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The State of the Class

by Dick Martin

Alas, we are way past due for one of those statistics-filled reports that administrative types feel compelled to make their constituents read every year. Watch out, however. If you are at all interested in the CR 914 class and its future (by definition you must be or you wouldn't subscribe to the *CRonicle*), you may actually find this one interesting.

Current statistics

How do you quantify the size and strength of an RC class, under the curious structure imposed by the American Model Yachting Association?

AMYA, of course, does it by counting the number of boat owners who pay yearly dues to AMYA—that's why we recently rank no higher than seventh in the compilations that appear on the AMYA website and in *Model Yachting* every quarter (currently down to 207, and falling).

Is it better to count registrations? That number currently stands at 1,433 and it is growing at the rate of about 90 per year, numbers that are substantially higher than those of all but a handful of other classes. Those numbers fall far short of the total numbers of CR 914s that have been sold in the United States. Presumably the rest have been purchased by hobbyists who think that they have no interest in racing and the social aspects of our sport.

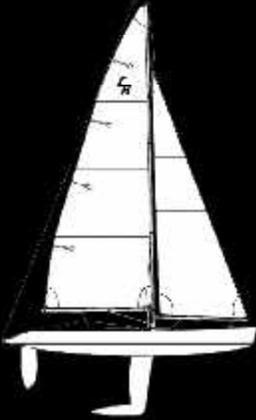
The majority of registered CR 914 owners do not participate in the class (local fleet activities, regattas, etc). So is the number of owners who are interested enough to currently subscribe to the *CRonicle*, which is sort of comparable to the number of boat owners (often a minority) who pay annual class dues in full-scale class organizations, a better measure of the number of CR 914 owners who really 'belong to the class'? That number plummeted from the range of 240-267 where it had been steady for four years to a low of 187 at the end of 2004, probably reflecting the diminishing number of issues of the *CR 914 NEWS* that were published in 2002-2003, and more cogently, skepticism that a new class secretary would actually continue to publish the newsletter, let alone try to maintain the standards of excellence that Chuck Winder had set. For whatever that measure of 'class size' (boat owners who subscribe) is worth, it has been growing steadily since 2004 and presently stands at 293. ►



A start at the 3rd Annual Washington College Spring CR 914 Regatta, held in near-perfect conditions in Chestertown, Maryland on May 19, 2007. Although there are over 200 CR 914s and five active fleets within an easy one-day drive of the venue, the regatta drew only 11 boats, and only five of those belonged to registered CR 914 owners.

CR 914 Class

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



www.cr914class.org

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By any standard, other than the one that AMYA uses at least, I think these numbers, bothersome though some of them may be, look reasonably good, and I like the upward trend in subscriber-ship, although I wish that a lot more subscribers would participate more actively in the class.

Class finances

The class treasury as of June 1 stood at an all-time high of \$4,191.24. The end-of-calendar-year balance has been slowly trending up, from \$2,025.82 in 1999 to \$3,737.36 at the end of December, 2006. More than 75% of our current treasury is committed to the fulfillment of currently active subscriptions, however, and would have to be refunded to subscribers if the *CRonicle* were to go belly up. (Don't worry, that isn't going to happen, not as long as 914ers continue to contribute great articles, photos and other material in a steady stream every quarter!) Bottom line: the class is in good fiscal shape, but not good enough to start funding all-expenses-paid trips to regattas or round-the-world junkets for the class secretary.

Class strengths

Our boat: clearly by far the best 'entry-level' class based on performance, price, and our mature one-design rules system.

Our publications: The *CRonicle* and its predecessor, the *CR 914 NEWS*, which have been in continuous publication for nearly 12 years, remain unchallenged leaders among RC classes,

and among the best in all of the sport of sailing in the United States. (Recently the Seawind class has paid us the compliment of trying to copy our style, with an 8-page, 2-issues/year, PDF online newsletter, but we have no other competition in the field.) Our website is arguably the best among the RC classes as well, in content, style and timeliness, although the EC-12 site gives us a run for our money.

Our class organization: Publishing our own quarterly 'magazine' and our own website makes us more self-sufficient than other AMYA-recognized classes. Our Advisory Committee structure, which is essentially unique among the classes, gives us an informal 'supreme court' that is a huge operational improvement over standard AMYA procedures, which require a snail-mail vote of all boat owners (who are paid up members of AMYA), using a ballot published in *Model Yachting* with a long turn-around time, each time a significant class rule issue arises. (See page 12 for more about the AdCom.)

Weaknesses

Regattas: Despite efforts to stimulate regatta hosting and attendance, and a little improvement over the past two years, our repertoire of regattas is far too limited for a class that is as big as we are. And, except for the Nationals and the annual spring Invitational, our support of the regattas we do manage to hold is weak. Clubs/fleets who host regattas often fail to support other clubs by traveling to theirs. We do a poor job of publicizing many of the regattas we



photo credit: Howie McMichael

Larchmont Model Yacht Club's CR 914 fleet racing on Long Island Sound on February 17, 2007

Class Growth – registered CR 914s

	2000	2005	2007
Region 1			
Maine	10	12	12
New Hampshire	4	9	10
Vermont	3	3	3
Massachusetts	129	169	179
Rhode Island	6	9	10
Connecticut	51	108	120
NY (zip ≥11900)	13	17	25
Eastern Canada	0	0	1
Total	216	327	360
Region 2			
NY (zip <11900)	38	72	84
Pennsylvania	11	19	23
New Jersey	21	58	69
Delaware	3	7	6
Maryland	100	166	184
Total	173	322	366
Region 3			
District of Columbia	4	5	6
Virginia	33	68	76
West Virginia	0	0	0
North Carolina	5	14	18
South Carolina	2	3	3
Georgia	12	30	30
Florida	14	36	49
Tennessee	17	20	21
Alabama	1	3	3
Mississippi	0	0	0
Total	88	179	206
Region 4			
Michigan	4	11	21
Ohio	13	38	47
Kentucky	0	0	2
Indiana	2	3	6
Illinois	28	48	50
Wisconsin	2	3	5
Minnesota	14	18	18
Missouri	7	18	22
Iowa	1	1	1
Kansas	0	2	2
Nebraska	0	0	0
South Dakota	0	0	0
North Dakota	0	0	0
Total	71	139	174
Region 5			
Arkansas	0	1	2
Louisiana	0	0	2
Oklahoma	4	28	29
Texas	16	31	39
Colorado	39	58	57
Utah	0	0	0
New Mexico	14	18	19
Arizona	1	17	18
Western Canada	1	1	1
Total	75	154	167
Region 6			
Washington	12	20	21
Oregon	2	3	3
California	30	90	118
Nevada	0	0	0
Idaho	0	0	0
Wyoming	0	0	0
Alaska	0	0	0
Hawaii	0	0	0
Total	44	113	142
Other			2007
Armed Forces			2
Japan			2
Netherlands			1
Missing registrations			18
Total			23
Grand total (as of June 25, 2007)			1,433

do run. I sometimes have to pull teeth to get organizers to give me information with which to hype their events, and it often takes a root canal to get them to provide me with reports and photos to post on the website after the event has been held.

Geographic distribution: Our nation-wide scatter of a limited number of active fleets, in contrast to, say the EC-12s with their concentration in the Southeast and East, is partly responsible for our problems with regattas, but even in areas that have several fleets within easy one-day trips of each other, mutual support for regattas, and interest in hosting them, is too limited.

Relationship with AMYA: Strengths quite commonly are intimately related to weaknesses. Compared with most other classes, our self-sufficiency and the excellence of our publications reduce the incentive that 914ers have to join AMYA, or, after sampling AMYA membership and a subscription to *Model Yachting* for a year, re-up. This is reflected in the sorry CR 914 numbers published by AMYA, glaringly low for a class of our 'true' size.

