Model Sailing Club #277 about which you read on page 9 needed some buoys to lay out the race course. Since we are starting with no budget money in the till, everything we do is on a voluntary basis. SBMSC member Bob Hughes has a fairly well equipped home work shop, so he volunteered to make our buoys.

In case other clubs might want to make some for their sailing site, what follows is a brief summary of Bob's method of construction. First, let me explain what features we wanted in our buoys:

- The construction material would be durable and long lasting and inexpensive. Bob chose 4" PVC pipe. PVC is very strong and will resist collision,
- The buoys would sit upright in the water for good visibility. The course buoys are painted bright yellow with various colored caps, red, blue, green, etc. The start and finish line buoys are white with 2" black stripes and white caps.
- They would rise and fall with the lake water level.
- The stabilizing weights would be heavy to keep the buoys in position regardless of wind velocity. These weights would be cheap, long lasting and movable if needed.
- The sailboats, regardless of keel configuration, would not get caught on the buoys no matter how the boat contacts the buoy. We deemed this feature to be very important.

These PVC buoys are relatively inexpensive ($20 to $25, depending on local cost of materials) to make, and they require only basic tools to do the job. The accompanying photos will give everyone an idea of how they look in and out of the water.

You can find detailed instructions, a complete list of materials, and photos showing how to make one of these buoys at *www.invicion.com/pvcbuoy*, courtesy of Bob Hughes and the South Broward Sailing Club #277.

In the water, the buoy sinks about 2 ½ feet.

The Learning Curve

"Just Sailing" – Part 3 – Playing the Wind

by Dick Martin

Part 2 of this series on the fundamentals of sailing began a discussion of beating to windward, focusing on playing the sails to obtain optimum windward performance, i.e., Velocity Made Good (VMG) toward a windward objective. It concluded with a promise that *playing the wind*, by understanding and using wind shifts, would get your boat up wind far quicker than perfect tuning, helming and sail handling can do by themselves.

A sailor who complains about the fickleness of the ever-shifting winds in which our little boats spend most of their lives should be forced to sail on Pensacola Bay in a summer sea breeze, for example, where the few wind shifts that occur average about three degrees and are not detectable without a compass. Not only is beating under those circumstances boring, it is just plain slow. Here is why.

For simplicity, assume that your boat is in the groove and achieves optimum VMG while pointing at an angle of 45 degrees to the true wind, and that it travels through the water exactly the way its bow is pointing — which is obviously absurd for reasons discussed in Part 1 of this series, but which is easier to visualize than real-life geometry which incorporates leeway. Thus when it tacks the boat's new close-hauled course forms a 90 degree angle with its previous course. Assume that in an 8 knot wind its velocity through the water is 2 knots. By simple trigonometry its VMG computes to be 1.4 knots (sin45° x 2), and it would take two hours to reach a point that is 1.4 nautical miles upwind. That would be the case if you were sailing on Pensacola Bay. Or, in a more typical environment, if you chose to disregard oscillating wind shifts the way the boat shown in Figure 1 is doing.

Those wind shifts are a sailor's best friend! As shown in Figure 2 on the next page, where the boat on the right tacks immediately each time the wind oscillates and thus continually finds herself

Apparent wind

A sailboat 'feels' a wind that is a combination of the "true wind" (the wind it would feel if it were at anchor) and the headwind that results from her forward speed through the water. Figure A shows this as a vector diagram, in which the true wind is blowing at 8 knots and the boat is traveling at a 45 degree angle toward the true wind at 2 knots. The resultant vector that results from the addition of these two 'forces' is called the "apparent wind," and is shifted in direction and velocity as shown by the black arrow.

