



Three racing yachts are shown on the water. The yacht on the left has the number 1441 on its sail. The middle yacht has the number 1409 and a portrait of a man. The yacht on the right has the number 1209 and a stick figure. The background is a dark, textured sea.

the **CRONICLE**

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CR 914 Class

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



cr914class.org

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On the cover

OOops! That great action (perhaps *inaction* would be a better term) involving *Vertilux*(#1441), *Uprising* (#1209), and *Pyrats Doom* (#1409) was captured by the Canon EOS 30D of Jerry Gibbs during the 2009 CR 914 Nationals in San Diego last October. A long-time member of the San Diego Yacht Club which hosted the regatta, Jerry is a serious yacht racing photography hobbyist who began to learn his 'trade' while driving the official photo boat for all the America's Cup races that have been held in San Diego. A retired Navy pilot, he is a volunteer on the USS *Midway* floating museum in San Diego, where he is the official ship's photographer. Over the years Jerry has taken many photos for SDYC's *Mainsheet* newsletter, and his photos have previously appeared on the covers of *CRonicle* 58 and a recent issue of *Model Yachting* (153) as well. For his many contributions to the class Jerry has been awarded a lifetime subscription to the *CRonicle*. 📷



Memories from the 2009 Nationals

Introduction

by Dick Martin

WHEN *CR914CLASS.ORG* became the source for class news the old class newsletter changed its name to the *CRonicle* and reports about regattas were published on the web so they would be available in a timely fashion. The 2008 Nationals was an exception because it took place shortly before the publication date for the autumn issue of the *CRonicle* that year. Last fall a report about the 2009 Nationals hit the website within hours after the finish of the final race, and the web remains the only place you will find the complete results (cr914class.org/pdfs/2009_nats_results.pdf). But the report of the races and tabulation of the results are only small pieces of the fun and drama of what I call the Regatta Experience. So this year I have asked the regatta chairmen, a new 914er for whom the Nationals was his very first regatta, and our new national champion to describe their Nationals Experiences.

The Event

by Jean Malthaner and Dick Huntington, co-chairmen

SAN DIEGO GENERALLY HAS PERFECT SAILING CONDITIONS with nice westerly breezes one can count on (almost always). Thus the east-west orientation of the Mission Bay Model Yacht Pond is ideal for the usual San Diego wind conditions. When skippers showed up Friday afternoon for boat measurement and practice, the weather was perfect and the wind was out of the west as advertised. Little did we know as we all headed to the San Diego Yacht Club for the Friday evening festivities that Saturday and Sunday would be a different story.

After the skippers meeting on Saturday a light breeze filled in and a seeding race was conducted, which did not count in the scoring but established initial boat placement in the three (Red, White and Blue) heats. The Heat Management System (HMS) was used for all races after the seeding race. We were able to complete 14 races (at three heats per race plus the seeding race, that amounted to 45 heats) over the two days with two throw outs. The race committee did an outstanding job in adapting to the strange wind conditions and providing computerized real-time scoring throughout the weekend.

Saturday evening at SDYC gave everyone a chance to relax and get to know each other better. We were thrilled to have so many out-of-town guests, including 11 entrants and several spouses. All seemed to be having a good time, which is the main objective as far as we are concerned. Everyone received a door prize

and outgoing class secretary Dick Martin was honored for his years of dedicated leadership.

Sunday was a day of very light wind, shifting frequently to the south. For a few races, Saturday's leeward end of the course became Sunday's windward end. As in Marblehead last year, the very last race on Sunday determined the national championship. Congratulations to Brian Jobson who came from behind to edge out defending National Champion Dave Ramos by winning the last four races.

2009 CR 914 Trophy Winners

Open Division

- 1 Brian Jobson, Wolcott, CT
- 2 Dave Ramos, Arnold, MD
- 3 George Szabo, San Diego, CA
- 4 David Ryan, San Diego, CA
- 5 Gregg Morton, San Diego, CA
- 6 Skip Malthaner, Honolulu, HI
- 7 Dan Aeling, San Diego, CA
- 8 Rick Martin, Westport, WI

Masters Division

- 1 Dick Martin, Columbia, MO
- 2 Jean Malthaner, San Diego, CA
- 3 Phil Adams, Cambria, CA



The 2009 CR 914 National Championship Regatta was the third hosted by the San Diego Yacht Club Model Yacht Fleet. We began the planning process prior to the 2008 Marblehead Nationals by settling on the venue and dates for the 2009 Nationals and building a "sales pitch" CD which was presented in Marblehead and then posted on the SDYC website. A year of planning, staffing, fund raising, etc., followed, culminating in what we hope was a national championship regatta that met or exceeded expectations. The 2009 Nationals demonstrated once again that the key to success is having people willing and able to perform the myriad tasks involved. Thanks for a job well done to all of our volunteers! We are looking forward to next year's Nationals in Annapolis. 📌

A first regatta

by Christian Flebbe

AFTER HAVING SAILED SOME BORROWED RC SAILBOATS in Spain where I lived before moving to Miami, in 2007 after some research I chose the CR 914 class and built my first boat. Somewhere I came across information that the class had interesting racing and alternatives to do. So I started corresponding with the class secretary, Dick Martin, and got much useful information and hints from him. The next task was to find 914s to sail with. After obtaining lists of CR 914 owners in my area from the class office and from Dave Ramos, I thought that it would be easy to get a fleet going in South Florida. But this was only dreams. During 2008 I did my sailing alone, but I stayed in contact with Dick, who constantly encouraged me to keep on. Finally in the spring of 2009 things started to get into shape. You read about the founding of our new club, the South Broward Model Sailing Club, in Fleet Street last year. After starting with three 914s (plus three Solings), this spring we will have seven CR 914s in our club.

Encouraged by SBMSC's success, Fred Deutsch and I



photo credit: Elaine Huntington

"What'd'ya mean shooting stars are illegal?" Jean Malthaner measuring Dick Huntington's *Chaos* on Friday afternoon.



photo credit: Elaine Huntington

We were greeted Saturday morning by still air and fog (like Marblehead last year minus the rain).



photo credit: Jerry Gibbs

Bob Shinn conducts the skippers meeting Saturday.



photo credit: Jerry Gibbs

Racing finally gets underway.

