



the **CRONICLE**

issue 68  
winter, 2011

featuring  
the Model Yacht Fleet  
of the San Diego Yacht Club

# CR 914 Class

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



[cr914class.org](http://cr914class.org)

### Class Secretary

Rick Martin .....Westport, WI  
[cr914.cls.sec@gmail.com](mailto:cr914.cls.sec@gmail.com)

### Advisory Committee Members

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

### Class Measurer

Chuck Winder..... Marblehead, MA

### Class Webmaster

Pablo Godel.....Coral Gables, FL

## the CRONICLE

is published quarterly

All contents copyright © 2010 by the CR 914 Class. All rights reserved.

Send requests, comments, articles, photos and other material to

the CRonicle  
Dick Martin, Editor  
1206 Castle Bay Place  
Columbia, MO 65203  
[cr914m@gmail.com](mailto:cr914m@gmail.com)

# San Diego Yacht Club CR 914 Fleet

by Dick Huntington

**P**ER THE NEW *CRONICLE* editorial policy, the San Diego Yacht Club Model Yacht Fleet has provided a significant portion of this issue. Jean Malthaner and I have been fortunate in pulling this together because so many of our fleet members were not only willing, but eager to contribute to this effort. The articles are as follows:

- ♦ *Toy Sail Boat?* – Gary Becker
- ♦ *Lessons and Observations from the New Guys* – George Szabo, et. al.
- ♦ *Would You Rather Win the Start or the Finish?* – David Ryan
- ♦ *How to Make Your CR 914 Better* – Jean Malthaner
- ♦ *Things to Consider when Establishing Your Fleet* – Sandy Purdon

In many respects, this past year has been the most successful in the ten year history of our fleet. Thirty-two fleet members participated in at least one race event this year. Larry Adams, our new 2011 fleet captain, competed in all 32 events. We averaged 13 boats at the starting line with a maximum of 18 and minimum of 10 over the course of the year. As is always the case, we lost a few fleet members, but this was more than offset by the addition of several experienced sailboat racers intrigued by the CR 914 and the unique challenges of racing them.

Thanks to David Ryan, the 2010 CR 914 National Championship trophy

resides in San Diego. Over the past several years David, our fleet's perennial high point champion, has come close to winning the Nationals. This year in Annapolis he finally did it to become the first-ever champion from the west coast. Also ably representing our fleet in Annapolis were Jean Malthaner and Sandy Purdon.

The sailing year culminated in our annual fleet party, hosted this year by Pat Stadel in her beautiful Point Loma home. High point winners presented with trophies were:

- 1<sup>st</sup> – David Ryan, #973
- 2<sup>nd</sup> – Skip Malthaner, #1369
- 3<sup>rd</sup> – John Landon, #476
- 4<sup>th</sup> – Larry Adams, #1409
- 5<sup>th</sup> – Dan Aeling, #1380



David Ryan accepts his High Point Championship trophy from SDYC Vice-Commodore Woody Hunt. ▶

## On the cover

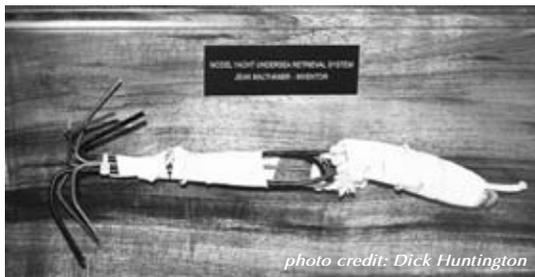
Elaine Huntington becomes the third photographer to have multiple photos appear on covers of the *CRonicle*, joining the distinguished company of Jerry Gibbs (issues 58 and 64) and the late Jill Poindexter (61, 63, and 65). Very light air on a June evening in 2008 may not have made for very exciting action for the spectators on the deck of the San Diego Yacht Club from which Elaine took this picture, but it was perfect for showing off her eye for the beautiful reflections that are featured in many of her photographs. (If you like it in grayscale, wait 'till you see the original in full color — one hull is yellow, one bright red, one

bright blue, and two bright green — along with the originals of all the other ten cover photos to date, which will soon be featured in the new CRonicle Cover Gallery on the class website at [cr914class.org](http://cr914class.org).)



photo credit: Elaine Huntington

Jean Malthaner received a special award in recognition of his engineering talents. Specifically, the award highlighted Jean's on-the-fly invention and application of the Model Yacht Undersea Retrieval System (USRS, patent pending). After Jean's brand new boat was T-boned and sank, he successfully recovered it using his USRS. 📌



Jean Malthaner's Model Yacht Undersea Retrieval System

photo credit: Dick Huntington



## Toy Sailboat?

by Gary Becker

**A**BOUT THREE OR FOUR YEARS ago, this 77-year-old man<sup>1</sup> was making the rounds at San Diego Yacht Club trying to recruit members into the CR 914 fleet. I knew this guy — he was a pretty good sailor. I was sure he had lost a few brain cells trying to get new members into this toy boat fleet.

### A few years later...

Our club has free coffee in the morning where several members gather to talk about things of great consequence plus a lot of BS. This big, red-headed guy<sup>2</sup> in our coffee group was quite serious about the keel on his toy boat because the Nationals were coming up. He conned one of the craftsmen in the group into putting a super-slick, flawless finish on the keel. He was also concerned, to the point of exaggeration,

about the smoothness of the hull.

There was so much fuss about the Nationals and this red-headed guy had a good sailing reputation as well as did the now 80-year-old man. I thought it would be fun to go down to see how they did. There were a few other ringers from our club that I was not aware of who were playing with these toy boats, including some world champion sailors.

When I arrived at the pond, everyone had this dead serious look. Many had tape measures and tepee sticks they were using on the boats. I thought, "Those toy boats can not be that complicated." When the racing began, I was following the two previously mentioned and they were doing well, but were not winning. Did not faze them too much I guess because there were more races. The old man actually won three races in a row

later on. Big Red won his share also. One of the ringers was a doctor<sup>3</sup> who was coming up fast, going past every one. He seemed to always be on the favored side of the course and finished near the top.

In a nutshell. That old man had not lost his brain cells. I found out that the CR 914 is not a toy but a sophisticated racing machine that requires expert tuning as well as a knack for making the boat go fast including tactics. I was hooked. Last place is my normal position, but once in while I am up with the good guys. It must be luck. 📌

### Editor's notes (RRH)

<sup>1</sup> the old man is Jean Malthaner

<sup>2</sup> the big red-headed guy is John Landon

<sup>3</sup> the doctor is David Ryan

## Lessons and Observations from the New Guys

by George Szabo, with inputs from Eric Heim, Craig Moss, John Rudderham and Barry Ault

**I**NSTEAD OF GOING to the established CR class gurus for advice, I took the opposite approach this month and asked the newest members of our fleet what they had uncovered and learned from others that helped them enjoy their CR sailing. One theme expressed by each of us was that having a fleet Boatwright (in our case, Jean Malthaner) who is able to fix every conceivable problem was invaluable to keeping them out on the water. Here are our other responses:

### Boat-work/preparation:

- Electric spray after each day on the water and immediately blowing it out with an air spray.
- Liberal use of fresh water after every sail, especially all metal fittings.
- Ease the forestay when not sailing to let the tension off of the sails.
- Keep the inside of the boat dry, and unhook your batteries after each sail.
- Store the boat out of the sun because UV radiation will make all of the plastic brittle.
- Remove the rudder and keel every so often and grease them. I killed a servo because the rudder was binding. ▶▶

- Superglue is the favorite item in my bag.
- Gorilla Glue is the only way to keep the bow bumper on.
- Reinforce all the deck eyes (bow and backstay) with spectra so they won't break.
- Reinforce the deck around the mast and chain plates to make the boat stiff.
- Grind the tips of the fishing clips to keep your sheets from catching.
- I found the fastest boats in our fleet, and copied everything that made the boat stronger, less prone to breakdown, easier to use.
- Cutting out two of the spokes in the wheel, where the sheet goes through, prevents the knot in the line from catching on anything.
- A bigger servo helps in breeze.

### Keeping your boat dry

- Electrical tape over the hatch and Vaseline or silicone grease on the hatch and all the holes seems to help.
- Clay on the mainsheet turning block.

