



issue 67  
autumn, 2010

the **CRONICLE**

# CR 914 Class

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



cr914class.org

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## the CRONICLE

is published quarterly

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## The 2010 CR 914 Nationals: It Came Down to the Last Race!

by Ernest Freeland

Skippers from all over the country descended on Annapolis for the 2010 CR 914 National Championship from October 1 to 3. It was a good thing that the regatta didn't start a few days before as the state of Maryland experienced record rainfall leaving roads and basements flooded all over the area.

When the entries were finalized 28 skippers registered, representing California, Connecticut, Florida, Illinois, Maryland, Massachusetts, New York, North Carolina, Oklahoma, Pennsylvania and Virginia.

Friday was scheduled to be a practice day at the venue but the weather gods had a different plan. The remnants of

the storm had left a beautiful day with lots of wind. Most of Friday saw winds in excess of 20 knots. The wise group of skippers did not want to risk damage to their 914's the day before the Nationals so they hung out at the World Wide Headquarters of the 914, Chesapeake Performance Models, which is where we held the Friday night cookout and did boat measurements and inspections.

What I found really great in this regatta was that we had three different groups of family members that were sharing the experience together. We had the father and son team of Lee Cagwin and Todd Cagwin, another father and son team of Dave Ramos and Alex ▶



photo credit: Bobbie Lawrence

A close finish on Sunday at the 2010 Nationals

### On the cover

This issue's cover features the Chugach Mountain Range, which provides a spectacular backdrop for the North Star RC Sailing Club's racing venue in Alaska. It was taken by Anchorage photographer Jerry George, using a Nikon D300 and an 80-400 mm lens at a focal length of 145 mm, and was submitted by NSRCSC's Wayne Kent.

Founded only two years ago by Phil Wright, NSRCSC has already become one of the largest and most active CR 914 fleets in the country. You'll find more photos and learn that, although its mountains and grizzly bears may be rather unusual, NSRCSC shares some of the same frustrations mother nature throws at us down in the Contiguous 48, in the "Tale of the Evil Pond Weed" by Peter Johnson that appears on page 9 of this issue. ■



photo credit: Jerry George



photo credit: Bobbie Lawrence

The elevated control area on the dock at Sandy Point State Park.



photo credit: Bobbie Lawrence

Skippers- and spectators-eye view from the dock.

Ramos (the youngest skipper entered) and brothers Charles “IV” McNamara and Michael McNamara. This is what I love about RC sailing; it is a great family sport that you can share. Also for the weekend Joe Russell was surrounded by family and one of my favorite parts of the weekend was when I looked down and saw Joe sailing his boat and flanked by his grandchildren offering support and encouragement. Several other skippers had invited other friends and family to introduce them to this great sport we have already discovered. Often between heats or breaks in the sailing you would look around and see newcomers with radio in hand skippering a competitor’s 914. This is what RC sailing is all about, family and friends sharing a great day together and sailing.

For Saturday and Sunday we had near-perfect weather for October. Temperatures for Saturday were in the seventies, and by the end of the day many had been spotted applying sunscreen. Sunday was a little cooler, in the upper sixties. The wind could have cooperated better, but what regatta have you attended that the organizer didn’t complain about the wind?

We divided the skippers into two fleets for seeding races. Each of the fleets sailed two seeding races back to back. After that we seeded the skippers with the red fleet taking to the water first with the top four being promoted into the blue fleet. At the skippers meeting the goal that I announced was thirty races. By the end of the weekend I guess you could say that we achieved that in a roundabout way. We sailed four seed-

ing races and thirteen races consisting of two heats for a total of thirty starts.

We sailed the promotion-relegation system for the both Saturday and Sunday.

There were certainly some memorable moments during the regatta. A few that stand out for me are Hank Buchanan’s horizon job of the fleet. David Ryan had such a lead in one race over Dave Ramos that he felt inclined to do a 360 for no other reason than he could prior to finishing a race in front of Dave Ramos. I also enjoyed watching newcomer Rick Boulay who was participating in his first CR 914 regatta, improve as the regatta progressed. There were many other skippers that sailed great races and had moments of glory during the weekend.

This regatta came down to a real battle between David Ryan of San Diego and David Ramos of Annapolis. As I was entering the race results the lead was changing between the two of them almost every race. It was amazingly close. By the end of the regatta the results showed how close the racing really was as they were tied. To break the tie we had to use the number of 9<sup>th</sup> place finishes to crown David Ryan the 2010 CR 914 National Champion. In third place was Charles “IV” McNamara (this is a correction due to a scoring error), in fourth place Kevin MacLellan, and in fifth place Todd Cagwin. Places three through five were separated by a mere eight points which illustrated how tight the racing really was for the weekend.

By the end of the regatta 24 of the 28 skippers had sailed at least one race

in the blue fleet. Five different skippers won at least one race: Buchanan, Jobson, MacLellan, Ramos and Ryan.

The Nationals was the third and final race in the CR 914 East Coast Regatta Series, and Kevin MacLellan was crowned the 2010 Champion (please see the article on page 8).

A regatta of this size would not be possible without all the volunteers that come out of the woodwork to make the regatta possible. Scoring is certainly an important component to the regatta; a great big scoring thank you goes out to Mrs. Cunningham who scored on Saturday and to Judy Skerry for scoring on Sunday. Thank you to Amanda Freeland and Karen Ramos for running all the errands and getting those last minute things that were needed to make the regatta a success. I don’t want to forget those that stepped up during the regatta to lend a hand where needed, unloading the car, adjusting the course, rescuing a boat or whatever else needed to be done. Thank you to all of the volunteers!

Congratulations to David Ryan, the 2010 CR 914 National Champion! 🏆

The top five — from five different states



photo credit: Ernest Freeland

L to R: 3rd- IV McNamara (OK), 2nd- Dave Ramos (MD), 1st- David Ryan (CA), 4th- Kevin MacLellan (CT), 5th- Todd Cagwin (NY).

## Thoughts from a Rookie

by Joe Russell, CR 914 1563, *Lime*

So here I am, sitting on the starting line at the 2010 Nationals. I'm shaking all over (remember the "dog and a peach seed" story\*) and sweating even though it's a cool day. I'm too new at this. What happened to the club guys who said "we are all going, it will be fun, we will help you out." Well, I'm all by myself, so I have to pull it out. These are the thoughts racing through my mind as the bell rings.

Now two seeding races — and I don't have to slink away as if I was never there!

\* Ed.note: Perhaps I am not the only reader who was unaware of this (cleaned up) Texas/Mississippi slang—the original version goes something like "shakin' like a dog s\*\*\*tin' peach seeds." (courtesy of UrbanDictionary.com)

Now the last race on Saturday is over. I'm in 20th place and I need a double Vodka!

Now it's Sunday morning. Cool. And with a strong wind — I like strong wind! I get hung up in the "bubble" and for six heats in a row I alternate between the red and blue fleets.