Chuck Luscomb's favorite saying is "I'd rather be Lucky than Good." Following the above formula I had a good Saturday until the sixth and last complete race of the day. Staying out of trouble is sometimes very difficult to do, and I crossed the finish line in 10th place. The defending national champion, Dave Ramos, on the other hand, followed the formula perfectly on Saturday and at the end of the day looked to be the runaway favorite, leading the regatta with a total of 8 points after one throw-out. My boat, *Thunderhead*, was in second place with 15 points.



Saturday evening party at the San Diego Yacht Club: Carole and Dick Martin, Elaine Huntington, and Phil and Carole Adams.



photo credit: Elaine Huntington

Race committee Jim Person and Becky Rios calling a start on Sunday. Note the wind vane pointing south (the course ran east-west).

Sunday – Sunday was to be a more challenging day for everyone, with lighter winds and a great deal more variation in wind direction. A faux Santa Anna was swinging the breeze from WSW to SE making for more than 90 degree wind shifts and very unpredictable wind lines on the pond. Separation of a foot or so between boats could be the difference between moving well or dead in the water. This was not just limited to force but direction as well. Headers and lifts played havoc within the fleets.

My game plan was to stay close to Dave Ramos, while keeping a close eye on those on my heels. This plan worked well for the first race of the day with a bullet, with Dave second. This put me in a more secure second place for the series and gave me a bit more courage to be aggressive. Aggressive sailing can mean a lot of different things to different people. To me it basically meant to forget the part of the formula that says stay out of trouble. This resulted in *Thunderhead* finishing 7th in each of the next two races, adding to Dave's lead and allowing David Ryan and George Szabo to close the gap on me. So I went back to the formula, leaning heavily on the Stay out of Trouble and Luck parts of it. Dave Ramos changed his shirt to one with a target that said "Just Hit Me Now" and I think almost everyone did. In general, that is not very fast.

After *Thunderhead* won the eleventh race, I was still 10 points behind Dave with one throw-out, and the general atmosphere was normal. In the twelfth race I stayed out of trouble, found clear air and favorable shifts, and finished first again. Dave's boat was still getting into altercations on the course and took a 9th. The completion of race 12 added a second throw out, and when the new score sheet was posted the atmosphere around me went from normal, quiet and relaxed, to an instant buzz of activity. People were running up and saying *do you know what the score is?* My consistent response was "NO, and I do not want to know!" But it turned out that the second throw out had moved me to only one point behind Dave Ramos. I truly did not want to know, I just wanted to focus on what had been working. Obviously, with the high interest in the score sheet from the competitors and my cousins who had come down from Huntington Beach for the day to visit and watch the racing, I assumed that Dave and I were close.

Race 13 – Dave Ramos had a good start and mine was not as good. On the way to the weather mark it became clear Dave was covering. I asked him, "Are you covering me?" "DARN RIGHT," Dave replied. Heading toward the far shore on port tack I tacked over onto starboard. Dave tacked to starboard too, covering from ahead and to weather. Dave ran into a small header and tacked back onto port, allowing me to split tacks with him. I stayed on starboard and experienced the same header that Dave had tacked in. Following Dave is never a good tactic if you hope to get lucky and beat him. The header was short lived and was followed by a significant lift with pressure. Dave and the other boats that had tacked back to port and were closer to the far shore got neither the pressure nor a header to tack back onto starboard with, and I rounded the weather mark well ahead of Dave. A 4th for

Dave and another bullet for *Thunderhead* moved us into the lead by 2 points. If I thought the buzz about the score had been high before, it went Critical Mass now. I may not have realized that I was leading the Nationals when *Thunderhead* crossed the finish line, but I surely found out as soon as the scores were posted.

Race 14 –The Blue heat of the fourteenth race got underway first. It was followed by the White heat finishing in a real drifter. It now seemed likely that there would be no fifteenth race, but was there even going to be enough air to run the Red heat of race 14? The RC called a postponement to see if the wind would return.

I was with my wife for the birth of our two children Erin and Eric. Prior to the actual delivery, a woman goes through a period called transition. During this time her body is flooded with hormones, chemistry and who knows what else. Her emotional swings are like being in the middle of a tornado. Although I have observed this, no one can describe it. But I think I came close during this postponement period. Time

was running out to get the last heat in, thoughts of could I have already won the Nationals, and the euphoria that comes with that. Then a light WSW appeared at the west end of the pond and started to show signs of filling in. The euphoria changed to desperation, and thoughts of How Can I Blow This, Let Me Count the Ways.

At this point I must apologize for being unable to describe the last race. Truly the only part I can remember is being well ahead of the fleet and covering George Szabo from the last mark to the finish line. I was completely drained of emotion. I have never experienced anything like it before in my life. Then Susan, my cousin and those watching started the congratulations, and it was like an emotional fire hose filling a bathtub. I had come to the Nationals with the intent of seeing friends and racing with wonderful people. The added bonus of winning cannot be described, but most of all I had a lot of *fun*.

I would like to thank the SDYC and all those who put the countless hours into making this event the Cadillac of CR 914 events. 🏆



photo credit: Elaine Huntington

Brian Jobson lifts the victorious *Thunderhead* from the Mission Bay Model Yacht Pond after winning the final race.



photo credit: Elaine Huntington

The 2009 CR 914 National Champion receives his trophy and the perpetual CR 914 Cup from Dick Huntington.

Ramblings From Your Class Secretary

by Rick Martin

It is becoming apparent to me that coming up with a column for the *CRonicle* every quarter is going to be even more difficult than I originally thought. Thank goodness I insisted that Dick Martin stay on as the *CRonicle* editor.

First, allow me to extend a huge Thank You and Congratulations to the San Diego Yacht Club for hosting another outstanding regatta at this year's CR 914 Nationals. Jean Malthaner, Dick Huntington and all the rest of

the SDYC members, spouses, staff and volunteers made it well worth the trip for all of the non-locals who attended regardless of our finishing positions. Congrats also to Brian Jobson, our new national champ who came from behind

in brilliant style on Sunday afternoon to take the cup.

