

# the **CRONICLE**

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# CR 914 Class

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



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

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# The Constitution State Issue

by Dick Martin

**A**N EXPERIMENT born mostly of desperation last year when I feared that I was exhausting my supply of ideas for new articles continues to pay off beyond my wildest expectations. Last fall Ernest Freeland and his Chesapeake Bay Model Racing Association got our new “fleet-generated production model” off to a fine start with a bunch of articles related to the 2010 Nationals that they hosted in October. Then the Model Yacht Fleet of the San Diego Yacht Club (a.k.a. the big fleet with the even bigger name), having been asked to produce about half of the winter issue, filled all but one of its content pages. And now members of our Connecticut fleets from the Dry Pants and North Cove Knee Deep model yacht clubs in Deep River/Essex and Old Saybrook respectively, have furnished 8, count ‘em, *eight*, of the articles in this, the Spring Issue!

DPMYC’s Commodore and 2009 national champ Brian Jobson leads off with some tips for regatta road warriors, followed by 2006 champion Chuck Luscomb’s thoughts about the mental aspects of our sport, called “Keep Your Head in the Game.” Jim Godsman from Dry Pants informs and entertains us with three short essays, about an innovative

design for tossable marks plus how to locate and retrieve out-of-control and even sunken CR 914s, as well as pictures of DPMYC’s fleet of cute but practical radio-controlled rescue boats. Two new 914ers, Dry Pants’ Jonathan Pelley and Les Bowman from Knee Deep (or as Les abbreviates its name, “NCYCK-DYC”) tell about their experiences as RC-racing rookies. And Howard Farrer from Old Saybrook supplies this issue’s Boatyard column with yet another, and in some respects the most innovative yet, method for leak-proofing the rudder linkage rod exit port.

The Constitution State didn’t quite monopolize this entire *CRonicle*, however. IV McNamara from Oklahoma (who finished third at last year’s Nationals, the highest finish by anyone from a



non-seacoast state since 1995, I think) shows up on Fleet Street to update us on his Greater Tulsa Model Yacht Club, and Christian Flebbe will make you regret that you didn’t take that trip to Florida in February for the Midwinter Regatta. But you’ll find plenty of other events to attend, on the Regattas page. Be sure, also, to read a special report about the upcoming election of our next class secretary, and the discussion of topping lifts that is featured in this issue’s Rick’s Ramblings. ▶

## On the cover

IT WAS, NO DOUBT, just a coincidence that David Lawrence’s boat (#271) was in the foreground when this great Nikon D50 telephoto shot of a tightly bunched pack of boats on a windward leg at the 2011 CR 914 Midwinter Championships was made by Bobbie Lawrence from Bumpass, Virginia. Several of Bobbie’s pictures were featured in articles about the 2010 CR 914 Nationals in *CRonicle* 67, and with this issue she becomes the eighth photographer, and the third sailor’s wife, to make the cover and win an 18-month extension of her husband’s subscription to the *CRonicle*.

You can see the full-color original version of this photo, along with the 11 other

photos that have appeared on the cover to date, in the new *CRonicle* Cover Gallery that was added to the class website in January of this year, at [cr914class.org/cover\\_gallery.php](http://cr914class.org/cover_gallery.php). You’ll find 176 more of Bobbie’s Midwinters photos, plus 28 taken there by South Broward MSC’s Bob Hughes as well, in a Picasa gallery that David has posted at [tinyurl.com/cr914midwinters](http://tinyurl.com/cr914midwinters). And you’ll see more of Bobbie’s photos in Christian Flebbe’s article about the Midwinters that begins on page 10 of this issue. And we’ll look forward to seeing much more of her work in future *CRonicles*. Congratulations, Bobbie. ■

Our eight guest authors have done an outstanding job. I hope you will enjoy reading their articles as much as they

clearly seemed to enjoy writing them, and that they will motivate *you* to want to try your hand, as well — remember,

you do not have to be a member of the featured club to do so. 📌

## Travel and Save with a Regatta Buddy

by Brian Jobson – #1386 Thunderhead

**A**RE YOU ONE OF THE MANY who have thought about going to a regatta but find the thought of just getting there a PIA or worry who will I know?

The solution of course, is to find a *traveling buddy*. Typically this is someone from your home fleet who you have a reasonable tolerance for and they have a reciprocal feeling about you. Although if you travel with your wife you can stop reading now.

The dread of traveling a few too many hours alone in the car is a real stopper for some who, if they could just get there, know they would have a great time with old and new friends.

Saving money on gas and lodging is a secondary benefit of the Regatta

Buddy approach, and if you are really a bunch of penny pinchers most lodging establishments will provide a double room with a cot for a third person, so a room and breakfast for the weekend can cost only about a third of what you pay to travel alone. Another benefit is having a second driver to split the driving.

Also: someone to talk to; you will be very surprised to where these conversation drift. And strengthening friendships; we see each other maybe once a week for one or two hours of racing but rarely do we get the chance to shoot the breeze except on the subject of models. And someone you know to sit with at the dinners and lunches. And someone to keep you going on the way home.

### Basic Rules

- Do not push to drive if it is not your car or truck. Offer.
- Keep politics out of the conversation unless you are of like minds.
- Keep it light and easy; do not try and force your will on your Regatta Buddy.
- Have fun
- Race hard. 📌



photo credit: Jill Poindexter

When all else fails

## Rescue Boats

by Jim Godsman – #1415

**H**OW MANY TIMES have we all found ourselves with a boat on the pond that needs rescue and the water is deep, there is no dinghy, and there are no available swimmers. What then? One option is to simply wait till your boat drifts to shore. The other is to use a RC rescue boat.