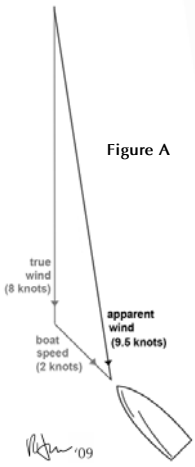


Figure A

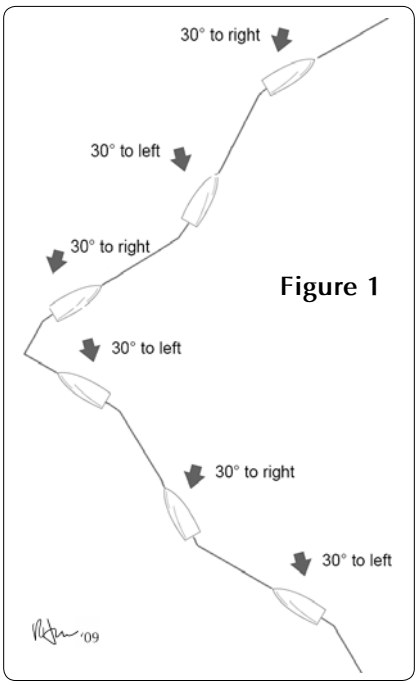


Figure 1

on the lifted tack. In spite of the brief reduction in boat speed that occurs each time she tacks, she arrives at her destination considerably sooner, e.g., for a target that is 1.4 nautical miles upwind, about 24 minutes ahead of a boat that ignores the shifts. Thus she achieves a VMG of nearly 1.7 knots, a whopping 20 percent improvement in 'speed.'

It's usually easy to recognize when a close-hauled boat has been headed: without altering course her sails start to luff and/or her windward jib telltale acts up, she heels less, and she slows down. A lift can be a little harder to spot because you can't detect any change in the looks of the sails, but heeling will increase and the leeward jib telltale will misbehave. When you detect (or suspect) that you have been lifted, turn slightly to weather until you are again in the groove. When you are headed, tack. Usually. Unless you expect to be headed still further in a moment or two. Or if you are dealing with a velocity header (see the sidebar on the next page). It takes some practice, preferably with another boat also trying to sail up wind nearby, to gain confidence in your ability to detect shifts consistently and tack at the appropriate times so that you always stay on the lifted tack, but that sort of practice is great fun, which is one reason why it is called "*playing* the wind."

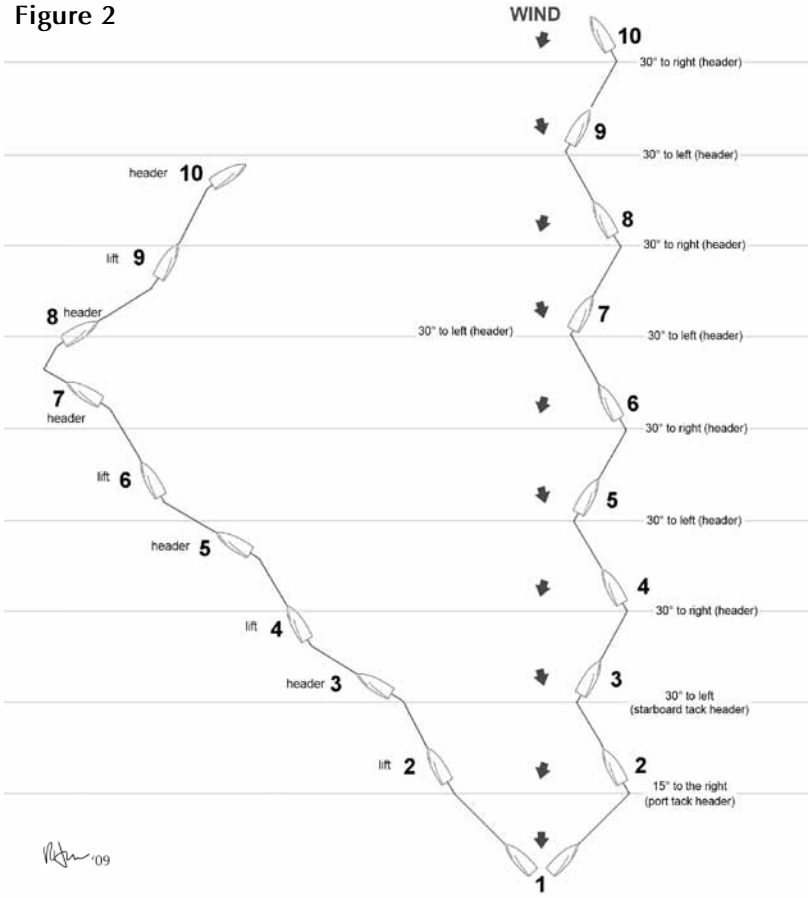
Lifts and headers

When talking about wind shifts, the word "lift" means a change in wind direction that allows a boat to alter course to windward without retrimming her sails. "Header" means the opposite, a shift that requires a boat to turn downwind if she is close-hauled, or trim in her sails.

Lifted tack or *favored* tack?

