

the **CRONICLE**

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CR 914 Class

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



www.cr914class.org

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Send comments, articles,
photos and other material
to

the **CRonicle**

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On the cover

IF EVER ONE PHOTO CAPTURED the atmosphere of an event, it occurred when Elaine Huntington snapped the shutter of her Nikon D50 SLR on a rainy Saturday morning at the 2008 Nationals in Marblehead. Elaine, whose photos have appeared many times on the inside pages of the *CRonicle*, has a special knack for finding art and beauty in seemingly mundane RC sailing scenes, and many of her shots feature the water and reflections as much or more than the boats and competitors. Last month she traveled all the way from San Diego with her husband, Dick, to serve for three days as one of the official photographers for the regatta, and you will

see many more of the pictures she took there on the pages of this and subsequent issues of the *CRonicle*. Congratulations, Elaine. Be sure to let Dick read the six free issues you will receive as your reward for making the cover.

The water was glassy smooth all over the pond when this picture was taken, as it was much of the time. Yet eight races, 24 heats in all, were 'sailed' in two days of nearly continuous rain. Chuck Winder said it best when he commented about this photo and others, "I have never seen model boat pictures like this that revel in the ability of people to adapt and enjoy. Humans' greatest gift is adaption."

2008 CR 914 National Championship Report

by Chuck Winder

photos by Elaine Huntington unless otherwise credited

Weather and human nature are a large part of the story for this regatta. Hurricane Kyle passed offshore during the weekend of September 26-28; but we were surprised when what was delivered to Redd's Pond was three days of rain and no wind. There was enough *air motion* to conduct the regatta but to call it wind would be an exaggeration. At least it wasn't cold. (A local rain gage measured 5 ¾ inches for the weekend.)

The competitors showed the best kind of human nature by enjoying the regatta despite the weather. Corinthian YC was perfect for the social activities; Friday and Saturday evening were fun for everyone.

The regatta venue

Redd's Pond has a walk along the full length of one edge of the 500-foot pond. Skippers walk the path to stay close to their boats. Races are windward/leeward with offset marks for most of the races.

Redd's Pond had no weeds or filamentous algae to foul the boats. The water was clouded with green microscopic algae which doesn't slow the boats. Marblehead MYC's largest ex-

pense is having the pond treated to prevent nuisance aquatic grass.

Friday, September 26

Instead of practice and boat measurement in the rain on Friday, everyone reported to Corinthian Yacht Club. Boats were measured and weighed by Kevin Hartley, a new owner from Georgia, who wished the weekend rain had fallen in Georgia. At 5:30 suitable beverages were served followed by a hamburgers/hot dog buffet. Much socializing completed the fun evening. Class Secretary Dick Martin chaired a one hour meeting on Class business.

Dick made one comment which was grossly inaccurate and requires comment. He said that he "failed miserably"



Friday evening at CYC – stormy outside but fun inside. L-R: Bly and Kevin Hartley from Georgia, Regatta Chairman Chuck Winder, and 2006 national champ Chuck Luscomb from Connecticut.

in his efforts to grow CR 914 fleets. The facts are that his efforts to that end exceeded anything done by any other class secretary ever. What he faced is the reality that genesis of a fleet requires there to be unique individuals available to create and sustain the new fleet. How to discover such people is the problem. Dick brought the horses to the water; it's harder to get the horses to drink. We all thank Dick for what he has done for the class.

Racing format

Heat seeding for HMS was done before the regatta based on demonstrated performance and randomly if there was no performance data. The 26 boats were divided into three fleets (11, 7 and 8) to limit heat size to 12 boats. HMS quickly sorted the boats into heats having similar performance.



Stuart Tubbs (center) smiles bravely for the camera, but the other faces reveal the mood on Saturday morning.



Chuck Winder points out the 'windward' mark at the Skippers Meeting

Race results

Racing was as close as it gets for the top three boats. The spread was only four points. One more race in the difficult conditions could well have shuffled the finishing positions. Each of the three was remarkably consistent battling the shifting and almost nonexistent wind. They did it in the rain for two days. Such performance has to be admired.