Our club, the Dry Pants Model Yacht Club, has three varieties: a trusty little tugboat we have used for years, plus *Fetchit*, a flat-bottomed vessel made specifically for rescue work, and an airboat (new this season). All three of these boats can solve the stranded yacht dilemma.

Our three boats have one thing in common: a fixed arm that comes out from amidship that can grab on to the shrouds, forestay or backstay of a CR 914 and drag it to safety. *Fetchit* has another feature: a spring-loaded swivel arm attached to its transom that can grab a boat's headstay and then swivel back to enable bow towing of the stranded vessel (see photo)

Rescue boats are fun to make and operate by anyone. Every club should have at least one for that day when there are no other options. 📌



Fetchit to the rescue!





# Keep Your Head in the Game

by Chuck Luscomb – USA 19

**T**HERE HAVE BEEN many articles written about how to build, tune, repair and sail your boat. The only subject that I am pretty sure has not been covered is how to tune yourself, the skipper. How do we prepare our minds for the competition and once there, how do we stay focused on the goal? I have heard people say that there are no fast boats, just fast skippers. If true, then tuning our minds is critical to doing well. A few simple do's and don'ts will help you clear your mind and enable you to focus on getting around the buoys at any regatta.

## Do's

Have fun. We do this because it is fun and gives us an opportunity to spend time with friends doing something we enjoy.

Be prepared ahead of time. Make sure you have all your gear and it is ready to go. Nothing takes your head out of the competition faster than leaving some important piece of gear at home. You need to be confident in your equipment. Is your boat tuned for the conditions? If it is blowing, do you have the common spares you need to make emergency repairs between heats? I know this sounds basic, but being prepared is as much about your boat and equipment as it is about your head. If you "feel" ready, chances are you will spend the time before the starting gun thinking about other important things like which way the wind is blowing and which end of the line is favored.

Arrive early. Get a good spot to set up camp and organize your gear. If you use rechargeable batteries, have a set or two going as back up. Take a look at the sailing site. What is the wind doing? What will it do over the course of the day? By this point, you should already know what general direction the breeze should be coming from.

Set your boat up and take it for a test sail before the skippers meeting. Does everything seem to be functioning cor-

rectly? If it is not, now is the best time to find this out. Replace anything that gives you cause for concern.

Have a plan for when the clock starts. Where do you want to be on the line? Take a look up the course and see what the wind is doing. What do the shifts look like? Is there a shift coming that will determine the best end of the line to be on? Where do you want to be on the first beat? Don't get tunnel vision and stack up at the pin. In most cases, the majority of the other skippers are not looking up the course and are only focused on where they are on the line. I have seen a number of starts where the skippers at the pin are "surprised" by the wind direction when the gun goes off.

As you make your way around the course, think "Big Picture." What I mean by this is you may not want to battle every boat you come across. For example, on the beat, if you are extended to the right and now want to work back toward the middle you have

## *think "Big Picture"*

rights on starboard but if you have a port tacker coming, it may be better to let him cross rather than force him to tack or duck you. If you force him over, then he is going the way you want to go and may become a problem later. If he crosses and keeps going to the right, he is heading to where you don't want to be which is an advantage for you. He may not see the next shift and will be in trouble when he gets too far right. This concept works on every aspect of the race course.

Always be looking for a passing lane and a chance to pass the next boat. You should not stop thinking about this until you have made it to the front. If you happen to find yourself in the lead, make sure you remain focused on what is ahead of you. You don't want to allow the boats behind you to control where you are going. Although covering your lead is a good tactic, it can often take your attention away from what is ahead

and you can sail off into a hole while trying to hold your lead.

If you find that you have gotten a bad start or tangled up with another boat early in the race, *don't give up*. It may be worth taking a flyer and you may come out on top. If the fleet is working left, work right. You are in the back anyway so what harm can it do.

Communicate. I cannot stress this enough. This is the best way to avoid collisions. In big boat sailing and the rules we are governed by, very little communication is required. In our sport, you can never be certain the guy next to you is going to do what you think. Talk it up, especially at mark roundings.

## Don'ts

Don't force a bad situation expecting the other skipper to do what you think he should. Stay out of trouble, give yourself an exit in case things go badly.

Don't sail to the lay lines if you can help it. Stay in the middle as much as you can. This is a pretty basic concept in sailing but I see it happen quite often where people will sail to the "corners." Since we sail most of our events on ponds, the wind is for the most part quite shifty and can often leave you too far right or too far left, and now that the wind has shifted you can not get back and you watch what ever position you might have had slip away in one leg.

Don't be threatened by who is on the skippers list. If you have two or three national champions in the mix it does not mean you can't or won't beat them. Don't set your sights on third or fourth based on who is sailing. Sail to win every time you hear the countdown start.

Don't let an altercation with another boat/skipper take your mind off racing. Don't be a spectator when this happens to someone else. Remain focused on the boat, the wind and the fleet. When others glance over to watch the exchange between skippers, this is your chance to move up.

Don't be a bully on the race course or

a rules “expert.” Aggressive behavior is bad and discourages the less aggressive to return to the sport. The use of bad language is never good and is disrespectful to the folks who are trying to provide you with a venue and a fleet to sail with. When events are held in places that are owned by someone or a public gathering area, word gets back to the property owners and the fleet can quickly find themselves without a place to sail. Above all, it takes your mind off the game and the minds of those around you. In short, zip it.

If you want to protest someone, say “protest” and their sail number. That does two things, it allows you to make the other skipper aware you are protesting them and it officially brings a protest into view for the Race Committee. And, you can then return focus on your race. It is up to the other skipper to respond with either a penalty turn or an agreement to challenge the protest in the



The author’s boat in action at the 2008 New England Spring Regatta. Will USA 19 on port clear Mark Benedict’s *War Baby* (1084) on starboard?

room. Don’t ever, ever, ever get into a shouting match with someone. If you don’t want to protest another skipper, don’t bring it up. Bad for you, and bad for the rest of the fleet. For me, I am 10-0 in passing skippers while they take their minds off what they are doing to argue about a rule interpretation.