Now, the races are over and I've placed 16th, finishing in the blue fleet! What was I concerned about?

Annapolis put on a great event. I met many wonderful people, from the top bunch to the first-time guys like me. It was great and I can't wait for another shot at it!

These are my thoughts about the Nationals in Annapolis as my club, "South Broward," prepares to host the CR 914

Midwinters on February 19–20, Presidents' Day weekend. Hope to see all my new friends there. 📌



photo credit: Ernest Freeland

The author's boat, *Lime*, leads a tightly bunched pack around a windward mark at the 2010 Nationals.

## Haven't Sailed in a 914 Nationals? Why Not?

by Ernest Freeland

MANY CR 914 OWNERS are afraid to attend a national regatta fearing they aren't ready to sail at "that level." I quickly dismiss that idea because the Nationals are about so much more. They are about learning more about the 914 from fellow owners. Developing new friendships, and having a great weekend doing what you love to do, sail your 914. At Nationals you will find a level of sailing that will suit your level of sailing. By the end of the regatta you will be a better sailor with a bunch of new friends! Just try it and if you have a different experience than I describe please let me know! I look forward to seeing you at the 2011 National Championship. 📌



photo credit: Bobbie Lawrence

Typical Nationals action as the backlight fleet rounds the windward offset mark and heads downwind on Sunday at Annapolis.

## Tips on Boat Preparation for a Regatta

by Dave Ramos

There is nothing more disappointing than doing everything it takes to get to a regatta and then show up and have something go wrong with the boat. While you are busy planning how to get to the regatta, take care of the stuff at home, and at work don't forget to work on your boat! As the saying goes, "Prior Planning Prevents Poor Performance."

Over the years I have developed a list of things I inspect, adjust and clean to make sure that I have a worry-free, successful regatta.

**Electronics:** We always seem to see a lot of issues with these at a regatta; most of them can be avoided by following a few simple steps. ▶

- Remove the servo and switch plugs from the receiver and check for any corrosion.
- Clean or replace any problem plugs. Pay special attention to the battery connectors.
- Range check the transmitter.
- Cycle rechargeable batteries. It is also a good idea to run them through a battery tester to gauge capacity. I use the Ace RC Voltmaster 3 ([acehobby.com/ace/ACE2704.htm](http://acehobby.com/ace/ACE2704.htm)).

**Rig:** Tune and inspect your rig for ultimate performance! Don't forget to use the tuning guide that came with your kit. This guide is what I and many others use for base settings. A boat set up to the guide will be competitive.

- Check the shrouds for chafe and replace if necessary.
- Adjust backstay for proper mast rake and mark the bowsies for easy reference.
- Check the bow deck eye for any cracking and reinforce using the boom slide repair technique if already done ([rcyachts.com/Build/slides.htm](http://rcyachts.com/Build/slides.htm)).
- Check the main/jib sheet line for wear and possible chafing. Replace if necessary.
- Center the rig in the boat, making sure the rig is in line with the keel fin by sighting the boat from the bow. Mark the shroud bowsies for reference.
- Check the mast fittings to be sure they are securely attached to the mast and apply new CA to any loose fittings.
- Sight down the rig from above and adjust rigging to ensure that the mast is straight.

**Sails:** They supply the power to your boat and you want to make sure they are in good shape.

- Check the battens to ensure that they are adhered correctly.
- Check the luff of the main to be sure that the sail is just loose enough to flip across from one side to the other in a tack or jibe. *Important:* Replace any luff loops that are too tight.

**Hull:** The sails provide the power and the hull and foils provide the drag.

- Check your hull to make sure it is in the best shape possible to reduce the drag.
- Clean and wet sand with 1500 grit sandpaper to smooth any rough points on the hull, keel and rudder.
- A reduction of drag by just a few percent compared to a competitor can equate to quite a bit of distance over the length of an entire race.

By following these steps in preparing for your regatta you will arrive confident that your boat is ready to sail. I can't stress enough the importance of preparation for your regatta; it certainly increases the fun factor when you get to the water. While you can't plan for everything, I also recommend carrying a spares kit ([rcyachts.com/Accessory/spare\\_parts\\_kit.htm](http://rcyachts.com/Accessory/spare_parts_kit.htm)) to help you address any problems that may occur. This is a small investment to make that allows you to keep having fun on the water. If you have any questions please feel free to give me a call. 📞

## Tips on Hosting Your First Large Regatta

by Ernest Freeland

Sailing the CR 914 is a lot of fun. What makes it even more fun? Sailing with other CR 914ers from around the country!

Once your club is comfortable running regattas for your group you should consider hosting a regatta and inviting other sailors to come join you. I remember my first CR 914 regatta outside of our home fleet. We took a group from our club and went to sail at Larchmont Yacht Club. This was a new and eye-opening experience. I hadn't really thought of traveling with my 914 like I had with my "real boat," but when I did I was introduced to a whole new world. Not only did I get to know my local 914ers even better, but I met a whole new group and a new series of friendships began.

When you start to consider hosting a regatta and inviting others to come sail with you, start with something ►►



photo credit: Bobbie Lawrence

A Blue Fleet start on Saturday at the 2010 Nationals.

basic until you get comfortable with the process. The more of these basic regattas that you host the easier it gets. No two regattas are ever the same, but the process is. As you get better at running and managing events you can grow your regattas in scope and activities. Consider hosting an AMYA Regional Championship at some point. One nice thing about a Regional regatta is that most people in your region will be within driving distance of your club. If you are on the East Coast also consider hosting a regatta as a part of the CR 914 East Coast Regatta Series.

Here are some things to consider when you host a two-day regatta:

Many skippers will arrive on Friday and want to practice at the venue. You may want to set a time for that. You'll need to have a representative from the club present, and some marks in the water. This is not critical for your basic regatta but for a larger regatta with skippers from out of the area it is nice. A gathering on Friday night is always nice and is a great way for skippers to get to know each other prior to the racing. You may want to have a cookout, or simply suggest a place for everyone to gather. Again, this isn't critical to a basic event, and if you publish a skippers list prior to the regatta people will know who is coming and can come up with their own activities for the evening.

Depending on your start time you should offer some breakfast on Saturday and Sunday. At the least you need to have coffee available to get everyone headed on the right track. Lunches are an important part of the day; well-fed skippers are happy skippers!

For Saturday night you should certainly plan a function of some kind. All the skippers will be in town and looking for something to do that evening. A cookout at a local skipper's place is an option; as is going to a local restaurant that offers a place for everyone to gather in one place. The important part is providing a place where everyone can get together to swap stories with each other and get to know each other more.

