

the CRONICLE

issue 70
summer, 2011

featuring
the North Star RC Sailing Club
and the story of "Project Thane"

CR 914 Class

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



cr914class.org

Class Secretary

Rick Martin Westport, WI
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 © 2011 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

AS A 63-YEAR SAILING CAREER WINDS DOWN, my favorite memories are the sailors and fleets I raced with and served over the years. During my stint as CR 914 class secretary from 2004 to 2009, however, as my own racing and leadership abilities dwindled rapidly (and the Mid-Missouri Model Sailing Club that I had helped to establish foundered and sank) I began to get most of my biggest kicks vicariously. It was great fun to watch, encourage and once in a while be able to assist, the development of fleets and their leaders like the 'old' established Dry Pants Model Yacht Club and Brian Jobson, and the brand-new South Broward Model Sailing Club led by Christian Flebbe ...which will host this year's CR 914 Nationals (see pages 13–14).

Perhaps the most intriguing phenomenon of all began in October, 2008 when I received registrations of CR 914s 1508 and 1509 from, of all places, Anchorage, Alaska. Both boats belonged to a guy named Phil Wright. Within six months there were seven more boats registered to Phil's new North Star Radio Control Sailing Club. *CRonicle* readers got their first glimpse of this phenomenon the following fall from a brief Fleet Street article that Phil wrote about the Anchorage Cup regatta, which was followed six months later by his more detailed report about what was going on up there, 1,500 miles from the nearest CR 914 fleet, entitled "Grow or Die!!!"

Grow indeed! Already, barely two years after the Anchorage fleet was just a gleam in Phil's eye, it has so many CR 914s that members who contributed articles to this issue had a hard time counting them—their estimates range from 20 to 26 (23 had been registered with the class office when this issue went to press!! And for this issue of the *CRonicle* our newest — and rapidly becoming our largest — fleet, under the leadership of Secretary Wayne Kent and Commodore Mike Busey, broke the previous class record by submitting the *nine* articles that follow.

– Dick Martin

Greetings from the North Star RC Sailing Club

by Mike Busey, North Star Commodore (well, in title anyway ☺)

I GOT HOOKED on RC sailboats just last spring when a fellow sailor told me about the CR 914 and said they sailed every Tuesday. I checked out the club website and saw they were having a regatta the next day. So I showed up, and Phil Wright, who had two boats offered to let me race one in the regatta. I accepted, and I was hooked. I attended every Tuesday night race, mostly to watch, but the members were so friendly they all were letting spectators use their boats. Several of us decided we wanted boats and there was a \$100 rebate for each kit if we ordered ten. I ended up ordering one for me and half of another to make the ten, but in the end I had to buy the second one too. I rushed to get my first one sailing and was able to race several times before our lakes froze.

This winter was great! Although we said goodbye to Phil temporarily when he had

to move to Texas (snowbirds!! ☺), he still was able to sponsor several boat-building group workshops over the winter, during which I worked on my second boat and did some fixes on the first. He also gave a session on trimming the CR 914 and used my first boat to demonstrate. I discovered how really poorly it was tuned, but I learned and hope I can fare better as our 2011 season begins.

NSRCSC has several members like myself who also belong to our big boat



clubs, the William H. Seward Yacht club and the Alaska Sailing Club on Big Lake. Since the racing rules are almost universal and the same tactics apply, this winter our RC club scheduled a series of racing seminars for members of all three clubs as well. Since we have some RC builders who had no experience or training in sailing, the series began with a basic sailing class which I gave and had great participation and assistance. Two weeks later Wayne Kent, our club secretary, did a great class session on starting rules and tactics. Our group of attendees from all three clubs got more participants each time and generated lots of great questions, ideas and discussions. Valuable information for all of the sailors who attended.

We used magnetic white boards with magnetic boats, marks, etc. to demonstrate the different tactics and rules. Each meeting built on the information gained from prior meetings. Our third session was put on by Phil Wright and Doug Sosa. It covered upwind leg rules and tactics and drew our largest attendance. There was a standing-room-only crowd with a vast amount of experience, and both experienced racers and beginning sailors said it was excellent. Again

On this issue's cover

THIS IS THE THIRTEENTH CONSECUTIVE *CRonicle* to use a full-page picture as its cover (you can view them all on our class website's *CRonicle* Cover Gallery at cr914class.org/cover_gallery.php). Ten of the 12 previous covers have shown boats racing, while only three have focused on people — and in each instance they were racing as well. For this issue I initially had picked yet another excellent photo of boats in a race, which you will now find illustrating the article about the AMYA Region 6 Championships on page 13, but as I read “the story of Project Thane” (see pages 5–6) it became clear that I needed to switch tacks.

Greg Barta from Anchorage, Alaska snapped this cover photo of his son, Thane, during an early stage of Project Thane, using a Nikon COOLPIX S8000 point-and-shoot camera. Although I picked this shot primarily to promote Thane's article, it is also fine piece of portrait photography, taken though it was using only ambient light and a fully automatic selection of aperture and exposure. I particularly like the slight motion blur of Thane's right hand and its underlying sandpaper, hard at work on the hull of his Project.

a huge success. Our last winter session which was on downwind tactics and rules was again a success. Doug Sosa was again our leader and we had another good turnout with members of all three sailing clubs joining in.

The ice is finally melting and by the time this newsletter hits I have no doubt our races will have been several. Last year we usually fielded 6 to 9 boats, and many more have been completed this winter. We know there are more than twenty 914s in town this year. Our start-

ing lines will be fun, no doubt.

I just have to say these winter sessions keep the spark alive. I know everyone, young and old, small boats to big boats, enjoyed the get-togethers and sharing. I highly suggest if you are in an area where you may need some winter fun, these meetings/socials work great. I also think the camaraderie between the different clubs brought us all new sailing friends and I look forward to all the new summer brings. 📌

Alaska Hardcore

by Phil Wright — CR 914 #1508 *Green Weenie*

I EXPECT many of you have wondered what it is like to sail in the land of the midnight sun. I can tell you that when we sail in summer evenings we don't have to go home for lack of light. It gets to be twilight around 2 AM but we could still sail even then—a little on the low light side but it could be done. We do, however, have a few challenges.