Don’t second guess the race committee on how they conduct the regatta or set race courses. Everyone will have to sail the same course. This takes your

focus off the task at hand. Chances are they have been planning for this for months and they are doing their best. You can bet that the wind direction the day of the regatta will be the direction “It never comes from.” They will appreciate the consideration for their efforts.

Remember, sail fast and stay focused on what you are doing. Hopefully, it will give you the edge to climb the leader board and one day be in the winners circle. 🏆

## Tossable Racing Marks

by Jim Godzman

**H**OW MANY TIMES have you thought it would be fun to do some impromptu sailing with friends and you don’t have permanent marks in the water? In the colder parts of the U.S. this often happens when permanent racing marks are out of the water and folks want either to extend the official season or start a new one earlier. Sometimes, the dilemma occurs when one just has a sudden overwhelming desire to sail anywhere.

The solution is temporary marks that can easily be thrown from shore and then retrieved!

Here are the ingredients for a cheap set of marks. Directions:

- Purchase the necessary number of fluorescent driveway snow stakes (at Home Depot/Lowes). Cut them in half.
- Buy some 5" foam balls, drill a 5/16" hole, and epoxy to the rod with a third of the stake above the ball.
- Buy some *flat* salt water fishing weights. Drill a 3/8" hole through the weights (to sleeve over the 5/16" stake).
- Add a 1/2" hose clamp to the bottom and tie the retrieving line string assembly to the stake after it goes through the end of the weight.

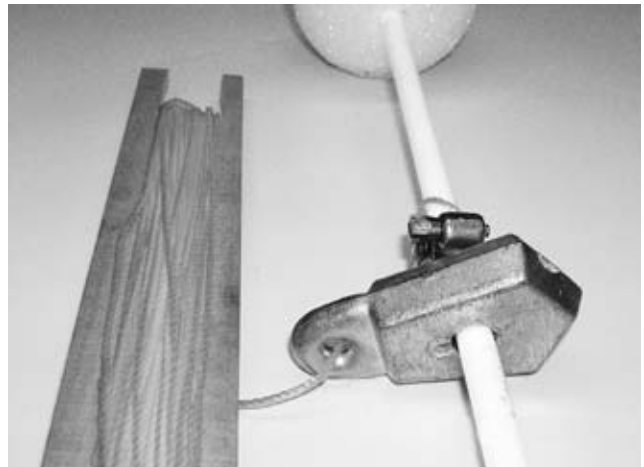


Now you are ready to launch. To toss the mark, simply sleeve the weight over the bottom of the stake. Toss the entire unit with a discus-toss motion. With a little practice, you can get the mark out about 50 feet to your desired location.

When the mark hits the water, the sinker comes off the pin and slides down the line to the bottom. It can be snugged to position from the shore.

Remember to affix your retrieval line to something on shore — or else you will have lost your first mark (as I did!).

Finally, these marks allow impromptu racing any time of the year on any available body of water. Set-up time for five marks is less than ten minutes. 🏆



# Learnings from a Rookie's View

by Les Bowman — # 637 SKYE

I AM A NEW CR 914 SAILOR with more than 40 years experience competitively racing my own and other people's big boats on Long Island Sound and beyond. I've raced both one-design and under various handicap rules at the local, regional and national levels in everything from Dyer Dhows to J-24s to C&Cs, Tartans, and many other boats. I still cruise and occasionally club race my C&C 37.

Last winter when I wrapped up my business career and retired, my wife encouraged me to step up and join the very active and increasingly competitive North Cove Knee Deep Model Yacht Club (NCYCKDYC)\* that sails under the banner of our home North Cove Yacht Club. It didn't take much convincing. I was sure my big boat experience would make me immediately competitive, and a 914 would help keep me busy while my spouse worked to support me in the style to which I wish I were accustomed.

With my wife's keen guidance, a fundamental decision was made to buy, not build, a boat. She knew that I would want to sail, and the likelihood of my actually successfully completing a build project was slim. In January I began to actively search for an available boat. I worked the web, contacted Dave Ramos, developed a contact list of inactive local skippers, and also reached out to an old sailing acquaintance and past 914 national champ Chuck Luscomb for help. The search continued through March.

First learning: 914's are too pretty and there is too much pride of ownership for skippers to easily part with their prizes. After actively reaching out to any and all inactive local skippers to adopt a boat, I did find one and had it inspected by Chuck. He quickly determined this "prize" was not built to class specs, the asking price was way out of bounds, and basically the boat was junk. Chuck saved me from my ignorance, and set a tone

\* Ed. note: By golly, this nearly unpronounceable acronym tops our San Diego fleet's previous record-holder, MYFSDYC!

of helpfulness and generous support that has been repeated over and over by all the 914 sailors I've met. Finally at Chuck's suggestion, I re-contacted the owner of an inactive quality boat Chuck himself had built, and was able to make a deal.

Chuck also invited me to race with his own Dry Pants Club in addition to my home North Cove group to help me practice and learn. I leapt at the opportunity. My strategy for my first season was to get on the water and learn and grow. I learned a lot and grew some. Example: when racing in moderate conditions or better, on big boats going to windward you head up in puffs to gain advantage. In 914's if you head up in the same conditions, I quickly learned you pirouette and give the fleet the benefit of an unplanned 360 degree "non-penalty" circle. While learning this fact of life, I gave the fleet the equivalent of several full ballets of unplanned spins.