A lifted tack is not always the "favored tack." In general, the favored tack is the one that, if the wind doesn't shift again, provides the shortest route to your goal (such as a windward mark if you are racing, or the yacht club bar if you are not). It is possible to stay on a lifted tack well beyond a point where the opposite (unlifted) tack becomes the favored one — in racing this is called "overstanding the mark" (more about that in a later article).

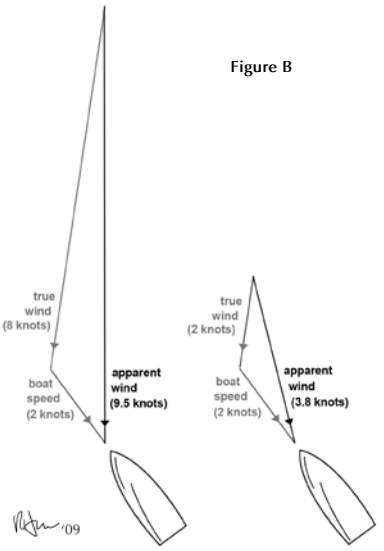
Figure 2

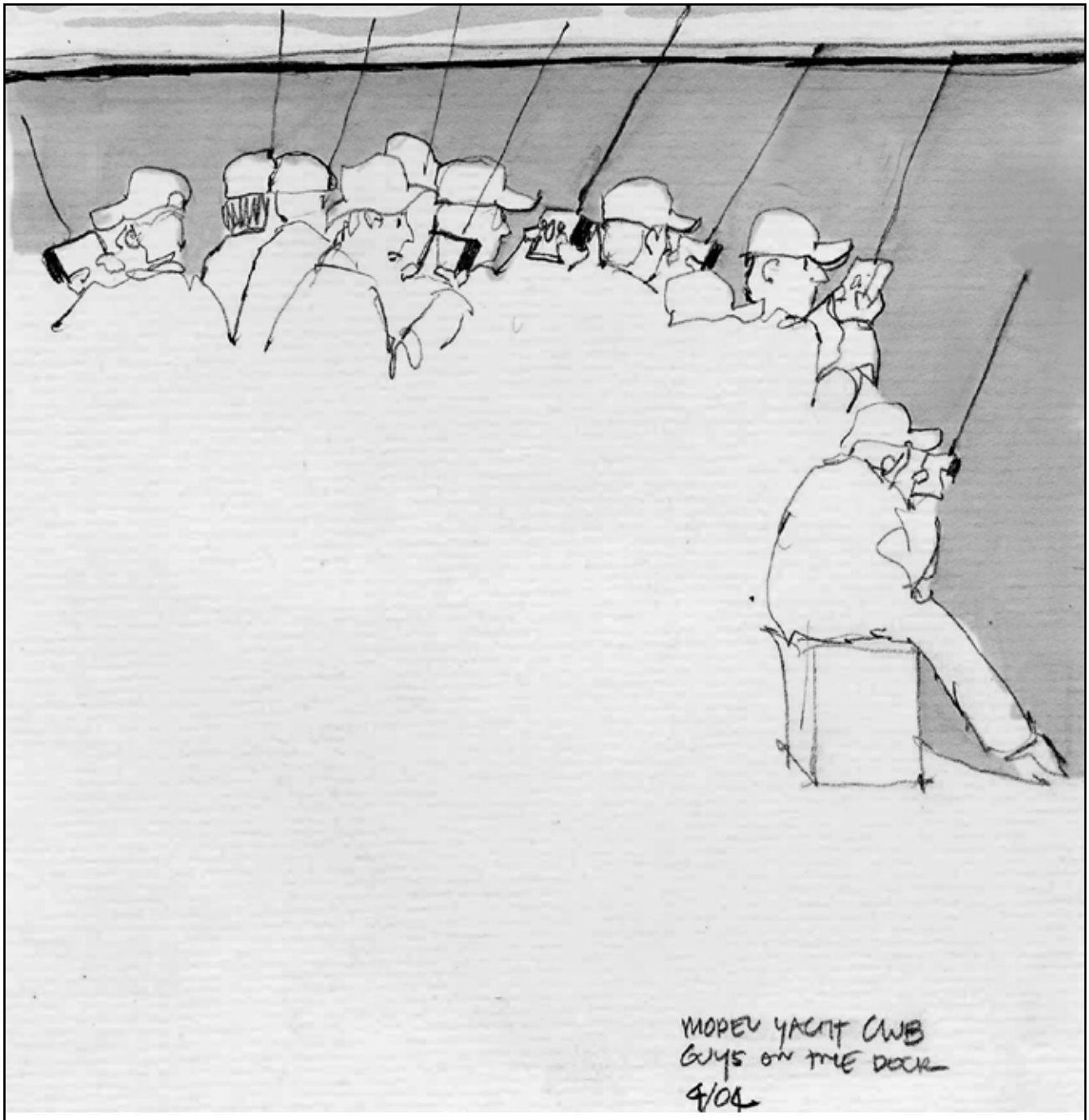


Velocity header

Recall from a previous sidebar that the effective wind a moving boat 'feels,' the apparent wind, results from the velocity and direction of the true wind as well as her motion through the water. Thus the *direction* (as well as the velocity) of the wind that fills her sails will change when the velocity of the true wind changes. This is illustrated by Fig. B, which shows a "velocity header." On the left, sailing at 2 knots in an 8 knot NNE true wind, the boat 'feels' a wind from the due north. When the true wind abruptly diminishes to 2 knots as shown on the right, the boat 'feels' a substantial header, even thought the true wind direction has not changed. (If the wind suddenly stopped, the boat and her sails would transiently 'feel' a 2 knot wind blowing directly in her 'face' — and if she tried to tack on this 'header,' when she 'completed' her tack, 90 degrees later, she would still be traveling directly into the apparent wind.) Moral of this story: in fluky winds, don't be a knee-jerk-reflex tacker with every header. When your boat appears to be headed, it usually pays to wait a moment, bearing off a little to see if your sails fill, and determine whether the header is 'real' before you tack. (Conversely, if a gust arrives but your boat does not experience the "velocity lift" that should result, the gust was a header, and you should tack if you think it will persist.)

Figure B





A Larchmont Yacht Club member who, according to Buttons Padin, "has poked around with the Larchmont Model Yacht Club and sailed models from time to time," always carries around his sketch book. He sent Buttons a scan of this sketch he did a few years ago. Buttons finally was able to con him out of the original, which is framed and mounted in Buttons' sailing room. Here is a reproduction, courtesy of the artist, Jim Flemming; the Larchmont Model Yacht Club, Larchmont, New York.; and Buttons Padin.