The future of the class

The future looks bright. The AdCom will be addressing the weaknesses that have been mentioned here. We will look for practical steps we can take to stimulate clubs that do not presently do so to host regattas, and 914ers who do not presently do so to travel to them. What more we can do to try to make the class grow? We solicit your ideas (thoughtful, feasible ones, not pie-in-the-sky) and volunteers to carry them out.

The future of the class secretary position

When I became class secretary back in the summer of 2004 I was 72 years old, and it was with the hope that I could handle the job for about five years that I accepted it. Those five years will 'expire' in 2009, and it is time for the class to begin addressing the task of finding my replacement (or replacements). The AdCom already has begun to discuss this issue, and among the ideas that have begun to emerge is the possibility of

splitting up my current roles as class administrator, *CRonicle* editor/publisher, and manager of the content of the class website.

What YOU can do for your class

The AdCom and I need your help. Give us fresh ideas about how to reach out to folks who own CR 914s but don't participate in or 'belong to' the class. And how to stimulate regatta hosting and regatta 'hopping.' And other ways to promote class growth. You can do even more to help build and strengthen the class by becoming more involved at your local level. Pitch in to help run races. Encourage beginning 914ers to turn out for your club events, and help them develop sailing and racing skills. Encourage the ones with no numbers on their sails to register their boats and subscribe to the *CRonicle* (a major focus of which, in case you hadn't noticed, is to build enthusiasm for our class and our great little boat — but that won't happen if CR 914 owners don't read it). Or, if you live in an area where there is no organized fleet, start beating the bushes for kindred spirits and get a fleet going there.

And if you think you may be able to find the time to handle the administrative role of the class secretary position, and/or have desktop publishing and/or website experience and are interested in one or more of the jobs that will become available before long, please let us know about your interest, soon. 



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Racing Marks

by Brian Jobson – #867, Flying Tiger

When the Dry Pants MYC began to plan our New England Spring Regatta this year we were faced with a number of issues. Plattwood Pond measures 600 to 700 feet from shore to shore. The normal summer wind is from the south or southwest, but in the spring in New England the local weather forecast has a 75% chance of being wrong. We wanted to set courses between 300 and 400 feet between weather and leeward marks with the start-finish line in the middle.

We had always used standard mooring buoys for our club races, but running our first major regatta plus the anticipation of hosting the 2007 CR 914 National Championships in the fall motivated us to design and build new racing marks that would be more visible and easier to reposition. There had to be multiple marks so we could quickly change the course to correct for minor wind changes. And we needed to use offset marks as well. I looked at a number of different ideas from other fleets and found none that met our needs very well.

Our first consideration was how to move a multiple-mark course quickly and with relative ease. The possibility of the wind shifting to any direction on the compass, the depth of our pond of 10 to 20 feet, and the 600' x 700' size of the pond were important considerations. So was the fact that we had decided that the turning mark and the offset mark should be considered one mark, preventing boats from establishing new overlaps while on the offset legs.

The idea we came up with satisfied all these requirements. String sets of marks together! That way the marks in

each set could be positioned exactly 23' 11" apart on each string so the 4-boat-length circles around the two marks would just overlap. The idea of picking up only two anchors to move four marks seemed pretty neat, too.



This photo taken at the 2007 New England Spring Invitational Regatta shows marks 2, 3, and 4 in the four-mark windward string.

I had a number of email brainstorming sessions with Dick Martin over this concept. The one major issue was how to keep the marks in the middle of the string from sagging downwind, which would happen if we simply dropped the anchors at each end of the string. The solution to this problem was to use 'messenger lines' on the moorings. This lets us stretch the line that connects the marks tight so that it can't sag or lose tension. We use 40' long anchor lines. To each anchor is also attached a messenger line, at the top of which is tied a small, dark colored, 'messenger buoy' as shown below. Thus we can tension and/or move a string of marks by simply picking up and towing the messenger buoys to new positions.

Mark Design

The marks had to be visible from a distance, stable, deep enough to prevent keels from snagging on the line that

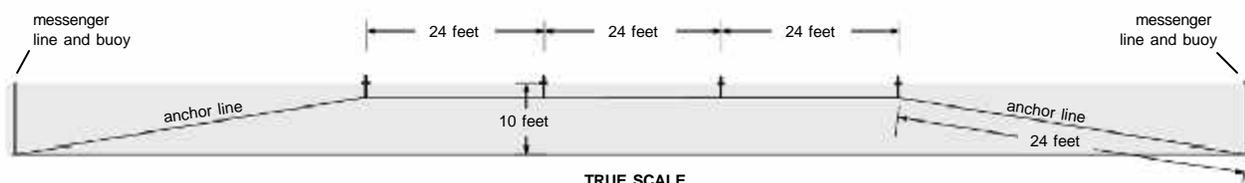
connects them, and designed to prevent the shrouds and rigs from snagging the weather mark when it is blowing hard. Two other considerations were cost and what materials I had on hand. I had a number of 20' lengths of 2" PVC pipe left over from a drainage project I had planned in 1975 (pack rat syndrome). These were cut into 39" lengths with a table saw. Each 20 footer yielded six pieces (a 10 footer that you can buy at Home Desperate will yield three pieces). The design called for a mast standing 1' tall above the water, and a 2' deep 'keel.'

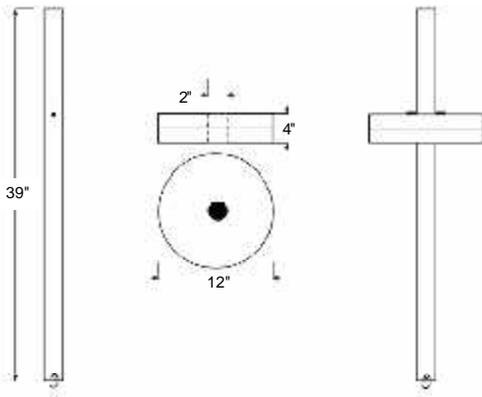
Initial tank testing (required because the pond was frozen) proved quickly that a capped, filled pipe with a counterweight would not work. To stabilize the pipe, a ring float was required. Back to Home Desperate. Styrofoam wall insulation is 2" thick and comes in 4' x 8' sections which yield 32 1' diameter rings. I cut these on a small band saw and opened a 2" diameter hole in the middle with a scroll saw (all of the cuts could have been done with a jig saw but I do need to justify having a band saw and a scroll saw). Finally, a pin was required to prevent the 2" pipe from sliding through the float.*

Discoveries

The system worked well on the first day of testing, until the wind was above 20 miles per hour. We found the center two marks would try to capsize because the line attached to the bottoms of their keels was pulling horizontally, without

* On the advice of Jean Malthaner who raced at the Spring Invitational we subsequently increased the thickness of the float rings from two to four inches. This improved the visibility of the marks and our depth perception.





any downward pull like the two end marks received from the anchors. A one pound weight attached to the bottom of the shafts of the center marks resolved this issue.

Additional Items

The floats for the messenger lines were made from 1/2" PVC pipe and a piece of pipe insulation. The moorings were made from lead and weighed 5

pounds each, approximately 4" square and 1" thick, with an eye bolt in the center. They produced between 25 and 30 pounds of holding power on an anchor line with a 4:1 scope ratio (length to depth of water). I also attached a cheap carabiner at the bottom of each mark for easy disassembly. Painting was done with rattle-can high visibility paint.

It should be noted that the Styrofoam does not like rattle-can paint. Very thin coats it will tolerate, but a thick coat with solvent will eat the Styrofoam.