My next learning was about mark roundings. In several early races, in fact too often over the season, I approached the windward mark in decent shape, and

***"The people are even better and more fun than the boats!"***

consistently lost my advantage — and at times my boat — amongst the many. In one tightly-contested early race I was in the top few at the mark, and I intensely worked what I thought was my boat to the finish. Unfortunately I sailed (i.e. "steered") the wrong same-colored boat on the downwind leg! I learned in spades something must be done to be sure you can differentiate your boat at a distance. I'm still working on that.

After boat identification came rookie electronics and boat tuning issues. As the season progressed I was sailing two or three days a week with the two clubs in both salt and fresh water. Early on the electronics worked perfectly, but then came with ever-increasing frequency random control "interruptions." Water and electricity don't mix; that truism was again confirmed by me in spades.

I also learned a cost of not building my boat was I didn't really know much about how it was put together and how it should or could be tuned.

In one race I lost all control, and without a rescue boat to fetch my wayward craft, I watched it self-tack in small circles for almost an hour until it beached itself at the far end of the pond. To solve this and other problems, I was referred by my most generous and accomplished competitors to the CR 914 *CRonicle* library for solutions. As serious rookie I read all I could find, and much like a first-year med school student, through self-diagnosis I discovered and tried to correct problems I didn't even know I had. Again, in dealing with infinite variables, live, learn and recover.

By mid-season my results were declining, not improving. Obviously the frustration built, and intuitively I determined the problem had to be the boat (i.e., couldn't be the skipper!). The boat showed spurts of brilliance, but basically most often it couldn't close the deal.

Brian Jobson, another local former national champ and one of the many most helpful top sailors at the Dry Pants Club, observed my frustration and made me an offer. He would race my boat to confirm my suspicions. He did, and he won going away! Talk about being humbled! That was my rookie 914 racing emotional bottom. However, Brian didn't just show me up; he gave me back my controls, retired his boat for the day, and coached me through the remaining races. Suddenly things began to improve, almost dramatically!

In my first year I learned a lot about focusing on my own boat, a bit about tuning and rigging, and some things about strategy, but the most important thing I learned over the whole season was the personal quality and willingness every CR 914 sailor I encountered at both the North Cove and Dry Pants clubs to collaborate and share their knowledge to help a rookie get started. The people are even better and more fun than the boats! ■



# From The Beginning

by Jonathan Pelley #1584 – Motion

**S**INCE I'M NEW at sailing RC's, there is nothing on the technical or organizational front that I can contribute, so I'll just tell my story.

I have always been attracted to RC models whether it is planes or boats. It was, "Someday I'm going to do that." Well, I realized last year that "somedays" were coming ever more quickly and going even faster! If I had any intention of pursuing this dream, I had better get started. I purchased an A-10 ATF plane, but after my first mishap became quite aware this could be a costly endeavor. Not to mention that weather had a big impact on whether you could go out and have "fun" or not. Soooo... let's see; I love sailing; I wonder what's out there in the RC genre... HOLY COW!

Now which one? I checked to see where the closest RC sailing clubs were and discovered a group called Dry Pants (cute!) was not too far away. Next, what boats do they sail? Wow, look at that CR 914, and how organized the class is! And look at this! DPMYC is hosting the 2010 New England Spring Regatta next month in April. I told my wife about this new interest and said I would like to go check things out at the Spring Regatta. She thought it was a great idea (cool!) and wanted to go also. I figured if it all panned out, which my wife thought would be the case since I was spending a lot of time on the computer doing research, I would buy a boat in the fall to have ready for the following summer. Two weeks later, around the time of my birthday, a box arrived at the house from Chesapeake Performance Models! What a wife!

The Spring Regatta was impressive and it motivated me to get going on my boat. Well, duty called as it always does and the building of the boat kept getting interrupted. I had been in touch with Brian Jobson (2009 national champ), who is the Commodore at Dry Pants, to see if he or someone else could spend a little time with me on my maiden voyage. I was delayed because of car troubles on the big day and didn't get to the pond until noon when the racing was ending. Brian is a true promoter of the sport and has a vast wealth of knowledge that he doesn't hesitate to share. A great Commodore. Even though I was late he took the time to get me up and running. He introduced me to club members who were also forthcoming with helpful information and made me feel welcome. In five weeks the Nationals in Annapolis were on and I thought it would be fun to go watch the racing with my wife. "Why not *race* at the Nationals," was what she replied. Let's see, five weeks of experience, three hours of racing a week, and go to the Nationals. *ARE THEY NUTS!* My sixth time racing would be at the big event! Crazy!!

Guess what? One of the best things I ever did. Had a blast! Kevin MacLellan, who is another Dry Pants member, took me under his wing and got me set up to do battle. When Brian wasn't racing, he was keeping an eye on me from the wings; "Jon! You missed the mark!" In my last race on Sunday I was determined to do well. Over anxious, I was over early. Oh, well! On the windward leg, I used advice given to me on

Saturday. When at the back, do the opposite of the others. The fleet went to the left side of the course, so I went to the right. And was in the lead at the windward mark! At the offset mark, I had a boat on my starboard rail but thought we would still make the buoy. Hence another "Jon! You missed the mark!" Oh, well!!

On the last run to the finish, I try going to the opposite side again, and again I pass everyone. *HOLY COW*, I think I'm going to win! Then I try to tack across the finish line without enough speed and stall out. One, two, three, four, five boats pass me before I can recover. Rookie!!! Oh, well.

The people were great. Met a man named Jean who was telling a story of his boat sinking and how he rigged a grappling hook to fish it from the bottom. I said, "I know you, I read about that in the *CRonicle*" (Go *CRonicle!*). At dinner Saturday night my wife and I sat across from a very nice couple from Florida, Joe and Virginia Russell (see *CRonicle* 67: "Thoughts from a Rookie"). Next to us were Mr. and Mrs. Fran Cichowski from Dry Pants who we hadn't seen since the Spring Regatta. The folks at CBMRA put on a great regatta, one I will never forget. Many memories.