Some might say our summers are brief (summer being defined as liquid water), starting around May 15 and lasting until maybe the end of October or, last year, into the first part of November — if you count on your fingers that is about six months (that's how I did it and I got the same number twice so I'm pretty sure). It does get a little chilly in October with evening temperatures in



Autumn sunset at Westchester Lagoon





the 30's. While I'm sure the Floridians and Californians would consider such temps to be arctic, we just think of it as the time right before it gets cold. Last year our commodore planned to start out the season with an Ice Breaker regatta, in which we intended to sail around the remaining sheet ice, but in the ensuing days the ice melted, destroying our plans and forcing us to sail in completely liquid water.



Radio-control sailors in Anchorage are blessed with a wide variety of sailing venues and I can think of seven or eight lakes and ponds in the city limits without even looking at a map. All of these venues are fresh water and several have very good prevailing winds. With so much variety we can afford to be selective, and our criteria for venues include light to moderate winds, a walkable shoreline and a high pedestrian density for recruiting.

Our favorite venue is Westchester Lagoon, formed by damming a creek that drains into Cook Inlet, which has a nice 3–10 knot breeze, always from the same direction as dependable as clockwork, and lots of pedestrians. What is Cook Inlet, you may ask. Hint: it is named for Captain Cook. [Ed. note: I have inserted some Google maps for the geographically challenged, like me, who may be unsure about where *Alaska* is.]

We have one serious issue in Anchorage—*weeds*. We got 'em and we hate 'em. A by-product of our 20-hour plus days in the summer, which is an excellent growing season and the weeds love it. About July 1 the weeds come to the top of Westchester and force us to relocate to another venue in mid-town Anchorage.

We have a potential solution to this problem—the *S.S. Minnow*. Have a look at the picture of the *Minnow's*

maw. *Minnow* is a barge that is powered and steered by hydraulic paddle wheels, preceded by a cutter bar with a conveyor belt which cuts and loads aquatic weeds. It is used by the state to clear weeds from Lake Hood, the world's busiest seaplane port, at the Anchorage airport. We think the state may be willing to loan it to the city for help in clearing Westchester—time will tell. 📍



The *S.S. Minnow* on its trailer



Our alternate venue in Cuddy Park

Editor's note: Having built a paddle boat with the help of my grandfather at age 11 (about 68 years ago, a year before I learned how to sail) I was intrigued to discover on the NSRCSC website last October the first installment of what webmaster Wayne Kent dubbed "Project Thane." Written by Wayne, it began, "Thane [Barta] is our youngest member. He is building his CR 914 as part of a class project..." Three more installments followed, the latest on June 5 entitled "Finished," and you can now find a wonderful 91-photo slide show on the website (sites.google.com/site/nsrsc/projects/thane) which documents the entire project. Thus I was delighted to find among the articles submitted for this issue the following one, written by Thane himself (and virtually unedited by me) in which Thane himself tells...

the story of "Project Thane"

by Thane Barta

MY PAST EXPERIENCE with model building was nothing to brag about. A couple of snap-together models and a small aircraft carrier that required the kind of glue that gets stringy and then all over the model. So you are probably wondering what would motivate an 11-year-old to build a CR 914? School.

Not exactly your typical school project. Every sixth grader in my school had to choose an all-year project that taught them a new skill. These R.O.P.E. (Right of Passage Experience) projects could be on any topic a student wanted. Most of the work for the projects would take place out of school on our own time. One student chose to cook a variety of pizzas, another prepared a five course dinner for six. Yet another student studied for and took the written FAA pilot's test, while one got ready for and took the SAT.

In the fall of 2010 I was still searching for a project of my own. My dad had some friends that sailed CR 914 sailboats at a local pond. He took me to the pond when several of the North Star RC Sailing Club members were sailing their boats. Shortly after we arrived, one of them, Wayne Kent, handed me the controls to his boat. He told me how to control it and then just turned me loose to sail. As soon as I was done sailing Mr. Kent's boat, I knew I had found



Thane and his mentor, Bruce Lee.



my project. A few days later I met Phil Wright, another club member, back at the pond. My dad handed him a large check, and Mr. Wright handed me a large bag of parts.

When I got home and spread out all the parts, I began to realize I might be in over my head. Luckily, one of the

"...the next time you see a kid hanging around..."

project requirements was that I must have a coach to help me. Our family friend, Bruce Lee, stepped in to be my coach. "Uncle Bruce" made it clear he would show me what to do and supervise the project, but that I needed to do the work myself.

I started to sand the hull to get it as smooth as possible. This was really scary because other club members had told me horror stories about sanding the hull/deck joint too thin and then splitting the boat in two. The next challenge was to get the keel bulb smooth without exposing myself to lead dust. The solution was to coat the bulb in epoxy resin thickened with sandable filler (West System 407 Low-Density Fairing Filler) so that I would be sanding the filler instead of lead. This made my project a bit more kid friendly. To get the last flaws out of the hull I sprayed it with several coats of automotive filler primer from a rattle can with a bunch of sanding between each coat.

Before we could paint the boat, Dad

had to drive me to the local sporting goods store. While sailing Mr. Kent's boat at the pond I had noticed that when a bunch of boats get together it was hard to tell which one I was controlling. My solution was going to be to paint my boat like a popular fishing lure called a "Spin-n-Glo" and so I needed a sample lure to take to the paint store. I was excited to find that House of Kolor made a couple of neon paints that were nearly an exact match. I decided to paint the hull neon orange and the keel and rudder neon chartreuse yellow. Our local sailing pond tends to have a lot of weeds and I figured if I had the lighter color on the keel and rudder it would be easier to spot weeds that had become tangled on my boat.

Actually painting the boat was a big

deal. Uncle Bruce and I had to build a spray booth and wear protective breathing gear since automotive paints can be pretty toxic. We used his dust collection fan from his woodworking projects connected to dryer ducting that vented



Building the spray booth

out a window to keep the fumes at a safe level. I used an airbrush that held about a baby food jar's worth of paint to spray the paint. Painting took ten and a half hours as I first had to paint layers of white base coats on all the parts before painting the neon colors and then finally the clear. By the end of the day, I was really tired. A week later I wet-sanded all the painted parts with 2000 grit sandpaper and then hand polished everything with polishing compound. This process took another five hours.



At this point, I really thought the project looked like it was getting close to done. I had no idea how much more time it would take to install the electronics, build the mast and sails, and finally, rig the boat. The rigging turned out to be the hardest part of the whole project for me. I was pretty frustrated when I got too much super glue on the sail winch block and it was locked up solid. Dad contacted Dave Ramos for some new parts and Dave helped us out with several tips and his Build DVD

that explained some of the tricky parts of the build. I nearly drilled a hole in the boat for the antenna and tore my room apart looking for the antenna tube before someone in the club mentioned that the upgraded electronics I was using didn't need an antenna tube. Before I started building this boat, I had never tied a knot. Now, thanks to YouTube and a lot of practice I can tie a square knot and a double half-hitch pretty well. (At least when my fingers aren't glued together with super glue!)