Last quarter I solicited your thoughts, positive or negative, on our boat and class to give us a basis for making improvements and building an even stronger CR 914 class. Well...I'm still waiting. I hadn't planned to go the questionnaire route, as that seems like it's done to death lately, but if that's what it takes... We had a lively discussion at the annual class forum held after a marvelous SDYC dinner on the eve of this year's Nationals. I felt that in general the feeling of this dedicated group, or "the CR 914 lunatic fringe" as Dick Martin perceptively pointed out, was... What's not to like. We certainly agreed that there is no substitute for a few super promoters who can build a following around just about anything. I have received a few comments and I still think we can broaden the appeal of our boat and class but I really need to hear from more of you.

For a lot of us this year's sailing sea-

son is fading like a distant memory, as we watch our ponds and lakes freeze over. Before I lived in the Midwest that did not have a lot of meaning for me. Well it sure does now, having just dug out of a 60-year record 18" December snowfall, the consistency of which was not much lighter than wet cement. I know, that's nothing for you Northeasterners, but it is for a Seattle native where 6 inches was a big deal. I'm not complaining mind you, it's better than the seemingly endless 40 degrees with wind and rain I used to put up with. And it's a great reason to head south for this year's CR 914 mid-winter regatta outside of Fort Lauderdale, Florida on Feb 19-21. (Shameless plug for the South Broward Model Sailing Club and Christian Flebbe who *is* one of the new super promoters that the class is looking for.) [Ed. note: see page 15 for further information about the Midwinters.]

Many of you, including myself, have been disappointed, even critical, of our AMYA over the past year or so. Now

that I am closer to that action I'd just like to say that changes are being made and the AMYA leadership is working a lot harder than you think. Those of you who are not members please consider joining or rejoining and see for yourself. Remember to be eligible for Regional and National CR 914 events AMYA membership is mandatory. If you would like me to forward any suggestions to the organization, just send them along and I will see they are given fair consideration.

Finally, I am pleased to report that we are still adding new boats and new members at a steady pace in spite of the current economy. New subscriptions and renewals to the *CRonicle* continue to flow in as well. Our CR 914 class website traffic remains strong and even the forum is getting a bit more action. If you have been like me, and the class web page is not on your usual radar, consider adding it to your regulars and let's try to get some more dialogue going there, especially on the forum. 📧



photo credit: Elaine Huntington

At the end of two days and 45 heats of racing, sailors start to pack up for their trips back to the ten states from which they traveled to San Diego to race in the 2009 Nationals.

2009–2010 season scoring — a work in progress

LMYC'S WINTER SEASON is well under way with six days of sailing in the bank and only two blow-outs as nor'easters ripped through Long Island Sound. We've been sailing the CR 914 off the front docks of Larchmont Yacht Club for upwards of 15 years now and some of us were making note of the evolution we have seen over that period.

First, the improvements in technology have been dramatic — from the base AM systems through dual-conversion FM and now with most of the sailors using Spektrum 5's, the boats sail more reliably, we don't have to mess with as many channel conflicts and it's generally more fun.

Then there are the boats themselves. The first boats tended to be under built, something that Greg Worth and Dave Ramos dealt with at the manufacturing level to enhance the scantlings. Add to that the effective bow bumper we all use, and there are a lot fewer problems. And service. Dave Ramos is on the spot if you ever need anything or have a question.

Bow bumpers aside, we've also learned how to sail the boats. In the

beginning it was bumper cars. Funny for a while but very frustrating. Now, the racing has far fewer bumps and grinds (we're all getting on a bit in age and aren't the eyes the second thing to go?).

With this evolution has come enhanced levels of satisfaction in the experience of model sailboat racing. No longer considered "toy boats," the model racers at Larchmont Yacht Club are viewed with the same competence and esteem afforded virtually every other fleet in the club. That has also kept the core group of sailors coming back year after year, with new ones joining each season.

OK, while some things have remained the same, some can change. We're experimenting with a new scoring overlay this year. LMYC's weekly scoring is a high-point system. You get a point for finishing a race and a point for every boat you beat. This reflects the fact that not all boats sail every race and a first in a race with 14 boats should be worth more than a first in a heat of only 10. High points win for the day. We then take your day's

points and calculate a percentage for the day that is cumulated for a season standing weighted by the number of races completed for that day.

Why is this important to understand? After all these years, the same sailors end up at or towards the top of the rankings and others at the bottom. To nobody's surprise, the top sailors have had the most big boat racing experience and sail more consistent races. It has to be tough to come out week after week and get beat upon by the same guys. It's like me racing my V-15 in a fleet of twenty-somethings.

Lying in bed one night, I realized that (I can't believe I'm about to say this) golf has something on us. It has a handicap system whereby less experienced/skilled players get credits against their scores — leveling the playing field. We took the 2008–2009 season ratings for each sailor and indexed them against the top placing boat for the season to develop a handicap for our high-point system. Each week we calculate the raw scores and then we apply the handicaps for an adjusted score. Nobody is making any



Trophy winners at the 2009 running of LMYC's annual Pumpkin Pie Regatta, held on December 5 after bad weather washed out the original date on the Thanksgiving weekend. L to R: Rocco Campanelli, 3rd place; Howie McMichael, 1st place; Buttons Padin, 2nd place.

fuss over which is more important; but we've found many of the less experienced model sailors finding great satisfaction for "sailing above expectations."

Table 1 shows how the season looks after 6 racing days using our old scoring system. Table 2 shows how it looks with the handicaps applied.

Is it a perfect system? Probably not. Probably nobody should have a handicap higher than 1.5 or 1.75, but that's not the point. We'll report back at the end of the season to see if it in fact leveled the playing field. In the meantime, more happy sailors coming back each week is the result. Let me know what you think by e-mailing your thoughts to ERPadin@aol.com. 