There were no protest hearings though a few protest *discussions* were decided amicably between boats on the water. Possibly playing a part in this is that DSQ scored 27 points in the 26 boat fleet.

Boat weight had little effect on the regatta results. The

champion's boat was 4 ounces (4%) over the minimum weight of 100 oz. Stan Goodwin's boat, the heaviest, was only heavier by 0.8 oz.

Saturday night dinner

After drying off after a full day of standing in the rain (it was a downpour during the last race), everyone returned to CYC at 1730 for cocktails and dinner. Elaine Huntington's excellent images from the day of racing were projected during dinner. Her talent captured the ambiance of model sail racing in the rain. Dick Huntington made a very persuasive presentation inviting everyone to the 2009 Nationals in San Diego, a video of which is available to download from the class website at www.cr914class.org.

Awards

Dave Ramos donated *and won* the beautiful half-hull trophy for the regatta champion. Dave also was allowed to hold for a few minutes the CR 914 "Old Mug" perpetual trophy, a replica of the America's Cup. Plaques were awarded through fifth place. Plaques were awarded to the top three 65 or older Masters finishers, Biff Martin, Standley Goodwin, and Dick Martin. Indefatigable Jean Malthaner at 80 years placed fourth in the 8-boat Master's fleet. Jean is San Diego's CR 914 boatwright and a top CR 914 promoter.

Masters Division

A few years ago Hank Buchanan, an elderly owner himself, proposed this fine idea and provided awards for several Nationals. We missed Hank and Melanie who always enjoy a regatta.

Volunteers

No club can host a regatta without enthusiastic people willing to give their time and talent to get the job done. Listed alphabetically, the Regatta Committee members were:

- | | |
|-----------------|--------------------|
| Andy Abrahamson | Judy Skerry |
| Jim Ayer | John Skerry |
| Cheryl Emmons | Sarra Tubbs |
| Bly Hartley | Stuart Tubbs |
| Kevin Hartley | Eddie Wolfe |
| Biff Martin | Paul Zimmerman ▶▶▶ |



'The Boss Ladies' – L-R: Cheryl Emmons, Sarra Tubbs, Judy Skerry.



Rain on our parade.

MMYC club member Mike McCloskey's yard adjacent to Redd's was used to store boats not sailing. A tent with chairs was erected in Mike's yard to offer some rain protection. The gate to Mike's yard was convenient to the Start/Finish line.

Summary

The regatta committee thanks all of you who came to Redd's to enjoy the 2008 Nationals. Post-regatta comments were generous. Everyone seemed to have a good time, which is all we can ask for. 📺

2008 CR 914 Championship Regatta Results

Place	Points	Name	City	Boat Weight (lbs-oz.)
1	13	David Ramos	Arnold, MD	6-8.0
2	14	Steve Cruse	Marblehead, MA	6-5.4
3	17	Chuck Luscomb	Deep River, CT	6-4.4
4	45	Stuart Tubbs	Marblehead, MA	6-6.0
5	46	Biff Martin	Essex, MA	6-4.8
6	47	Standley Goodwin	Marblehead, MA	6-8.8
7	47	Al Dion	Noank, CT	6-7.0
8	51	Brian Jobson	Wolcott, CT	6-7.0
9	61	Kevin MacLellan	Essex, CT	6-7.8
10	68	Dick Martin	Columbia, MO	6-4.4
11	74	John Skerry	Gloucester, MA	6-9.2
12	78	John Whalen	Waltham, MA	6-4.6
13	82	Paul Zimmerman	Marblehead, MA	6-7.0
14	83	Jean Malthaner	San Diego, CA	6-7.4
15	90	Stuart Feinberg	Swampscott, MA	6-6.8
16	103	John Snow	Marblehead, MA	6-8.4
17	115	Tom Skinner	Beverly, MA	6-5.0
18	121	Bly Hartley	Arnoldsville, GA	6-4.2
19	128	Paul Boulay	Salem, MA	6-4.4
20	135	Alan Kew	Cape Porpoise, ME	6-5.2
21	139	Francis Cichowski	Southington, CT	6-6.8
22	144	Peter Kreiling	Cutchogue, NY	6-4.6
23	145	Dick Huntington	San Diego, CA	6-6.0
24	148	Jennifer Luther	Coronado, CA	6-5.6
25	160	Pat Stadel	San Diego, CA	6-4.2
26	160	Kevin Hartley	Arnoldsville, GA	6-8.0



Red heat leaders enjoy an exhilarating run.