### Stupid things to do

- Going down to my first race (never having the boat in the water) my boat was in back with the 80-pound dog who decided to sit on my mast, bending it into a nice "S." I spent an hour in the parking lot of SDYC bending it back by hand by eye-balling it, and yelling at the dog about how she could do that to me. But I made the race with 5 minutes to calm down (as if that was possible).
- My keel was bent. Jean suggested that I put it in a pot of boiling water to warm it up, then take out the warmed up keel and straighten it. I got distracted with three other projects, and when I came back, the keel was curved like a "C." I really needed a new keel now. A few weeks later, I hit it with a heat gun on each side. After a few minutes I eventually got it straight – I keep it as a spare.
- When building a new boat or a new keel, everyone tells you not to drop the bulb. You'll drop the bulb. My advice? Don't drop the bulb.
- I broke my gooseneck (too much vang one day...) and when I went to put the mast back in after replacing the gooseneck, I broke the mast step. The rig needs to be snug before moving the boat.
- The most embarrassing moment was my first CR 914 race when I dropped my transmitter in the (salt) water outside SDYC. Amazingly I am still using the same transmitter (Spectrum DX6) almost two full seasons later. Here is what I did: Immediately powered off

transmitter, removed the battery and let the boat fend for itself. Rinsed the transmitter with fresh water. At home I rinsed the transmitter with denatured alcohol and left it underneath a table lamp to gently dry. A couple of days later I took a deep breath and turned it on.... and it worked. A few months later I had to replace the battery pack – there was corrosion in there. Best idea is a secure lanyard to hang the thing around your neck so you don't have to worry about these steps.

### Upwind speed

- Ask a fast guy to help get you close to the right tune. Mark all of the settings. Use a sharpie on the shrouds and sheets, pencil on the deck. Make changes as you feel you need to make them. When you find settings that work, use a different color and mark things again.
- Be sure to center your mast with the thing that looks like two chopsticks.
- One of the first things I do when I splash the boat is stand directly behind it while sailing upwind. I look at how the sails are reacting with each other and if the boat has weather or lee helm. Sometimes the adjustments move in the car on the way to the regatta.
- Lower shroud tension is super important. Less for light air to help the jib boom jibe on the run, and more in breeze to help keep forestay tension. The fastest guys play this for every wind condition. Putting the 3:1 extra purchase on the lowers is necessary.
- The best speed tip I have been given is to leave the rudder control alone. To do this, I give most of my attention to the rake to balance the helm.
- If someone is covering you, foot through their lee. Two tacks are much more costly. Be patient with wind shifts, make sure you get into them far enough to make the most out of them.
- I've set my boat up with a looser mainsheet than most. I always keep speed through puffs and lulls, and foot well to the next shift, but when a pointer gets on my lee bow I can't live. Lately I've been trying to bring the mainsheet in a bit more and point with the fleet.

### Sailing through puffs

- Upwind, ease the sails a little bit and keep the boat going fast. Just like on a bigger boat, pinching is slow. *Ease!!* Sometimes put a little weather helm in, by raking the mast aft, so that the boat points up in the puffs instead of bearing off.

### Boat handling

- Jibing – pull in sheets, turn boat slightly and ease the sheets out. If you do this well, you can jibe from wing on wing to wing on wing quickly. ▶▶

- Tacking – ease the sheets, accelerate, and sheet back in.

### Starting

- Find a space on the line away from other boats. Be sure to be moving at 7-8 seconds, and in full acceleration by 6 seconds to get off the line with speed.
- Line up as late as possible to avoid the cluster as the boat gets up to speed very quickly. By starting in the middle of the line you eliminate issues with other boats at the favored end and usually get a better start than those clustered up at the ends.

### Upwind Tactics

- Find the pressure.
- Avoid the crowds. Pileups on the water are slow.
- Duck a boat and packs of boats when you can, and avoid the packs for a better race.
- If you have a bad start, take a flyer; there are some lucky puffs/shifts to be had. Once you are to the top third of the course, work towards the right side to gain advantage approaching the mark.

### Downwind tactics

- Find the pressure, and sail low in the puffs. Stay in the puffs as long as possible. The CR 914 actually has very similar downwind tactics to a sport boat!
- Sail the (favored) longer jibe to the mark first. Get on the favored jibe early.

### Mark Roundings

- Failing to judge the mark and rounding short is *very* costly.
- Coming into the weather mark late on port (within 5 boat lengths) is high risk.

- By setting up above the starboard tack lay line you avoid the train of boats and are able to reach over them with more speed as they pinch to make it or bump the weather mark and stop.
- Approaching the leeward mark, watch your bow wave. Also, try to hit the mark with your jib boom, and begin your turn right afterwards. Some people try to watch shadows too.

### Dealing with minor fouls

- The jury for the Nationals in San Diego discussed how to let the boats race and yet follow the rules. Our general rule of thumb was, “If the boat was not forced to change course or tactics significantly because of the incident, it was probably not a foul.” When protested, most solid fouls get a circle from the other boat.
- Some people on the water just don’t get it, and you need to mentally mark those boats as boats to stay 3 feet away from.
- Rubbing is racing – Some guys don’t seem to do circles or have the eyesight to see that they are fouling you – so I just shake it off.
- Always avoid collisions if possible. Not only is it the sportsmanlike thing to do, but contact will slow you down as well. Talk about the situation over beers after racing.

### Dealing with major fouls

- If a boat gets locked up and loses lots of boats, redress is in order and should be called for at the time and requested officially after the race. We don’t have a good way to manage that in our club races and we need to work that out.
- Do your circle as quick as possible and apologize after the race.
- Do the circles every time. Remember, this is for fun. Nothing is solved by yelling and screaming. 📣



# Would you Rather Win the Start or the Finish?

by David Ryan

**H**OW MANY TIMES have you been in a position to get the perfect start at the “boat,” or starboard, end of the line,\* only to get rolled over by one or more barging boats as the gun goes off? You’re left at an extreme disadvantage, having clearly been fouled, stuck with a back-row start, and about to be flushed to the back of the fleet (see Figure A).

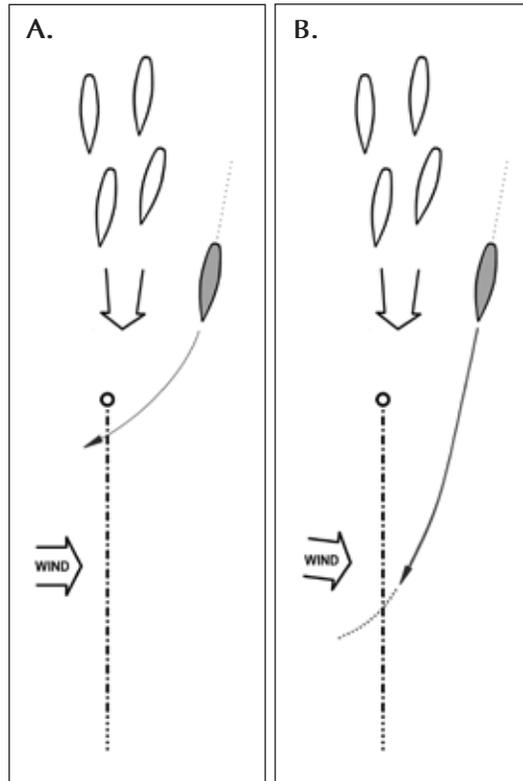
In full-sized yachts this would rarely happen. You would have hailed to the barging boats that you are the right of way (ROW), leeward yacht and they must avoid you, as you gradually “close the door” to the line. However, in RC yachts, the barging boats’ skippers may not hear your hail, and more significantly, are oblivious to the fact that you’ve hardened up and are intending to not let them in. Often it’s a cluster of bargers that roll over you, each one seemingly unaware of their infraction, as if insulated by the group of boats. This herd mentality seems to erase any sense of accountability for their individual fouls as, guilt-free, they leave you in their wakes.

What recourse do you have? While all those bargers fouled you, only the most weather boat in the group is ultimately accountable, since each of the others can claim their ROW was violated by the boat immediately to weather of them. So, if the most weather boat does a penalty turn to exonerate himself, he probably will still be ahead of you, as you’re trying to get back up to speed. Even if he, under the rules, has gained an unfair advantage as a result of the infraction and, despite having

completed a penalty turn, is directed to retire from the race, how does that ultimately help you? You’ve likely fallen into last place in spite of your potential first-place starting position. All of the boats that started in the middle and lower third of the line are undoubtedly

major regattas, like regional or national championships, where everything is on the line.