Table 1. RAW PLACES & SCORES

1	Saffer, Stuart	0.917
2	Padin, Buttons	0.740
3	McMichael, Howie	0.714
4	Monte-Sano, Bizzy	0.625
5	McCarthy, Dick	0.623
6	Buchanan, Hank	0.612
7	Bauer, Peter	0.572
8	Graves, David	0.557
9	Campanelli, Rocco	0.545
10	Croxall, Julian	0.489
11	Wey, Tom	0.470
12	Florence, Dave	0.362
13	Lennon, Paul	0.314
14	Beck, Rick	0.313
15	Langone, Nick	0.296
16	Werblow, Fred	0.229
17	Hodgson, Sean	0.130
18	Kelly, Jed	0.125
19	Padin, Bill	0.091

Table 2. HANDICAP PLACES & SCORES

place	sailor	raw score	handicap	h-cap score
1	Graves, David	0.557	1.706	0.951
2	Saffer, Stuart	0.917	1.035	0.949
3	Lennon, Paul	0.314	2.992	0.939
4	Bauer, Peter	0.572	1.583	0.905
5	McCarthy, Dick	0.623	1.426	0.889
6	Florence, Dave	0.362	2.423	0.877
7	Werblow, Fred	0.229	3.448	0.790
8	Padin, Buttons	0.740	1.000	0.740
9	Wey, Tom	0.470	1.566	0.736
10	McMichael, Howie	0.714	1.000	0.714
11	Campanelli, Rocco	0.545	1.259	0.686
12	Monte-Sano, Bizzy	0.625	1.080	0.674
13	Buchanan, Hank	0.612	1.036	0.634
14	Croxall, Julian	0.489	1.164	0.570
15	Beck, Rick	0.313	1.726	0.539
16	Langone, Nick	0.296	1.679	0.497
17	Hodgson, Sean	0.130	1.556	0.202
18	Kelly, Jed	0.125	1.556	0.195
19	Padin, Bill	0.091	2.019	0.184

In Memoriam: Jill Poindexter, 1954-2009

Jillian Jobson Poindexter passed away on November 22. Many of Jill's photographs have graced the pages of the *CRonicle*, including the covers of issues 61 and 63, and she took great joy in opening her home to visiting sailors at the Dry Pants Model Yacht Club's annual New England Spring Invitational.

She was also an excellent sailor and accompanied her husband on ocean races including the Bermuda race and the Marblehead to Hali-

fax race as well as a multitude of Long Island Sound races. In later years, she rekindled her love for horses and rode every day she could on her favorite mare, Maia, at her beloved Bay Breeze Farm in Killingworth, Connecticut.

Jill touched many people in a multitude of ways and will be sorely missed. She is survived by her husband, Chuck; her mother, Enid Jobson; her brother, Brian Jobson; and her daughter Lindsay Poindexter Rizza.



photo credit: Jill Poindexter



The Frozen Chosen

A list of projects to replace sailing until the ponds thaw this spring

by Dick Martin

For several years the Boatyard column of the winter issue featured one or more projects to keep the juices flowing during the off season. The editor's request for similar articles garnered no new projects this year, but instead it generated emails about previous ideas that 914ers had found especially useful, such as the following from Phil Adams.

"Laguna Lake Model Yacht Club's lake is blessed, or cursed depending on your viewpoint, with strong winds in the spring and most afternoons. We therefore are always looking for ways to keep our boats as dry inside as possible. The hatch is, of course, a huge leak possibility and we mostly have used tape or slathered copious amounts of Vaseline around the edges. There was always in the back of our minds the 'leak-resistant' hatch cover described in a 2004 issue of *CR 914 NEWS*, but not until I saw one in action at the Nationals down in San Diego did it become obvious this was a much better solution than either of the above methods.

"Finding the construction material was a problem in our somewhat remote part of California, but we were able to order it on line from Tower Hobbies. The two sizes of sheet styrene required are available in packages of 6 pieces, which is enough material for at least 10 hatches. They turned out to be rather easy to put together, and have proven to be a great modification for the boats on our rambunctious pond.

"The most important part of this project was how it reinforced the value of traveling to different venues to enjoy sailing. Aside from the fun of meeting up with fellow CR folks, you always come away with ideas on how to sail your boat faster and make it more reliable."

Phil is absolutely right: traveling to regattas provides rewards that extend

well beyond the fun of the competition and the camaraderie. But, for the majority of 914ers who have yet to experience their first regatta, here is a sampling of previously published ideas chosen by other *CRonicle* readers, for projects that will help you pass the winter months and make your CR 914 more fun to own and sail. With one exception, each article appeared in the *CR 914 NEWS/CRonicle* over the 14 years since Chuck Winder created it in 1996, and PDF copies of the articles that originally described them can be downloaded from the *CRonicle* Archives in the Members Area of the class website at cr914class.org. Enjoy.

1. Hatch cover – "Plans for a leak-resistant hatch cover," issue #40, pp. 9-10 (40:9-10), 2004. Instructions, plans, photos and a list of materials for the hatch covers that Phil Adams built. You also can download a (higher image-quality) PDF of the plans and instructions from the class website's Construction page at cr914class.org/construction.php.

2. Camp table boat stand – "An excellent boat stand," 29:14, 2001. Buy an inexpensive but sturdy collapsible canvas camping table (a "Quick Table," very similar to the one shown here, costs only \$16.95 at amazon.com), cut a hole in the canvas for your keel, and you'll be able to tune and work on your boat standing up. And be the envy of all the other sailors at your next regatta.

3. Reinforced pad eyes – "Jib boom tack fitting failures," 13:10, 1998 and "Dumb thumb survival," 59:8, 2008. Tie a loop of spectra around the eye, glue with CA, and your pad eyes will be bulletproof.

4. Leak prevention 101 – "Hull leaks on deck," 15:8, 1998. Chuck Winder describes ways—ranging from simple to sophisticated—to prevent the leaks that occur around the rudder rod opening,



the hatch cover, and the hole where the common sheet passes through the front wall of the cockpit into the hull.

5. Leak prevention 102 – “Holey hydraulics,” 59:8-9, 2008. Continual in-and-out motion of the common sheet through its exit hole on the port rail over several years may have gradually enlarged that hole, and if its diameter is more than a small fraction greater than the diameter of your sheet, a surprisingly large amount of water can enter the hull when the port rail is under water. It is fairly easy to reduce the size of the hole and drastically reduce the leak using the method described in this article.

6. Jib topping lift – “Jib topping lift,” 19:9-10, 1999. Some 914ers hate it, others love it, most haven’t tried it. This article discusses the pros and cons of using one, and describes one way to keep it from snagging on your spreaders. Another method is described in the following article.