Good old days: The 2005 CR 914 Region 4 Championship in Cincinnati, Ohio. There have been no more regattas in the Midwest since then, and the dwindling Cincinnati CR 914 fleet is the only one left in Region 4.

A CRonicle chronicle

by Dick Martin

Here is what happened to the summer issue of the *CRonicle*, which should have been Issue 63 and should have been published around July 1.

Recent events – On June 1, while working at my computer, beginning to assemble material for Issue 63, I developed a belly ache. It gradually subsided after an hour or so, and when I then began to have chills, fever, headache, and muscle pains I concluded that I was coming down with the flu, a few cases of which were being reported locally. Typical of a physician dealing with his own illness, I ignored the fact that a temperature of 104.5° and rigors lasting for 45 minutes non-stop are *not* typical of influenza, and failed to recognize the significance of progressive darkening of my urine—the pigment was bile, spilling over because of complete obstruction of my common bile duct; the fever and rigors were the result of septicemia. What I proved to have, when I finally went to a hospital three days later, was ascending cholangitis, an unusual complication of gall stones (before 1980 and the advent of endoscopic methods for diagnosing and removing the obstruction, the mortality was around 50%, and it still is comparable to that of a coronary these days). Four days after that I developed signs of an impending heart attack and underwent coronary angiography followed by emergency coronary bypass surgery, and another six weeks after that the offending gall bladder and several residual gall stones were finally removed.

So that's why Issue 63, which you are reading now, got published three months behind schedule.

The future – The *CRonicle* and it's editor are not only alive and well, but they are both in better shape than they were before all this happened. The editor has shed 15 pounds and is in better physical condition than he has been for several years. And he used the down time during his convalescence to upgrade his desktop publishing system from an aged version of PageMaker to InDesign™ and learn how to use that much more powerful software.

The changes you will see in the looks of the *CRonicle* will be fairly subtle, but you will be seeing issues every three months from now on, back on its normal quarterly schedule. The dates of future issues shown in a sidebar on page 16 have simply been shifted back three months, and your subscription has been extended for three months beyond its previous expiration date.