Allow me to point out a couple of observations that I’ve validated through experience. First, if you try and win every start, you will not win the regatta. Second, don’t be OCS at the start with the one-minute rule in effect. If you are over early, be very near one end of the line, as you are required to round an end to restart legally. By being overly aggressive at the start you risk being fouled and rolled (as in the scenario I described), fouling someone yourself, or being over early. I don’t know if it is racing lore or an actual quote from one of my childhood mentors, but I’ve always maintained that if you’re not OCS ten to fifteen percent of the time you’re not being as aggressive as you need to be to win. Well, with RC racing, this principle does not apply. The penalty for being over early is just too costly, making the reward of winning the start not worth the risk.



## STARTING STRATEGIES

The following examples of starting strategies assume a pattern of regularly oscillating wind shifts and generally uniform wind velocities on both sides of the upwind course. Special consideration and compensation needs to be made if there are obvious advantages to one side of the weather leg over the other. These factors would include regional effects causing blanketing or holes on one side, obstructions, or differentials in wind velocity due to topography. But for purposes of this discussion let’s assume symmetrical distribution of wind velocity with fairly predictable oscillations. Since there is rarely a perfectly square starting line, we need to learn how to deal with skewed or canted lines. I’m going to assume that we all know how to determine the favored end of the line. With that established, I will list

long gone. The answer to the question is that your ultimate restitution will never come. You’ve been victimized, mugged and left bleeding in the alley. You hear people say it all the time when giving advice for competitive success, “Stay out of trouble and avoid altercations.” I always say, “I’d rather be happy than right.” Sympathy or validation of your predicament from others won’t put you back in the front of the fleet.

So how can we apply the principle illustrated in this example to pre-start strategies that will maximize our chances of winning and keep us out of trouble? In the rest of this article I’d like to share several of my favorite starting techniques under different conditions. I will focus on scenarios that would likely be found in larger, competitive fleets at

**Editor’s note (RHM):** this manuscript originally defined the ends of the starting line using the terminology of full-scale racing, in which an anchored committee boat generally establishes the right-hand (facing toward the windward mark), i.e., *starboard* end of the line, and a buoy (“pin”) marks the left-hand, *port* or “pin-end.” Having become confused on occasion about which end was which when I read it the first time, I have substituted “starboard-end” and “port-end” for “boat-end” and “pin-end” respectively.

several ways to approach both port-end and starboard-end favored starting scenarios. Remember that we aren't trying to "win the start" but "win the finish." These examples will show how to position yourself in the top quarter of the fleet, allowing an opportunity to climb to the top as the race progresses. Let's also assume that the starting line has been set square to the average wind direction. With a regularly oscillating wind shift pattern, alternate ends of the line could be favored at any given time.

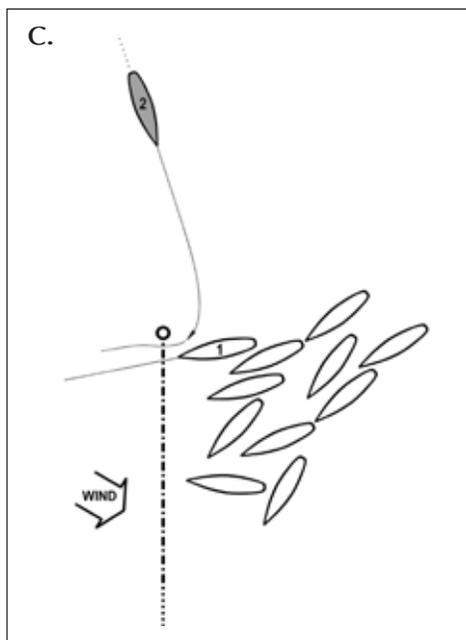
The first two examples will illustrate options for what I'll call starboard-end favored scenarios.

### Upper third-with speed

I like to use this when the starboard-end is moderately favored. It isn't anything profound in its concept; rather it represents the alternative approach to what transpired in that barging bungle. Remember in that situation the skipper, in a perfect spot to win the start, opted to harden-up and close the door, to be at the starboard-end at the gun. We saw how that choice didn't work out so well. Instead of going close hauled from that pre-start position, I would prefer to bear off slightly, going for speed with 12-15 seconds to go, like the gray boat is doing in Figure B. Aim for an open spot one-quarter to one-third of the way down the line. With the goal obviously being to arrive at the line when the gun goes off, you have some flexibility here. If you think you're early, aim for a spot a little further down. If you're running out of time, you can harden-up a little earlier. The point is that you want to hit the line with speed at the gun. No doubt there will be lots of boats above you, because the starboard end is favored. There will be that cluster of bargers who foiled your plans in the opening scenario and still others parked on the line with sails luffing. The key here is that with your speed you've achieved a bow-forward position of 1-2 boat lengths on the boats above you after the start. In addition, you're well in control of the rest of the fleet below you.

The first wind shift, under an oscillating pattern, would be predicted to be a header, since starboard tack was relatively lifted at the start. Invariably, there will be boats below you, eagerly tacking onto port at the first sign of a left shift. Normally, they might be able to cross in front of you. But, by hitting the line at full speed, you established that 1-2 boat length advantage and are in position to make them tack back to starboard or duck you. Since you don't want to spend too much time on the headed tack and risk getting out of phase with the oscillations, I often prefer to tack onto port and lee-bow the lead port-tacker. In this way, you're protecting the right side of the course and starboard tack advantage when the wind shifts back to the right. If there are any remaining boats on starboard from the group that started above you, they will easily be crossed as you carry that 1-2 boat length advantage from the start and are now on the lifted port tack. This example illustrates how speed at the start, combined with conservative line positioning can be used to quickly jump to the front of the fleet.

### The late swoop



When the wind has really gone right and the starboard-end is heavily favored, the penalty for not being at the absolute

weather end of the line is too great. I think this situation represents the most difficult challenge in all the possible pre-start scenarios. Everyone wants to be in a spot where only one boat can be at the start. If you try to avoid the crowd at any expense and start near the middle of the line, you could find yourself rolled by the whole fleet. Even with a shift back to the left, if you can't cross the lead starboard tacker, you're facing a "wall" of starboard tackers. Suppose you can make it through on port because some of the boats in the "wall" have tacked onto port; you're still behind them, possibly in their dirty air.

The "late swoop" start still allows you to incorporate speed as an advantage but in a different way, as shown in Figure C. In this situation your goal is to concede the start to that one lucky (and bold) skipper who is at the starboard-end when the gun goes off. You're trying to get the second place start in this case. It takes a lot of discipline to force yourself to hang back and wait, but you want to start 3-5 seconds late, right behind the lead boat. Your speed crossing the line comes from positioning yourself in place for an intentional barge. This starting technique also keeps you out of the tangled mess of boats all trying to crowd the weather end of the line. After stalling with sails luffing, sheet in to a close-reach and head for the weather pin, timing it to reach the line at full speed, slightly late and one to two boat lengths behind the lead boat. As you tightly round the starting mark, use your extra speed to temporarily sail a slightly higher course than the lead-boat you're following. This will allow you to keep your air clear, while you maintain a position slightly to weather of his line. Now you are in a controlling position. Although the lead-boat probably still will be ahead of you, he is pinned. He won't be able to tack and cross you without fouling and he's too close to be able to pull off a ducking maneuver. And now when the wind goes left there's no one above you to keep you from tacking off whenever you want. ►►

The following strategies will illustrate starting when conditions favor the port (left-hand) end of the line.