7. Tandem lower shroud adjustment system – “Building the CR 914,” *Model Yachting* issue 153, pp. 16-17, 2008. Mark Benedict’s article in the recent CR 914 Feature Issue is full of ideas, including his unique way to maintain equal tension in both lower shrouds while adjusting them with a single bowsie. Mark also describes the use of a piece of elastic to prevent topping lift snags. (This article is not available on the web; back issues of *Model Yachting* can be purchased from AMYA’s “Ship’s Store.”)

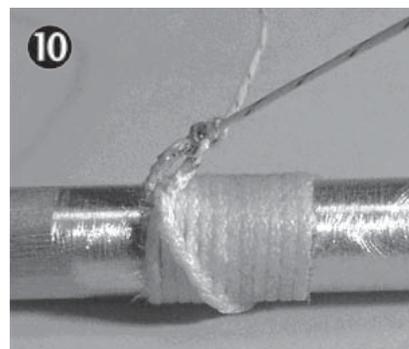
8. Snag prevention 101 – “Prevent fouling of sheets,” 21:5, 1999 and “Prevent jib sheet fouling,” 22:5, 2000. Here are a bunch of minor modifications you can make to reduce your chances of falling victim to Murphy’s Law of Snagging.

9. Revised jib halyard arrangement – “Jib luff tension adjustment: a better way,” 53:11, 2007. Does the need to readjust the halyard every time you change mast rake and headstay tension frustrate you? A fairly simple revision of the way the jib halyard is rigged solves that problem. (If you have the original issue of *CRonicle* 53, be sure to read the correction that was printed in the subsequent issue, #54, p. 7. The PDF version on the class website has been corrected.)

10. Four ways to cope with boom rings – “The great boom sliders debate,” 53:8-10, 2007 and “Another alternative to boom sliders,” 58:8-9, 2008. The first article explains and shows how to modify the ones in the kit or replace them with string rings or panel grommets. The second one describes and illustrates a more complex and elegant solution.

11. Detachable Rig – “How to retrofit a removable rig,” 46:10, 2005. Eleven strings must be disconnected to detach the rig from a CR 914. Here are instructions and pictures of ways to modify the connections to make them easily reversible.

12. The ultimate boat cradle – “Build a custom cradle for your CR 914,” 57:10-12, 2008. Last but not least, here is a great way to spend the winter, replicating Mark Benedict’s innovative, functional, and gorgeous teak cradle. You have to see it to appreciate this piece of woodworking art, so a dedicated page in the Construction section of the class website (cr914class.org/cradle.php) includes numerous color photographs of the finished product as well as detailed plans and building instructions. You can even download a PDF of the full-size (24" x 18") plans, which can be printed at your local copy or blueprinting service for about two dollars. 📄



More photos from the 2009 Nationals



photo credit: Elaine Huntington



photo credit: Jerry Gibbs



photo credit: Jerry Gibbs



“Just Sailing” – Part 4 – Off the Wind

by Dick Martin

May the wind be always at your back

SO SAYS AN IRISH BLESSING. But unless you sail a square rigger that line might be more appropriate in a Curse, for which the Irish are also well known, for example:

*May those who love us, love us,
And those that don't love us,
May God turn their hearts,
And if He doesn't turn their hearts,
May He turn their ankles,
So we may know them by their limping.*

But I digress. Compared to beating to windward, reaching and running downwind (at least in a boat without a spinnaker) can seem boring, with little to do except aim the boat and trim the sails to avoid luffing. Indeed, when I am sitting on my deck, day sailing *Mariah* on the pond behind my home and tuning the nut on the end of her joysticks, heading downwind I sometimes catch myself relaxing and using the runs simply as a way to return to the leeward shore so we can get back to the ‘real’ sailing, the next windward leg where the fun and challenges await us. That is dumb. Getting the most out of your boat off the wind, achieving maximum downwind velocity made good (VMG), requires a different but equally intricate

set of skills, and plenty of practice too.

Tuning—The way you set up your rig affects offwind performance, albeit not as much as the adjustments you make to balance helm on the wind. Although tightening the vang to reduce mainsail twist may increase upwind speed in light to moderate air, when you head downwind a CR 914's mainsail needs a substantial amount of twist, for the reasons discussed in the sidebar on this page. Full-scale boats must be wary of much twist running in heavy weather, because a gust or wave-induced course change can generate a windward heeling force suddenly and trigger a so-called death roll. In a CR 914, however, a quick leeward twitch of your helming thumb the instant your boat starts to roll to windward will usually prevent disaster; so practice this maneuver every chance you get, instead of tightening your vang when it blows hard.

Sailing by the lee: not—In RC sailing, with the wind at ‘your’ back, shifts are harder to recognize than they are on a beat. But detecting and playing shifts is every bit as important. Here is why. On a run you want to present to the wind as much sail area as you can, that is you want the wind to hit both your main and jib at as close to 90° angles as

possible. Thus sailing by the lee, even a wee bit, is slow. Because the lower (aft) shrouds restrict the travel of the main boom quite a bit, the wind hits the (untwisted lower part of the) mainsail at substantially less than 90°, and the jib becomes at least partially blanketed by the main. Figure 2 depicts my guess about how the downwind performance polar diagram of a CR 914 looks, and the big penalties exacted by sailing by the lee.

How can you tell when your boat is sailing by the lee? Sail telltales are useless and, unlike full-scale sailing where you can look straight up at your Windex, a mast-top wind indicator doesn't do much good on a run because, except when your course is exactly along your line of sight, it is very hard to judge its angle from your vantage point on the shore. If you are alert, it is fairly easy to see the jib go limp or start flopping from one side to the other when you are substantially by the lee, but when your by-the-lee angle is only 10 or 20 degrees the jib may remain winged out and seem to be filled, particularly when the wind is fairly strong. Then you must use other clues. Heeling is the best clue: to leeward means you are on a broad reach; no heeling means the wind is directly aft; heeling to windward means you are by the lee). But you must keep in mind that it takes a fair amount of wind to make the boat heel with the wind coming from nearly directly astern, so that won't work in light air. In a race, other boats nearby are good sources of information. Do the winged-out jibs of boats on the opposite gybe look fuller, and are they going faster than you are? Sometimes you must fall back on that sense of “Sight Feel” that you gradually acquire with practice (discussed in Part 2 of this series). When your boat ‘feels’ slower than it should on a run, try gybing; sometimes it will perk up dramatically.