I had three goals; learn as much as possible, have fun, and don't come in last. I succeeded at all.

Bottom line to the beginner is this is a fun sport, that shouldn't be intimidating, with lots of great folks and sailors to support you. **■**



Brian Jobson



Kevin MacLellan



man named Jean



Joe Russell



Fran Cichowski

## Where's My Boat?

by Jim Godsman

**O**NE COLD WINDY DAY late Fall, a number of our hardy sailors decided it was a great day to go sailing. So, off they went to the pond.

As the boats approached the weather mark, one boat suddenly disappeared. Its anonymous owner was horrified! Either a great bird had seized the vessel and carried it off. Or, the boat had simply sunk!

The question was "Where?" Fortunately, the sailor knew it was probably on a line with the edge of a building on the far side of the pond. That was the good news. The bad news was he was

not sure where he had been standing. Basic lesson is do what the golfers do: follow the ball from the tee to the woods to establish an entry point and precisely know your starting point. This clearly limits the challenges of a search.

After spending a great deal of time "playing flamingo" from rubber dinghies randomly peering down into the murky water, with zero luck, American ingenuity kicked in. The result: a grappling bar. Simply made, the rig produced immediate results.

Instructions: Take any pole about six feet long, attach seven large weighted

treble hooks every foot and attach a line to each end as a harness (see photo). Add dinghy, drop in water and start dragging. Worked beautifully.

Lesson learned: CR 914's don't float if they are swamped. 📌



## THE BOATYARD

### Waterproof Boot for Rudder Linkage Rod

by Howard Farrer - #1311 Totanya

**W**hen I built my boat five or six years ago I read that the slot for the rudder linkage rod could be a major source of leakage. I decided to try and do something about it. After numerous attempts at waterproofing I finally came up with an approach that has worked flawlessly for me for the past five or six racing seasons. Incidentally, my Knee Deep Model Yacht Club in Old Saybrook, Connecticut races on Long Island Sound where wave and wind action can sometimes be pretty serious. Pitch poling and total knock-downs are not uncommon during early spring and late fall.

The photograph shows my solution after several years of weekly racing.



What I did was to assemble three different sizes of electrical shrink wrap tubing and gradually shrink them to fit such that the inside diameter got progressively smaller. Radio Shack sells a package of assorted shrink wrap tubing for about four dollars.

I cut three different diameter pieces each about 3/8"-1/2" long, shrank the largest around the boss (white part number 4) on the aft starboard face of the cockpit bulkhead. Then by stepping down diameters and fitting the shrink wrap tubes into each other and by carefully shrinking the tubing I was able to obtain a very nice fit around the linkage rod. This process may take some trial and error to get it right but the end result is a watertight seal which still allows the rod to slide with very little additional resistance.

Good luck and I hope this helps you keep your electronics dry as it has done for me. 📌

## Model Yachting 163

by Dick Martin

**THE LATEST ISSUE** (#163, Spring 2011) of the AMYA quarterly magazine *Model Yachting* is a keeper. His first President's Letter demonstrates David Brawner's enthusiasm and tact as he begins to lead AMYA into the 21st century, although it offers only a few hints about the changes that I hope are in store.

The compelling reason to obtain and

save this issue, however, is its 12-page feature section about organizing and building model sailing clubs. Great stuff, about starting and building fleets and the even more important and harder job of keeping them healthy, plus photos of a variety of ponds (including the Giants Stadium parking lot). Having tried, unsuccessfully, to cope

with my own municipal bureaucracy, I particularly enjoyed the article about "Local Sailing Rules and Obstacles."

This issue of *MY* alone should be all the incentive you need to join, or re-up if, like so many 914ers, you let your membership lapse during the recent years of AMYA malaise. Do it right away so you won't miss Issue 163. 📌



# Upcoming Election

by Dick Martin

SHORTLY AFTER THE SAILING WORLD received the shocking news of Rick Martin's decision to relinquish the position of class secretary at the end of this year, Ernesto Bertarelli decided to come out of self-imposed exile and try to reestablish his old dominance of the sport of yacht racing. He wanted to start small, he explained at a press conference in Portoferraio on the island of Elba in the Mediterranean in mid-February, expecting that all he would have to do to take over the CR 914 class would be to declare himself class secretary — essentially the same way the last two secretaries came to power. Bertarelli wants to hold the 2012 CR Nationals in Barcelona and rename it the "Super MAXI America's Cup."

But when Larry Ellison got wind of this development he threw his own hat into the ring, boasting that he will democratize the class and open it up to everyone, big and small, other suppliers besides Chesapeake Performance Models, and especially to multihulls. AMYA, realizing that a contested CR 914 election will reap a financial windfall when 914ers realize that they at last have a persuasive rationale for paying AMYA dues — so they can vote in the class secretary election — then launched a major publicity campaign, which began to catch the eyes of large egos from beyond the sport of yachting, such as Albert Pujols who, out of his love for the sport and loyalty to the class, volunteered

to do the job for a mere 0.3 billion dollars, unless another class makes a better offer.

Roger Goodell joined the campaign on a platform to eliminate violence on the race course, and promised to have Christina Aguilera perform her non-violent rendition of the national anthem — in which she describes the bombardment of Fort McHenry as peril-less rather than perilous — at the 2012 Nationals. (Rex Ryan lost his bid to represent the NFL when he insisted on contesting the Nationals in Footys.) The National Hockey League proposed more violence, not less, to draw bigger crowds, and offered to have its referees supervise all fights that break out in control areas. NAZCORE has even entered the fray, nominating as its candidate Mork Morton, who proposed removing the mufflers from CR 914s "so the noise from those engines in them theyer boats will attract mower spectators to our ponds," and announced that his first act in office would be to eliminate the Racing Rules of Sailing. "It's dumb to keep boats for apart," he commented.