### Starboard-end, quick-flop

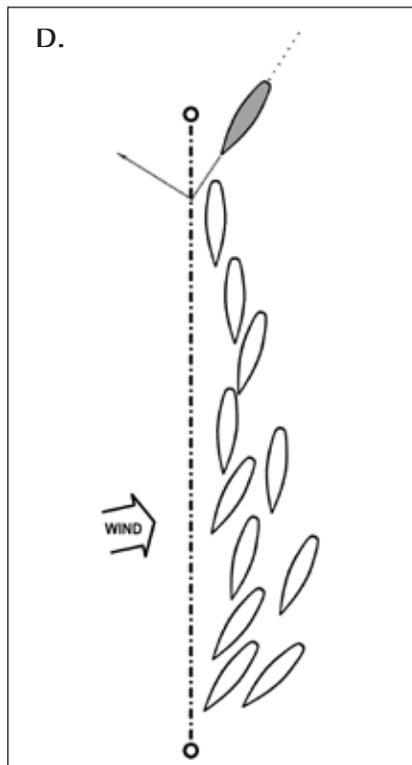


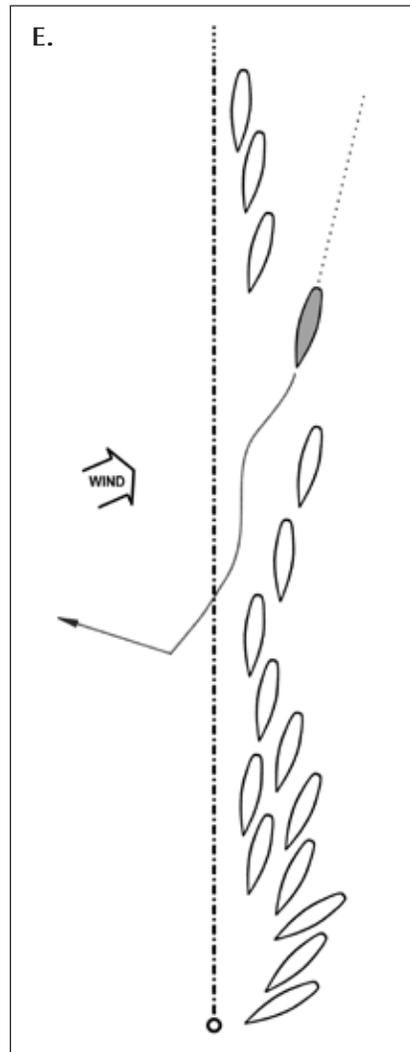
Figure D shows one of my favorite starts when the port-end is slightly favored. While it purposefully places you at the “wrong” end of the line, the port end is only slightly favored and you can get onto the lifted port tack immediately without having to worry about that wall of starboard-tackers. Either start on starboard at the starboard end and tack at the gun, or, if there aren’t other boats to avoid, go ahead and start on port tack.

Often times if you try and start closer to the favored port-end, I’ve found that, although you want to tack off, the wall of starboard tackers prevents you from doing so. You end up getting pushed off to the left side of the course, “eating a header” the whole way, only to find that when it’s clear to tack, the wind has shifted back to the right. You’re now out of phase and in the back of the fleet.

But, since you were smart enough to be the first boat onto the lifted port tack at the start, even though it was at the relatively unfavored end of the line, you

will be in a favorable position when the wind goes right. By being the furthest right and first to tack over to starboard you are in control of the fleet. In addition, you’ve had clear air and no traffic to deal with.

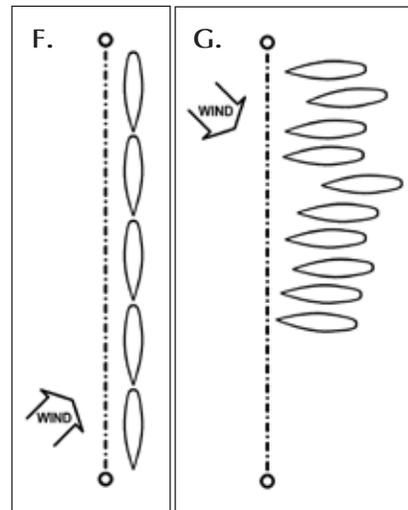
### Lower-third, space maker



If the port-end is moderately to heavily favored, there will be boats piling up at that leeward end, running out of real estate and barely laying the line on starboard. They will be hitting the mark, stacking up against each other, and invariably someone gets spun into an “auto-tack” onto port (see Figure E). That’s when the ‘fun’ really begins (more like a nightmare, actually)!

To avoid that crowded mess, I like to target the lower third of the line. I think it’s important to realize that, as the port-end becomes more favored,

the room for boats on the line shrinks. To illustrate this, imagine that the wind direction is such that you can barely head parallel to the line on starboard, close-hauled. If everyone were on the line, boats would be end-to-end with no overlaps, as shown in Figure F). While, in general, most starting lines should be long enough to accommodate all the competitors in this manner (using the  $n+1$  boat lengths technique, where  $n$  is the number of starters), there isn’t much wiggle-room.



Now contrast this with the situation when the starboard end is significantly favored (see Figure G). Here everyone can be significantly overlapped since you can head nearly perpendicular to the line when close-hauled on starboard. That creates a lot more potential empty space on the line for maneuvering. Note in the illustration that twice the number of boats are able to fit on the same size line and there is still extra room. But remember, in this illustration we’re talking about the port end being fairly heavily favored. To find space, you’ll need to create your own.

Now, while you could make an argument for the “starboard-end, quick-flop” strategy, I think you give up too much leverage to use that here. So, as the time approaches 40 seconds, you want to begin near the starboard-end, 3-4 boat lengths below the line, aiming toward the middle of the line, sheeting in or out to control time and distance. As you get closer to the start, there will be boats running down the line from above you,

trying to get by in front of you. With about 15 seconds to go, you don't want to let anyone pass in front of you. Head them up, if necessary, then dump your sails, being careful not to be over early. Now, having held several boats above you, there should be room below you to bear off parallel to the line and run it at full speed with about 5 seconds remaining. As the gun goes off and you harden-up, you'll realize you've created plenty of separation from the boats to weather which will allow you to tack on to port, clearing those starboard-tackers easily.

Sometimes the port-end is so favored you can't even lay the pin on starboard tack (see Figure H). If this happens at a major regatta where the one-minute rule is in effect, it can create its own special set of challenges. Let's assume that the wind is in such a left shift cycle that you can only parallel the starting line close-hauled on starboard tack. By definition you won't be able to start on starboard. But you can run the line on starboard, timing your arrival at the port-end when the gun goes off, with the intention of tacking immediately onto port to start the race as yacht 1 is doing. Strategically, this makes a lot of sense because you will be foiling the attempts of an anxious cluster of boats at the port-end, hoping to pull off

the perfect port-tack start. However, practically speaking, it is too difficult and risky a maneuver to safely accomplish. Since you have to be within a boat length below the line, it's too easy inadvertently to be over early. In addition, it's too difficult to time your arrival at the leeward pin just as the gun goes off and effectively close the door on the

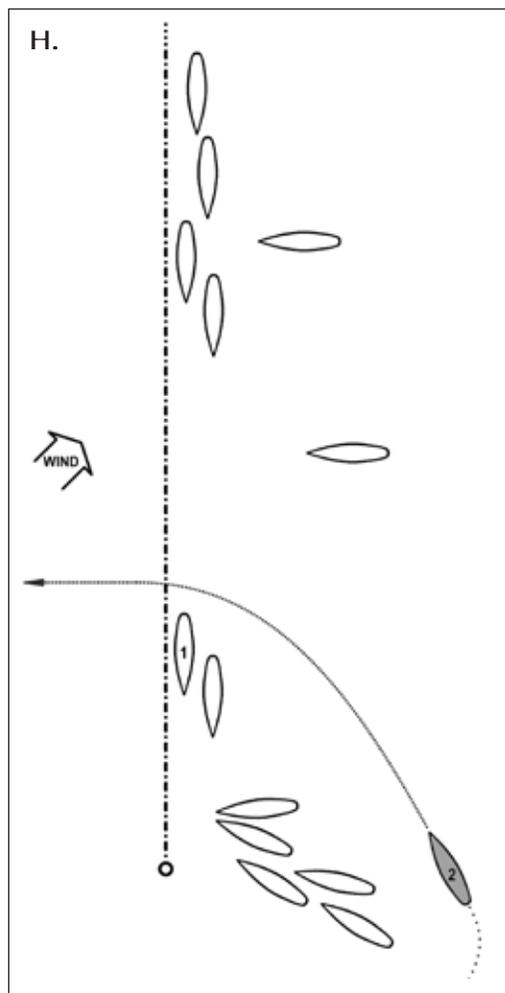
hopeful port-tackers. Therefore, I like to use the following technique (illustrated by the gray yacht in Figure H).

### Port-tack duck-and-scoot

Invariably, in the scenario described above there will be a number of boats coming down the line on starboard. There may even be that guy with a devilish grin on his face (described above) intending to ruin your glorious port-tack start. So, rather than trying to be right at the pin on port when the gun goes off, with the potential to be closed out, I like to hang back and watch. You can usually tell at about 30 seconds whether it looks like there are going to be starboard-tack party-crashers. I like to place myself about 8-10 boat lengths below the line, outside the box, in what would be considered a port-tack barging position. Rather than head for the pin, with potential for a disastrous encounter with a starboard-tacker, I pick an open spot about 3-5 boat lengths to the right and try to time it such that I hit the line on port with speed at the start. Even if a couple of boats were able to pull off the perfect port-tack start at the pin, you haven't risked potential disaster and you've got speed with clear air.

### SUMMARY

In summary, I hope this article has been helpful in demonstrating, through a number of approaches, that conservative, yet smart, pre-start tactics can pay off at the larger regattas. Remember, it's not winning the start, but winning the finish, that matters! 