From L to R: 5th - Biff Martin, 3rd - Chuck Luscomb, 2008 national champion Dave Ramos, 2nd - Steve Cruse, 4th - Stuart Tubbs.

“There was enough air motion to conduct the regatta but to call it wind would be an exaggeration.”

The first annual CR 914 Class Forum

by Dick Martin

At the Nationals this year, during the cocktail hour before the hotdog/hamburger dinner on Friday evening the 25 or so 914ers in attendance held an open discussion about important issues that confront the class. The discussion was lively. Participation was reasonably broad and included several sailors who were attending their first Nationals as well as most of the 'veterans' present. A number of good questions were raised. Some interesting ideas emerged. And a straw vote at the end of the session showed enthusiastic support for making a Class Forum like this one an annual event.

Here is a brief summary of most of what went on this year. To limit the discussion to no more than one hour, I restricted the agenda to three, somewhat inter-related, areas: (1) In response to concerns that activity and vitality of the class have been waning in recent years, how can we (the class leadership, the fleets, and individual 914ers) *revitalize* the class? (2) The CR 914 class faces a leadership crisis. I am firm in my resolve to step down from the position of Class Secretary no later than the date of the 2009 Nationals, and no potential replacement has stepped forward. What is to be done about the various tasks I presently handle after I retire next year? (3) An examination of the relationship of our class to AMYA.

Relationship to AMYA

Copies of the AMYA bylaws that pertain to the classes were circulated to all registrants prior to the Nationals. (If you are not familiar with them, I highly recommend that you read them — you may find a few big surprises. An abridged and highlighted version is available on the class website at www.cr914class.org/amy_a_bylaws_abridged.pdf or you can read the full text on the AMYA website at www.modelyacht.org/bylaws.html.)

The discussion raised questions about whether we need to be a member of AMYA at all. Concerns were expressed about the value of *Model Yachting* to 914ers who subscribe to the *CRonicle*. No consensus was reached (or sought), but there appeared to be support for giving serious consideration to becoming a Class Owners Association.

Class revitalization

This discussion began with some agonizing over how hard it can be to coalesce groups of CR 914 owners in an area, for example, the 80 or so in Chicagoland, into active fleets, and in several areas to entice leaders and members of active local fleets to participate

a straw vote at the end of the session showed enthusiastic support for making a Class Forum like this one an annual event

at the regional and national level. On occasion, when the ideas reviewed in an excellent article by John Burnham entitled "One-Design Fleet Building" article, which was distributed to the participants and is reprinted on pp. 12-14 of this issue, have failed, a local or regional leader may find it worthwhile to travel to a recalcitrant fleet, invite himself to race with its members, prove that mainstream 914ers like him or herself don't bite, and that they are sincerely anxious to get mutual activities going between their fleets. Burnham's primary point, reemphasized by Chuck Winder during our discussion, is crucial: at the heart of every success will be found an enthusiastic key person or people who made it happen.

Leaders of successful fleets bubbled over with ideas for dealing with the less difficult task of growing fleets like theirs and drawing reticent sailors into their races. Create what Chuck Luscomb calls 'a paper trail' of things to give to folks who show up to watch,

and mentor them while they sail your boats. Adopt Brian Jobson's Buddy System, whereby experienced sailors tutor less experienced fleet members. If you can, find a local Jean Malthaner who will lovingly serve as your fleet 'boatwright,' maintaining and repairing boats and radios for the entire fleet. A first-time racer offered good advice as well: encourage 'just sailing' to help green sailors, and include articles along that line, not just ones that focus on racing skills, in the *CRonicle*. Veterans massaged that suggestion into the germ of an idea for a series of articles that will progress from things a brand-new CR 914 owner wants to know, to the fundamentals he or she will need to begin to race at the local fleet level, to

ways to win some of those races, and finally how to compete at the regional and national levels. Now all I need to do is recruit the author(s) for that series! Also wanted:

an author for a *CRonicle* and class website article to be entitled "How to Build Your CR 914 Properly" that was requested during the forum.