"Crashes or what draws the fans, not watching a bunch of wimps giving room at the mork." Also, Morton claims to be the natural heir to the CR 914 class throne.

For more information about this important upcoming election, be sure to read "Ramblings from your Class Secretary" on page 12 of this issue. 📖

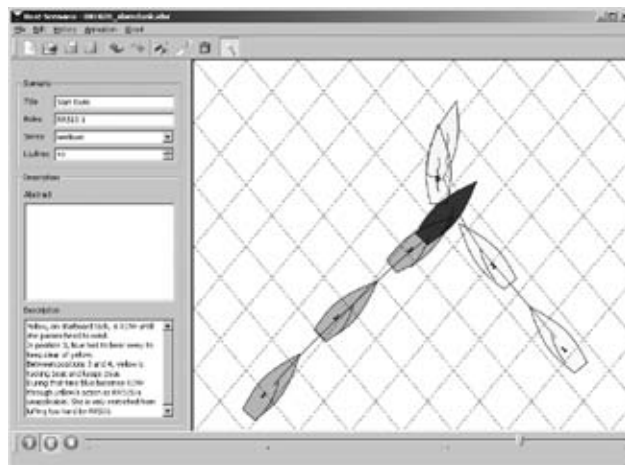


and the candidates are .....

## Boat Scenario

THERE IS A VERY COOL, if a bit esoteric, tool available on the Internet that automates the creation of sailboat racing diagrams, for rule learning, training sessions, strategy sessions, and more. Boat Scenario, written by Thibaut Gridel using BerliOS Developer, will draw several styles of boats, marks, wakes (with bubbles, yet), shorelines, etc., and can even animate the movement of the boats. It might be fun to take a laptop to the pond or yacht club and use the program to intimidate opponents and impress judges during protest hearings.

You can read more about the program, and download it (free) from the Boat Scenario website at [boats.berlios.de](http://boats.berlios.de). 📖





## 2011 CR 914 Regatta Schedule

Here you will find every 2011 regatta that has been scheduled so far this year with the class office, or discovered lurking on local club websites, or presumed to be held again in 2011 as it was in 2010. Remember to check the class website for the latest listings. Contact by email, or visit the club or regatta webpage if a link is present on the class website, 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. (Stars indicate a regatta is a component of the East Coast CR Regatta Series.)

### ★ Midwinter Championships ★

February 19-20  
South Broward Model Sailing Club  
C.B. Smith Park  
Pembroke Pines, FL

### Larchmont Spring Invitational Regatta

April 1-2  
Larchmont Model Yacht Club  
Larchmont, NY  
Contact David Graves: [graves.davidw@gmail.com](mailto:graves.davidw@gmail.com)

### Yachtapalooza Regatta

date t.b.a.  
Crowley's Yacht Yard  
Chicago, IL

### Clovelly's 11th Annual Cow Pond Regatta

date t.b.a.  
Clovelly's Farm  
Chestertown, MD

### Corte Madera Regatta

May 7  
CR 914 Fleet of San Diego YC  
Corte Madera Ranch  
San Diego, CA

### Region 6 Championship

May 14  
Lauguna Lake MYC  
San Luis Obispo, CA  
Contact Phil Adams: [pcadams71@sbcglobal.net](mailto:pcadams71@sbcglobal.net)

### ★ New England Spring Regatta ★

April 16-17  
Venuti's Pond  
Dry Pants MYC  
Deep River, CT  
Chuck Luscomb: [chuckluscomb@dpmc.com](mailto:chuckluscomb@dpmc.com)

### Anchorage Cup Regatta

June 5  
Northstar RC Sailboat Club  
The Pond in Cuddy Family Midtown Park  
Anchorage, AK  
Contact Wayne Kent: [wkent@netsandbytes.com](mailto:wkent@netsandbytes.com)

### ★ Region 1 Championship ★

date t.b.a.  
Marblehead MYC  
Redd's Pond  
Marblehead, MA  
Contact Chuck Winder: [chuckw88@msn.com](mailto:chuckw88@msn.com)

### 4th of July Regatta

July 4  
CR 914 Fleet of San Diego YC  
Guest Dock  
San Diego, CA

### ★ 2011 National Championship ★

October 7-9  
South Broward Model Sailing Club  
C.B. Smith Park  
Pembroke Pines, FL  
Christian Flebbe: [christianflebbe@hotmail.com](mailto:christianflebbe@hotmail.com)

### 10th Annual Dickle Cup Regatta

November 24  
Syracuse Inner Harbor  
Inner Harbor Yacht Club  
Syracuse, NY

### Pumpkin Pie Regatta

date t.b.a.  
Larchmont Model Yacht Club  
Larchmont, NY

### Boxing Day Regatta

December 26  
CR 914 Fleet of San Diego YC  
B & C Docks  
San Diego, CA

## 2011 Midwinter Regatta Report

by Christian Flebbe — all photo credits: Bobbie Lawrence

**A**FTER A GREAT RESULT of the third CR 914 Midwinter Regatta in 2010, the members of the South Broward Model Sailing Club decided to keep on with this tradition that began in 2006 with the first CR 914 Midwinter's and a second edition in 2007, both of which were organized by our tireless Vince Peritore, and then had a two-year intermezzo due to lack of a site to sail.