It is always a challenge to figure out what people will eat and how much. You can count on the fact that you won't get it right, but it is no big deal. Just adapt and learn from it. At this year's Nationals, Michael Frerker had an interesting take on breakfast food. He believes people eat less the first morning because they are amped up and excited and nervous to get the racing started. Once Sunday morning rolls around people are more relaxed and into the rhythm of the regatta so they'll eat more.

On the racing side of things you'll need volunteers to make the day a success. Volunteers are needed to score and call the line. You'll need a rescue boat and someone to do the rescuing. This will also double as the mark boat. You will also need people to pick up the food, unless you have it delivered.

One trick that I learned from Tim Mangus is to set multiple variations of a course so as the wind shifts you can quickly and easily change the course. Our club sets multiple marks that are color coordinated so we can just call the course color. Larchmont uses numbered marks so before each race they just call the numbers of the marks to round. Make sure the numbers are easily legible. LMYC mounts large milk jugs on the top of their marks with large numbers on each ►



photo credit: Bobbie Lawrence

As Chuck Luscomb and Brian Jobson point out in their Do's and Don'ts on the next page, onto virtually every regatta some bad wind must fall, as it did before this shot was taken on Saturday at the 2010 Nationals. When it happens, most of the time it is wise for the Race Committee not to "chase the wind."

side. Remember the skippers came to sail and don't want to spend the day waiting for you to change the course. The courses need to be fair but you could spend a long time and lose a lot of sailing time making it perfect.

### Regatta Do's and Don'ts

I asked some others that have been involved in planning large regattas for their top three Do's and Don'ts. Here is what they had to say:

*Chuck Luscomb*

- ☺ *Do* have a plan and plan ahead.
- ☺ *Do* have activities for the sailors when not sailing.
- ☺ *Do* make it fun, and remove hostile influences.
- ☹ *Don't* expect the wind to come from the direction it always comes from, because when you host a large regatta it never comes from there. Plan for the worst wind direction and you will be ready.
- ☹ *Don't* "chase the wind" by changing the course too much unless it is really bad. People came to sail and most know it can't be perfect all the time.
- ☹ *Don't* cheap out on the trophies. Do try to give each skipper something to say thank you for coming and spending time with us.

*Brian Jobson*

- ☺ *Do* advertise early and often; get on the phone, too.
- ☺ *Do* have a flexible venue capable of handling wind directions you have never seen before.
- ☺ *Do* stress having fun, fun, fun!
- ☹ *Don't* change the course unless it is almost impossible to sail because of a shifting breeze.
- ☹ *Don't* run out of liquids for the sailors.
- ☹ *Don't* deviate from the sailing instructions. Example: A 5-minute hold is a 5-minute hold and no longer.

*Dick Martin*

- ☺ *Do* emphasize FUN, and then make sure you deliver on your promises.
- ☺ *Do* start planning early, like at least 12 months ahead.
- ☺ *Do* publicize *relentlessly*. Create a dedicated regatta

website. Use AMYA's regatta listings on the web and in *Model Yachting*; the *AMYA Bulletin*, the CR 914 class website, the *CRonicle* and our Yahoo group; and 'personal diplomacy.'

- ☹ *Don't* forget that the devil is in the details, e.g., race management, scoring, social functions, meals, etc.
- ☹ *Don't* overestimate your (personal and fleet's) own time, ability and energy. Enlist/recruit plenty of help, from other fleets, classes, and full-scale clubs if necessary.
- ☹ *Don't* get discouraged when entries or even inquiries don't pour in, particularly when hosting for the first time. Remain relentlessly optimistic and work even harder to recruit registrants.

All of these are really great suggestions and if you use them as a guide to planning your regatta you will be off to a great start.

Don't be afraid to host a larger regatta. It may seem a little overwhelming to begin with, but it can be a whole lot of fun. But you won't know that until you give it a try. Ask questions and request help from other clubs that have already hosted regattas. Everyone is willing to help because we have all been in your shoes before. Plus we love to sail our 914s as much as you do and want more regattas to participate in. 📷



That's Regatta Chairman, PRO, mark-setter, photographer, author, and associate editor of this edition of the *CRonicle*, Ernest Freeland, holding his camera between shots at the 2010 Nationals. Thank you, Ernest!



This sequence of photographs was shot by Ernest Freeland on Sunday morning at the 2010 Nationals. It shows Rick Boulay's boat nearly getting wiped out by a gust as it careens toward a leeward mark but recovering just in the nick of time to execute a perfect heavy-weather gybe. Great job, Rick, and Ernest!

# 2010 East Coast CR Regatta Series

by Brian Jobson

FIFTY, COUNT'EM, FIFTY, boats raced in this year's East Coast CR Regatta Series, which consisted of the New England Spring Regatta in April, the Region 1 Championships in June and the Annapolis Nationals in

October. The series winner proved to be the only 914er who raced in all three regattas, Kevin MacLellan from the Dry Pants MYC in Connecticut. Dramatically demonstrating the importance of consistency, Kevin placed 4th in the NESR, 4th in Region 1, and 4th in the Nationals, to edge out Dave Ramos from Chesapeake Bay MRA, who won the NESR and placed 2nd in the Nationals, by seven points.

Seven 914ers raced in two EC-CRRS regattas; all seven finished in the top ten, and the top five finishers in the ECCRRS all raced in two of the three regattas. The scoring method awards points in proportion to regatta size, as illustrated by the 6th place finish of David Ryan from the San Diego YC fleet who raced in (and won) only the largest regatta, the 28-boat Nationals.

The East Coast CR Regatta Series is the brain child of Ernest Freeland, David Ramos and Chuck Luscomb. The intent is to tie several regattas together and add an incentive in the way of a perpetual trophy, for those who do not normally travel to throw their boats in the back of the vehicles and participate in events outside of their own clubs.

To participate in the ECCRRS a 914er needs to do nothing except attend one or more of the scheduled events for a season. There is no additional cost or fee associated with the series.

## ECCRRS for 2011:

As this *CRonicle* goes to press it appears that the 2011 Series will consist of *four* regattas: **1**-Midwinter Championship, FL, Feb. 19-20; **2**-New England Spring Regatta, CT or NY, April; **3**-Region 1 Championships, MA, June; **4**-CBMRA Invitational, MD, Oct. or Nov. If both Dry Pants MYC and Larchmont MYC decide to host events, a