Class Secretary

I was disappointed with this discussion, which quickly lost focus and failed to generate many useful ideas. Some participants thought that the class needs regional directors to ease the job of the Class Secretary and help revitalize the class. It became clear that there is no formal job description, and in the absence of one it may not be surprising that no one seems interested in taking on the job. I can easily describe what I have tried to do during my four years at the helm, but I have come to believe that is *not* exactly what the class will need in the next few years.

It is likely that there is no one in the class who has the time, interest, and equipment to handle all the roles that Chuck Winder originated for the position and I played as best I could. ▶▶

An obvious solution to that part of the problem would be to split those roles into several separate ones, but when I tried out that idea on potential candidates, although I got several nibbles I was unable to set the hook. One of those candidates later suggested that the class may have evolved to a point where it no longer needs its Class Secretary to be a class president, and that the simple clerical role that AMYA's bylaws define for class secretaries will be sufficient from now on. That is nearly dia-

metrically opposite from my own view, for I feel that my failure to provide more dynamic leadership is a major reason why the development of the class has fallen short of my hopes and expectations back in 2004. It is beginning to look like my view is unrealistic, however. And, after all, the future of the free world doesn't hang in the balance if we do adopt a different approach.

So what do we do? As for me, I plan to punt. Seriously. Within a month I will appoint an ad hoc committee with broad

representation from 914ers and fleets around the country. The committee will have three missions. (1) Write the job description for the Class Secretary position (I will provide the committee with a description of the job as I have tried to perform it since I took office). (2) Determine whether to split off the roles of *CRonicle* editor and class website content manager from that of the Class Secretary. And, of course, (3) recruit the person or persons to take over when I retire next year. ■

Reflections on Redd's Pond

by the San Diego fleet participants in the CR 914 2008 Nationals
all photos by Elaine Huntington

Coming from a place where it hasn't rained since April and the wind comes up like clockwork every day, 'racing' at Redd's Pond was indeed a unique experience for the four intrepid skippers representing the San Diego Yacht Club Model Yacht Fleet. We had followed the weather forecast and knew that a hurricane was headed toward Marblehead. We discussed how to tune our boats for very strong winds, packed our foul weather gear and headed east.



The San Diego skippers, L-R, Pat Stadel, Dick Huntington, Jennifer Luther, and Jean Malthaner.

Due to the driving rain on Friday, the registration and boat measurement had to be moved indoors to the Corinthian Yacht Club. No time to prac-



Our first look at Redd's Pond



And they're off!

tice. For most of us, our first look at Redd's Pond occurred Saturday morning at the skippers' meeting.

We could barely see the marks, but we were sure that once the wind piped up the air would clear. Wrong. It rained all day Saturday and the wind occasionally gusted to one knot at some area of the pond from some arbitrary direction during the day. On Sunday the wind was even lighter.

The HMS, used throughout the weekend with all races being scored, worked well, especially since there were only eight races. The best skippers were

evident early on and quickly separated themselves from the rest of the fleet. Congratulations David Ramos for winning and retaining the title "CR 914 National Champion."

In spite of the miserable conditions, Chuck Winder, Sarra Tubbs and their magnificent team put on a great event. We enjoyed our time in Marblehead and the chance to meet some wonderful people. Let's build on the 'Marblehead momentum,' to rekindle national interest in our class. We hope to see you all next year in San Diego at the 2009 CR 914 Nationals. ■

It's not too early to begin making plans for the *next one!*

The 2009 CR 914 Nationals

by Jean Malthaner and Dick Huntington

Here is the text of an audiovisual presentation that Jean and Dick gave at the 2008 Nationals. There was room for only a few of their 22 slides, but you can see and hear the entire presentation by following the instructions that appear on a class webpage at www.cr914class.org/regatta_2009_nationals.php.