Class website PASSWORD

The October-December 2009 password is:

disCRete

(remember: all passwords are **case sensitive**)

This password will expire on January 5 and will be replaced by a new password that you will find in this location in Issue 64 of the *CRonicle.*

New Registrations &Transfers

(since April 1, 2009)

Sail No.	Boat name	Owner	City	State
1062		Sue Moore	San Diego	CA
1119		J. Alan Hezekiah	Swampscott	MA
1329		Ernie Mortensen	La Jolla	CA
1340	*Sanguine*	Fred R. Deutsch	North Lauderdale	FL
1490		Richard Casner	Dedham	MA
1524		Cynthia Dubell	Anchorage	AK
1525		Jeromy Reed	Anchorage	AK
1536		Michael Strait	Guilford	CT
1537		David Meese	Towson	MD
1538		David Gerow	Montvale	NJ
1539		Kevin Bolender	Ft. Lauderdale	FL
1540	*Dragon*	Earl Dean Matthews	Quinton	VA
1541		Andy Brennan	San Luis Obispo	CA
1542	*Hannah Banana*	Elizabeth Upshur	Nellysford	VA
1543	*Overdraft*	Jean Malthaner	San Diego	CA
1544		Bill Woollen	Anchorage	AK
1545		Barry Ault	San Diego	CA
1546		Ross Wuennenberg	Madison	WI
1547	*Indefatigable*	Colin Gegg	Grover Beach	CA
1548		John Hodgson	Larchmont	NY
1549		Ronald M. De Blasi	Concord	CA
1550		Peter T. Schiron	Larchmont	NY
1551	*Passing Winds*	Keith Dawson	New Freedom	PA
1552		Steven Goldthwaite	Parsippany	NJ
1553		Steven Goldthwaite	Baddeck	Nova Scotia
1555		Tom Doran	Oswego	NY

Chesapeake Performance Models

www.rcyachts.com

Dave Ramos
227 Main Street
Stevensville, MD 21666
david@rcyachts.com
(410) 604-3907

The CRonicle Honor Role

The following Heros of the CR 914 Class contributed ideas, articles, reports, photos and/or letters for this issue.

Dan Butterfield .....Nellysford, VA
Christian Flebbe.....Miramar, FL
Jim Flemming .....Larchmont, NY
Dick Huntington..... San Diego, CA
Elaine Huntington..... San Diego, CA
Brian Jobson ..... Wolcott, CT
Dick Martin .....Columbia, MO
Rick Martin.....Westport, WI
Howie McMichael.....Larchmont, NY
Buttons Padin ..... New Rochelle, NY
Barry Worthington ..... San Diego, CA
Phil Wright.....Anchorage, AK

Deadlines for future CRonicles

issue	*submission deadline*	*publication date*
64 - Winter, 2010	**December 15**	January 2
65 - Spring, 2010	**March 15**	April 1
66 - Summer, 2010	**June 15**	July
67 - Autumn, 2010	**September 15**	October 1

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

When does my subscription expire?

Look at the mailing label on the cover of this issue. Immediately after your name you will see a number. That will be the last issue in your current subscription. If it says 66, for example, you're good through the summer of 2009. If it says 64 or 65, however, it might be a good idea to renew right now, before you forget. And you are welcome to extend your subscription any time. Your new subscription will simply be added to the number of issues remaining in your current one.

Have you ever wondered whether the *CRonicle* was overdue, only to go back and find that the last issue you received bore a warning that it would be your last issue unless you renewed your subscription? There will be bright fluorescent labels on the address page and at the top of the first page of your last issue the next time your subscription is due to run out. You need to remember to renew *the very moment you see those colored labels!* If you don't, you will receive a reminder (but no *CRonicle*) when the next issue is published. But if you don't renew then, you won't receive another reminder.