Twist

“Twist” of a mainsail occurs because the boom tethers the clew but the wind pushes the upper portions of the leech to leeward. The looser the leech, the greater the twist. Leech tension, and thus twist, are controlled by boom vang tension. Sailing upwind, some twist is desirable to maintain a fairly constant angle of attack to the wind from foot to head, because of the wind gradient above the surface of the water. Because wind velocity is higher near the top of the sail, the apparent wind angle is greater there than it is near the foot, as shown in Figures 1A and 1B. Because a CR 914's aft shrouds limit the travel of the boom, as shown in Fig. 1C, twist is also desirable on a run, in order to present more sail area to the wind. (CR 914 hulls and booms are drawn to scale.)

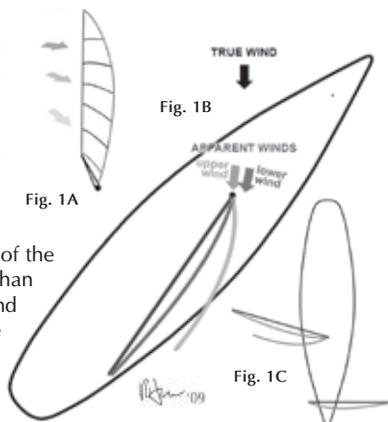
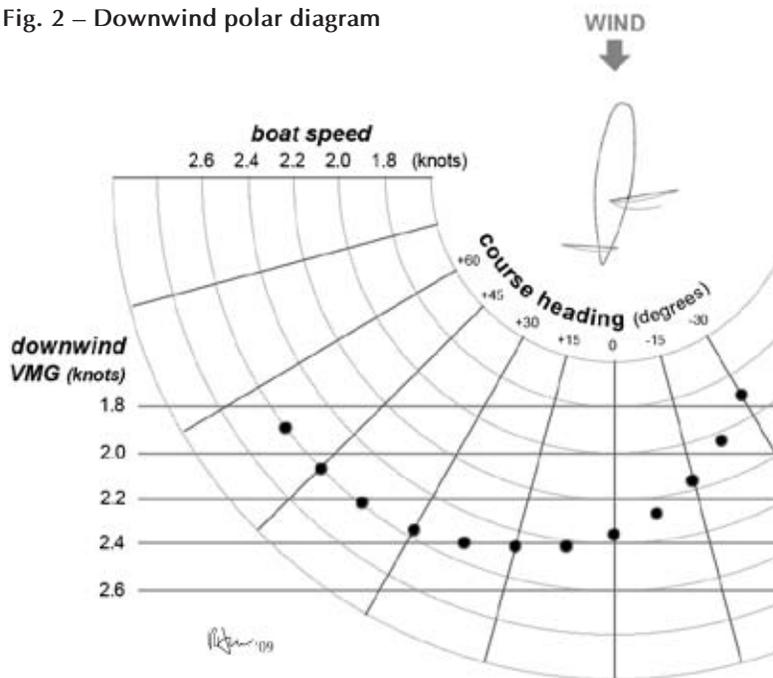


Fig. 2 – Downwind polar diagram



Polar diagrams predict boat speed (the concentric circles) and Velocity Made Good (VMG) along various sailing angles (radial lines). The points on this portion of an imaginary polar diagram graphically depict best guesses about a CR 914's downwind performance in a moderate wind that is not quite strong enough to induce planing. Note the nearly flat portion of the curve between about 7.5° and 30° from straight downwind (0°), and the rapid decline in boat speed and downwind VMG when sailing by the lee (negative angles).

Winging out and gybing – Although your jib will eventually flop over to windward when it becomes blanketed by the main, with practice you can make it flip into the wing-and-wing position immediately. This flipping maneuver takes advantage of the inertia of the jib boom plus the lateral torque generated at the bow when you turn, coupled with the fact that the jib becomes blanketed during the maneuver. For example, when you want to bear off from, say, a starboard beam reach onto a run without gybing the mainsail, make the last few degrees of your left turn quite rapid and, just as your boat is pointing directly downwind, abruptly end your turn or slightly overshoot and abruptly turn a few degrees back to the right. The same principle works when you are running wing-and-wing and want to gybe both sails: from, say, a starboard-tack run, begin to turn left; then make the last few degrees of the turn sharper and overshoot just a tad; then, the instant the main starts to gybe over, turn sharply back a few degrees to the right. Flipping takes *lots* of practice;

the amount and speed of the turns that are required vary with wind velocity, making these maneuvers more of an art than a science.

Coping with gusts and survival conditions – Unfortunately, when it blows hard enough to produce exhilarating planing conditions your boat can be overwhelmed by gusts. But there are ways to cope with most gusts and prevent much of the diving and broaching they try to induce. **Diving** often can be prevented by small, very rapid sculling movements of the rudder, which increase the drag of the rudder and tend to pull the stern down, and thus help the bow ride up and over the waves. **Broaching** results when wind and waves cause sudden severe heeling and a



DIVE!

torquing force to windward or leeward. Prevention requires intense concentration and lightning-quick but very small course corrections the moment you detect a change in the angle of heel, to keep the boat on her feet before heeling can induce too much torque for the rudder to overcome. Perfecting these maneuvers also requires *much* practice.

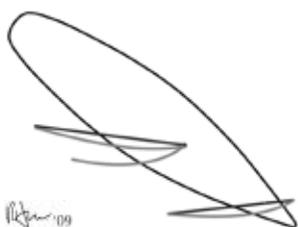
In very heavy air and strong gusts a well-tuned CR 914 will often threaten to become overwhelmed by weather helm on any point of sail. You can usually cope with this, but doing so requires you to recognize that the only weapon at your disposal is easing the sheets, often drastically, accompanied by considerable luffing that usually must result. But it works, and with practice it can be done in such a way that the boat does not slow down. Luffing your sails is also nearly always required when you want to bear off, for example when you want to stop sailing to windward and try to head back downwind.