THE SAN DIEGO YACHT CLUB MODEL YACHT FLEET INVITES YOU to attend the 2009 CR 914 National Championship Regatta, October 16-18, 2009. Jean Malthaner and Dick Huntington are Regatta Co-Chairmen.

As in 2003 and 2006, social functions will be held at the San Diego Yacht Club Spinnaker Room and the upstairs Staff Commodores Room, but racing will take place at the beautiful and historic Mission Bay Model Boat Pond, just a five mile drive, ten minutes from SDYC.

Rather than being confined to a fixed control area and challenged by the 15-20 knot winds, waves and carnage encountered during the 2006 Nationals in La Playa Cove, skippers can walk be-

side their boats on the beach and grass for the entire windward and leeward legs of the races, and the variable winds and chop of La Playa Cove are unlikely at the Mission Bay Model Boat Pond.

The Measurement activities, Skippers Meetings and lunch will be held at the Pond in the tents and on the lawn.

San Diego is home to world-class attractions including the San Diego Zoo and The Wild Animal Park. Sea World is right in Mission Bay, less than three minutes from the Mission Bay Model Boat Pond. And then there is the *Star of India*, and all the great Maritime Museum attractions on San Diego Bay, including the USS *Midway*, the *Medea* and the *Berkeley*. Bring the family and spend some time. 📺



The San Diego Yacht Club.

October Weather Conditions San Diego, California

Average Temperature 74°
Low Temperature 64°
Rainfall .5"
Sunny Days 21
Cloudy Days 10
Wet Days 3
Average Wind Speed 5.9 kts
Average Snowfall 0.0"



The Pond... looking upwind from below the leeward mark.



Trotting downwind with lots of room on the beach and grass. It's the skippers' choice.



Social functions will be held at the San Diego Yacht Club Spinnaker Room...



Aerial view of the Mission Bay Model Boat Pond.



San Diego is home to world-class attractions including the San Diego Zoo and The Wild Animal Park...



The *Star of India*



San Diego Yacht Club

Model Yacht Racing Fleet

2009 CR 914

NATIONAL CHAMPIONSHIP REGATTA

October 16, 17 & 18 at San Diego Yacht Club
San Diego, California



Schedule of Events (revised 07/08/08)

Fri.	1:00p - 4:00p	Registration, Measurement & Tune-up	Mission Bay Model Yacht Pond (MBMYP)
16 Oct	5:30p - 9:00p	Cocktails / Hors d'oeuvres, Dinner & door prizes	SDYC Spinnaker Room
Sat.	9:00a	Late Registration & Measurement	Mission Bay Model Yacht Pond (MBMYP)
17 Oct	9:30a	Skippers Meeting	MBMYP
	10:00a	Seeding Race	MBMYP
	10:30a	First HMS Race	MBMYP
	12:30p	Lunch (Between Heats)	MBMYP
	4:30p	Last Race Start	MBMYP
	6:00p - 9:00p	Cocktails / Hors d'oeuvres and Dinner	SDYC S/C Room
Sun.	9:30a	Skippers Meeting	Mission Bay Model Yacht Pond (MBMYP)
18 Oct	10:00a	First Race (HMS continued)	MBMYP
	12:30p	Lunch between heats	MBMYP
	4:45p	Last Race Start	MBMYP
	5:30p	Hors d'oeuvres	MBMYP
		Trophy presentation*	
		HMS 1, 2, 3, 4 & 5; Masters 1, 2, & 3	

*Number of Heats and Trophy distribution depends on the number of Regatta entries



Lessons from a Rainy Day

by Dick Martin

ILL PREPARE DIFFERENTLY the next time a regatta forecast predicts a hurricane.