The 2011 edition of the series started to take shape in the fall of 2010 with the welcome news that the Midwinters would be added to the East Coast CR Regatta Series for 2011; the dates were set for the 19<sup>th</sup> and 20<sup>th</sup> of February and were posted on the class website. Finally 13 skippers registered, including CR 914 Class Secretary Rick Martin from Wisconsin, David Lawrence from Virginia, Carlos Rojas from Key West and Pablo Godel from Miami. Their travels were rewarded by perfect South Florida

winter weather, with partly cloudy skies, plentiful sunshine, temperatures in the 70's and an ENE wind at about 8 to 10 mph.

### Friday

Before the regatta, Joe and Virginia Russell had a great pizza and beer evening which was held in Joe's workshop. Sailors were encouraged to bring their boats for early inspection and late repairs if needed. Jim Ellys did not miss this opportunity to have his newly finished boat to be checked up, and it turned out to be taken into care by sailing master and former International One-meter national champion Tony Gonsalves. He reviewed this boat and some others, adjusting it and giving a great tuning lesson. It turned out to be a great moment for all sailors who attended. Many thanks to the hosts, Joe and Virginia.

### Saturday

The day started with great blue skies and a forecast of winds out of the NNE to start to fill in around noon. Between 9 and 10 was the late registration and tech inspection of all boats at our pond in C.B. Smith Park in Pembroke Pines, Florida. At 10:30 our PRO Tony Gonsalves started the skippers meeting where the sailing instructions were given and the course explained. Also he started the training of the assistants (Virginia Russell and Bobbie Lawrence) to have them take over the racing and start the preparation of the race committee for the CR 914 Nationals. It was decided to hold series of three heats and then a ten minute break to rest. That great idea gave everyone a chance to retune their boats frequently.

This way it was possible to hold 13 races on Saturday. After the end of the day there were 4 points separating the

top four boats, and six different skippers had won at least one race. The competition was really strong and good, being many times a very important factor to be able to clear the first mark ahead of the rest of the closely bunched fleet. After a long day of sailing all departed the park about 5 PM, to get some rest and get ready for a great meat and seafood buffet at a very popular local restaurant.

### Sunday

The first race was scheduled at 10:30 and the weather cooperated again, with low-mid 70's and nice sunshine, so everyone had to use plenty of sun lotion. Now the alternate race management team of Virginia Russell and Bobbie Lawrence with assistance from Vanessa Flebbe took command using all they had learned on Saturday. They did a real good job and the series went smoothly. Also on Sunday 13 races were sailed, so that at 3 PM a total of 26 races had been held. At the end of the series we had seven different winners of at least one race.

The winner was experienced CR 914 sailor Rick Martin from Wisconsin, with members of the host fleet Christian Flebbe and Fred Deutsch 2nd and 3rd, and one of our newer SBMSC sailors, Chris Hughes, 4th. (A PDF file showing the complete results is available on the class website at [cr914class.org/pdfs/2011\\_midwinters\\_results.pdf](http://cr914class.org/pdfs/2011_midwinters_results.pdf)).

Now we hope to have you all here again for the 2011 CR 914 National Championship which is scheduled for October 7-9 at the same venue. 📍



What was *your* weather like on February 20 when Bobbie took this picture?



Starting line bias often made port-tack starts pay off as they did for Chris Hughes (1561) and the ultimate winner, *Nippon Challenge* (808) this time, but it looks like Christian Flebbe's *Swift* (1441) is about to be nailed by Joe Russell (1563) on starboard here.



Saturday banquet



Midwinter champ Rick Martin with SBMSC's Christian Flebbe (left) and Vince Peritore.

## FLEET STREET

### Report from the Greater Tulsa Model Yacht Club

by IV McNamara – #1343

THE WINTER WEATHER HAS BEEN WAGING WAR on RC sailing in Tulsa, Oklahoma. To date all of our winter sailing dates have been cancelled due to the weather. We have seen sub-freezing temps, over 20 inches of snow in a seven day period, and wind speeds of 20 to 30 mph all take their turns interrupting our winter schedule.

We are planning a full schedule of sailing this spring (see [gtmyc.org/Home/spring-2011](http://gtmyc.org/Home/spring-2011)), so if the rain and tornadoes

avoid our weekends we should have a productive spring sailing series. Once summer and our extra hour of sunlight thanks to daylight savings time sets in, we will try again to rally the fleet for our weeknight series.

We are also going to try to host a regional regatta this year. Details have not been finalized. You will be able to find more info on the Greater Tulsa Model Yacht Club website at [gtmyc.org](http://gtmyc.org). 📍





# CRunch Time for the *CRonicle*

by Dick Martin

**I**F A NEW EDITOR were to step forward by then, 2012 would mark the sixteenth year of continuous publication of this class newsletter, the first eight of those as the *CR 914 Class News* under the editorship of the legendary Chuck Winder, and after that as the *CRonicle*. (It's hard to believe I will have been at this job for nearly eight years by then!) The prognosis, however, is guarded. Over the three years that have passed since I began to talk about my impending retirement no one has expressed any interest in becoming the next editor, and the advertisement for an associate editor that I published last summer drew not even a nibble.

So it has become CRunch time for the *CRonicle*. But there are grounds for some optimism. The job became considerably more attractive when members of our fleets last year enthusiastically accepted my invitation to write most of

the articles for one issue every few years. Desktop publishing software, such as Adobe InDesign to which I switched from PageMaker two years ago, has become more intuitive and fun to use. And other software improvements have made the solicitation of material and the production of the mailing list and labels for each issue, which used to consume several days each publishing cycle, almost turnkey operations. So I think we have a very good 'product' to 'sell,' and, following the advice of one of my fellow RC class newsletter editors, I plan to do so vigorously. As you will see when you read the advertisement that follows (as I ask you to do even though you may have no personal interest in this sort of journalism so that you can help spread the word about the great volunteer job that we have available).