After nearly 100 hours, my boat, *Glo-For-It*, is finally finished and I hope to get it in the water soon and learn how to sail it. While I was building it, I went to several club meetings where sailing tactics were discussed. I noticed that nobody in the club is my age. When I went to my favorite hobby shop they were very excited to have somebody my age building such a big project. When I looked around the shop I also noticed that nobody my age was shopping there. I guess if I didn't have an assignment for school I never would have taken on this project. What I'm trying to say is that clubs might need to reach out to younger generations since kids my age just aren't building models of any kind these days. I learned skills like sanding, painting, and knot tying. I also learned persistence and patience. There were many times when it was really hard and I was really frustrated and I didn't think I was going to be able to finish my boat before I had to present it to a panel of three judges from the community.



So the next time you see a kid hanging around watching you sail your CR 914, offer them the controls. Invite kids if your club has boat build days and teach them the skills needed to build a model and pass on your skills to another generation. 📌

Ed. Note 2: Just before this issue was scheduled to go to press I received the following update from Thane's proud father, Greg:

"Here is an update now that Thane has had his boat in the water. He sailed it for the first time on June 12th and raced it for the first time two days later, finishing last in every heat. Then on June 19, he took it to the Anchorage Cup Regatta ... where he came in third overall, including an outright win in one of the heats."

It looks like Thane may prove to be as good a racing sailor as he is a story-teller and craftsman!

Communicating

by Wayne Kent

AN ESSENTIAL PART of any organization is communication. There are numerous ways this can be accomplished, by word of mouth, phone trees, posters and advertising, all good but lacking in a few areas. Decentralized and lacking history, there is no referring back to a phone conversation if you happen to forget what was discussed. But if information is posted in a central place that most people have access to, then you can refer to it.

Hence the abundance of knowledge that is available to most everyone on the internet.

The next problem is how can a club like ours, as a small entity with limited resources, establish a presence on the internet. There are a number of options for this also, groups, blogs, Facebook, twitter etc. Initially our club had a discussion group, which was utilized somewhat but this wasn't a "presence." We needed something that said who

we are and what we do, ideally a web site with links from search engines so that anyone looking for radio-control model yachts in Anchorage would find the site. We started out with a blog. A simple way to have a central distribution method for news that club members could contribute too. One day while I was updating information on our discussion group I noticed a message from the provider that it would no longer support document storage. The pro-



vider suggested an alternative, which I investigated. And some four hours later we had what is now our “presence” on the internet: sites.google.com/site/nsrscs.

This is a template driven website provided by an advertising company. Anyone with some intermediate computer skills can create one of these and anyone who can use a computer can update it. The site has a front page, calendar, document storage, photo library, links etc. There is a good help system to get

you started. Club members can sign in and contribute should they be inclined to do so. After the site was created, and the content in place, an email was sent to the club distribution list. This brings us to another favorite method of communication, email. Email is unobtrusive, has historical capabilities, and if distribution lists are set up a single message can be sent to multiple people.

In addition to our website and email, our club actually meets and discusses

things in person. We have a favorite brew pub where we hold meetings from time to time, nothing regular. When we introduced the new website we held a “dine and learn” session to inform the members how they could contribute to the new site. Dine and Learn is another favorite method of communicating; here we have all the good elements wrapped up together. Food, alcohol, camaraderie and networking. Plus talking about sailing, which sometimes has to substitute for the actual thing given the hardness of the water six months out of every year. During the past winter we hosted a number of “Dine and Learn” sessions, about which you read in Mike Busey’s initial “Greetings” article.

Thus we now have all the elements for communicating to members and the public about our club. We have the website, email, Dine and Learn. We also have business cards and handouts to give to passersby who stop to watch as we race on the lagoon. We have posters in the local hobby shop windows. We have club members willing to hand over their controllers to anyone who expresses any interest whatsoever and coach them as they race around the course. We are communicating. ■

Club Building 102

by Phil Wright

SO YOU STARTED A SAILBOAT club and it’s growing slowly or shrinking. Here are some thoughts that may help your club grow more quickly and help you have more fun. If the North Star club can build a fleet with 26 boats in three years while located in the sub-arctic, with a population base of 300,000, you can probably do better in a more hospitable climate with more people.

Location

You need a good location. In “Alaska Hardcore” (pages 3-4) you can read about our venues and the criteria we use to choose among the ponds available in our area. Although you may not have an annual salmon run to draw spectators like we do at Westchester Lagoon, you should be able to find a pond that

fulfills most of our criteria, hopefully with fewer weeds than our long summer days grow up here.

Focus on stranger involvement

Nearly everyone in our club will talk to anyone who will listen (and in my case maybe to excess ☺). When anyone expresses interest we get acquainted for a while and the next thing the former stranger knows he has a controller in his hand and he is having fun. As soon as he’s having fun we invite him to come to the next session and offer to loan him a boat for the evening. Some of us have more than one boat or know someone who can’t make it the next week who will allow the use of their boat. Before you know it these former strangers want to know where to get a boat and how much it costs. Then, when

they can’t figure out how to build it we get them involved in a building group. Which gets boats out of the box and into the water. Which builds relationships as well as boats, and leads us to our next topic.

Boat building

We build boats in bunches. I’m afraid that many non-modelers find the process of building a 914 intimidating. Dave Ramos’ Build Video is a huge help, but we find that, left to their own devices, many people just don’t get ‘em built. We have found a warm garage, necessary in the Alaska winter, and we get together three or four at a time and build boats ‘till they’re done. This process builds more than boats, it helps the economy by increasing the consumption of beverages and pizza. ▶

Not just old guys

It is easy to have a club with old retired guys, and I am one by the way, but it's a lot more fun to have a mix of young families, kids, and old guys like me. My grandchildren often have a controller in their hands. We have one quite young member who built his boat as a school project (see "The story of Project Thane" on pages 5-6) and a great young exchange student from Germany (see "My opinion about the CR 914" below). We have actively recruited a group of younger people and families who are really fun to be around.