*photo credit: Jerry Gibbs*



# THE BOATYARD

## How to Make Your CR 914 Better "Enthusiasm, not Frustration"

by Jean Malthaner, Boatwright, SDYC CR 914 Fleet — photo credits: Dick Huntington

**S**AILING A CR 914 is a wonderful and rewarding sport, encompassing experience, competition, social interaction, and the pride in (and frustration with) your boat's performance. The enthusiasm of SDYC fleet members has helped new members procure and build their new boats to withstand the harsh saltwater environment in our extremely competitive 34-boat fleet. Scheduling more than 30 days/evenings of racing, scoring nine races each day, and accumulating over 270 races a year required us to have the boats race ready and available every week. To preclude down time waiting for parts and to develop "best fixes," I took on the job of fleet Boatwright. That job includes maintaining an adequate supply of known "problem" parts as well as being familiar with past fixes. In a large fleet, especially on the other side of the country from the CR 914 distributor, it just isn't efficient to have individuals stock their own spare parts or miss a weekend of sailing awaiting arrival in the mail of class-approved parts from the east coast.

I have always believed in the one-design philosophy that *you may not make changes/fixes* that make your boat *faster*, but you *should* make changes to make your boat *better*.

I will briefly summarize for the new boat owners in our class, problem areas and the evolution of multiple fixes that make your boat better. Chuck Winder and Dick Martin have done a fantastic job with the publication of the *CR 914 News/CRonicle* communicating to class members the complexities of the boat and publishing known problem solutions. Carole and Dick Martin have gone through every *CR 914 News/CRonicle* since issue #1 in November 1996 and indexed all the articles for us (fantastic, and thanks). At present you can find 42 articles dealing with *batter-*

*ies, chargers and testers*, 10 that discuss *waterproofing and corrosion*, and 20 concerned with *broken/alternative fittings and adjustments*. (For those who have as much trouble navigating the web as I do, a simple roadmap to get visibility into the all-encompassing *CRonicle* index concludes this article.) Although I won't attempt to tell you what is the 'best' solution to each problem, I have incorporated variations on some of those ideas and others fixes that we use in San Diego into the following outline of my latest thinking and recommendations to our fleet and other newcomers, in an effort to help them through the learning cycle.

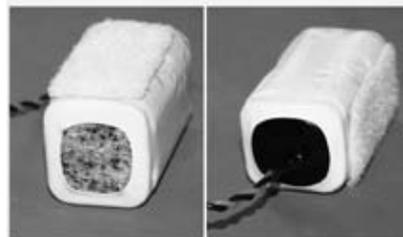
### Batteries, chargers and testers

All batteries that are used in our class must be: (a) AA in size; 4.8, 6.0 or 9.6 volt packs; (b) NiCad (obsolete) or NiMH rechargeable; or (c) Alkaline or Lithium expendables. There have been strong feelings on rechargeable vs. expendables, and I use both for convenience and performance in my boat and transmitter. If you are using the large HS-765/755 servo or compact high-torque HS-7955 and sail in moderate to high wind conditions, then a 6.0-volt system is recommended for trouble-free performance of your sail servo and receiver.

The 6.0-volt options are five 1.2-volt AA NiMH rechargeables or four 1.5-volt AA Alkaline or Lithium expendables. For the five-pack I use Sanyo Eneloop NiMHs with a capacity of 1200-2000 MAH. *Never* quick charge them, and stay away from NiMH batteries over 2500 MAH. For the four-pack, I use Energizer Lithium Ultimates or Alkalines in a four-cell carrier that I shrink wrap for waterproofing and safety considerations. I configure the carrier ends with closed-cell foam sheet (packaging/shipping material)

attached with double-backed tape as shown below, and then lightly grease the batteries before sliding on the shrink tubing. Shrink both ends first to get a good end overlap then *lightly* shrink the body to preclude excessive end restraint on the batteries contacts.

shrink-wrapped 4-cell battery pack



Ninety-nine percent of all battery problems arise from overcharging by low-tech charging units that don't sense a peak voltage, don't go into trickle charge mode, or don't shut off. The only way to know that your battery is functional and fully charged is by testing with a meter that also puts a load on the cells (see *CRonicle* 61, p. 11, 2009). Literally scores of curves on battery capacities have been published, but I have found that, using the Hobbico Mark III loaded voltage tester, the following table of battery status and performance data will give you a good feel for the condition of your batteries before and during racing.

Life Remaining	Full	75%	50%	25%	15%	Dead
4 cell NiMH 2500 MAH (250mA)	5.40+	5.04	5.00	4.94	4.82	4.40
5 cell NiMH 2500 MAH (250mA)	6.75+	6.30	6.25	6.17	6.03	5.50
4 cell Eneloop 1900 MAH (ave.)*	5.37+	5.06	5.04	4.94	4.84	4.40
5 cell Eneloop 1900 MAH (ave.)*	6.71+	6.33	6.30	6.18	6.05	5.50
4 cell Alkaline 3000 MAH (150mA)	5.75+	5.25	5.00	4.70	4.65	4.40
4 cell Lithium 3000 MAH (150mA)	6.01+	5.95	5.65	5.60	5.50	4.40
(ave.)* 150, 400 & 1000mA	green		amber		red (REPLACE)	

The table is not set up with voltage vs. number of milliampere-hours (MAH) remaining, but with volts displayed on the Mark III tester vs. the percent of battery life remaining. If you want to

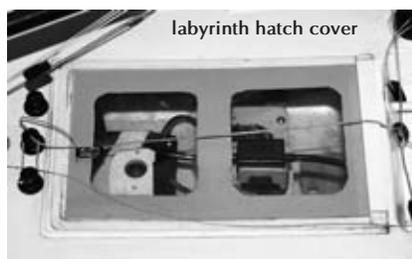
read up on the latest battery technology and comparison charts go online to [www.batterydata.com](http://www.batterydata.com) and [www.stefanov.com/electronics/sanyo\\_eneeloop](http://www.stefanov.com/electronics/sanyo_eneeloop).

### Waterproofing and corrosion

Water intrusion into the inside of your CR 914 plays havoc with the electrical components and adds unnecessary weight during racing. Again, much has been written on ways to limit the intrusion, but I think it is time to summarize the significant solutions that we use in San Diego.

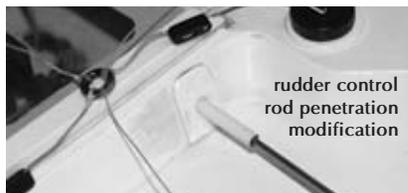
There are three main points of water entry: around the hatch cover; through the rudder control rod opening; and through the sail sheet egress at the aft turning block. The sail sheet egress to the cleat forward of the pedestal is not considered significant as it is static and easily plugged with clay.

**Hatch cover**—I use the labyrinth seal cover originally designed by Rick Martin and published by Dick Martin in *CR 914 NEWS* 40, pp. 9-10, 2004. I made a few minor dimensional changes and changed the gasket thickness (middle layer) from two .020 sheets to one .040 thick and the top skin from .010 to .015. I found that a dremel tool with a pin router will cut out the major portion and I finish it off to the cutout dimensions with a 1/2-inch diameter sanding drum. I also run the handle across the full width of the hatch cover — you can bend or notch it when gluing to fit any deck curvature. For the top layer I use either a transparent or white styrene sheet. I use light Vaseline coating as a lube which makes it slide easier — *zero leakage*.

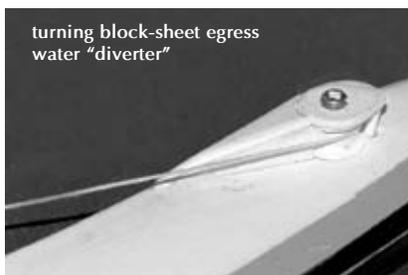


**Rudder control rod penetration** — In a photo on page 9 of that hatch cover article you can see a short piece of stub tubing at the deck penetration. I increased the exterior length to approxi-

mately one inch (flush on the inside) and added a piece of 1/4-inch closed-cell foam wetsuit material inside. By lubing the rod (incidentally, I replaced the rusting carbon steel rod with a stainless rod made from a bicycle spoke) and trapping the Vaseline in the tube/foam barrier I get zero leakage (a similar “gaitor” seal was described by Eric Matson in *CRonicle* 66 p.10, 2010.)