Recovering from a broach – No matter how much you practice and how quick your reflexes become, you will broach once in a while. When you do, after your boat has come to a stop on its side (usually with its bow pointing back upwind) do not try to force it to turn downwind the moment its sails pop up out of the water. Remember the physics of high-aspect-ratio fins discussed in Part 1 a year ago. You need to gain boat speed before the rudder will work well, so trim your sails just enough to get started moving, letting them luff enough that, once the boat has begun to accelerate you can then fairly gradually turn to leeward, bearing off onto a beam reach (probably immediately beginning to plane) and then, still letting the sails luff if needed, onto a broad reach and finally onto your intended downwind course.

Reaching – There is a little more to reaching than simply aiming and trimming, too. The fastest course between two points is virtually never a straight line, and the old adage, “head up in the lulls, bear off in the puffs,” works just like it does in big boats. But sail trimming may be different, depending on the wind. In light to moderate air, ►

slightly luffing sails slow you down more than does slight over-trimming, particularly on a reach. Because of the divergent main and jib boom angles required for proper upwind trim, on beam- and broad-reaches the main must always be somewhat over-trimmed to keep the jib from luffing (see Figure 3). On the other hand, in heavy air luffing may be desirable at times. Trim to achieve a balanced helm, not to prevent luffing if some luffing is needed to prevent rudder

Figure 3 – Divergent booms



Proper trim for sailing close-hauled requires the jib boom to be set at a substantially greater angle to the wind than the main boom. This divergence persists when you ease your sails.

drag from excessive-heeling-induced weather helm — the principles are much the same as the ones that apply to beating upwind in a strong wind and gusts, which were discussed in Part 2. Except that on a reach you have the option of bearing off in strong gusts, which both combats heeling and may make your boat hop up on a plane, the ultimate payoff of the up-in-lulls, off-in-puffs strategy.

What's next?

This concludes the “Just Sailing” part of the Learning Curve series. Initially the editor made the rash promise that at this point the series would continue with an introductory course in sailboat racing. But that will depend on you. For four reasons: Since the demise of my local fleet I now race only a few times a year and my racing record in recent years no longer qualifies me to write authoritatively about racing; we have a bunch of 914ers who are much more qualified; I am developing symptoms of

burn-out, often suffering writer's block and putting off working on this column until the last moment; and, last but not least, the *CRonicle* and the class need broader participation and leadership.

Therefore, I hereby ask our top sailors, guys like three-time CR 914 national champion Dave Ramos, 2009 champ Brian Jobson, 2006 champ Chuck Luscomb, three-time Super Mini-America's Cup winner Rick Martin, Star Boat world champ George Szabo, Steve Cruse, David Ryan, CR 914 fleet champions, and everyone who has placed in, say, the top five at a CR 914 Nationals, to step up to the plate. And I ask the rest of you to get after these guys and the other top racers in your local fleets and do whatever it takes to persuade or coerce them to pitch in. ■

For further reading: “Myth: downwind sailing is a time to relax,” by David Ryan (*CRonicle* 48, pp. 8-10, Autumn, 2005) goes into greater detail about several of the concepts mentioned here, focusing on their application to racing downwind.

What attracted me to the CR 914?

by Wayne Kent

I started sailing by purchasing a home built trailer sailer in Australia. My family and I taught ourselves to sail and we had a few adventures with this boat, one of which was a dismasting when the starboard chainplate was torn from the deck along with part of the hull. Luckily we were able to beach the boat, gotta love the Whitsunday's, and affect repairs. We decided to look for a stronger boat and were lucky to pick up a Hood 23, this boat was renovated and we spent a few years sailing every weekend and school holidays, we raced the boat and managed to win a few races. Then life happened and the boat got sold.

I moved from Australia to Alaska and went about the normal day-to-day things; sailing was not part of my life then and I missed the calm serenity of it. Later, I had an opportunity to return to New Zealand and while there I went for a sail on an America's Cup boat. I was inspired and determined to get back

into sailing no matter what. On returning to Alaska I joined the Alaska Sailing Club which is based at Big Lake where I was fortunate to find a W. D. Schock FJ that needed restoring. I sail it every opportunity I get.

At one of the club regattas some people had these radio-controlled models which looked a lot like AC boats. I was very interested in what was going on and was able to take the controls of Phil Wright's *Green Weenie*. Since then I have been hooked. The North Star Radio Control Sailing Club meets every Friday and Sunday afternoon at the Cuddy Family Park in midtown Anchorage, Alaska. I went to a number of the Friday night meetings and due to the generosity of Phil and Geoff Wright was able to sail in some of the races. I met some of the club members and was impressed by their fellowship. The kit for my boat, #1557, was delivered in November, along with four others, and

we will be having build sessions in Phil's garage over the winter. When these five new boats are finished there will be a total of 15 CR 914s in the NSRCS, all of which have been built over the last year and a half.

So I still haven't answered the original question. What attracted me to the CR 914? Mainly it was the people. I had been in and out of hobby shops looking at RC yachts for a couple of years, looked at them online, even looked very closely at the CR 914 on the distributor's website. But when it comes down to it, it was the people that made it compelling. The CR 914 is a good looking boat, it is easy to assemble, easy to sail and has a class following the world over.

So I sail now anytime I please. When I no longer have the ability to throw myself around a boat, then I can still wander down to the local lake and go Sailing. ■



Who's Hadda/Gotta Regatta

Here you will find every 2009–2010 regatta that has been reported to the class office or discovered lurking on local club websites. Remember to check the class website for the latest listings. 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, 2009
Clovelly's Farm, Chestertown, MD
cr914class.org/regatta_cowpond2009.php

Corte Madera Regatta – April 18, 2009
SDYC and Mission Bay Model Yacht Pond, San Diego, CA
no report available

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

Spring Regatta – May 31, 2009
The Yacht Club, Houston, TX
no report available

Anchorage Cup Regatta – June 13, 2009
Northstar RC Sailboat Club
The Pond in Cuddy Family Midtown Park, Anchorage, AK
cr914class.org/regatta_anchorage_cup.php

Monterea Regatta – June 21, 2009
Greater Tulsa MYC – Carol Williams Pond, Tulsa, OK
gtmyc.org/Home/monterea-ragatta