Social activities

The only problem with young families is they are very time challenged. We need to help them make sailing a more family friendly activity. Last year we tried to have after-work sailing with a picnic to follow and it wasn't bad; but hungry screaming small children and impatient wives are not a good thing, so this year a goal has been suggested of having a family picnic *first*, then *followed* by sailing. We will have to see how this works out. Rounding out our social activities was an end of season party which was a lot of fun. We then

thought to ourselves maybe we could combine social activities with *learning* and build some more relationships, along with better sailing skills, among our sister clubs, which not surprisingly by now, brings us to our next topic, which Commodore Mike Busey also mentioned in his "Greetings" on page 2.

Multi-club Skills Development

Last year our Commodore of the moment Bill Woollen and I made a short 150 mile trip to Seward Alaska for the harbor opening at the William H. Seward Yacht Club. The Seward yacht club is a nice bunch of big boat sailors. Bill and I took our CR 914s and before you know it many of the Seward members were sailing and having a ball, and of course several are now proud owners of at least one CR 914, and some have two.

This spring we decided to invite the Big Lake Sailing Club, which is made up of mostly dingy sailors and the William H. Seward crowd for a series of seminars on racing. We decided to have a series of spring eating, drinking, and learning meetings, hosted by one of our better brew pubs, the Snow Goose. We had food, we told lies, we

drank liquids, told more lies and did lots of learning with some really great material presented by local "experts". The Seminar series was made up of four sessions, the first was about basic sailing and nomenclature, the second was on starting rules and tactics, the third was on upwind rules and tactics and the final was downwind rules and tactics. The best part was that all three clubs actively participated and we had standing room only and a whole lot of fun. Which once again leads us to the next and last topic.

No Sailor left behind

One our members coined what may become the goal statement for our club. When anyone asks me or my knowledgeable friends why they didn't win when they raced with us we make an honest effort to show them what we did to win, and what they could do to become winners. We have been at the back of the pack racing with a bunch of close-lipped fanatics and it's not much fun, so we make it a point to do what we can to help our friends get to the front of the pack.

If you ever come to Alaska, look us up. We'll have you in a boat before the sun goes down — usually about 2 AM. 🍷

My Opinion about CR 914

by Benedikt Engel, foreign exchange student from Germany

RIGHT THE FIRST WEEKEND I CAME TO ALASKA my Host Father Mike Busey took me out on his sailboat, which I really enjoyed because that was the first time I went sailing in my life. I enjoyed it so much that I didn't even think about my parents and home country anymore, I just wanted to go sailing the next weekend again and have a great adventure.

But instead we went RC sailing at Cuddy Park. At first I thought what a lame sport, probably only for old man, but soon I figured it out how to race and I really started enjoying the sailing because there is always a competition and creativity involved in how you want to race. And always after racing we went eating at a restaurant which was always fun because these man knew so many good stories.

But then I learned how to build the boats with my Host Dad because I also wanted one to race. And honestly it is really hard, but I enjoyed it a lot. In Germany my grandfather always built with me RC airplanes, but now I got into sailing and I told my grandfather how much fun it is, and when I am back home that's the first thing I will do with him. 🍷



Sailing in Alaska?

by Peter Johnson — CR 914 #1519 Wasp

THE NORTH STAR RC CLUB with a fleet of over 25 boats has attracted many sailors from the “big boat” clubs. A few weeks ago while I was in a banquet room at a local Anchorage brew club overfilled with Alaskan sailors from NSRCSC as well as the William H. Seward Yacht Club and the Alaska Sailing Club, discussing windward racing tactics for the upcoming sailing season, it occurred to me that many in warmer climes might not understand what unique and fun sailing opportunities there are in Alaska. As most of you RC sailors are or have been big boat sailors, you might be interested in what sailing in Alaska is like. In addition to great RC sailing, we have great ocean sailing and great lake sailing.

Ocean Sailing



Not a CR 914

Alaska has more coastline than all the lower 48 states combined. For that, Alaska has relatively few ports. Much of the ocean sailing here is wilderness sailing. The largest sailing community is Seward, home of the William H. Seward Yacht Club (whsyc.org) on spectacular Resurrection Bay. Resurrection Bay is a wide, open bay with strong afternoon sea breezes in the summer. This makes for great sailing. On a sunny summer afternoon, the bay is dotted with sails. When the wind isn't blowing, you will see the yachts in the sport fishing fleet trolling for salmon along the edges of the bay.

For cruising, Seward offers access to the glacial waters of Kenai Fjords National Park, and the wilds of Prince William Sound. During a typical two-week trip through Prince William Sound you



may never or seldom dock up in a port, and if you do, it is likely to be a small native village. Most of the time you will be anchoring in remote coves, alone with the ever-observant harbor seals, lots of birds, and an occasional bear scavenging along the beach. You may well be the only boat in the cove. The scenery will be everything you might expect from Alaska, and the weather... well it can be anything from sublime to dastardly. More low pressure systems pass through Prince William Sound than into any other location in the world (thankfully, most come through in the late fall and winter). However, Alaskan sailors are prepared for all weather. Our sailing season is longer than you might think. While a few sail year round, most winterize their boats in Late September to October, and prepare them for the next

season in early May. By May there is daylight into the wee hours of the night, and this remains until early September. You can sail all day, anchor up in a cove in the evening and still have time for a hike or paddle around the cove before a late dinner and midnight bed time.

Interested in an Alaska sailing adventure of your own? Bareboat chartering is available through Sailing Inc. in Seward: sailinginc.com.

Lake Sailing

South-central Alaska is dotted with lakes. The largest is aptly named Big Lake, which is home to the Alaska Sailing Club (aksailclub.com). The club hosts regular dingy races through the summer months and lots of family fun. Typically winds are light on the lake, and the summer temperatures are closer to what you might expect in the lower 48 states. The sailing club is geared toward family fun and low key racing. The after-race potluck is as important as the races themselves. Lasers, Skipjacks, and Buccaneers are the most common dinghys seen sailing out of the Alaska Sailing club.

And then there is ice boating. But that is for another article and another season. 📌



photo credit: whsyc.org

William H. Seward Yacht Club boats racing on Resurrection Bay



THE BOATYARD

Editor's note: North Star club members wrote both of the following articles.