At the New England Spring Regatta we made a decision to use a four-mark string for the weather marks and a two-mark string for the leeward marks because we felt this was less confusing for the sailors. By having only the two marks to leeward, the green turning

mark and the orange offset, the only 'on-the-fly' course changes we made were with the two pairs of weather marks.

The weather marks were both colored and numbered using stripes. We had a debate about the logic of assigning numbers to the marks. Some felt that the marks, as you look at them from the control area, should be numbered the way you read a book, from left to right. I said they should be numbered based on the course being counterclockwise (rounding marks to port) and thus increase in number from right to left. I lost this battle — our group thinks I am so right brained I limp.

The bottom line is this system worked very well. It took no more than maybe 15 minutes to reset the entire course. To see our colorful marks in all their fluorescent glory go to www.dpmc.com and open the gallery of photos from the Spring Regatta.



Tuning the Nut on the end of the Joysticks



by Dieckmann



photo credit: Jerry Gibbs

'Going right' at the 2006 Nationals

The Right Stuff

During the Louis Vuitton telecasts the announcers repeatedly reminded us about the match-racing advantages of the right side at the start and sailing upwind. The 'right boat' has starboard-tack right-of-way each time boats meet, and she enjoys greater freedom to tack. (In addition, in Valencia the seabreeze had a fair chance of clocking to the right on the way up the long windward legs.) The right side of the windward legs is often the place to be in closely-matched fleets like ours as well, for the same reasons and more, although CR 914s don't see many two-mile windward legs and seabreezes.

When you expect other boats to reach a windward mark at the same time you do, it is essential to plan your course up that windward leg to arrive at the mark on starboard tack. In heavy traffic, you should, of course, *never ever* approach a windward mark on port tack less than five lengths below the port- ▶

tack layline to the mark (if you don't understand the reason for that admonition, which has to do with Rule 18.3, reread *Tuning the Nut* in *CRonicle* 49). But sometimes it is not enough to leave only five or six boat lengths to be sailed on starboard before your rounding. If you do, you may find yourself forced to bear off to duck several starboard tackers and find a place near the end of a long line of boats that have right-of-way over you.

The unforgiving Law of the Layline (see *Tuning the Nut* in *CRonicle* 45), decrees that boats that get to the layline too soon lose ground if the wind shifts in either direction before they reach the windward mark. But in a big, highly

competitive fleet, a boat that arrives at the starboard layline quite early stands to lose less if the wind does shift than it would lose while ducking starboard tackers on its way to the layline.

Thus it often pays to 'go right' (take port tacks that get you near the right side of the course) very early in the leg. You will then have starboard-tack right-of-way each time you meet other boats, and if you play your cards right you can stay to the right of most of the fleet the whole way up the windward leg. And that way, if those cards fall so as to create a mob scene near the windward mark it will be much easier to leave as much as ten or more boat lengths for your final starboard tack approach to the mark.

Indeed, even when the left end of the line seems to be 'favored,' it may pay to start one or two boat lengths late at the very right-hand end of the starting line if that is what it takes in order to be able to tack immediately to port and head to the right off the line.*

Remember: when racing with a bunch of evenly matched sailors, particularly on the first windward leg before much separation will have time to develop, it often is wise to "Go right, young man, go right." ■

* Stay tuned for the "The Favored End Fallacy," in the next *Tuning the Nut* column. It will reveal that, in an unpredictably shifty wind (do we ever race in anything else?) the odds that the favored end of a starting line really is favored are only 50:50, or in some cases even less.

Quick fixes at the races

by Chuck Winder — #888, *Redd's Boat*

A breakdown during a day of racing can be a big disappointment. If the skipper has to withdraw from the remaining races, it kind of ruins the day. Having in hand some quick fix ideas for the more common problems may allow a skipper to go on racing and 'have a nice day.' Here are some of the more common breakdowns, and how to fix them.

Jib boom deck fitting breaks (usually in a collision) – The "U" part of the fitting is what breaks off of the base that is screwed to the deck. Quick fix by unscrewing the fitting base, placing the jib boom tack line under it and screwing it back down. (Just hope the fitting hasn't been glued.☺)

Pulley on the sail servo arm fails

– Remove the broken pulley. Loop a string around the common sheet that was around the pulley and tie it through the screw hole in the servo arm. That will work OK though in high winds the friction may slow the servo.

Rudder servo failure – Replace it with the spare rudder servo in your tool box.

Rudder linkage ball-joint disengagement – Bend the rudder actuation rod so that it loads the ball socket onto the ball to keep it from coming off. (Then after the race replace the ball joint.)

Boom ring breakage – This common occurrence is best prevented by using one of the alternates to the boom rings (see *CRonicle* 53, p. 8). Otherwise use string and CA glue to fashion a temporary fix.



Masthead crane breaks – Gluing it together with CA glue may be all it takes. A spray of accelerator ('Zip Kicker') will assure that the CA is well cured. Even better is to additionally CA-glue a couple lengths of string to the top edge of the crane. Filling the holes in the crane with glue can further strengthen the crane. Note that the crane probably broke through one of those holes.

Broken Bowsie – Tie on one of the spares you have in your tool box. [I wonder if the old Rolling Hitch could replace a broken bowsie? It works great on normal rope. I will experiment.]

Broken rigging string – Can usually use knots and extra string with CA glue for a quick fix.

Boat batteries fail – No problem since you just use the spares you surely have in your tool box, don't you?

Transmitter batteries fail – Replace with the spare batteries you also have (or bum some from one of your better-prepared competitors).

Crack or hole in hull – Use the tape in your tool box. ■

Oh Say Can You See?

by James Earle, George Emmert, Bucky Buchanan, Brian Jobson, Connie Pilling, Ernest Freeland, and Dick Martin

A lengthy discussion on the CR914 Yahoo Group (<http://groups.yahoo.com/group/cr914class>) back in May produced a number of good ideas and bits of advice for visually challenged 914ers who have trouble seeing and rounding distant marks.

⊙ Concentrate on your boat in crowded situations. Take your eye off it for a moment and you may find yourself ‘driving’ someone else’s boat while yours goes off into the deep blue yonder.

⊙ Color the top of your sail. Try to make your identifying markings striking and unique, so that it doesn’t take conscious effort to spot them in a crowd of boats.

⊙ Tell your eye doctor that you need all the help you can get navigating your boat around distant marks. He can pay special attention to your distance vision when prescribing.

⊙ Blink. Sometimes you can concentrate so hard on seeing that you don’t blink. The eyes need blinking in order to distribute the tear drops and see properly. Repeat: blink!

⊙ On the water light bounces around from many reflections, confusing to some degree the images seen at a distance. Use coated lenses on prescription glasses to reduce glare. On sunny days wear amber or green polarized sunglasses—polarization is very important on the water. Yellow ‘shooter’s glasses’ increase contrast on cloudy days.

⊙ For sailors with incipient cataracts, wrap-around sunglasses with deep frames that fit over prescription glasses (available at Wal-Mart for less than \$20), which prevent light from shining tangentially on the lenses of your eyes, are also helpful.



⊙ Good depth perception is critically important at marks and when boats are close together. It requires binocular vision, which becomes impaired if the acuity of one eye is different from the other. If one eye is not as sharp as the other it’s hard to keep the weaker one from being ‘lazy,’ and when your brain suppresses the slightly blurred images that the weaker eye produces you are left with essentially monocular vision. There are a few tricks to try to overcome a handicap like that. Practice forcing your weaker eye to do its fair share of the work, for example by closing the good one, focusing as best you can, and then opening the good one and telling your brain to keep both images fused, particularly when looking at objects that are about as far away as distant marks of the course.