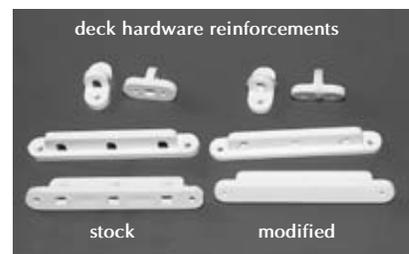
**Aft turning block sheet egress** — Dick Martin again led the way in preventing water from entering the aft sheet turning block egress hole with the hydraulic leak analysis reported in “Holey Hydraulics,” *CRonicle* 59 p.8-9, 2008. I size the hole for lightweight 50-lb test spectra sheets and use the standard turning block instead of a Pekabe. I find that a “diverter” fabricated from .020 styrene sheet and glued in place in front of the standard kit turning block produces a great and inexpensive — but time consuming and not easily fitted — *zero-water-entry* waterproofing solution (see the picture below).



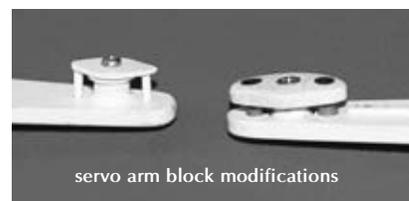
### Broken/alternate fittings and adjustments

The **jib tack fitting** is probably the most frequently broken fitting on the boat, and many fix variations have been published. The incipient failure of this part and the **chainplate fitting** is caused by the lack of a radius between the base and the upstanding flange plus the cubic loss of base cross-sectional area due to the die ejector pin design under the bending load applied by the head stay or shroud tension and impact loads.

My recommended fix is to fill the base and upstanding flange to the hole with a rectangular piece of ABS, made from a scrap piece of the “white tree,” add spectra around the base and flange, and a fillet of CA glue to add a strengthening radius to the sharp corners.



**The sail servo arm block sheave** tends to gap and cause a jam or high friction of the sheet (especially with a lightweight sheet) at very inopportune moments. I replace the kit sheave assembly with a new pulley, and counter-bore a new cheek and the sail servo arm so that the sheave is inset in the counterbores. This precludes any possibility of jamming, giving you predictable performance. The photo below shows the kit fittings and the modifications that I recommend.



The **steering wheel pedestal** has an inherent weak spot due to the removal of material for the rudder rod penetration. By adding pieces of .080 x .188 styrene bar along the edges you add additional bending strength to the upstanding flanges — I do this to both legs, although the starboard one is the more vulnerable. Another tip is to use



a minimum amount of CA glue when attaching the pedestal to the cockpit sole to facilitate easier replacement if you do have a failure.

I dislike the **black boom rings** with a passion because of their unreliability and the difficulty of making small adjustments without breaking, so I take every opportunity to replace them with string rings and bowsie adjusters. It is very simple to drill a vertical hole in the ends of the jib and main booms and have a bowsie adjuster grounded by a string ring. Goeff Becker used a novel approach to jib draft control by making the adjustment on the forward end of



mainsail outhaul adjuster



jib tack adjuster

Internal sliders replace boom bowsies



Shrouds are adjusted with SAILSetc bowsies. Note the 3:1 purchase on the lower shroud.

the boom using a black boom ring (see *CRonicle* 54 p.6, 2007). I took this approach one step further by making the slider internal and adjusting it by screw controls on both the jib and the main. This modification requires a lot of detail work but it is an easy and reliable draft-adjusting system.

The **kit bowsies** are difficult to grab and adjust, so I configure my boats with SAILSetc small-size bowsies, item # 199. These bowsies are available

from [www.midwestmodelyachting.com/products/sails\\_etc](http://www.midwestmodelyachting.com/products/sails_etc), ten bowsies for \$5.07. These bowsies work with ease all over the boat and are great when incorporating the 3:1 lower shroud adjustment improvement shown on this page. **■**

*Editor's note (RRH):* Jean is an 82-year "young" aerospace engineer who retired in 1984 and has sailed everything from dinghies to ocean racers since he was 12 years old. In 2000, the CR 914 gave him his first exposure to the joys, frustrations and competition of R/C sailing.

## How to retrieve articles from the CRonicle Archives

by Jean Malthaner

1. Access the CR 914 website at [cr914class.org](http://cr914class.org).
2. Scroll down to Members Area (red rectangle on left navigation bar) and click on [Log in]. On the Members Area Login page that will appear, enter the **current password** (printed on page 16 of this and every *CRonicle* (case-sensitive!)) then click the **Login** button.
3. Next, click on [A complete archive of every issue of the class newsletter and a searchable database of key words in every article since Issue #1 in November, 1996].
4. Download current Article Index by clicking [CR 914 NEWS/CRonicle spreadsheet. Click here to download it] under search Method B. You may open or save this file (it is an Excel spreadsheet that contains a listing of every article and the issue number and page number for each one. You will need this information to access the individual articles in step 6 below. You will need the year, issue number and page number(s) to proceed.
5. Scroll down to the Archive **Folders** listing.

Quick Links	
US Distributor	
CR 914 Yahoo Forum	
Other CR 914 Websites	
AMYA website	
AMYA Bulletin	
WindPower AMYA blog	
ISAF RRS 2009-2012	
Animated RRS quilt	
Members Area	
Log in	
CRonicle Archives	
CR 914 Tuning Guide	
Building Instructions	

**METHOD B:** When searching for common subjects, like batteries, you may find it easier to use our (still somewhat beta) database file: CR 914 NEWS/CRonicle spreadsheet. Click here to download it and open the XL file in Microsoft Excel on your computer. (It is an MS Excel spreadsheet. If it does not open in a new webpage when you click this link the first time, close the blank browser window that appears and then try again, or click save rather than open). Highlight all the columns that you want to search, hit [Ctrl-F] and enter your keywords. Each occurrence of your string will be highlighted, in every issue from #1 in 1996 through the latest issue. From the info in the "Category," "Subject," "Article Title," "Description," and "Author" columns it is likely that you can pin down one or a few articles that specifically address your interest, without having to download and search each issue itself in order to locate the article(s) you want to read.

2. Because of large numbers of photos and other graphics, each issue of the CRonicle in recent years has generated a very large PDF file (the one from which the copy that you receive in the mail is printed often runs around 50 megs). In order to reduce file sizes enough to download in a reasonable time via a high-speed internet connection, a great deal of compression must be applied during the PDF creation process, and even then recent issue PDF files usually have run around 2 megs. This means that the quality of photos in CRonicle issues that you download here will not be as good as the ones you receive in the mail, but print, and most diagrams, will still be quite legible.

3. With some web browsers you may encounter a bug that prevents these PDF files from opening the first time you click on or links. If that happens to you, simply click the Back button on your browser and then click the link to the issue again; the PDF file will open the second time you click it.

### FOLDERS: Top :: CRonicle Archive

1996 Issues (2)	1997 Issues (7)
1998 Issues (6)	1999 Issues (6)
2000 Issues (5)	2001 Issues (6)
2002 Issues (3)	2003 Issues (4)
2004 Issues (5)	2005 Issues (4)
2006 Issues (4)	2007 Issues (4)
2008 Issues (4)	2009 Issues (3)
2010 Issues (4)	

6. Click on the volume of the issue you want to retrieve, e.g., [2006 Issues]. After the page refreshes, scroll to bottom of page and click on the issue that contains the desired article, e.g., [Issue 50]. Clicking on article will download and open the entire *CRonicle* issue as a PDF file. Once the issue has loaded into your browser, navigate to the page number you found in the archive index (in step 4 above).
7. You may save the entire issue or print only desired information.

Please note, you will need Adobe Reader®. If you don't have this program, go to <http://get.adobe.com/reader/?promoid=BUIGO> to download it. **■**

# Things to Consider When Establishing Your Fleet

by Sandy Purdon

*In 2000, I traveled from San Diego to Miami and attended the Miami Boat Show. At that show I met the distributor of the CR 914 radio-controlled sailboat. I fell in love with this little boat and purchased the kit. I spent the next year slowly building the boat. It was not a pretty result but the boat functioned.*

*The next year I took the finished product down to the club and sailed it. Immediately I realized this wasn't going to work unless I had someone to race against. It was then that I started kicking around the idea of establishing a model yacht fleet at the San Diego Yacht Club. With the support of initially a small group, the fleet has grown to where we have over 35 CR 914 skippers. Based on these experiences, here are a few thoughts you might find useful as you start or fine-tune your CR 914 fleet.*

**Y**OU'VE JUST TRIED OUT a CR 914 at your local pond, lake or cove. It was a blast and you want to share this experience with your sailing friends. You've sailed for a long time in one-design dinghys or big boats, and the radio-controlled sailboat is something you would like to add to your list of fun things to do on the water. But you realize it would be really fun if you had a fleet of these boats that raced every so often.