Bill's Boat Stand

by Bill Woollen

Materials

Quantity	Dimensions	Description	Part name
4 ea.	1" x 2" x 2'	Poplar board	Leg
2 ea.	1/4" x 3" x 2'	Poplar board	Leaning board/brace
2 ea.	5/8" x 3'	Poplar dowel	Spreader
2 ea.	5/16" x 18"	2" pan-head carriage bolt	Pivot bolt
2 ea.	5/16"	Washer	Pivot washer
2 ea.	5/16" x 18"	Self-locking nut or bar knob	Pivot tensioner
12 ea.	3/4"	#6 brass screws	Attach brace
2 ea.	18-3/4"	Nylon web (width your choice)	Boat sling
2 ea.	19-3/4"	Nylon web (width your choice)	Leg spread limiter
1 ea.	small	Elmer's white glue	
1 ea.	pint	Stain/paint (if desired)	



Step-by-step Construction

** NOTE: I have built a number of these stands for club members and I still make mistakes on the steps marked with *asterisks*. GOOD LUCK.*

1. Taper the top inside of each leg for additional hull clearance. Measure down from top 4" and taper outward until top dimension is 1 1/8" x 3/4". (Actual lumber dimension is 3/4" x 1 1/2" x 2')
2. Measure down from top 3/4" and center across the width, mark for center of upper spreader hole. (5/8")
3. Measure down from top 9 3/4" and center across width, mark for center of pivot hole. (5/16")
4. Measure down from top 21" and center across width, mark for center of lower spreader hole. (5/8")

**When you mark the drill locations, remember that you are making two right sides and two left sides. Lay all four pieces out at once so you get it right the first time.*
5. *Drill upper and lower 5/8" spreader holes 1/2" deep into the 3/4" thick leg. **NOTE:** *It is important to drill these four holes the same depth in order to keep spreaders length equal and the frame square. Use a Forstner bit, if possible, as it cuts a flat bottom hole.*
6. *Drill the 5/16" pivot holes accurately and vertically so the hinge action works well.
7. Cut 2 spreaders 15 1/2" from a 5/8" dowel to make the outside frame. Dry fit to make sure the frame will come out square. Measure and cut the leaning board/brace to fit the outside frame.
8. Block the dry fit outside frame flat and square and use it to trial fit the inside frame spreaders. Once you have a close but loose fit, measure and cut the leaning board/brace for the inside frame.
9. Cut two nylon straps, each 18 3/4" and two straps each 19 3/4". Use a hot knife blade to cut and sear the ends at the same time, making sure to have the above lengths.
10. Upper straps (boat slings) — On each 18 3/4" strap, find the center, measure 5" outward each way and make a mark. Double back each end of the strap to the 5" marks and sew. Move outward 3/4" from each 5" mark and sew ▶



again. This should give you a nice loop that fits the 5/8" dowel spreader. Mark as upper with masking tape for future assembly.

11. Lower straps (leg spread limiter) — On each 19 3/4" strap, find the center, measure and mark 5 1/2" outward each way. Double back the strap ends to the 5 1/2" mark and sew. Move outward 3/4" from each 5 1/2" mark and sew. Loops! Mark as lower for future assembly.

12. Paint or stain to suit. Do not paint where the glue contacts the wood. Assemble all the parts without glue to see that everything fits. **Short straps on top, long straps on the lower spreaders and all the parts oriented in the right direction.* When everything fits, glue her together.

HINT: *Glue the outside frame together first, making sure that it is flat and square. Once the glue has set up, trial fit the inside frame and glue.*

13. Install leaning board/brace to fit keel bulb. Mark the screw locations after the stand has been assembled so

that the widths are correct. Pre-drill the screw holes in the legs to keep them from splitting.

14. Spread legs to max, mark to match the floor, and trim the corners so the legs sit flat.

15. Install boat, happy sailing! 🚤



Painting the CR 914

by Alan Beckett

EVERYONE CAN PAINT THE CR 914 LIKE A PRO without special skills or equipment. Here is one simple method to do it with great results.

Safety

When painting and using solvents it is important to start with safety. Here is a list of safety items that are a must.

- Latex/nitrile gloves
- Organic vapor respirator
- Safety glasses
- Box fan or homemade paint booth
- Coveralls (optional)

Hull Preparation

Before painting it is necessary to prepare a faired hull that is completely sanded well to at least 400 grit. Make sure all sharp edges are removed by contouring to ensure that the paint will adhere to all edges. Pay particular attention to the rudder edges and the perimeter of the keel fin hull opening. Be careful not to sand through the deck-to-hull seam.

First, clean the hull by washing it with a mild dishwasher soap. Follow this cleaning with a suitable wax remover solvent (acetone or auto adhesive and wax remover) followed by paint thinner or isopropyl alcohol to remove any remaining residues from hull manufacturing and construction. Allow it to dry thoroughly. Wear clean latex/nitrile after cleaning to make sure skin oils and dirt are not transferred to a clean hull during handling.

Painting Supplies

Here is a list of needed supplies that can be purchased from most hardware stores.

- Blue delicate painter's tape
- Krylon Fusion plastic paint (color of your choice)
- Krylon Fusion clear coat
- Primer (grey or red oxide)
- Tack cloth
- 3M fine-line tape
- 3M Purple very fine sanding pad
- 600 grit sandpaper
- 1000 grit sandpaper
- 1200 grit sandpaper
- 2000 wet & dry paper (auto supply store)
- Paper towels
- Thin cardboard



Paint and deck masking

Painting Steps

Ensure that the ambient temperature is at least 65 degrees and adequate ventilation is available. Use a box fan to get cross ventilation if possible. Note: Krylon has a special tip that can be adjusted to permit different spray angles as needed.

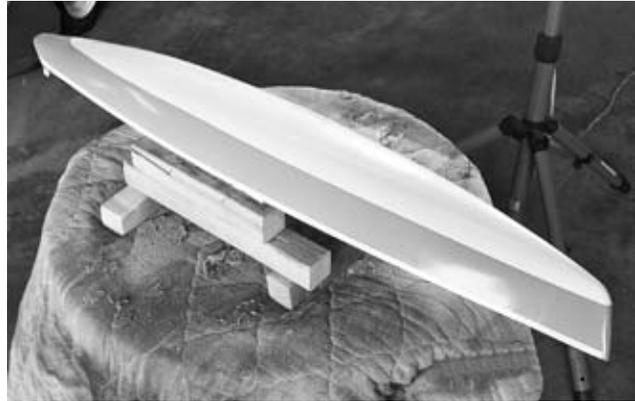
1. If the deck is to remain unpainted, use tape alone or in combination with cardboard to cover the deck. If the hull is going to be two colors, tape the area for the second color. Spray body color first.
2. Place the hull upside down, flat, at a suitable height. Set it on wood blocks, and preferably on an old blanket or pad to contain the overspray.
3. Just before spraying the paint, use a clean tack cloth to gently remove any lint that sticks due to static charge. Do not press hard.
4. Make sure the paint is warm and shaken well before spraying. If the paint can is warmed a bit in hot water, the paint will flow better when sprayed.
5. Spray the hull moving along its length from bow to stern or vice versa with the color of your choice. I do not prime the ABS hull when using Fusion paint, but it is optional. Try to keep the spray distance equal along the length of the hull when spraying. Move continuously along the length of hull, stop spraying, and then repeat until the entire hull is sprayed on both sides.
6. **VERY IMPORTANT...** put on *very* light coats of paint. Typically, it will take up to eight coats of paint to get sufficiently build up. Allow the paint to dry at least ten minutes between coats. The key is not to get in a hurry, but to get even, uniform coats.