⊙ Here is another trick to try to make your eyes work together. String colored beads at intervals on a 12’ long cord; tie the far end to something and hold the other end against your chin or nose. When you focus on the far end of the string you will see two cords diverging toward you like the arms of the letter “V.” Practice focusing on one bead at a time (the cords should then form an “X” that crosses at that bead). You may see two beads, but work to make them fuse. The farther away the bead is the tougher it is to do, and such training may not actually transfer to the race course, when the object is much farther away. But it’s worth a try if you have trouble judging distance.

⊙ Move to the best spot you can find to give you perspective in preparation for a mark rounding. Elevation helps, too. In strong winds you may need to run, not walk.

⊙ If the sun is out and the angles are right, your sails’ shadow will tell you when you have reached a distant mark.

⊙ If you are following a boat driven by someone with sharp young eyes it’s a fairly safe gamble to stay in the center of its wake, which will usually lead you to the proper side of a distant offset mark. This follow-a-wake gamble is generally better than the alternative of aiming for a point that you think is safely two-boat lengths beyond the mark. Because when you hit that two-lengths-away target perfectly before you start to make a 90 degree rounding you will lose about three boat lengths to a boat that rounds perfectly right next to the mark ($6 \times 1/4 \times 2\pi = 9.4$ ft).

⊙ When you can’t get a good perspective and there is no boat to follow, mentally project a line parallel to the centerline of your boat and aim that line about two lengths beyond the mark, because that three-length penalty for rounding too wide is a lot less than the price of passing on the wrong side and having to go back and round the mark in traffic.

⊙ When there are no other boats around, try to come up to a mark in such a way that your boom will clip it. When you see the boom swing in you have cleared the mark.

⊙ When all else fails, try to convince the race committee to move the marks closer to the control area. Or to replace distant offset marks (which can be the toughest ones to round) with gates so you only have to pass between them. ■



THE BOATYARD

An eye for an eye

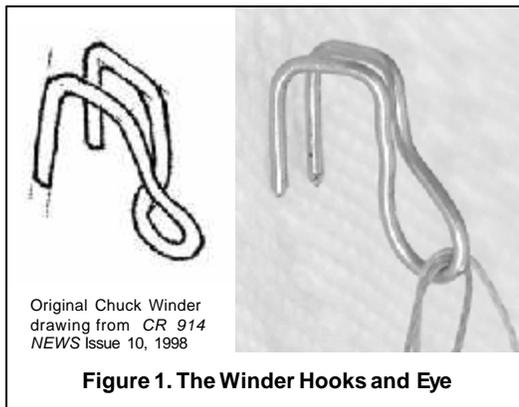
by Dick Martin — #1122, *Mariah*

AS IF CHUCK LUSCOMB'S STORY about winning the 2006 CR 914 Nationals (*CRonicle* 53, pp. 1-4) needed more drama, less than 15 minutes before the start of the first race on Sunday in San Diego the eye on the front of his masthead fitting broke, completely releasing the headstay, jib halyard and jumper stays that pass through that eye. Working frantically, Chuck and Dave Ramos were able to replace the fitting and re-rig the various lines just in the nick of time.

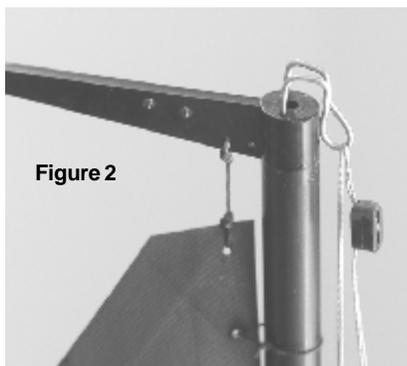
The same thing has happened to other boats, including mine a couple of years ago (breaking the masthead eye, not winning the Nationals, that is). At that time I replaced the broken eye with a slightly more robust one fashioned from a gob of epoxy putty and it has not broken again. But Chuck Winder's letter in the 914er Forum in *CRonicle* 54, in which he mentioned that the masthead eyes on both of his boats had broken many years ago and he reminded us of a better solution that he had published back in 1998, got me worrying. His technique will work to replace a broken eye—though not in 15 minutes—or you can do what I did. Instead of waiting for it to break again and create another emergency, one rainy day in April down in my shop I split open and then filed off *Mariah's* old eye, leaving the rigging strings that ran through it intact, and then replaced it with a brand-new, unbreakable one, following the directions in Chuck's original article ("Masthead Fitting Repair," *CR 914 NEWS*, Issue 10, 1998). Here, with thanks to Chuck Winder for the idea and design, is how you can do it too.

There is a roll of 19 gauge (0.041") Elco stainless steel wire in *Mariah's* toolbox, which has come in handy for any number of 'baling wire' emergency repairs of broken goosenecks and other

fittings. It was perfect for fashioning the wire 'hooks and eye' assembly shown in Fig. 1. You may be able to find wire



of the same gauge/diameter at a hardware store; if not, West Marine carries it (as Stainless Steel Locking Wire, #SLWQ041) for \$14.99 a roll. Bend the wire in such a way that the eye will be the same distance below the top of the masthead as the hole in the old eye was, about 9/32". The horizontal parts on the top of the assembly should be just long enough that when the eye is snug against the front of the masthead the hooks will fit into holes drilled in the top of the masthead just aft of its center, as shown in Fig 2. The vertical ends

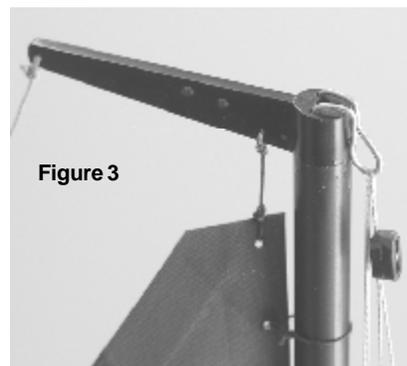


of the hooks should be about 7/32" long, but that length is not critical since the tension on the strings passing through the eye will ensure that the hooks cannot disengage. Be very careful while you are bending the wire to

avoid roughening the part of the eye where the rigging strings will bear against it. The headstay and jumper stays are heavily loaded and will break if they become frayed.

The holes for the hooks should be drilled parallel to the long axis of the mast. To minimize the potential for the masthead fitting to split through those holes, make them as small as possible. 19 gauge wire just fits into a hole drilled by a 1 mm bit, but if you don't have metric bits available the hole made by a 3/64" bit is only minimally larger. If there is a hole in the center of the fitting to accommodate a masthead wind vane like there is on *Mariah*, place the new holes a little aft of the center one so the three holes are not in a straight line.

A cool feature of the 'Winder Hooks and Eye' is the fact that the eye is not closed; that allows you to simply slip the rigging strings that you freed from the old eye when you split it open, into the new eye before you insert the hooks into the masthead. Once you have done so, gently tap the assembly down to seat it in/on the masthead, and tighten the rigging strings (Fig. 3). Be sure to re-



check your headstay tension before you go sailing and several more times, because the increased tension in the headstay under sailing loads can force the fitting to seat itself a little deeper over time. ▀

FLEET STREET

OUR CLUB HAS BEEN SUFFERING through the typical spring days here on the central coast of California, that is to say very, very windy. However, as Dick Martin pointed out, “you folks out there in California don’t get to complain about the weather.”

I guess when you have so much fun in a hobby it’s impossible not to

try and spread the word; I mean “the more the merrier,” right? So to reach out and try to entice more potential members to our club, this summer we are going to have several ‘Sail-In’ days at the pond. The idea is to set aside one day a month where we try to get as many boats as possible on the water so that interested folks can come out and give RC sailing and racing a try. We will ad-

WE HAD AN EXCITING NEW VENUE for our annual Corte Madera Regatta. We were hosted by the San Diego Argonauts at the Mission Bay Model Boat Pond. Taking advantage of San Diego’s prevailing west wind, the pond is oriented in the east-west direction. This permits long upwind and downwind legs.