2010 East Coast CR Regatta Series <i>COMPETITORS</i> (listed alphabetically)	NE Spring Regatta Killingworth CT April 17-18	AMYA Region 1 Marblehead MA June 26-27	CR 914 Nationals Annapolis MD October 1-3
Name	Place/Points	Place/Points	Place/Points
Baldwin, Jack	10/13	DNC	DNC
Barker, Donald	DNC	DNC	17/16
Boulay, Paul	DNC	13/6	DNC
Boulay, Rick	DNC	DNC	27/6
Buchanan, Hank	18/5	DNC	11/21
Cagwin, Lee	8/15	DNC	15/18
Cagwin, Todd	9/14	DNC	5/29
Campanelli, Rocco	12/11	DNC	DNC
Cichowski, Fran	14/9	DNC	25/8
Cunningham, David	DNC	DNC	28/5
Demerest, Doug	16/7	DNC	DNC
Dempsey, Bill	14/9	DNC	DNC
Dion, Al	DNC	2/21	DNC
Earle, James	DNC	DNC	23/10
Eger, John	DNC	DNC	13/20
Fearn, Al	DNC	10/9	DNC
Feinberg, Stuart	DNC	11/8	DNC
Frerker, Michael	DNC	DNC	22/11
Godsman, Jim	17/6	DNC	DNC
Goodwin, Stan	DNC	6/13	DNC
Graf, Scott	DNC	DNC	9/22
Graves, David	DNC	DNC	24/9
Hough, Bill	DNC	DNC	18/15
Housten, Aaron	DNC	DNC	19/14
Jobson, Brian	DNC	3/19	12/21
Lawrence, David	DNC	DNC	26/7
Luscomb, Chuck	2/25	DNC	DNC
MacLellan, Kevin	4/21	4/17	4/31
Malthaner, Jean	DNC	DNC	6/25
Martin, Biff	13/10	7/12	DNC
Martin, Dick	7/16	DNC	DNC
McNamara, Charles	DNC	DNC	3/33
McNamara, Michael	DNC	DNC	14/19
Padin, Buttons	5/19	DNC	DNC
Pelley, Jon	DNC	DNC	21/12
Poindexter, Chuck	3/23	DNC	DNC
Purdon, Sandy	DNC	DNC	8/23
Ramos, Alex	DNC	DNC	7/24
Ramos, David	1/27	DNC	2/35
Russell, Joseph	DNC	DNC	16/17
Ryan, David	DNC	DNC	1/37
Schoonmaker, Renny	11/12	DNC	DNC
Shluger, Bob	6/17	DNC	DNC
Skerry, John	DNC	1/23	10/22
Skinner, Tom	DNC	12/7	DNC
Sullivan, Tom	DNC	8/11	DNC
Uhl, Bill	DNC	9/10	DNC
Uhl, Steve	DNC	5/15	DNC
Wick, Dudley	DNC	DNC	20/13
Zimmerman, Paul	DNC	14/5	DNC

fifth regatta may be added to the ECCRS schedule. Stay tuned to the CR 914 class website at [cr914class.org](http://cr914class.org) to keep abreast of the latest ECCRRS news. 

2010 East Coast CR Regatta Series <i>FINAL STANDINGS</i>		
Place	Name	Points
1	Kevin MacLellan	69
2	David Ramos	62
3	John Skerry	45
4	Todd Cagwin	43
5	Brian Jobson	40
6	David Ryan	37
7	Lee Cagwin	33
8	Charles McNamara	33
9	Hank Buchanan	26
10	Chuck Luscomb	25
11	Jean Malthaner	25
12	Alex Ramos	24
13	Chuck Poindexter	23
14	Sandy Purdon	23
15	Biff Martin	22
16	Scott Graf	22
17	Al Dion	21
18	John Eger	20
19	Buttons Padin	19
20	Michael McNamara	19
21	Fran Cichowski	17
22	Bob Shluger	17
23	Joseph Russell	17
24	Dick Martin	16
25	Donald Barker	16
26	Steve Uhl	15
27	Bill Hough	15
28	Aaron Housten	14
29	Jack Baldwin	13
30	Stan Goodwin	13
31	Dudley Wick	13
32	Renny Schoonmaker	12
33	Jon Pelley	12
34	Rocco Campanelli	11
35	Tom Sullivan	11
36	Michael Frerker	11
37	Bill Uhl	10
38	James Earle	10
39	Bill Dempsey	9
40	Al Fearn	9
41	David Graves	9
42	Stuart Feinberg	8
43	Doug Demerest	7
44	Tom Skinner	7
45	David Lawrence	7
46	Jim Godsman	6
47	Paul Boulay	6
48	Rick Boulay	6
49	Paul Zimmerman	5
50	David Cunningham	5

# Tale of the Evil Pond Weed

by Peter Johnson, CR 914 1519, *the Wasp*)

**T**he North Star RC Sailing Club in Anchorage, Alaska is growing rapidly with ten new boats ordered and others under construction and an enthusiastic group of regular racers. We've attracted "big boat" sailors from the Big Lake Sailing club in the Matanuska Valley, and the William H. Seward Yacht Club in Seward.

The big challenge here is finding the proper venue for racing. Anchorage has a number of lakes and lagoons. Several have great features for racing model sailboats but also challenges. Our preferred location is Westchester Lagoon near downtown Anchorage. The famous Tony Knowles Coastal Trail runs along the lagoon so lots of locals and tourists out on a summer jog, bike, or stroll stop to watch and participate in our races. It is located adjacent to Alaska's Cook Inlet so has consistently good winds. Unfortunately, it has the dreaded pond weeds. These grow from the shallow bottom as the water warms up in June. Typically we get a month of sailing after break-up but by June the weeds grab our keels and rudders and stop the boats cold!! So we move on.



The author and *the Wasp* demonstrate one of Cuddy Park's weeds.

Our second-best venue is Cuddy Pond, which is located in a recently completed park in Midtown Anchorage. Weeds are less of a problem there (although they are beginning to appear there as well), and the shoreline is easily walked for following the boats around the course. Cuddy Pond has another problem, however: the wind. The body of water, which is man made, sits in a bowl with a bank of trees along one side. The combination of being in land away from the sea breeze, the depth of the bowl, and the bank of trees often results in light and fluky winds. And so we move on.

Our latest venue is Delong Lake [no picture available yet]. This is a scenic 20-acre natural kettle pond with nice inlet breezes and a dock for launching and sailing (when we can wrestle it from the fishermen). There are patches of weeds there as well, but they can mostly be avoided when racing. The water is deep, so when you do catch a weed it creates quite a sea anchor and that race is over for you. The other challenge at Delong Lake is the prevailing wind direction that requires the windward mark to be set quite far offshore. Those of us with aging eyes have a hard time judging the proximity of the boat "rounding" the mark.

We are looking into non-chemical weed eradication as a solution to our weed problems, hopefully at Westchester Lagoon. If you have a solution to this problem, please let us know. In the mean time, when you are visiting Alaska to see the wolves of Mount McKinley or the grizzly bear that visits my back yard, come down for an evening of sailing with the North Star RC Sailing Club. But check our blog first for our latest sailing venue - [nsrsc.blogspot.com](http://nsrsc.blogspot.com). 



photo credit: Jerry George

Westchester Lagoon



Cuddy Pond

## CURMUDGEON'S OBSERVATION

(from Scuttlebutt\* #3180, Sept 20, 2010)

After God created man  
He acknowledged, "I can do better than this!"