First color painted. Note bottom (second color) masking-taped off

7. After about three or four coats and only after the entire hull is covered evenly with the desire color, stop and wet sand the hull with 600 grit paper and water. Inspect for any runs and remove. Thoroughly dry the hull with a clean paper towel before continuing to paint. Continue to paint within 1 hour. Finish painting.
8. Since Fusion dries from the inside out it will be necessary to not handle the boat for at least 24 hours and do no further wet sanding or finishing for at least seven days. Allow the hull to cure for at least 24 hours before adding a second color.

9. Remove tape and apply second color or boot stripe at the waterline. Use 3M fine line tape for all waterlines.



Hull with two colors and deck edge stripe

10. After 7 days of curing, wet sand the hull with 1000 grit paper using running water to lubricate the paper.
11. Dry the hull with paper towels. The hull is now ready for the clear coat.
12. Spray at least three coats of clear coat and allow the hull to dry for at least 24 hours.
13. Wet sand the hull with 1200 grit paper (2000 grit optional step) using running water to lubricate the paper.



Two colors with painted boot stripe

14. Follow final wet sanding with buffing or polishing using a high grade auto polish (3M Perfect-it) suitable for clear coat.
15. The only difference from the above steps when painting the keel bulb and fin is to first prime the lead bulb with paint primer. Make sure to tape up the threaded rod and steering rod. If the bulb is sealed with a thin coat of epoxy, the primer may be omitted.

And that's all there is to getting a great paint finish on your CR 914. 📌

Region 6 Championship Regatta Report

by Phil Adams

LAGUNA LAKE MODEL YACHT CLUB was pleased and proud to hold the 2011 Region 6 Championship on May 14 at our lake in San Luis Obispo. We were so happy that six of the San Diego CR fleet made the trip up to sail in the regatta.



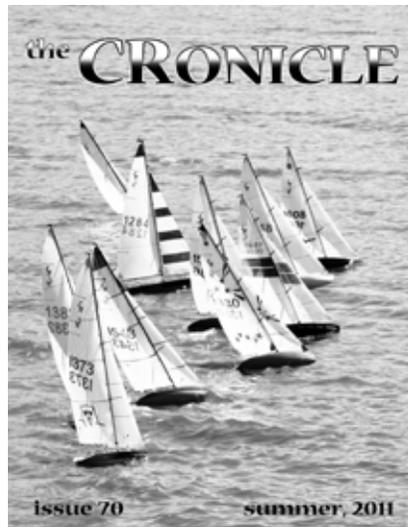
photo credit: Howard Grisham

The day turned out to be excellent sailing weather, always a worry when visiting folks have made such a big commitment to participate. We had a few last minute dropouts but still ended up with 13 boats entered. The wind was good from the start at about 8 to 10 knots and in the afternoon increased a bit with gusts over 15 knots but not enough to make the CRs uncontrollable. We had a couple of boats with small problems but all in all the usual reliability of our boats was in evidence.

We started racing at 10:00 after a skippers meeting and raced till 3:00 with a one hour lunch. We managed to get in 16 races during that time and hence were able to have two throw-outs. The race committee, which consisted of LLMYC members' wives and relatives

along with one of our non-participating members, did an excellent job of recording the results. Out on the water everyone did obligatory 360s as needed if fouling someone, and we had no official protests to mar the fun.

Steve Toschi had an excellent morning session winning five of those eight races and put himself in a commanding position that he held onto during the afternoon races to come out in first place



This outstanding photo of one of the starts was taken by Carole Adams. It was originally picked for the cover of this issue—so you can view a larger, full color, version in the Cover Gallery (cr914class.org/cover_gallery.php).

TOP TEN FINISHERS				
sailor	club	boat	score	place
Steve Toschi	LLMYC	<i>BombAY</i>	33	1
Phil Adams	LLMYC	<i>Makani</i>	42	2
Craig Moss	SDYC	1608	49	3
Thor Larsen	LLMYC	<i>Norseman</i>	60	4
Dick Huntington	SDYC	<i>Chaos</i>	87	5
Howard Grisham	LLMYC	<i>Bella Jean</i>	90	6
Paul Genshaw	LLMYC	<i>Becky IV</i>	100	7
Chuck Mellor	SDYC	<i>Rumbear</i>	100	8
John Landon	SDYC	476	105	9
Gary Becker	SDYC	582	110	10

overall. The competition for the next four trophy spots was hot and heavy with six other sailors getting first places in individual races. All in all we at the LLMYC felt very happy the regatta, our first official one, turned out to be such a success and was so much fun to sail in. Many of us had never sailed in a fleet that large and I know the excitement we all felt at a starting line with that many boats will be remembered for a long time to come. 🏆



On the podium: (L to R) Region 6 champion Steve Toschi, Phil Adams, Craig Moss, Thor Larsen and Dick Huntington.

2011 CR 914 National Championships

by Christian Flebbe

ON BEHALF OF THE South Broward Model Sailing Club (SBMSC), we invite you to the 2011 CR 914 National Championship Regatta, to be sailed October 7-9 at the beautiful C.B. Smith Park, in Pembroke Pines, Florida. It is located about 24 miles north of Miami International Airport and 16 miles west of Ft. Lauderdale International Airport, which allows travel options. To find out more

about the park and its amenities, visit broward.org/PARKS/CBSMITHPARK/Pages/Default.aspx.

We will start with registration, measurement and some practice sailing on Friday from 1:00 PM to 4:30 PM at our site, Shelter #17. Friday evening there will be an informal meeting at Capt. Joe Russell's shop, where last-minute repairs can be made to your boat. Light supper and refreshments will be provided.