For those of us who are used to sailing off the docks at San Diego Yacht Club, one negative of the pond is that you must wade into the water to launch and retrieve your boat. However, Jean Malthaner designed and built a two-wheel portable dock that fits in the back of a pickup truck. Like a giant wheelbarrow, the dock was rolled into place and we all stayed dry. Thanks Jean.



Jean Malthaner on his portable dock

We had 11 boats, we sailed 12 races, and everyone had a great time. The top four finishers in order were Dr. David Ryan, Greg Morton, Jean Malthaner and Dan Ailing.

The San Diego fleet is looking forward to once again hosting the CR 914 National Championship Regatta, hope-

Laguna Lake Model Yacht Club

by Phil Adams— #1346, Makani

try and spread the word; I mean “the more the merrier,” right? So to reach out and try to entice more potential members to our club, this summer we are going to have several ‘Sail-In’ days at the pond. The idea is to set aside one day a month where we try to get as many boats as possible on the water so that interested folks can come out and give RC sailing and racing a try. We will ad-

vertise the event in our local newspaper and put up flyers in local hobby shops. Of course racing will be demonstrated during the day, and a club picnic will follow. What could be more enticing than a day of fun and fellowship near the water; after all there is nothing as enjoyable as simply “messing about in boats.” ■

San Diego CR 914 Fleet

by Dick Huntington – #1330, Chaos



photo credit: Elaine Huntington

A clean start at the 2007 Corte Madera Regatta held on the Mission Bay Model Boat Pond

fully in 2009. We believe that the Mission Bay Model Boat Pond would be an excellent place to hold the races. It is located about 15 minutes by car from SDYC, where we would continue to host the social events. The wind at the pond blows steadily without the large waves and chop that wreaked havoc at the 2006 nationals. A large pipe with a flapper valve connects the pond to Mission Bay. The pond fills at high tide and the flapper valve keeps the pond full at lower tide levels. The skippers can walk along beside their boats instead of being confined to limited dock space at the yacht club. ■

New CR 914 in Canada

Kadavu Dream, which was built in June by Mark Bruni from Mississauga, Ontario, has the distinction of being the second CR 914 to be registered in Canada (the other one was registered in British Columbia in 2006).

Mark will sail with the Metro Marine Modellers of Toronto, and he hopes to get a CR 914 fleet started there.





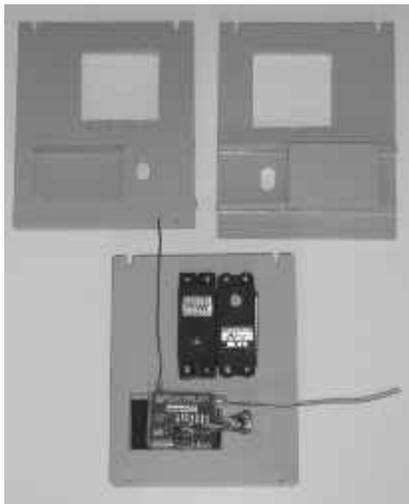
Solutions to problems with the Spektrum DX6 radio system

by Jean Malthaner - #1411, Honeybear

THE 2006 NATIONALS at San Diego Yacht Club in October revealed several weak spots in the Spektrum DX6 system. We had several broken antennas, many moisture intrusions into the AR 6000 receiver, and multiple short control drop outs from either moisture or receiver antenna orientation. After the Nationals I decided to fix most of the problems with a series of design modifications. Here they are.

New servo board

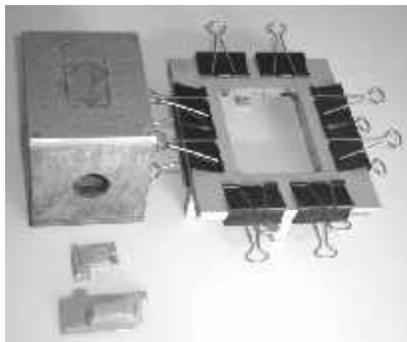
The use of a new, small (and expensive), high torque, Hitec titanium-gearred sail servo permitted reorientation of the servo board components. The sail and rudder servos are placed side by side in the forward area of the board and the receiver sits in a recessed pocket in the aft area (the receiver pocket was sized to also accept a Hitec DCX FM receiver). This orientation permits quick removal of the board with its attached components for inspection, maintenance and/or replacement.



Spektrum AR 6000 receiver

Spektrum's cover design of the receiver made no attempt to preclude moisture intrusion associated with a marine environment. Some owners have sealed their receivers with silicone, oth-

ers have treated theirs with Aeroplate, and some have attempted to get by with no waterproofing. I decided these schemes were not foolproof, so I redesigned the receiver cover and vacuformed new covers that completely seal the unit. I removed four unused connector pin sets to enhance the design. I also made a vacuformed shroud that completely covers the receiver and the servo connectors and wiring. The new cover worked well with the original AR 6000 case, but the project was quite a chore as I had to design and build a vacuform system, and make the molds for the cover and shroud.



Then Spektrum changed the case design and seam welded the cover to the base case. So now I use the standard AR 6000 case and infuse Aeroplate into the receiver circuit board, install a silicone rubber block that covers the four unused sets of terminal board connector pins, and seal all the gaps with silicone grease.

Connector corrosion

The major area in the connectors where corrosion occurs is at the crimp point at the wire-to-pin interface. It progresses from there to the pin contact socket. I bought gold plated pins/connectors and a crimping tool from Cermark. I treat the area with Aeroplate and seal the wire entrances with liquid vinyl tape. I remove the lower covers from the servos and infuse Aeroplate onto the circuit board. After reinstall-

ing the covers I coat the places where the servo harness wires exit with liquid vinyl tape.

Transmitter antenna

The rotating tip of the antenna is very susceptible to damage in the pivot area. I made a slotted collar from rigid polyethylene tubing (1/2" diameter x 1/16" wall x 3/4" long) that slips over the area and provides lateral restraint while maintaining the pivoting capability. You can repair the area of a broken antenna by potting the knuckle with silicone sealer with it pivoted to its operational



position. You can't buy a spare antenna from Spektrum for the DX6, but I have found an identical replacement antenna that is used on other Spektrum 2.4 GHz transmitters. The package is labeled E-flite # EFLH1058. (Editor's note: this antenna can be ordered from several mail order outlets, including Horizon Hobbies — yes, that's the same outfit that markets the Spektrum DX6



and refuses to sell us replacements for our DX6 antennas when we break them! They charge \$9.99 plus shipping. See www.horizonhobby.com/Products/Default.aspx?ProdId=EFLH1058).

Transmitter battery

The DX6 unit comes with a 600 mAh NiCad battery that is unacceptable

for our boat racing. I have replaced the one that came with every one of the DX6 transmitters in our fleet with a 2700 MAH NiMH battery that should last for a full day's racing. I buy ours from Radical RC. Make sure that you specify that you need a white connector that matches the Spektrum DX6 transmitter.

I hope this info will be of help to the 2.4 GHz skippers, so you can race trouble free with a great system and not worry about interference or crystal changes. If you need any more detailed info or have questions feel free to drop me an email (jmalthamer@cox.net). See you all in Connecticut this fall, and have a great sailing season. 📧

914ER FORUM

Fame

I wish I had known about the credentials of our competition in last year's CR 914 Midwinter Regatta in Ft. Lauderdale! It has been great to see CR 914 skipper Tucker Thompson doing commentary on the Louis Vuitton Cup series on TV.