\* To subscribe, visit [sailingscuttlebutt.com/subscribe](http://sailingscuttlebutt.com/subscribe)

## NEW MATH

$$\frac{1}{n} \sin x = ?$$

$$\frac{1}{x} \sin x =$$

$$\sin x = 6$$



## THE BOATYARD

Eric Matson from the Inner Harbor fleet in Syracuse sent us this picture of the “stay-dry” gaiters on the control openings of his CR 914, *WASA II*, whose unusual name was featured in *CRonicle* 66. “Gaiters” is a clever name for these low-tech devices he makes from shrink tube and packs with petroleum jelly. They “seem to work really well at keeping the bilges dry” Eric says. 📌



## THE RECYCLE BIN

Editor’s note: This ‘new’ column will become a semi-regular feature of the *CRonicle* as it enters a new era — about which you will read more on page 14. There are lots of timeless articles lurking in the 14 years of archived issues of the *CR 914 NEWS* and *CRonicle*, and it is time to begin to republish some of the best of them.

Since future America’s Cups will be contested in ultra-high-speed multihulls, the following essay, written by its founding editor for the second issue of the CR 914 class “newsletter” way back in December, 1996, is an obvious choice to lead off the series. Here it is, printed for old times sake to resemble the way it looked in the *CR 914 NEWS*. Enjoy!

### Sail a 58 knot America’s Cup Boat

Chuck Winder

With about 50 years of full scale sail boating experience, I started racing R/C model sailboats in August of 1995. My boat of choice was a Worth Marine CR 914 one-design, a 36 inch long America’s Cup boat look-a-like.

My first races were an epiphany. (Dictionary: **a.** *A sudden manifestation of the essence or meaning of something.* **b.** *A comprehension or perception of reality by means of a sudden intuitive realization.*) Basically, I was always behind the boat. Our fleet races often have 15 boats and I was always in trouble. Tactical situations developed so quickly that it was beyond my ability to properly respond.

What I discovered (new to me, common knowledge to experienced model racers) was the impact of “scale speed” on the perception of boat speed. After some analysis, it became clear that the scale speed of models is incredible.

Starting with the well known “hull speed” formula (hull speed in knots is equal to  $\sim 1.4$  times the square root of the water-line length of the boat in feet), it was possible to calculate the time it takes for any boat to travel ten boat lengths. (A boat is approaching its hull speed when there is a bow wave and a stern wave with one long trough in between. In general, a boat can not exceed its hull speed unless it is capable of planing.)

The table below summarizes the impact of *scale speed* on the new model boat racer.

\**Scale speed* is defined here as the speed an America’s Cup boat would need in order to travel ten boat lengths in 7.4 seconds. That is

the time it takes a CR 914 to travel ten boat lengths.

**Even Coutts, Conners, Dellanbaugh, and others of that ilk, would require a certain amount of adaptation to race a 58 knot AC boat.**

So now it is easier for me to understand why it is so difficult to sail a boat at its best performance and also look ahead to plan successful tactical maneuvers. Only time will tell if this understanding will result in improvement in my finishes.

This analysis shows the wisdom of the originators of the “four boat length overlap for room at the mark” rule for models.

	<u>CR 914</u>	<u>AC</u>
Water line length, feet	3	70
Hull speed, knots	2.42	11.7
Time to go ten boat lengths, sec	7.4	35.9
Scale Speed, knots* (see text)	2.42	<b>57.7</b>



## The Need for Speed

by Dick Martin

**T**HE NEXT EDITION of the America's Cup will be contested in high-speed catamarans rather than those graceful, sedate, and 'slow' monohulls of the AC Class after which the CR 914 was patterned.



Artist's concept of the design of the AC72 Class

### AC72 Class

LOA.....	72 feet
Beam.....	46 feet
Displacement .....	15,500 pounds
Wingsail area.....	3,230 square feet
Wingsail height...	130 feet
Crew.....	11 (no motors)
Wind range.....	5 to 30 knots

At 72 feet, the new AC72 Class boats will be about the same length as their predecessors, but, to try to revive interest in the America's Cup, they will be *much* faster. Although this controversial departure from a 160 year tradition may attract a little more attention from television when the next matches roll around, I wouldn't bet that, in America at least, the America's cup will threaten the popularity of traditional spectator

sports. Indeed, I'll go way out on a limb and predict that it will continue to rank closer to radio-controlled sailing than football or NASCAR.

Nor will the speed of the new America's Cup cats seriously threaten the CR 914's scale speed dominance. Designed to fly a hull in 5 to 6 knots of true wind speed, their target boat speeds in winds under 10 knots are 1.2 times the true wind speed upwind and 1.6 times true wind speed downwind. And their maximum speed, say reaching in 20 knots of wind, will probably be 'only' about 40 knots. Whew. Looks like we will dodge that bullet. For now.



Groupama 3

But probably not for long. Although maxis like the 103-foot-long trimaran *Groupama 3* which holds the Jules Verne Trophy for the fastest circumnavigation (48 days, 7 hours, 42 minutes, 52 seconds) still have a long way to go — *Groupama 3* averaged only 18.76 knots on that voyage and her maximum transient speed was only 47 knots — other designs are hot on our 58-knot tail.

Our most serious challenge seems to be coming from the French team of Alain Thébault. Last year his hydrofoil trimaran *l'Hydroptère* set the world 500 meter and nautical mile records at 51.36 and 50.17 knots respectively. (Since *l'Hydroptère* is only 60 feet long, you



*l'Hydroptère*

could argue that her scale speed tops that of the CR 914, but since she is 79 feet *wide* I'll stipulate that beam should count as much as length. Furthermore, Winder's evaluation considered only the 914's *hull speed*, and a 914 *planes* much faster than that.) But this year Thébault unveiled *l'Hydroptère.ch*, a new two-hulled hydrofoil, to try to break his own records, and, alas, *l'Hydroptère.ch* is only 35 feet long.



*l'Hydroptère.ch*

So it looks like *l'Hydroptère.ch* and others of her ilk are bound to top our scale speed record in the near future.\* Like Satchel Paige said: "Don't look back. Something might be gaining on you." **■**

\* Actually, other boats' scale speeds already have left us in their wake. A windsurfer (less than 20 feet long) has been clocked at 49.09 knots for 500 meters and a kitesurfer at 50.57. And then there is the 12-inch-long RC Footey class with it's hull speed of about 1.4 knots; applying Winder's logic and math, the Footey is about twice as 'fast' as the CR.

More wisdom from Satchel Paige:

"Age is a question of mind over matter. If you don't mind, it doesn't matter."

"If your stomach disputes you, lie down and pacify it with cool thoughts."

**GREETINGS FELLOW CR ENTHUSIASTS**, we at the LLMYC are pleased that our numbers here continue to grow with new members and their boats added to our fleet in the last couple of months. We have twelve very active members now and our Tuesday and Thursday race days have become quite a popular visual attraction for folks enjoying a walk or picnic at the lake.