Saturday the races will start at about 10:30 AM, wind permitting. The number of entries received will determine the regatta format. If more than 17 boats are entered we will be sailing under the promotion-regulation format (HMS), with 4 up or 4 down.

There are many attractions in the area so bring your family. A large water park is located on the park grounds, and not too far away is the great Miami Zoo, ▶

the Seaquarium and Jungle Island. Also close by you can take tours of the Indian reservations in the Everglades, where there are fantastic airboat rides for observing wildlife, a big hit with nature lovers. For shoppers there are two large malls within a ten minute drive, and the world-class Sawgrass Mills Outlet Mall, about 20 minutes away. For additional information and activities see sunny.org/visitors/ways-to-play which provides additional information.

Saturday evening we will gather at the Grand Palms Hotel-Spa & Golf Resort for dinner at 7:00 PM. The hotel is located 3.9 miles from the park (a 7-10 minute drive). This is our choice hotel as they have offered participants the special rate of approximately \$80 including tax for a double or king size room.

On Sunday we will start again at about 10:30 AM, wind permitting, breaking for lunch between races, with the last race ending at about 4:00 PM.

Between 4:30 and 5:30 PM the award ceremony will take place, honoring the top eight sailors overall and the top three Masters.

As a help and special feature for this event, launch and recovery assistance will be provided to racers with mobility issues. We hope to have an event that is enjoyable for all. It is an opportunity to discover the wonderful amenities South Florida has to offer, and to take part in some fun racing. 



National Championship Regatta

The 2011 CR 914 National Championship Regatta

will be hosted by the
SOUTH BROWARD MODEL SAILING CLUB

C.B. Smith Park, Pembroke Pines, FL

October 8th-9th, 2011

Practice Day October 7th

NOR & entry form at www.sbmsc.com

For more information contact:

CHRISTIAN FLEBBE
christianflebbe@hotmail.com
tel: 305.829.1623

FRED DEUTSCH
freddeutsch@yahoo.com
tel: 954.531.8315

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.

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

New England Spring Regatta
April 16-17
Venuti's Pond
Dry Pants MYC
Deep River, CT

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

New York Yacht Club Leukemia Cup Regatta
June 4
Harbor Court
Newport, RI

Anchorage Cup Regatta
June 5
Northstar RC Sailboat Club
The Pond in Cuddy Family Midtown Park
Anchorage, AK

Region 1 Championship
June 26
Marblehead MYC
Redd's Pond
Marblehead, MA

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

North Cove Leukemia Cup Regatta
August 27
North Cove Yacht Club
Old Saybrook, CT

2011 National Championship
October 7-9
South Broward Model Sailing Club
C.B. Smith Park
Pembroke Pines, FL
Christian Flebbe: 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

CRonicle Farewell

by Dick Martin

ALTHOUGH THAT WAS NOT THE INTENT, my effort to find a new editor effectively created a referendum on the future of the *CRonicle*. The polls have closed ...and the result is unequivocal. Not only has there been no expression of interest in the job, the silence has been deafening — not a single reader has offered a comment or suggestion.

Thus it is clear that the class no longer values a printed newsletter or quarterly 'mini-magazine' like the *CRonicle* — it is a 15-year-old idea whose time has passed. The class

leadership has agreed with me that, rather than prolong the agony of its terminal illness, issue 71 of the *CRonicle* in October 2011 should be its final one.

I am also retiring from my role as content manager of the class website. Fortunately, as you will read below, Ernest Freeland has volunteered to redevelop the website and help our incoming class secretary, David Graves, move our class into the mainstream of 21st century electronic communication. ■

Ramblings from your Class Secretary

by Rick Martin

THIS YEAR SPRING AWOKES with some most extraordinary weather across the U.S. but that didn't stop the CR 914 activity. The Spring Invitational at Larchmont went off without a hitch, resurrecting that long-standing event, and the Laguna Model Yacht Club near San Luis Obispo successfully held their first Region 6 Championships. Reports can be found in these pages and/or the class website. I have not heard yet from our longest consecutive annual regatta at Clovelly's Cow Pond usually scheduled in the spring. Hopefully it is still to be scheduled.

Any of you who have read the last few *CRonicles* know that both Dick Martin our previous class secretary and current *CRonicle* and web page editor and I will step down by the end of this year. For both of us, not having any opportunity nearby to sail our CR 914s is making it hard to keep our enthusiasm at a level the class deserves. David Graves has graciously stepped up to run for class secretary when my term expires in December but we have had no takers to assume Dick's activities. In some ways that is understandable. Dick has set such a high standard it appears to be a huge undertaking to try to follow in his footsteps. But really anyone with a casual interest in expanding his or her desk top publishing skills could master it. That's the bad news. The good news is we have a volunteer for the position of Web Editor. Ernest Freeland has graciously agreed to step up to fill this position. You may know Ernest as the father of CR 914 Yahoo! forum at groups.yahoo.com/group/CR_914class.

Ernest will be elaborating on his strategies for more interactive communication such as possible Weblog, YouTube, and Facebook presence in the near future. I know for many of us the *CRonicle* is one of the few pieces of regular mail we actually look forward to reading but practically speaking, I think moving the CR 914 onto more modern communication platforms is exactly what the class needs to get the attention our boat deserves, and ultimately the growth we all want. This will put a whole new face on the CR 914 class and generate the needed buzz that the *CRonicle* just can't do. After all, this is what the CR 914 Class is competing against these days. I must admit for many of our senior members this prospect may be an unwelcome change but without a volunteer with the desire to carry on Chuck Winder's and Dick Martin's desktop publishing tradition, the class really doesn't have much choice. So be forewarned, without a volunteer our future class communications will likely be going all electronic. In the larger scheme of things this will likely prove to be a good thing for the class.

Finally, I can't let this opportunity pass without putting in a plug for our upcoming CR 914 National Championship Regatta to be hosted for the first time this October 7-9 by the South Broward Model Sailing Club in Pembroke Pines, Florida. For those of you have never been to an NCR before this will be a good one to attend. The venue is first class with all the required amenities and the wind, water and weather conditions should be ideal for a great regatta whether you are a veteran or this is your first National event. Good luck to all. ■

CR 914 Class Communication

by Ernest Freeland

FELLOW CR 914 SKIPPERS. For years the CR 914 has been a leader in class communication. The *CRonicle* has been a central source for all information regarding the CR 914 and RC sailing. Its reach has been well outside of just our class as many others have subscribed to it as a source of information regarding the sport we love.