By now, *CRonicle* readers recognize that I am obsessive-compulsive about the preventive maintenance of my boat and radio. Every fitting that legally can be reinforced has been, and I carry replacements for everything that can break. Every piece of *Mariah's* electronics has been made as water resistant as possible, and I carry replacements for the receiver and both servos just in case. My DX6 transmitter wears snug foul weather gear, carefully constructed to minimize leaks around its antenna and neck strap attachment, and after sailing in the rain I never find more than a drop of two of water on the case or inside it. I used to carry a spare transmitter as well, but when I switched to my DX6 two years ago its cost made me give up that 'extravagance.'

I was pleased to see at this year's Nationals that every other transmitter wore a raincoat, and to my knowledge no one experienced rain-induced radio malfunctions on Saturday when by the end of the day the stuff was pouring down by the buckets full. When I got back to my room and attached my transmitter to its charger, it looked high and dry (a whole lot dryer than I was). But when I turned it on the following morning to be sure the battery was fully charged, *it was dead!* Changing batteries proved that was not the cause, so I opened the case to apply the hair drier treatment that reportedly resuscitates wet radios. I found one solitary drop of water in a corner of the case, but no other detectable moisture.

After 15 minutes of blow drying, it came back to life. The computer readouts on the screen seemed normal, and I thought I was home free. But the moment I launched *Mariah* for her first race on Sunday, the transmitter let out a nasty sounding little "screeech." The

screen screamed at me, "LOW BATTERY – 7 VOLTS!" or words to that effect, even though *Mariah's* rudder and sail servos responded to movement of the joysticks — but the rudder was fully deflected to starboard and the motion of the sail servo was reversed! Switching the transmitter off and back on cleared the low battery warning but failed to correct the servo problems.



With her rudder offset trimmed maximally to port and her rudder joystick nearly hard-a-port, and her skipper fumbling to trim her sails backward, *Mariah* was hopelessly behind when I abandoned the race and headed back to the hair dryer, this time taking the boat as well as the transmitter to my room, for more drying out.

After another 15 minutes under the dryer the radio seemed to behave nearly normally. I was able to correct the slight residual rudder offset with the standard DX6 computer adjustments. The sail servo ("throttle") circuit reported that it was in the "normal" position (the usual setting for airplanes, but backward for my sheeting style) and I fixed that by resetting it back to my normal "reverse" setting. I also had to reprogram the "throttle" centering and reposition the arm on *Mariah's* sail servo. Those symptoms should have told me that trouble was still brewing.

By now *Mariah* had missed the White heat to which her Blue heat DNF

had relegated her, but we were rarin' to go when the following Red heat, into which our White DNS had dropped us, was announced. Then, while *Mariah* was drifting toward the starting line there came another sickening "screeech" and "LOW BATTERY – 7 VOLTS" warning. I rebooted the radio and reprogrammed the "throttle" and rudder, but when the gun sounded the problem recurred yet again — just as *Mariah* caught the only breath of wind in the whole town of Marblehead and began to move off into a commanding lead that even my fighting with her controls could not make her relinquish.

So what lessons can be learned from this sad tale (other than, when you have become as old and feeble as me your best chance for a bullet is to depend on your boat to sail herself while you try to stay out of her way)?

1. Electronic circuits don't like moisture. (How astonishing!)
2. It doesn't take a dousing to drown, or at least badly sicken, a DX6.
3. As soon as you get to your room after racing in the rain, even though your radio has worked perfectly all day, *open the case of your transmitter and blow dry it right away.* An ounce of prevention...
4. Hair dryers are not a panacea, at least with computerized radios like the DX6.
5. Carry a backup transmitter that has been programmed for your boat (and remember that you will need to re "bind" your receiver to it — which takes a little time — if you have to switch between races).
6. The next time a hurricane is likely, I think I will use my old, *non-computerized*, 75 MHz radio rather than my DX6. 📌

Letters to the Editor

To: cr914m@gmail.com
Subject: **sailing submerged
in a Footy**

Hi Dick,

I'm not a 914er, but I subscribe to your excellent *CRonicle* and have been reading the archives. I also subscribe to the Star 45 and Soling 1M groups. I see the same topics gone over and over again. Go fast snake oils, tweaking and bending 'one design' rules, etc. etc. Same thing in flying R/C models. Crazy! Let's just enjoy what comes out of the box and have some fun. Amen.