AMYA Region 1 Championship – June 28, 2009
Redd's Pond, Marblehead, MA
cr914class.org/regatta_2009_region1.php

Leukemia Cup Regatta – August 29, 2009
North Cove Yacht Club, Old Saybrook, CT
cr914class.org/regatta_leukemia-cup_2009.php

National Championship – October 16-18, 2009
SDYC and Mission Bay Model Yacht Pond, San Diego, CA
sdy.org/blog/archives/271

Fall Regatta – November 8, 2009
The Yacht Club, Houston, TX
no report available

Pumpkin Pie Regatta – December 5, 2009
Larchmont Model Yacht Club, Larchmont, NY
cr914class.org/regatta_pumpkinpie.php

Christmas in St. Michaels – December 12, 2009
Chesapeake Bay Maritime Museum, St. Michaels, MD
cr914class.org/pdfs/stmichaels_results.pdf

2010

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

2010 CR 914 National Championship – October 1-3
Chesapeake Bay Model Racing Association
Mezick Pond, Sandy Point State Park, Annapolis, MD
rcyachts.com/Nats/2010/Nats2010.htm
contact Ernest Freeland – CBMRA@yahoo.com

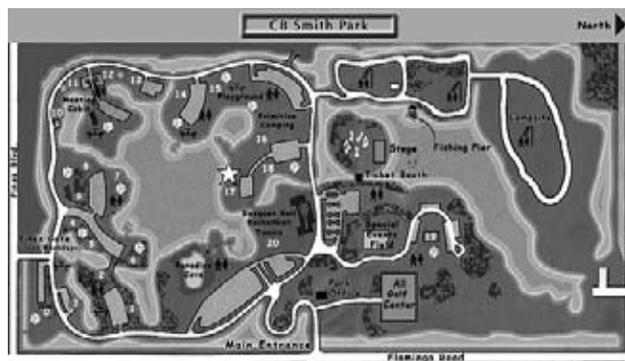
2010 Midwinter Regatta

by Christian Flebbe

The South Broward Model Sailing Club cordially invites sailors to participate in the 2010 CR 914 Class Midwinter Regatta which will be held on February 19–21 at C.B. Smith Park in Pembroke Pines, Florida (Fort Lauderdale area). Please visit our club website at sbmsc.com where you can find further information about the venue and download the official Notice of Race and a registration form.

Our newly-formed club wants to revive this regatta, continuing an effort that was started by Vince Peritore and Dick Martin in 2006 and 2007, and make it the annual event at the beginning of the season, taking advantage of the climate factor at this time of the year in Florida and the fact that there are many “Snowbirds” wintering here.

Our regatta, like our new fleet, may not be as sophisticated and experienced like the older fleets, but with a lot of good time. We plan to have some experience exchange after the races in some informal reunions. Maybe at a nice local place or perhaps at one of our members backyard, where we can have a set up to have some sort of clinic or instructions given by one of the professors?



Map of C.B. Smith Park in Broward County, Florida. A white star marks the regatta control area near Pavilion 17 on the south pond.

We hope to be able to have some of you here in February for the re launch of the Annual Midwinters. It will be a great time to meet and enjoy South Florida.

The South Broward Model Sailing Club wishes all of you a great 2010, with many races to meet all again and hopes to have any one of you as a guest. Whenever you are in the Miami, Ft. Lauderdale area on a Sunday and have no specific plans, give us a call or just come to the park. We always have a boat there to sail. 🚢

Class website PASSWORD

The January-March 2010 password is:

aCRe

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

This password will expire on March 5 and will be replaced by a new password that you will find in this location in Issue 65 of the *CRonicle*.

New Registrations & Transfers

(since October 1, 2009)

Sail No.	Boat name	Owner	City	State
356	<i>First Draft</i>	Don Whittemore	Boulder	CO
1073		Ronald M. De Blasi	Concord	CA
1554		John Skerry	Gloucester	MA
1555		Tom Doran	Oswego	NY
1556		Joe Caserta	Larchmont	NY
1557		Wayne Kent	Anchorage	AK
1558		Al Anderson	Powhatan	VA
1559	<i>Bandit</i>	Jim Ferguson	Pembroke Pines	FL
1560		Fred Deutsch	North Lauderdale	FL
1561		Christopher Hughes	Davie	FL
1562		Robert Hughes	Pembroke Pines	FL
1563		Joe Russell	Fort Lauderdale	FL
1564		Joy Wilkes	Los Gatos	CA

The CRonicle Honor Role

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

Christian Flebbe.....Miramar, FL
 Jerry Gibbs..... San Diego, CA
 Dick Huntington..... San Diego, CA
 Elaine Huntington..... San Diego, CA
 Wayne KentAnchorage, AK
 Brian Jobson Wolcott, CT
 Jean Malthaner San Diego, CA
 Dick MartinColumbia, MO
 Rick Martin.....Westport, WI
 Buttons Padin New Rochelle, NY

Deadlines for future CRonicles

issue	submission deadline	publication date
65 - Spring, 2010	March 15	April 1
66 - Summer, 2010.....	June 15	July 1
67 - Autumn, 2010.....	September 15	October 1
68 - Winter, 2011	December 15	January 2

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

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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 67, for example, you're good through the fall of 2010. If it says 65 or 66, 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.

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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 _____

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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	<input type="checkbox"/>	Membership Dues
FAMILY	\$27.50	<input type="checkbox"/>	
JUNIOR	\$12.50	<input type="checkbox"/>	

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): _____

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ALL OTHER COUNTRIES Postage	Must include \$15.00	<input type="checkbox"/>	
NEW MEMBERS PROCESSING FEE	Must include \$ 5.00	<input type="checkbox"/>	Processing/Convenience Fee
CREDIT CARD CONVENIENCE FEE	Will include \$ 2.50	<input type="checkbox"/>	
Total		<input type="checkbox"/>	Membership + Additional

You may receive 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.**

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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: _____ (Revised February 2009)

Send your completed form to:

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

Toll Free Phone: 888-237-9524

E-Mail: Membership@TheAMYA.org



CR 914 Class

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the **CRONICLE**

issue 64
Memories from the 2009 Nationals

winter, 2010

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