We are very lucky that the city has allowed us to leave our marks permanently placed on the lake. Since our lake is huge this does lead to some unforeseen issues though. A rescue craft is not easily available for those rare occasions when one of our reliable CRs goes astray because there is no need to bring a kayak to set out the marks every race day. Most of the time other CRs can nudge the broken craft to shore, or it simply drifts close enough to rescue.

One instance that may require a special trip to bring out a people boat rescue craft is when a boat gets snagged on a buoy attachment line. Since the water volume of the lake drops significantly in the summer there will be a lot of slack in the buoy attachment line to its weight on the bottom. This slack line is what can snare those of us that might cut our mark rounding a little too close.

Over the years we have tried various types of material and attachment methods for our buoys. The most recent style is shown here. The new buoys are less likely to be snared by passing boats, because of the added two-foot piece PVC pipe from which we attach the line that goes



to the weight on the lake bottom. We have found this style much less likely to capture a passing CR than a direct line to the weight from the float. Also, if a boat does get snarled up with the pipe it always just floats away easily. The floats themselves are large fishing buoys recovered from commercial fishing gear washed up on local beaches, although they could be ordered new from a commercial fishing gear supplier. The buoys already have a hole through

the center that is just the right size for 1/2-inch PVC pipe to fit snugly through. To that we add a couple of feet of 3/4-inch PVC pipe that is capped on the bottom. Then we fill the pipe with weights to keep it hanging straight down and cap the top. A line runs through the length of the pipe with a loop at the bottom to attach the bottom weight line. We have painted the buoys a very visible bright color that really helps us pick them up out on the lake. All in all they have been a welcome addition to our sailing days, enabling us to concentrate more on that chess match on the water. **▲**



## Inner Harbor MYC Syracuse, NY

by Lee Cagwin

**ON THE FOURTH OF JULY** the Inner Harbor Model Yacht Club scheduled a series of races at the Henderson Harbor Yacht Club on Lake Ontario. Several HHYC members gathered around and were invited to take a turn at the controls, which they did not want to give up, and proceeded to race five or six races. As a result we gained three new 914 sailors as members of IHMYC. With the assistance of Dave Ramos three new kits are in the hands of Ross Jacobs (pictured), Matt Klucznik and Dave Chapman. Hands on trials closed the sales (sails). **▲**



## South Broward Model Sailing Club Pembroke Pines, FL

*by Christian Flebbe*

FOR MOST SAILORS UP NORTH in the U.S. the sailing season is winding down. So we here in the South Broward Model sailing Club would like to invite all CR 914ers to make plans to enter our annual Midwinter Regatta, which will be held on February 19 and 20. You will be able to read all about this event in the Notice of Race that will be posted on our club website (*sbmsc.com*) soon. Also, every snowbird and anyone who will be around the South Florida area (Miami/Ft. Lauderdale) for any reason this winter who feels like sailing and having some fun at our lake on other weekends this winter, is invited to join us for our Winter-Spring 2010/2011 Series.

Basically, we sail every Sunday from about 12:00 to approximately 3:00PM. Our two club fleets, Soling 1Ms and CR 914s, race on alternate Sundays (and a few Sundays are reserved for and include fun/practice/tuning and club meetings as well). If you are in town or plan to be near here on a Sunday when we are sailing, but with no boat and want to sail, let us know, so that we can try to arrange one of our club loaners for you. Feel free to contact us at *christianflebbe@hotmail.com* or through our website.

Our CR 914 Winter-Spring Series races are scheduled on December 5; January 9; January 23; February 19–20 (the Midwinter Regatta, which will count double towards the Winter-Spring Series championship); and March 20. We look forward to having you join us this winter.

Here a couple of new pictures, and the results of the two CR 914 series SBMSC has sailed so far this year. 📄

SPRING SERIES (DNC = 9 points)				dates (throwout)						points	
place	sail #	club	name	4/11	4/25	5/9	5/23	6/13	6/27	total	net
1st	1340	SBMSC	Fred Deutsch	1	1	3	2	2	1	10	7
2nd	1441	SBMSC	Christian Flebbe	DNC	2	2	1	1	3	18	9
3rd	1563	SBMSC	Joe Russell	3	5	4	4	4	2	22	17
4th	841	SBMSC	Carlos Ancinez	DNC	DNC	1	3	3	5	30	21
5th	1559	SBMSC	Jim Ferguson	4	3	6	5	5	4	27	21
6th	1561	SBMSC	Chris Hughes	2	4	5	6	DNC	DNC	35	26
7th	1319	SBMSC	Vince Peritore	6	7	DNC	7	6	DNC	44	35
8th	1562	SBMSC	Robert Hughes	5	6	7	DNC	DNC	DNC	45	36

SUMMER & FALL SERIES (DNC = 13 points)				dates (throwout)								points	
place	sail #	club	name	8/8	8/22	9/12	9/26	10/17	10/31	11/7	11/21	total	net
1st	1441	SBMSC	Christian Flebbe	1	2	4						7	3
2nd	1340	SBMSC	Fred Deutsch	2	3	2						7	4
3rd	1594	SBMSC	Seth Withcomb	6	1	5						12	6
4th	1561	SBMSC	Chris Hughes	4	DNC	3						20	7
5th	1563	SBMSC	Joe Russell	3	4	7						14	7
6th	1319	SBMSC	Vince Peritore	5	5	6						16	10
7th	1562a	SBMSC	Tony Gonsalvez	DNC	DNC	1						27	14
8th	1595	Naples	David Boulanger	8	6	DNC						27	14
9th	1562	SBMSC	Robert Hughes	7	DNC	DNC						33	20
10th	841	SBMSC	Carlos Ancinez	DNC	DNC	DNC						39	26
10th	1559	SBMSC	Jim Ferguson	DNC	DNC	DNC						39	26
10th	1596	SBMSC	Jonathan Ellys	DNC	DNC	DNC						39	26



*photo credit: Christian Flebbe*

Intrepid CR 914s glance warily at a storm approaching C.B.Smith Park



*photo credit: Bruno Frontino*

Appropriately, this gorgeous portrait of Fred Deutsch's *Sanguine* was made by a former New York fashion photographer who has joined SBMSC. Look for one of Bruno's pictures on a *CRonicle* cover before long.

# Ramblings from your Class Secretary

by Rick Martin

**I**T WAS A GOOD SUMMER for the CR 914 class. The buyout transaction that I reported about in the *CRonicle* last quarter is complete and all the molds and some excess inventory will soon be safely in the hands of our distributor Dave Ramos of Chesapeake Performance Models. He will continue to deliver kits and built boats from his current inventory while he ramps up full production here in the U.S. Dave has already begun the task of finding vendors for the various components who can manufacture parts to the same exacting standards that were produced in Japan. His mission is to ensure that the U.S.-built kits are no more or less competitive than the previous Japanese-made kits.