CR 914er and CBMRA member Tucker Thompson's www.t2p.tv (he named his boat after his Internet media company, "the complete on air source for sailing coverage") won the 2006 CR 914 Midwinters. This year he has been hanging out in Valencia, from where he has been sending frequent reports that have been published in Scuttlebutt and in his "America's Cup Diary" on the web (see www.sailingscuttlebutt.com/news/07/t2p), as well as serving as one of the on-the-water commentators for the the Versus Channel's live coverage of the Louis Vuitton races and the America's Cup. 📧

Chuck Eldred, Yorktown, VA
CR 914 #101 - Gail Force

Photographs

If you like the grayscale versions of the photos that you see in each issue of the *CRonicle*, you'll love the color photos that you will find in the Photo Gallery of the class website (click on [Photo Gallery] in the left-hand menu on the home page, or go directly to www.cr914class.org/gallery.php). Four more world-class, 'best of the best' photos that were taken after the website first went online have recently been added, increasing the number that are 'hung' in the Gallery from 12 to 16 (for technical reasons we put them in the third row rather than at the bottom). And while you are 'strolling' through the gallery, also be sure to click on the thumbnail in the lower right corner of the page. That will play a new, substantially higher-resolution, version of that remarkable video recorded by Victoria Rechcygl during one of the races at the 2007 Midwinters.

A note about the quality of photos you see in the *CRonicle* and on the website: the resolution of the original

digital versions of most of them ranges from 3 to 8 megapixels, good enough to generate professional-quality 5" x 7" prints or even bigger. But that's not what you see in print here or on your computer in the Photo Gallery. The cost of printing at the 300 dot-per-inch quality of the TIF images that are in the PageMaker files I generate would be prohibitive. And the photos in the gallery are in the range of 640 x 480 pixels—with some jpeg compression as well, so that they will download (appear on your computer screen) reasonably fast.

If you want a copy of the original high-resolution file of a photograph you see in the *CRonicle* or on the website, to make a print or to use for wallpaper on your computer, let me know. The odds are very good that I still have it somewhere on my hard drive (the odds are a little less good that I will be able to locate it there, however—one of these years I've got to develop a better filing system).

I am always looking for more great photos like the ones you see here and in the Gallery. Please take them at the highest resolution your camera will produce (usually 5-8 megapixels these days) and with jpeg compression ("quality") set at least "Normal" (preferably "Fine" or "Hi"—never use "Basic"), and send them at the original resolution and with no added jpeg compression. (Note: each time you open and then save a jpeg file on your computer you are likely adding more compression, and thus degrading the image somewhat.) I appreciate *everything* that 914ers send me, however, and I can often use less-than-optimum photos, particularly when they tell an interesting story. Here is some added incentive: the CR 914 is scheduled to be featured by AMYA about a year from now. Wouldn't you like to see one of *your* photos featured on the full-color cover of *Model Yachting*? 📧

Dick Martin
rhmartin@charter.net

The CR 914 Class Advisory Committee

by Dick Martin

AFTER RUNNING THE CLASS pretty much single-handed from the day that he became class secretary in 1996, in the fall of 1999 Chuck Winder created the Advisory Committee (AdCom) to assist in managing the affairs of the class. The original members of the AdCom were Ernest Freeland, Annapolis, MD; Steve Lang, Evergreen, CO; Howie McMichael, Larchmont, NY; Buttons



Jean and Max Malthaner with *Honeybear*

Padin, New Rochelle, NY; and Chuck Winder, Marblehead, MA. Dave Ramos (Arnold, MD) was added to the AdCom about a year later, and I (Columbia, MO) was appointed in 2002. In 2004 Steve Lang, who had become the class secretary and national distributor for the RC Laser class, was replaced by Pablo Godel (West Chester, OH).

To keep pace with the continued growth of the class and its ever-wider geographic representation, this year I have added two more new members to the AdCom, Jean Malthaner (San Diego, CA) and Chuck Luscomb (Deep River, CT). I plan to begin to rely more heavily on the AdCom, not just for help in making decisions about one-design rules issues that have been the primary focus of the AdCom in recent years, but to serve as an unofficial board of directors as well, playing an increasingly important role in decisions that the class will face as it continues to grow and mature.

As a first order of business for the newly expanded AdCom, I have asked its members to resume work on developing and writing Guidelines for CR 914 National Championships, a process that I had chaired back in 2003 and which was about 80% complete in 2004 when I dropped the ball after being appointed class secretary that year. I am pleased that Ernest Freeland has accepted my invitation to lead this renewed effort to complete the Guidelines. ▲



Chuck Luscomb cutting up after the 2006 Nationals. The 'hat' is one of the bags that were given to each skipper at the regatta.

Jean Malthaner

Jean was raised on Long Island where he raced Snipes, Comets and Stars on Long Island Sound and participated in Block Island and Bermuda races. He served for three years in the U.S. Marine Corps (at the end of WW II and Korea). He was recruited to move to San Diego where he worked as a mechanical and architectural engineer for General Dynamics in the Convair aircraft and missile divisions.

In San Diego he built an International 110 that he raced out of the San Diego Yacht Club. His racing success led to his serving as the International 110 class president, and later a member of the class technical committee. During his 110 career Jean coordinated the building of fiberglass 110s, succeeding in doing so without making older wooden 110s obsolete. He remains an honorary member of the 110 class. He has also sailed in the ocean racing fleet at SDYC and off-shore.

Jean served as the director of junior sailing at SDYC for three years, and he initiated the junior interclub Sabot racing program there. He started sailing CR 914s in 2001 and has become the radio-control, electronics and maintenance guru for the CR 914 fleet at SDYC. He has raced in, and served as the measurer at, the last four CR 914 Nationals.

Chuck Luscomb

Chuck started racing in club dinghies at age 8 and has been at it in one form or another for over 30 years. On a family sailing vacation one summer when he was 10 he was watching the crew of *Intrepid* work on the boat when someone said, "don't just stand there kid, get to work," and handed him some sandpaper. He spent the rest of the afternoon wet sanding a 12-meter, and later in that trip he made a small 12-meter hull out of balsa wood, thus beginning his career in model yachting.

Over the years Chuck has sailed in most every major big boat regatta in the U.S., South America, the Caribbean and Europe on boats ranging in size from 24' to 83' and has logged nearly 30,000 ocean miles both racing and cruising. Employed in the boating industry, he has done everything from building race boats to selling racing equipment. Last summer his work with a number of the competitors in the Volvo Ocean Race earned him a ride on the *Pirates of the Caribbean* on her trip from Baltimore to Annapolis.

Chuck is a regular contributor of articles to the *CRonicle*, often using his big-boat technical expertise to help solve miniature problems. He has raced in the last five CR 914 Nationals, and is our current national champ.



Who's Gotta Regatta

Not a single regatta has been added to this list since it was published in the spring issue. When an event has already been held its name appears in gray and an URL, if any, indicates where to go to find a report about it, usually with complete results and photos. For all other events,

the name and email address of the contact person are listed, and an URL, if any, indicates where you can go to find hype about that regatta, the Notice of Race and entry form if they have been posted yet, and further information such as lodging, driving directions.