As times change the class must adapt to change as we move forward. Over the next several months you will begin to see some changes in the ways that the class communicates with you. The belief is that our new methods will get the information you need and want into your hands sooner. ▶

The class is going to move away from the *CRonicle* to completely electronic methods of communication. The *CRonicle* has been the backbone of communications but despite numerous requests a new editor has not stepped forward.

So going forward the class website will remain in place but may receive a little bit of a face lift. The website will become the holder of information. It will host the list of clubs sailing the boat and their contact information. It will also have the regatta schedule as well as class contact information, etc. Then we are going to start a blog for the 914. This will be more timely information, regatta results, pictures, new fleets being started, etc. Hopefully this will be a very dynamic source of information. Next we are going to launch a Facebook page for the class. Here we hope to increase the exposure of the boat but in addition allow faster updates by you, the owners of the CR 914. You will be able to

post pictures of your boats, photos and videos from pond side and results as they happen. Here we will also have a list of fleets that can be accessed. All of these pages will be linked to one another with the blog as the most current central access point.

We encourage your club to start a Facebook page to create interest. There are some out there now. Chesapeake Performance Models is using one as is Chesapeake Bay Model Racing Association.

We also will be creating a YouTube channel where you can upload all of your fun CR 914 videos. Videos of the boat are great but let's not forget videos of people sailing and having fun are appropriate as well.

We may also use good old e-mail on occasion. This would be utilized for important information and to highlight the best information that has been on the blog and elsewhere.

The Yahoo page will remain in ef-

fect as well, as a conversational tool for questions and answers; when really good stuff shows up we will likely duplicate some of that information on the blog or add it as a resource to the website.

No matter how you like to get your information there will be a method for you to do so, as long as it is electronic.

Rick Martin and David Graves have asked me to head some of this up, so if you have any material that you think is appropriate please contact me or forward it to me.

Here is a list of our current communication sources:

- ★ **Class Website:** cr914class.org
- ★ **Yahoo Group:** groups.yahoo.com/group/cr914class
- ★ **Facebook Page:** facebook.com/pages/Cr-914-Class-Organization/174709219259539
- ★ **YouTube Channel:** cr914classassoc
- ★ **Blog:** to be created



New registrations & transfers (March 25–June 20, 2011)

SAIL NO.	BOAT NAME	OWNER	HOME	PORT
859		Gary Becker	San Diego	CA
1006	<i>Scram'n</i>	Roy N. Guile	Wethersfield	CT
1636		Dave Johnson	Anchorage	AK
1637		John Frommer	Anchorage	AK
1638	<i>Sunshine</i>	Duncan Bell	Virginia Beach	VA
1639	<i>Yellow Jacket</i>	Ron De Blasi	Concord	CA
1640		David A. Chapman	Parish	NY
1641		Darris P. Inman	San Francisco	CA
1642		Richard H. Carlson	Cumberland	RI
1643		Vagn Worm	Old Saybrook	CT
1644		Rodney Cuneaz	Bloomfield Hills	MI
1645	<i>Ava</i>	Ralph Clampitt	Anchorage	AK
1646	<i>Blue magic</i>	Morris Kellogg	Wellesley	MA
1647		G. Tim Stone	Essex Jct.	VT
1648		Vince Peritore	Dania	FL
1674	<i>Flying Fish</i>	Tony Gonsalves	Hollywood	FL

The CRonicle Honor Role

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

- Carole Adams..... Cambria, CA
- Phil Adams..... Cambria, CA
- Greg Barta..... Anchorage, AK
- Thane Barta..... Anchorage, AK
- Alan Beckett..... Anchorage, AK
- Mike Busey..... Anchorage, AK
- Benedikt Engel..... Anchorage, AK
- Christian Flebbe..... Miramar, FL
- Ernest Freeland..... Annapolis, MD
- Peter Johnson..... Anchorage, AK
- Wayne Kent..... Anchorage, AK
- Bobbie Lawrence..... Bumpass, VA
- Dick Martin..... Columbia, MO
- Rick Martin..... Westport, WI
- Bill Woollen..... Anchorage, AK
- Phil Wright..... Anchorage, AK

Class website PASSWORD

The new password is:

CRumple

(remember: all passwords are case sensitive)



www.rcyachts.com

Dave Ramos

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



More action at the 2011 Region 6 Championships at Laguna Lake

AMVA 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 AMVA 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 AMVA classes, eligibility for entry into AMVA 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 AMVA championship events for all family members in the same household.

ADULT USD \$30.00 Membership
 FAMILY 32.50
 JUNIOR Enter Birth Date: ____/____/____ 17.50

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	10.00	<input type="checkbox"/>	
ALL OTHER COUNTRIES	Must include	15.00	<input type="checkbox"/>	Add'l Fees
NEW MEMBER PROCESSING FEE	Must include	5.00	<input type="checkbox"/>	
CREDIT CARD CONVENIENCE FEE	Will include	2.50	<input type="checkbox"/>	
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 "AMVA" 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 _____
 Important: If Credit Card Billing Address differs from above, enter billing address below

ADDRESS _____ CITY _____ STATE _____ ZIP CODE _____

SIGNATURE _____

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

Club Number: _____ Club Name: _____

Send Completed form to: AMVA Membership Secretary This Form Revised January 2011

Michelle Dannenhoffer
 P. O. Box 360374
 Melbourne, FL 32936
 Membership@theAMVA.org
 888-237-9524 Toll Free



CR 914 Class

1206 Castle Bay Place
Columbia, MO 65203-6257

the **CRONICLE**

issue 70
featuring the North Star RC Sailing Club

summer, 2011

INSIDE THIS ISSUE

* Greetings from the NSRCSC	2	Region 6 Championship report	13
On the cover	3	2011 Nationals invitation	13
* Alaska Hardcore	3	2011 regatta schedule	14
* The story of 'Project Thane'	5	CRonicle Farewell	15
* Communicating	6	Rick's Ramblings	15
* Club building	7	Class Communications	15
* My opinion about the CR 914	8	New registrations and transfers	17
* Sailing in Alaska?	9	<i>CRonicle</i> 70 honor roll	17
The Boatyard		New website Members Area password	17
* Bill's boatstand	10		
* Painting the CR 914	11		

Articles with *asterisks* were written by
members of the North Star RC Sailing Club