CR 914 class growth surged by nearly 30 new registrations over the past quarter with fleets in San Diego California, Anchorage Alaska and the

South Broward MSC in the Miami/Fort Lauderdale area of Florida leading the way. Renewals to the *CRonicle* were also well above normal for the quarter. FYI, there has been some discussion of going to an electronic only version of the *CRonicle*. If you have an opinion one way or the other please let me know.

## **CR 914 class growth surged by nearly 30 new registrations over the past quarter**

Just a reminder that every up-to-date subscriber to the *CRonicle* has access to every past issue electronically through the Members Area of our website at *CR914class.org*, using the current password that is printed in each issue.

I think it is worthwhile to comment on the recent AMYA election results, which I believe will result in a further improved organization. I encourage all of you non- or past-AMYA members to join and check it out. I have been a

member since 1996 and have to say that I am more encouraged by the direction of the AMYA under the new leadership than I have been at any time in the past.

Congratulations to our new national champion David Ryan of San Diego. A complete recap of the regatta is included in this issue of the *CRonicle*.

And congratulations and a big thank you to Ernest Freeland and his crew of volunteers from the Chesapeake Bay Model Racing Association in Annapolis, Maryland for hosting another successful Nationals event. We are soliciting interest from clubs to host the 2011 Nationals. So far the South Broward Model Sailing Club near Orlando Florida has indicated an interest. If your club would like to be considered for the 2011 Nationals please let us know. It will be decided in the next few months. 📌

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## New editorial policy

by Dick Martin

**HAD THIS ISSUE** of the *CRonicle* followed the editorial pattern of the last five years and been published on schedule, it would have contained only eight pages. Submissions of articles, fleet reports and letters to the editor have been slowly but steadily declining; several of our best and most reliable authors have stopped contributing completely; and my own reservoir of ideas for new articles is running dry as well.

Therefore, I postponed publication of this issue in order to include articles and photographs from the 2010 Nationals, which was held a few days after this autumn issue should have been published and in the mail. I am deeply indebted to Regatta Chairman Ernest Freeland who saved the day by volunteering to rush the preparation of the Nationals section that is the highlight of this

issue. (If you have run a major regatta you know that being bugged to submit your write-up right away is no fun; a regatta chair deserves a few days to do nothing more than bask in the glow of a job well done, and at least two more weeks of down time to fully recover from regatta-induced battle fatigue).

So this month necessity gave birth to another invention. And issue 67 became the first of a new breed of *CRonicle*. From now on each issue will be co-written/co-edited by key members of CR 914 fleets in rotation, following the precedent that has been set by Ernest and his Chesapeake Bay Model Racing Association. Each quarter, one fleet will be responsible for about half of the content of that issue, consisting of news about that fleet plus several articles that deal with local issues of

general interest like "Tale of the Evil Pond Weed" on page 9 of this issue, and more cosmopolitan subjects such as new installments of the late, somewhat lamented, "Just Sailing" series, "Radio-Activity," "The Boatyard," "Nut on the End of the Joysticks," "Follow in My Wake" and other humor, etc. 📌

### *Fleet assignments for the next 8 issues*

issue	date	CR 914 fleet
68	winter 2011	San Diego YC
69	spring 2011	Dry Pants MYC
70	summer 2011	North Star RC SC
71	fall 2011	Larchmont MYC
72	winter 2012	Laguna Lakes MYC
73	spring 2012	South Broward MSC
74	summer 2012	Marblehead MYC
75	fall 2012	CBMRA*

\* or another club that by then will have qualified to join this distinguished group.



# Who's Gotta Regatta

Here you will find every 2010/2011 regatta that has been scheduled so far this year with 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. (\* indicates that a regatta is a component of the East Coast CR Regatta Series.)

2010 CR 914 Midwinter Regatta  
February 12-14

South Broward Model Sailing Club  
C.B. Smith Park, Pembroke Pines (Broward County), FL  
[cr914class.org/regatta\\_midwinters\\_2010.php](http://cr914class.org/regatta_midwinters_2010.php)

Yachtapalooza Regatta  
March 27

Crowley's Yacht Yard, Chicago, IL  
[cr914class.org/regatta\\_yachtapalooza.php](http://cr914class.org/regatta_yachtapalooza.php)

Clovelly's 10th Annual Cow Pond Regatta  
April 11  
Clovelly Farm, Chestertown, MD

Corte Madera Regatta  
April 17  
San Diego Yacht Club  
Mission Bay Model Yacht Pond, San Diego, CA

Fourth Annual New England Spring Regatta\*  
April 16-18  
Dry Pants Model Yacht Club  
Venuti's Pond, Deep River, CT  
[dpmc.com](http://dpmc.com)

3rd Annual Anchorage Cup Regatta  
June 6

Northstar RC Sailboat Club  
Cuddy Family Midtown Park, Anchorage, AK  
[cr914class.org/regatta\\_anchorage\\_cup.php](http://cr914class.org/regatta_anchorage_cup.php)

AMYA Region 1 Championships\*  
June 26-27

Marblehead Model Yacht Club  
Redd's Pond, Marblehead, MA  
[cr914class.org/pdfs/region-1\\_results.pdf](http://cr914class.org/pdfs/region-1_results.pdf)

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](http://rcyachts.com/Nats/2010/Nats2010.htm)

Houston Fall Regatta  
October 24

The Yacht Club  
Summerwood Lake, Houston, TX  
contact Walt Douglas - [waltdouglas@earthlink.net](mailto:waltdouglas@earthlink.net)

2011 CR 914 Midwinter Regatta\*  
February 19-20, 2011

South Broward Model Sailing Club  
C.B. Smith Park, Pembroke Pines (Broward County), FL  
contact Christian Flebbe - [christianflebbe@hotmail.com](mailto:christianflebbe@hotmail.com)

## Chesapeake Performance Models – CR 914 World Wide Headquarters

*by Ernest Freeland*

WHEN WE THINK ABOUT the CR 914 here we associate it with Worth Marine and Chesapeake Performance Models. What you may not have known is that the kit is imported from Japan; with a lot of modifications being done by the distributor here in the states to produce the kit that you purchase. Once it arrives here each and every kit is opened, inspected for quality, and many of the unused parts are discarded or recycled where possible. Then the upgraded parts are added such as the radio board parts, the sail reinforcement patches, spectra, the epoxy and the radio system.

Each radio system is also tested prior to being included in a kit to ensure proper function. Then the building instructions are added and the kit shipped to the new owner.