Midwinter Regatta
January 26-27
Tiger Tail Lake
Dania Beach, FL
www.m3sc.org/midwinters

CR 914 Spring Invitational
April 14-15
Plattwood Park
Deep River, CT
www.dpmyc.com/results.html

Sixth Annual Cow Pond Regatta
April 21
Clovell Farm
Chestertown, MD
www.cr914class.org/regatta_cowpond.php

Corte Madera Regatta
April 28
Mission Bay Model Yacht Basin
San Diego, CA
http://sdyc.org/raceinfo/modelyacht/results/corteMadera_res.htm

Washington College Spring Regatta
May 19
Chestertown, MD
<http://web.mac.com/geoffbecker/iWeb/CR914Regatta/CR914Regatta.html>

The Yacht Club's Spring Regatta
June 6
Summerwood Lake
Houston, TX

AMYA Region 1 Championship
June 10
Redd's Pond
Marblehead, MA
www.cr914class.org/regatta_2007_region1_results.php

Cleveland Race Week Regatta
June 25
Edgewater Yacht Club
Cleveland, OH

Fourth of July Regatta
July 3
San Diego Yacht Club
San Diego, CA
Jennifer Luther - jluther@san.rr.com

AMYA Region 4 Championship
date t.b.a.
Cleveland, OH
Andrew Schmidt - andrewschmidt@prodigy.net

New England Championship
September 23
Redd's Pond
Marblehead, MA
Chuck Winder - chuckw88@msn.com

CR 914 National Championship
October 14-15
Plattwood Park
Deep River, CT
Chuck Luscomb - chuckluscomb@dpmyc.com

Columbia's Cup Regatta
November 4
Lake Elsdon
Columbia, MO
Dick Martin - rhmartin@charter.net
www.m3sc.org/ccr/2007.htm

The Yacht Club's Fall Regatta
November 4
Houston, TX
Walt Douglas - waltdouglas@earthlink.net

CBMRA Invitational
November date t.b.a.
Annapolis, MD
Ernest Freeland - efreeland6@comcast.net

Adam and Eve

Adam was hanging around the garden of Eden feeling very lonely. So God asked him, "What's wrong with you?" Adam replied that he didn't have anyone to talk to.

So God told Adam that He was going to make him a companion and that it would be a woman. God said, "This pretty lady will gather food for you, she will cook for you, and when you discover clothing, she will wash it for you.

"She will always agree with every decision you make and she will not nag you, and she will always be the first to admit she was wrong when you've had a disagreement.

"She will bear your children and never ask you to get up in the middle of the night to take care of them. And she will never have a headache and will freely give you love and passion whenever you need it."

Then Adam asked God, "What will a woman like this cost?" And God replied, "An arm and a leg."

Then Adam asked, "What can I get for a rib?"

And the rest is history.

Deadlines for future CRonicles

issue	submission deadline	publication date
56 - Autumn, 2007	Sept 15	Oct 1
57 - Winter, 2008	Dec 15	Jan 2
58 - Spring, 2008	Mar 15	Apr 1
59 - Summer, 2008	June 15	July 1

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

The Learning Curve of CR 1196

by David Graves

Editor's note: This is the final installment of a two-part article. A lot has happened to the author, and his boat *Voodoo*, since the first one was published three months ago. Here is David's own account: "In the April 16 Nor'easter, I had a sewer backup, followed by 7 feet of water in my basement which overturned my heating oil tank spilling 300 gallons of oil. *Voodoo*, all of my tools, my electronics and all of my personal records were destroyed. No one was seriously injured but we lived in a hotel for about five weeks while the house was repaired. We finally have electricity, and we hope to have heat before winter arrives."

In *CRonicle* 54 I began discussing how I have been climbing the Learning Curve toward becoming a successful CR 914 sailor. I divided my analysis into four areas:

- Construction and Maintenance
- Boat Speed
- Boat Handling
- Tactics and Strategy

I dealt with the first item on that list in my previous article; this article deals with the last three.

Boat Speed

The CR 914 is a one-design boat. The class organization has gone to great lengths to make the boats identical. I therefore have come to the conclusion that competitive boat speed means staying with the fleet. To get that speed I have learned to look for the basics common to all racing yachts: maximum lift with minimum drag from the sails, a fair and slick bottom, and a balanced helm. I read lots of articles and measured and re-measured my rig. Dave Ramos had marked the rig to the same measurements as his boat, # 238. I could get the rig close to right straight out of the trunk

of the car. My out-of-the-water setup is right out of the building instructions.

I have learned to tune the rig. I think that measurement only goes so far. For speed, I now make sure that the sails 'look' fast, just as I did in my big boats. Is the draft correct for the wind, and in the correct place? Are the twist and roach right? Measurements get close, but I believe that the eye is keener. If it looks fast, it's probably fast enough. I lost a lot of races to figure that out. The mast must be straight when out of the boat or it won't be straight in it. I let it stay straight until the boat is consistently over powered forcing me to over steer to control her. Mast bend and outhaul control mainsail draft. In addition to the outhaul, I use the vang, backstay, headstay, jumper and lowers together to control mast bend to get the correct draft. I like a little more draft than most. I use the Cunningham and jib halyard to move the main and jib draft fore and aft. The vang controls the roach and twist. I have learned to set a smooth main luff with the roach not quite parallel to the centerline. I set it all while sailing.

photo credit: Buttons Padin



The late *Voodoo's* old stomping grounds: the magnificent old Larchmont Yacht Club

I try to keep the mast parallel to the keel. I use a little clip over the crane with two strings marked at the gunnels attached to fishing sinkers. I marked the strings for my boat using a laser level (Editor's note: see *CRonicle* 49, p. 10 for more on this use of a laser). At the pond I can center the rig in about 2 minutes. By feel, I tune the intermediate shrouds to the same tension as the uppers so that the mast is straight. I balance the helm using the fore and aft rake of the mast, and fine tune the balance using small adjustments of the lengths of the main and jib sheets. Helm balance is critical. The rig is as important to steering as the rudder.

I learned to balance the rig by trial and error over my two seasons. It now takes me about ten minutes to set up the rig. I try to get in the water 30 to 45 minutes before the beginning of racing to tune the rig and balance the boat. Then, I don't think about it until after the racing is over or there is a major change in the weather. But even when I got the boat reliable, and with the same speed as other boats including the leaders, I found myself still in the back of the fleet.

Boat Handling

CR 914s are very quick. The boat is over canvassed for her displacement; that's part of the fun. Her light displacement means she loses way very quickly, but also accelerates slowly at first. Therefore, maintaining momentum is highly desired. The keel and rudder are high aspect too, so the boat needs some way to handle properly.

Basic steering presented problems for me. It took a long time to learn to sail the boat in a straight line. All of the boats where I have been the helmsman have had tillers. I had *not thought* about how to steer a boat in decades. I just thought about where I wanted to go and it sort of happened automatically. The guys who helped me get started said to set up my radio so that the bow of the boat goes the same way as you push the rudder control like a wheel. I have learned that I don't think that way. I think in terms of the wind on the boat.

“Progress comes in fits and starts, not in a straight line”

Weather helm, helm's alee to tack, etc. I constantly turned the boat the wrong way. I missed marks, I collided with other boats, and I killed speed as I corrected my mistakes. I had made *Voodoo* fast, but now I was slow. My boat handling errors were worse when the boat was headed toward me. I went out practicing and spent hours trying to do what I have always taught beginning sailors to do first: sail in a straight line and make clean 90° tacks. I found that I could only do it reliably after I reversed the transmitter control so it would act like a tiller instead of a wheel.

As I learned how to steer, I oversteered. Oversteering is slow! The rudder on a CR 914 is proportionally very large; turn it quickly and it becomes a brake. The lighter the wind, the more helm action slows the boat down.

To solve that problem, my RC airplane friends suggested using both thumb and first finger on the sticks, like racing RC fliers. I now sail that way with much less steering and finer control.

What a difference!! Two weeks after changing my joystick controls, I moved from crossing transoms to crossing a lot of bows. It sounds simple. To me it was really a breakthrough. Now again I think of where I want to go and the boat sort of goes there — in a straight line.