What happens if there are no takers? It won't be the end of the world. Only a

handful of classes publish anything similar, usually only sporadically or twice a year, and ours is the *only* class that publishes and distributes a hard-copy newsletter. The others survive. (But it would be sad, I think, to see this 16-year tradition, which certainly must have contributed substantially to CR 914er's esprit de corps, end — I hope at least a few of you out there besides Chuck Winder and I feel that way too.) If issue 72, scheduled for publication in January of next year, proves to be the end of the line, all subscribers who contact the class secretary by email or letter will receive a rebate for their remaining unfulfilled issues. (Excluding, of course, all those future free issues you contributors have earned by submitting articles and cover photos since our bribery policy was instituted — there is another incentive to become the new editor or help to find him or her!) ■

## ***CRonicle* EDITOR NEEDED IMMEDIATELY**

Continue the 16-year tradition of the CR 914 *CRonicle*, the only RC sailboat class printed newsletter in the United States, provide important service, and have great fun doing so! The position of Editor is available immediately, and must be filled by January, 2012 or publication will cease.

**Job description:** Under the limited supervision of the CR 914 class secretary, the editor will solicit, edit, and publish articles, photographs, and other material from class members and other subscribers on a quarterly basis. Sailing, racing and radio control expertise, although helpful, is not required, since class members can be expected to contribute most of the material themselves. Using a mailing list compiled by the class secretary, the editor will also stamp and mail each issue to subscribers (current circulation ~300) each quarter. The current editor spends approximately 100 hours producing each issue because he greatly enjoys doing so, but the essential aspects of the job could require as little as the equivalent of one 40-hour week per quarter.

The new editor will have the option of adopting the current *CRonicle* format (which uses Adobe InDesign), in which case all current templates, fonts, and graphic designs will be supplied. Alternatively the editor will be free to use or develop his or her own styles and layout. A library of over 2,000 CR 914-related photographs and other graphic images will be available.

The editor will be reimbursed promptly by the class secretary for all costs of publishing, printing and mailing. Funds are available to purchase software, if needed, and for limited training in its use. The very low subscription price (\$1.67 per issue), however, precludes the payment of a salary.

This position should appeal to a CR 914 owner or family member who wants to serve the class and has an interest in journalism or desktop publishing. Experience with newsletter publication is desirable but not mandatory. The outgoing editor will be available for at least a year to teach, consult, and help out with all aspects of the job. (But he will not attempt to dictate style or policy, and will keep his hands off unless asked for assistance!)

Although this is a volunteer position, it may be of interest to a recent graduate who wants to use her or his talents and training in a productive way until a salaried position can be found, and who would be willing to continue to serve as *CRonicle* editor for at least a year afterward. (Experience as Editor-in-Chief of the *CRonicle* might look fairly impressive on a résumé.)

If you are interested in pursuing this opportunity, please contact:

Dick Martin, Editor, the *CRonicle*  
cr914m@gmail.com  
503.256.7213

**New registrations & transfers**  
(December 22, 2010–March 25, 2011)

SAIL NO.	BOAT NAME	OWNER	HOME	PORT
1319		Bob Putnam	Annaolis	MD
1346	<i>Norseman</i>	Thor Larsen	San Luis Obispo	CA
1624		Carl Kaufmann	Mystic	CT
1625	<i>Stripes</i>	Richard Wright	San Diego	CA
1626		Doug Tosa	Anchorage	AK
1627		Graham Phillips	Vero Beach	FL
1628	<i>Red Rocket</i>	Scott Farquharson	Annapolis	MD
1629	<i>Sophia III</i>	Willie Marsh	Lexington Park	MD
1630	<i>BOAT US</i>	James Ellis	Pompano Beach	FL
1631	<i>CoCo Pop</i>	Jonathan Bier	Dartmouth	MA
1632	<i>Glo for It</i>	Thane Barta	Anchorage	AK
1633	<i>Bounder</i>	Mark Adams	Wareham	MA
1634	<i>Time of Wonder</i>	Ned Bicks	Winchester	MA
1635	<i>Rana</i>	Pete Johnson	San Jose	CA

**The CRonicle Honor Role**

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

- Les Bowman..... Old Saybrook, CT
- Howard Farrer..... Old Saybrook, CT
- Christian Flebbe ..... Miramar, FL
- Jim Godsman..... Essex, CT
- Brian Jobson..... Wolcott, CT
- Bobbie Lawrence ..... Bumpass, VA
- Chuck Luscomb ..... Deep River, CT
- Dick Martin.....Columbia, MO
- Rick Martin.....Westport, WI
- IV McNamara..... Tulsa, OK
- Jonathan Pelley ..... Griswold, CT

**Class website PASSWORD**

The April–June 2011 password is:

**CRunchTime**

(remember: all passwords are case sensitive)

This password will expire on July 5 and will be replaced by a new password that you will find in this location in Issue 70 of the *CRonicle*.

**Deadlines for future CRonicles**

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

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

**Fleet assignments for the next 6 issues**

issue	date	CR 914 fleet
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 72, for example, you're good through the end of 2011. If it says 70 or 71, 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. And should the search for a new editor fail and publication cease, the cost of unfulfilled subscriptions will be refunded.

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.



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

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(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 \_\_\_\_\_

E-MAIL \_\_\_\_\_

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 magazine, 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 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 championship events for all family members in the same household.

ADULT FAMILY JUNIOR USD \$30.00 32.50 17.50 Membership

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

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

You may renew by phone or e-mail 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: AMEX DISCOVER MC VISA

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

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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 This Form Revised January 2011

888-237-9524 Toll Free Melbourne, FL 32936 Membership@theAMYA.org



# CR 914 Class

1206 Castle Bay Place  
Columbia, MO 65203-6257

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## the **CRONICLE**

**issue 69**  
the Constitution State issue

spring, 2011

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