Getting organized with a model yacht fleet at your club or neighborhood seems pretty simple on the surface. And it should not be difficult if you keep some basic tenants in mind when setting up the organization.

The ideal situation is when you have the support of an existing yacht or sailing club. While you can require dues and have volunteers help with the establishment of the fleet, it really helps to have a larger organization to backstop the fleet with their existing infrastructure like a newsletter and web site. It is not essential but it sure helps with some of the logistics when holding a regatta. The club can help with posting results, keeping the calendar and providing race committee for your events. The club's website is a great tool for communicating to your RC fleet.

Here are some considerations when setting up your CR 914 fleet and thinking how you are going to proceed to grow the fleet and ensure that everyone is able and willing to participate in the racing events.

## Location, Location, Location...

It is always better to have a great location to sail these boats where the wind is steady, normally from a consistent direction and not in a high velocity area. The pond, lake or cove should allow the wind

to come over the course unobstructed and be protected from other boat traffic. Try to lay out your course in an area where skippers can view the course evenly and, if possible, walk parallel to the course during the racing.

At San Diego Yacht Club we have actually five areas where we sail. First, to entertain the membership during the summer on Friday nights we sail off our main club house in front of the bar. While this is not ideal because the clubhouse obstructs the wind sometimes, it is a very casual and fun location on Friday evenings as you can imagine. Another area we like is in our largest open water area between two docks where the dry storage boats and dinghys are launched. This usually has better wind and a fair course, without large buildings obstructing the wind. Our third and fourth areas are off the ends of our marina, reaching out into a large "cove" body of water. Usually the wind is stronger here but unobstructed. We held two of our three CR 914 Nationals in this area. The last area is the infamous San Diego Model Yacht Pond in Mission Bay. This is where we held the 2009 Nationals and is by far

the best area for sailing model yachts in San Diego. It was designed specifically for radio-controlled boats and is ideal most of the time. The only downside is that it's 10 to 15 minutes from our club so the club support (bar) is not available.

## Setting up the membership of your fleet...

Recruiting members of your fleet is one of the most important challenges. Without others to race against, there's not much point in going forward. What we did initially at SDYC was to allow three types of boats to join the fleet. We had the CR 914, RC Lasers, and an open fleet of 1-Meters and other less strict one-design types of boats. The idea was to see which of these groups of boats might "stick" and have the membership interest to grow. Within a year or two, only the CR 914s remained and grew.

For our fleet, an important consideration was whether the fleet members should have to also be members of SDYC or would we allow outside folks to race with us. Initially, we set up a loose membership requirement whereby we asked that all our fleet skippers be



La Playa Cove at SDYC, where the 2003 and 2006 CR 914 Nationals were contested.

members of some yachting organization or club. So we allowed skippers from other clubs in our area and even “paper clubs” like Scuttlebutt Yacht Club to join our model yacht club. We set up a dues structure (\$25/year to start) and got some financial support from San Diego Yacht Club (\$500 annually). We now have dues of \$35/yr which also covers our annual fleet party. The dues also cover trophies and maintenance of the buoys.

### **Fleet Captain and Fleet Secretary/Treasurer...**

The leadership of the fleet should be selected from skippers who have the passion and administrative skills to run the organization however casual you might set it up. The Fleet Captain and Fleet Secretary/Treasurer must work hand in hand to ensure that all skippers are dues-paying members, the calendar is established, and the race course is available and set. They should organize the race committee for each regatta as well as ensure the marks are set and retrieved. They also should post results in a timely manner. Finally, they should work to improve the racing conditions and recruit new skippers to the fleet.

### **Race Committee...**

To make the racing enjoyable, you need to have a couple of folks who can call the start line and record the finishing positions at the very least. They should have a loud hailer for the starts and finishes. The recorded start sequence should be loud and distinct. When calling boats over the line at the start the race committee should call the numbers immediately, loudly and at least two times. When finishing the boats the race committee should call each boat number loudly and distinctly. One person should call the sail numbers as they finish and another person should be writing down the finishes.

### **How to handle racing infractions and rules...**

Discussing the rules and infractions among fleet members and agreeing ahead of time on how racing will be conducted will lead to better-educated

skippers and more enjoyment on the race course. One of the inherent problems with RC racing is that often the marks are at a distance where many of us are visually challenged. For radio-controlled model sailboats the racing rules are relaxed in that you can hit the marks except for the start/finish marks when starting or finishing. But the rules for the engagement of two or more boats on the race course should be followed as the racing rules book dictates. Part of making the experience of racing in a fleet enjoyable for all is to ensure that the rules are followed and that penalty turns apply equally to all competitors.

### **Fleet “boatwright”...**

Since many members do not have the time or know-how to properly rig their boats and keep them in good condition, it is important to have a designated individual who members can go to for help. While Dave Ramos, the CR 914 distributor in Maryland, will be more than willing to help with questions and parts for your boat, there is no substitute for having a local member of the fleet willing and able to troubleshoot and repair the fleet boats. Most of us that race these boats don’t have the experience or expertise to analyze electronic or structural problems when they happen to our boats.

Washing your boat with fresh water inside (lightly) and outside is very important. Taking your keel off the boat between regattas and loosening your head stay both help to extend the life of your boat. Using a light oil spray on your electronics will also ensure they don’t become rusty and ineffective. Cleaning the boat on a regular basis is helpful to keeping the boat from aging and possibly having gear problems.

### **Create fleet bylaws to ensure participation at a uniform and fair level...**

After the initial start up of your fleet, it may be constructive after a year or two to revisit the things your fleet members think are important to enhance the integrity and management of the group. Deciding on things like

how many throw-outs for the annual high-point championship trophy to encourage participation but also keeping the contest competitive might be on the agenda. You might want to revisit what constitutes a recognized member of your fleet from an outside club or association. Administrative positions in the fleet might be expanded to address mark setting, race committee, boat maintenance and social events.

### **Set up your communications to your fleet...**

If you are part of a larger yacht club or sailing association, use their website and lines of communication like a monthly newsletter to inform your fleet. Set up on their website your own fleet page with a racing calendar, racing results, member names and contact information, the application to join the fleet, and links to your distributor and other relevant information to help each member of the fleet know what’s going on and where to find resources. If you don’t have a parent club with these capabilities, consider setting up your own fleet website so your communication to your membership is enhanced.

While all these areas are considerations for a successful fleet organization, there can be no substitute for having FUN racing CR 914s. The boats are inherently very good sailing boats, with a lot of adjustments to make the tuning of the boats important and challenging... all part of the competitive enjoyment. Try and keep the race course fair and education of the rules ongoing in your fleet. In the end, these little boats will bring a lot of pleasure to everyone racing and the sailing fellowship will be enhanced by just following some common sense procedures.

Now go get your fleet up and running with a new sense of purpose! 🚩



## Ramblings from your class secretary

by Rick Martin

**W**HEN I BEGAN this sport/hobby with the CR 914 back in 1994 I decided to keep a notebook of the little things that I learned and the mistakes I made along the way. Things that may have not been obvious that made a noticeable difference. It was a pain to keep it up at first but I got into a habit and now as I look back through the notebook I find a lot of things I'd completely forgotten or that I now take completely for granted. Optimizing the performance of the sail servo was one of the first of those gems. It's probably obvious to many reading this but something a lot of new comers might not have considered. Here's how:

With your transmitter and sail servo in their maximum full-in positions, you want to position the sail arm on its output shaft so that its outer end (the end with the pulley) is pointing as nearly as possible to directly away from the sheet exit point at the back of the boat. In the

CR 914 this will require the sail servo to be mounted as far to port as possible while still allowing for the arm to clear the port side. The sheet will then run almost in line with the sail arm and the arm will be very close to the keel tube but not touching it. Then you can adjust the length of the sheet(s) so that the sails are in your desired close-hauled location. With this setup you will get the most power and finest tuning when sailing close hauled while greatly saving on battery consumption and wear and tear on the servo.

And now for a couple of announcements. First, South Broward Model Sailing Club will host the 2011 CR 914 National Championships on Friday-Sunday, October 7-9. SBMSC is conveniently reached from either the Miami or Fort Lauderdale Airports and has an excellent fresh water venue with good lodging choices nearby. SBMSC successfully hosted the 2010 CR 914

Midwinter Championship last February and plans to do so again on February 19th and 20th, 2011. For those interested in attending the 2011 Nationals this affords an excellent opportunity to get in a little early local knowledge.