This is all about to change. By the time you read this the tooling should have arrived from Japan to Dave Ramos' shop. Dave and Rick Martin have negotiated with AG Industries for months to secure the purchase of the tooling for the CR 914. Also included in the purchase is the tooling for the CR 610, a smaller version of the CR 914. Production of this boat is planned for the future as CPM plans to focus on the 914. Dave Ramos said this

when asked about the tooling, "I am very excited about this development; it will secure the future of the CR 914 forever and allows us to make sure we always have a supply of the 914 available for new comers who want to join this great class."

With this purchase Chesapeake Performance Models becomes the sole supplier and source for the 914 worldwide. Chesapeake Performance Models looks forward to being able to control the supply and the quality of the CR 914 kit so it remains the strict one design class it is today. ■

## Class website PASSWORD

The October–December 2010 password is:

# enCRoach

(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 68 of the *CRonicle*.

## New registrations & transfers

(June 25–September 30, 2010)

Sail No.	Boat name	Owner	City	State
510	<i>Tres Amigos</i>	Kurt Kammerer	San Diego	CA
582		Gary Becker	San Diego	CA
1041		Jon Lieber	Boulder	CO
1594	<i>Primrose IV</i>	Seth Whitcomb	Pembroke Pines	FL
1595	<i>Desperado</i>	David Boulanger	Fort Meyers	FL
1596	<i>Teacher's Pet</i>	Jonathan Ellis	Pembroke Pines	FL
1597		Dov M. Margalit	Anchorage	AK
1598	<i>Running with Scissors</i>	David G. Summerfeldt	Anchorage	AK
1599		Edward Billings	Monroe	CT
1600		Edward Billings	Monroe	CT
1601		Edward Billings	Monroe	CT
1602		Robert T. Mission	San Luis Obispo	CA
1603	<i>Sisyphus</i>	Roy Miles	San Diego	CA
1604		Nancy Renzi	San Diego	CA
1605	<i>Pocket Change</i>	John Baker	Anchorage	AK
1606	<i>Serenity</i>	Michael Busey	Anchorage	AK
1607	<i>Ursa Major</i>	Letha Busey	Anchorage	AK
1608		Craig Moss	San Marcos	CA
1609	<i>Mach Schnell II</i>	Brian Hoffman	Appleton	WI
1610		Robert Bingham	Del Mar	CA
1611		Dave Mitchell	St. Joseph	MI
1612	<i>Tinfant</i>	Jim Sinclair	San Diego	CA
1613		Jeremy Davidson	San Diego	CA
1614		David Cunningham	Chicago	IL
1615		William A. King	Riverside	CT
1616		David Rowland	Norfolk	VA
1617		Bart Jones	San Luis Obispo	CA

*Chesapeake Performance Models*

[www.rcyachts.com](http://www.rcyachts.com)

Dave Ramos  
227 Main Street, Stevensville, MD 21666  
[david@rcyachts.com](mailto: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.

Phil Adams ..... Cambria, CA  
Lee Cagwin ..... Fayetteville, NY  
Christian Flebbe ..... Miramar, FL  
Bruno Frontino ..... Miami, FL  
Jerry George ..... Anchorage, AK  
Brian Jobson ..... Wolcott, CT  
Peter Johnson ..... Anchorage, AK  
Wayne Kent ..... Anchorage, AK  
Bobbie Lawrence ..... Bumpass, VA  
Bobbie Lawrence ..... Bumpass, VA  
Chuck Luscomb ..... Deep River, CT  
Dick Martin ..... Columbia, MO  
Rick Martin ..... Westport, WI  
Eric Matson ..... Liverpool, NY  
Dave Ramos ..... Arnold, MD  
Joe Russell ..... Fort Lauderdale, FL  
Chuck Winder ..... Marblehead, MA

## Deadlines for future CRonicles

issue	submission deadline	publication date
68 - Winter, 2011	December 15	January 2
69 - Spring, 2011	March 15	April 1
70 - Summer, 2011	June 15	July 1
71 - Autumn, 2011	September 15	October 1

## 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 is the **number of the last issue in your subscription**. If it says 70, for example, you're good through the summer of 2011. If it says 68 or 69, however, it might be a good idea to renew right now, before you forget. You can 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](http://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](mailto:cr914.cls.sec@gmail.com)  
(608) 630-8118

— cut here ✂ —

## AMYA Membership Form

This application is for (circle one): **NEW MEMBERSHIP** **RENEWAL** \_\_\_\_\_

*Contact Information: Please enter your contact information. This information will never be sold for commercial purposes.*  
If renewal, please enter your membership number, if known: \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_

COUNTRY \_\_\_\_\_

TELEPHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

*Type of Membership: Membership in the AMYA is open to anyone who shares the goals of the organization. Adult membership includes a subscription of Model Yachting, the association's official periodical newsletter, eligibility for registration in AMYA classes, eligibility for entry into AMYA championship events, one vote in the affairs of the organization and classes, and other benefits.*  
*Junior membership is available to applicants under 19 years of age, but is otherwise identical to an adult membership. Family membership provides a single adult membership and eligibility in AMYA championship events for all family members in the same household.*

ADULT 25.00  Mem.  
FAMILY 27.50  Mem.  
JUNIOR 12.50  Mem.  
Enter Birth Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

*Postage: Members residing in the United States may optionally select first class mailing of Model Yachting. Members residing outside the USA must include an additional fee to cover the costs of mailing.*

USA FIRST CLASS OPTION	Must include	10.00	<input type="checkbox"/>	Post
SECONDARY ADDRESS	Must include	10.00	<input type="checkbox"/>	
CANADIAN POSTAGE	Must include	10.00	<input type="checkbox"/>	
ALL OTHER COUNTRIES	Must include	15.00	<input type="checkbox"/>	Add'l Fees
NEW MEMBER PROCESSING FEE	Must include	5.00	<input type="checkbox"/>	
CREDIT CARD CONVENIENCE FEE	Will include	2.50	<input type="checkbox"/>	
<b>TOTAL</b>			<input type="checkbox"/>	Mem + Post + Fees

*You may renew by phone or email with a credit card. For checks and money orders, please NO CASH! Fill out this form and return it with your funds payable to "AMYA" to the Membership Secretary. All funds must be in US dollars drawn on a US bank.*

Credit Card Info \_\_\_\_\_ Please circle one: MC VISA

NUMBER \_\_\_\_\_ EXPIRATION \_\_\_\_\_

SIGNATURE \_\_\_\_\_

**Club Information:** *If you are a member of an AMYA club, please enter its name/number here*

Club Number: \_\_\_\_\_ Club Name: \_\_\_\_\_

Send Completed form to: AMYA Membership Secretary Michelle Dannenhoffer P. O. Box 360374 Melbourne, FL 32936 Membership@theAMYA.org Rev 10/2009

888-237-9524 Toll Free



# CR 914 Class

1206 Castle Bay Place  
Columbia, MO 65203-6257

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the **CRONICLE**

issue 67  
the 2010 Nationals

autumn, 2010

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