RENEW YOUR SUBSCRIPTION to CR 914 COMMUNICATIONS

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 (18 months, 6 issues of the *CRonicle*) or $20 (13 issues) payable to Rick 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 CR 914?
Download a registration form at www.cr914class.org/pdfs/ registration_form.pdf

Make check payable to:
Rick Martin/AMYA

Mail check with this form to:
CR 914 Class Secretary
5125 Saint Cyr Rd
Westport, WI 53562

Questions?
Contact Rick Martin
cr914.cls.sec@gmail.com
(608) 630-8118

— — —*cut here* ✂— — — — — — — — —

AMYA Membership Form

This application is for (please circle one): **New Membership** **Renewal/Former**

Please enter your membership number, if known for a Renewal/Former Member: __________

Contact Information: *Please print or type your contact information:*

Name __________

Address __________

City __________ **State** ______ **ZIP** _ _ _ _ _ - _ _ _ _

Country __________

Telephone __________

E-Mail __________

Types of Membership: *Membership in the American Model Yachting Association (AMYA) is open to anyone who shares the goals of the organization.* ***Adult*** *membership includes Model Yachting magazine, eligibility for registration of model yachts in AMYA Sanctioned Classes, eligibility for entry into AMYA championships and other sanctioned events, one vote in the affairs of the organization and classes, and other benefits.* ***Family*** *membership provides a single Adult membership and eligibility in AMYA sanctioned events for all family members the same household.* ***Junior*** *membership is available to applicants under 19 years of age, but is otherwise identical to an Adult membership.*

ADULT	**$25.00**	[ ]	**Membership Dues**
FAMILY	**$27.50**		
JUNIOR *Enter Birth Date:* ________	**$12.50**		

Postage: *Normal Fourth Class delivery of Model Yachting magazine takes 4 to 8 weeks.* ***For faster delivery****, members residing in the United States may select USA First Class Postage Option. Members residing outside the USA must include an additional fee to cover the costs of mailing.*

Secondary Address ("Snowbirds") *(Requires USA First Class Postage and Snowbird Option):* __________

Secondary Address Start Date: ________ (mm/dd/yyyy) **Return to Primary Address Date:** ________ (mm/dd/yyyy)

USA FIRST CLASS and SNOWBIRD Option	*Must include*	**$10.00**	[ ]	**Additional Postage/Fee**
CANADIAN Postage	*Must include*	**$10.00**		
ALL OTHER COUNTRIES Postage	*Must include*	**$15.00**		
NEW MEMBERS PROCESSING FEE	*Must include*	**$ 5.00**	[ ]	**Processing/ Convenience Fee**
CREDIT CARD CONVENIENCE FEE	*Will include*	**$ 2.50**		
		Total	[ ]	**Membership + Additional**

You may renew by phone or email with a credit card. For checks and money orders, please fill out this form and return it with your funds, payable to "AMYA" to the Membership Secretary. Individual model yacht registration applications are made directly to the Class Secretary of your AMYA Sanctioned Class. An AMYA Yacht Registration Form is in the magazine. All funds must be in US dollars drawn on a US bank; ***do not send cash.***

Credit Card Info: **Please circle one:** **MC** **VISA**

CARD NUMBER _ _ _ _ - _ _ _ _ - _ _ _ _ - _ _ _ _ **EXPIRATION** _ _ - _ _

SIGNATURE __________

Your Club: *If you are a member of an AMYA Sanctioned Club, please enter your Club's AMYA Number and your Club's Name here:*

CLUB NUMBER: ______ **CLUB NAME:** __________

Send your completed form to: *(Revised February 2009)*

AMYA Membership Secretary
Michelle Dannenhoffer
P.O. Box 360374
Melbourne, FL 32936

Toll Free Phone: 888-237-9524 **E-Mail: Membership@ModelYacht.org**

clipped from CR 914 *CRonicle* Issue 63, Autumn 2009 — form photocopied from *Model Yachting* © Magazine #157 Fall Issue, 2009

CR 914 Class
1206 Castle Bay Place
Columbia, MO 65203

the CRonicle
issue 63
Changing of the Guard
autumn, 2009

INSIDE THIS ISSUE

Changing of the Guard 2
Message from the New Class Secretary 3
Wind Driven Dreams 4
Letter to the Editor 5
Retriever Bass 5
Who's Gotta Regatta 6
2009 Nationals Update 7
Fleet Street
- Larchmont MYC 8
- South Broward MSC 9
- SDYC Model Yacht Fleet 9
- North Star RC SC 10
- Blue Ridge SC 10

Leukemia Cup Regatta 11
PVC Buoys 11
The Learning Curve
- "Just Sailing" Part 3 12

Guys on the Dock 14
Good old days 15
CRonicle chronicle 15
Members Area password 16
New registrations and transfers 16
CRonicle 63 honor roll 16
Deadlines for future issues 16
When does my subscription expire? 16
CRonicle subscription renewal form 17
AMYA membership form 17