My second announcement is that my AMYA term as CR 914 class secretary expires in December 2011 and I have decided not to run for re-election. Therefore, 2011 will be my last year as secretary for the CR 914 class. Without a fleet or any regular CR 914 activity here in Wisconsin I find it increasingly difficult to maintain the passion that the job and the class deserve. The recent acquisition by Chesapeake Performance Models of the CR 914 molds and production rights has secured the stability of our class for the foreseeable future. What is needed now is a class leader/promoter with new energy and enthusiasm to expand the class to see that the CR 914 realizes its full potential. ■

### Who's Gotta Regatta

So far, we have been notified of only the following three CR 914 regattas for 2011:

#### **Midwinter Regatta** February 19-20

Pembroke Pines, FL  
Contact Christian Flebbe  
[christianflebbe@hotmail.com](mailto:christianflebbe@hotmail.com)

#### **New England Spring Regatta** April 16-17

Killingworth, CT  
Contact Brian Jobson  
[bjobson@dpmc.com](mailto:bjobson@dpmc.com)

#### **2011 National Championship** October 7-9

Pembroke Pines, FL  
Contact Christian Flebbe  
[christianflebbe@hotmail.com](mailto:christianflebbe@hotmail.com)



CR 914s racing at C.B. Smith Park in Pembroke Pines, Florida on November 7, 2010

### 2011 Midwinter Regatta

THE SOUTH BROWARD MODEL SAILING CLUB cordially invites you to attend the 2011 CR 914 Midwinter Regatta, to be held at C.B. Smith Park in Pembroke Pines, Florida (Ft. Lauderdale/Miami area) on February 19-20, 2011.

This invitation is for all CR 914 owners who want to do some great sailing during these cold months, those from nearby states, northerners who are weary of ice and snow and looking for some good sailing before the regular season kicks off this spring, and all other potentially "regatta-prone" sailors, even a few who live on the west coast. We particularly want to attract new CR 914 owners and those who have little or no prior RC racing experience, and we hope to again draw a mix like the 15 rookies and veteran 914ers who entered the first Midwinter's back in 2006 and the 10-boat fleets 2007 and in 2010 when this regatta was revived after a two-year hiatus. This year there is a new feature: it is the opening regatta for the CR 914 East Coast Cup, which was instituted for the first time in 2010 and in 2011 added this regatta to it.

The format of the regatta will be defined in short depending on fleet size, it will be HMS (if more than 16) and the information will be on our club's website. As with the 2006/2007 and 2010 Midwinters, our emphasis will be on having fun and learning how to enjoy the regatta experience, and we plan to offer formal as well as informal mentoring as part of the experience.

More information about this regatta will be posted on our club website, [www.sbmsc.com](http://www.sbmsc.com) where you will find the official Notice of Races, a registration form, lodging information, a list of prospective registrants, and information about the sailing venue and park facilities.

We hope that you will be able to join us in Florida for this celebration of the great sport of sailing and our wonderful boat, the CR 914. If you think that there is any chance that you will be able to do so, please email or phone us if, after looking at the regatta webpage, you have any questions or if we can be of any help.

Christian Flebbe, SBMSC Commodore and Midwinter Regatta Chairman, [christianflebbe@hotmail.com](mailto:christianflebbe@hotmail.com), 305-829-1623. ■

### Editor's Commentary

Beginning with issue 67 last fall, individual fleets are now responsible for providing "about half" of the content of each edition. 'Special Editor,' Dick Huntington, and the members of the Model Yacht Fleet of the San Diego Yacht Club outdid themselves—and set a record that can never be broken—when it turned out that the articles that they supplied filled *all* the available pages for this issue! Many thanks to Dick and MYFSDYC (the big fleet with the even bigger name)!!

Future editors: take heart. You and your fleets are responsible for 'only' half of the content of your issues—although you are welcome to submit more than that if you wish (and want to try to tie the record). Other former and future photographers and authors of articles, fleet reports, letters to the editor, etc.: don't let MYFSDYC's titanic effort make you complacent. The *CRonicle* still wants and needs your contributions every quarter. Look at it this way: if you quit helping out now, when it comes time for your fleet to edit an issue you will have to fill the whole darn thing yourself!

— Dick Martin

### Deadlines for future *CRonicles*

issue	submission deadline	publication date
69 - spring 2011	March 15	April 1
70 - summer 2011	June 15	July 1
71 - autumn 2011	September 15	October 1
62 - winter 2012	December 15	January 2

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

### Fleet assignments for the next 7 issues

issue	date	CR 914 fleet
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.

### 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 71, for example, you're good through the fall of 2011. If it says 69 or 70, 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.

### Class website PASSWORD

The January–March 2011 password is:

**sCRap**

(remember: all passwords are case sensitive)

This password will expire on April 5 and will be replaced by a new password that you will find in this location in Issue 69 of the *CRonicle*.

### New registrations & transfers

(September 30–December 22, 2010)

SAIL NO.	BOAT NAME	OWNER	HOME PORT
15		Bly Hartley	Arnoldsville, GA
16		Kevin Hartley	Arnoldsville, GA
271		David L. Lawrence	Bumpass, VA
1618		Christopher Mauro	Upton, MA
1619		Ronald J. Rhault	Mansfield Center, CT
1620	<i>Rec Ray</i>	Ray Monfore	Eagle River, AK
1621		Bob Turner	Annapolis, MD
1622	<i>Yankee</i>	John C. Unterreiner	Tulsa, OK
1623		Daniel M. Hurley	Mantoloking, NJ

### The *CRonicle* Honor Role

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

Barry Ault	San Diego, CA
Gary Becker	San Diego, CA
Christian Flebbe	Miramar, FL
Jerry Gibbs	San Diego, CA
Eric Heim	San Diego, CA
Dick Huntington	San Diego, CA
Elaine Huntington	San Diego, CA
Jean Malthamer	San Diego, CA
Dick Martin	Columbia, MO
Rick Martin	Westport, WI
Craig Moss	San Marcos, CA
Sandy Purdon	San Diego, CA
John Rudderham	San Diego, CA
David Ryan	San Diego, CA
George Szabo	San Diego, CA

Chesapeake  
Performance  
Models

www.rcyachts.com

Dave Ramos

227 Main Street, Stevensville, MD 21666

david@rcyachts.com

(410) 604-3907

# 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** \_\_\_\_\_

If renewal, please enter your membership number, if known: \_\_\_\_\_

Contact Information: Please enter your contact information. This information will never be sold for commercial purposes.

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 championships events, one vote in the affairs of the organization and classes, and other benefits.

Junior membership is available to applicant under 19 years of age, but is otherwise identical to an Adult membership. Family membership provides a single Adult membership and eligibility in AMYA championships events for all family members in the same household.

Note: These Membership Dues increased Plus \$5 on 01 January 2010.

ADULT 30.00 \_\_\_\_\_ Mem.  
FAMILY 32.50 \_\_\_\_\_  
JUNIOR 17.50 \_\_\_\_\_

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	_____	Post
SECONDARY ADDRESS	Must include	10.00	_____	Post
CANADIAN POSTAGE	Must include	10.00	_____	Post
ALL OTHER COUNTRIES	Must include	15.00	_____	Add'l Fees
NEW MEMBER PROCESSING FEE	Must include	5.00	_____	Add'l Fees
CREDIT CARD CONVENIENCE FEE	Will include	2.50	_____	Add'l Fees
<b>TOTAL</b>			_____	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

(Form adapted from Model Yachting Issue 162, showing AMYA dues increase effective 01 January 2010)



# CR 914 Class

1206 Castle Bay Place  
Columbia, MO 65203-6257

---

---

the **CRONICLE**

issue 68

Model Yacht Fleet of San Diego Yacht Club issue

winter, 2011

---

---

## INSIDE THIS ISSUE

SDYC Fleet report .....	2	Who's Gotta Regatta .....	15
On the cover.....	2	2011 Midwinter Regatta announcement..	15
Follow in My Wake		Editor's commentary .....	16
Toy sailboat?.....	3	When does my subscription expire?.....	16
Lessons from the new guys.....	3	<i>CRonicle</i> fleet assignments & deadlines ..	16
Rather win the start or the finish? .....	6	Members Area password .....	16
The Boatyard		New registrations and transfers.....	16
How to make your CR 914 better.....	10	<i>CRonicle</i> 68 honor roll.....	16
How to retrieve <i>CRonicle</i> articles.....	12	<i>CRonicle</i> subscription renewal form .....	17
Establishing your fleet .....	13	New AMYA membership form.....	17
Rick's Ramblings.....	15		