My other issue was how to handle the boat with out any of the indicators I had grown up with: such things as the pressure of the helm against my hand; the feel of the angle of heel you get through your pants; sail woolies you can see; compass headings on tacks to help identify shifts. Net result — I could not *drive* the boat to windward. Finally, I bought a pair of hands-free binoculars and practiced sailing using them. I could see the boat and I learned what she looks like as she rolls in a puff or stands

up if I pinch her. They were a great learning aid but I do not use the binoculars in a race. They restrict your angle of vision.

After I reversed the rudder stick direction, reduced oversteering, and understood how the boat looks going to weather, I became much faster. I still make bonehead handling errors, but the fleet has been both tolerant and supportive; I am trying. Progress comes in fits and starts, not in a straight line. I think boat handling is at least as important as boat speed, maybe more so.

Strategy and Tactics

In the beginning, with my difficulties in basic boat handling, I focused on my boat instead of the race. With experience, I have begun to focus on strategy — “I want to go this way because ...” and tactics — “how do I go where I want to” (using the rules)? I try to think about the wind and the fleet and how to accomplish my strategy. If I get it right, I do pretty well. If not, “1196 - you have your position.”

With a lightning-quick class boat, starts have been problematic. On the first day I raced *Voodoo*, in six races I was over early five times. I could not figure out how to do a Vanderbilt start. I could not believe that you could wait until 10 seconds to begin to drive for the start. I learned I cannot pinch before the start — she will die; I cannot just loiter on the line — she will not accelerate to have good way at the start. I had great difficulty adjusting to the time compression of model sailing. I am still not a good starter, yet. I focus on making sure I have way and protect my wind. I think about the length of time it takes to sail the length of the line. If I am early and can get room, that is the outer limit. If I get to the pin with less than that amount of time to go, I can at least get a front row start with some way

— maybe not as tactical as at one end or the other, but I have clear air and am moving.

I have learned what to expect. There is a bit of give and take as you stand next to your competitors that is a part of RC sailing. I have raced using the Racing Rules of Sailing for years. RC yachts seemed to me to have a NASCAR flavor. I had more collisions in a single day of RC racing than I had experienced in 40 years in big boats. As leeward boat, I gave a pre-start luffing command of “Come Up” to create a hole and was answered “I can't come up there are boats in my way.” That was new. At this point strategy and tactics are the same as they have always been. Figure out “which way to go and how to get there.” It just happens soooo fast.

I have lots of fun. We are there to have fun. I get passionate and excited as do others, but I try to maintain perspective. I try to retain the good natured spirit of competition. Six weeks after I got the boat, because I happened to be living in Maryland, Dave Ramos encouraged me to race in the CR 914 Nationals in Annapolis. I was afraid of doing something stupid and interfering with the national-caliber sailors who belonged there. Dave assured me it would not be a problem. He was right. The event was structured so that I was quickly sailing against sailors of my level. I made great friends and learned a lot — racing for two days. I had a ball!

I encourage others to overcome their shyness and go to events. If you win a championship I will salute you. If you are new to the sport I guarantee you a great learning experience and a great time. If you need any help, CR 914 sailors will be there to share what they have learned. I may be there, too. I hope to see you at the pond as you work your way up the learning curve. ■

“I have lots of fun. We are there to have fun.”

New Boats and Owners

Sail No.	Boat name	Owner	City	State
1419		Don Ruedisueli	Macomb Twp.	MI
1420		John Owens	Louisville	KY
1421		Len Guenther	Alexandria	VA
1422		John S. Husted	Westwood	MA
1423		Sean Dexter	Lafayette	CA
1424	<i>Sisu</i>	Maurice F. Phillips	Arroyo Grande	CA
1425	<i>Great Pumpkin</i>	Mark O'Connell	Oakdale	CT
1426	<i>Kadavu Dream</i>	Mark Bruni	Mississauga	ON
1427		Tim Spisak	Youngsville	LA
1428	<i>Kahuna</i>	Chris Blanchard	Seattle	WA
1429		Wick Dudley	Queenstown	MD
1430		Mike Fiesler	Shaker Heights	OH
1431		Erskine H. Kelly III	Lakewood	NJ
1432		Thomas Fitzgibbon	St. Louis	MO
1433	<i>Vaya Bien</i>	Michael Fitch	Edmonds	WA

CR 914 Class website PASSWORD

This quarter's password is:

scramble (case sensitive)

This password will expire on October 5 and will be replaced by a new password that you will find in this location in Issue 56 of the *CRonicle*.

When does my subscription expire?

Look at the mailing label on the cover of this issue. Immediately after your name you will see a number. That will be the last issue in your current subscription. If it says 58, for example, you're good through April, 2008. If it says 56 or 57, however, it would be a good idea to renew *right now*, before you forget. Your new subscription will simply be added to the number of issues remaining in your current one.

Have you ever wondered whether the *CRonicle* was overdue, only to go back and find that the last issue you received (quite some time ago) 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 remember to renew then, you won't receive another reminder.

The Editor

The *CRonicle* Honor Role

The following 19 Heros of the CR 914 Class (a new all-time record) contributed material for this issue.

Phil Adams Cambria, CA
 Geoff Becker Arnold, MD
 Mark Bruni Mississauga, ON
 Bucky Buchanan Annapolis, MD
 James Earle Philadelphia, PA
 Chuck Eldred Yorktown, VA
 George Emmert Vero Beach, FL
 Ernest Freeland Annapolis, MD
 Brian Jobson Wolcott, CT
 Jerry Gibbs San Diego, CA
 David Graves Bronxville, NY
 Dick Huntington San Diego, CA
 Chuck Luscomb Deep River, CT
 Jean Malthaner San Diego, CA
 Dick Martin Columbia, MO
 Howard McMichael Larchmont, NY
 Buttons Padin New Rochelle, NY
 Connie Pilling Mantoloking, NJ
 Chuck Winder Marblehead, MA

Ask Dr. CRash

DEAR DR. CRASH,

After reading that announcement in the last issue about the new, improved CR 914s, I wanted to order the *BMW-Oracle* version so badly that I immediately visited the webpage listed in the article, only to find that all it said was APRIL FOOL. I feel embarrassed, and I still want the boat. What can I do?

- MORTIFIED IN CHAGRIN FALLS, OH

DEAR MORT,

Be consoled by the fact that you were not alone. The software that analyzes the usage of each of the pages on the class website reports that you were one of four CRonicle readers who visited that April Fool page during the first week of April. Honest!

Unfortunately, after BMW-Debauch (née Oracle) was beaten 5-zip in the Louis Vuitton semi-finals, the Oracle version of the new CR 914 was taken off the market, so I'm afraid you are out of luck.

- DR. CRASH

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 R. H. 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:**

R H Martin/AMYA

**Mail check with this form
to:** CR 914 Class Secretary
1206 Castle Bay Place
Columbia, MO 65203

Questions?

Contact Dick Martin
rhm@ussailing.net
(573) 256-7213

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— cut here ↩ —

AMERICAN MODEL YACHTING ASSOCIATION

Application for membership Check one: **New**___ **Renewal**___

Check one: **Adult-\$25**___ **Family-\$27.50**___ **Junior-\$12.50**___

Add \$10 for postage in Canada and \$15 for other countries. Add \$10 for first class mail delivery in U.S.

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card number _____ expiration date _____ signature _____

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List all model sailboats you own:

class	sail number
CR 914	_____
_____	_____
_____	_____



Send completed form to
AMYA Membership Secretary
Michelle Dannenhoffer
558 Oxford Avenue
Melbourne, FL 32935
888-237-9524 (toll free)
office@amya.org



914 Class

1206 Castle Bay Place
Columbia, MO 65203

the **CRonicle**

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the State of the Class

Summer, 2007