Just some anecdotal info: I have been exploring the envelope of a Footy (with no deck) and managed to sink it to the bottom of a fresh water pond four times in two days. The Futaba RF607FS 2.4 MHz receiver (part of the 6EX system) was filled with water each time, but I just pulled the case apart, blew out the water and continued to sail. The servos did not skip a beat. I did not (and will not!) try dunking the Tx. I mention this because it seems that Spektrums appear to be sensitive to water or moisture and the

6EX does not appear to be. More anecdotal info: Back in the days of distributor ignition systems (remember them?), I flooded the engine in 18 inches of fresh water and killed the engine. I was in the middle of nowhere, in sight of nobody. I blew out the distributor cap and doused it with WD-40. The engine started right up!

Butch Alline
Oak Ridge, TN

Thanks, Butch. You are one of 14 subscribers who do not own CR 914s (there were 15, but one of them just built a 914). I wish 914 owners would write letters! WD-40 has been reported to waterproof receivers, too, as do Vaseline and a more expensive stuff called AeroPlate.

Dick,

1. I was surprised at your comment about **alkaline cell performance vs. cost** in *CRonicle* 59. *Consumer Reports* has reported many times that alkalines have the same performance independent of cost. The Rayovac performance in Figure 6 was surprising. Especially the very steep

voltage falloff at the end that is not typical for alkalines.
2. Costco AA cells cost ~22 cents at the store. They are not available on the Internet.
3. I tested a Kirkland (Costco) alkaline AA at 1670 mAh at 300 mA constant load and cutoff at 1 v. per cell.
4. I sail 70-80 hours a season.
5. People using alkalines don't do what Rick does. Often they dispose of them before they are depleted to assure there is enough life. Biff uses them.
6. I love those plots of yours.

Chuck Winder
Marblehead, MA

I, too, was surprised by the Rayovac data, Chuck. After receiving your email I tested another new set of Rayovac alkalines. The results were virtually identical to my earlier ones. Rayovac packaging brags that "Rayovac Lasts as Long as Energizer" and shouts at the purchaser to "TAKE THE POWER CHALLENGE: MONEY BACK GUARANTEE." I tried Googling phrases like "rayovac fails power challenge" and could find nothing helpful. I didn't try to get my \$1.50 back, and will just file this info away under *caveat emptor*. ☐

CRonicle index update

by Dick Martin

IT AIN'T READY FOR PRIME TIME but it is available, in preliminary form as an Excel worksheet, on the class website (go to www.cr914class.org/cronicle_index.php). In it you will find every significant *CR 914 NEWS* and *CRonicle* article that has been published between Issue 1 (November, 1996) and Issue 59 (Summer, 2008), more than 400 items (articles, columns, and a few of the best photos); a few obsolete articles are not listed, to try to keep the final hardcopy version when it is printed

down to a manageable number of pages.

Already you can do all sorts of things with the index after you download the .XLS file to your computer. Search (Ctrl-F) the entire (401 rows, 8 columns) database for a key word, for example, or restrict your search to a single column. Or sort the data (pre-sorted for you by Issue and Page #) any way you like (want to create a list of every article Chuck Luscomb has written, or every article that dealt with leaks or batteries, for example?).

This index will be a work in progress indefinitely. It will be updated each time a new issue is published, of course, but in addition it will improve in quality, content, and user-friendliness over time. Carole, who will continue to do all the data entry, and I need your feedback. Send me an email at cr914m@gmail.com with your suggestions for improvements and complaints about things you find frustrating.

Enjoy! ☐

Lake Lanier Sailing Club

by Chuck Estes

I HAVEN'T HAD TOO MUCH GOOD NEWS to report lately. Until this summer, that is. The Atlanta area has been experiencing a prolonged, severe drought, and Lake Lanier is so low that most peopleboats can't launch. So right

now the CR 914 fleet is the hottest fleet in the club. We even draw spectators.

We have had six consecutive Friday evening races averaging 6-8 boats and 6-8 races. We sail off the guest dock which is completely out of the water. We

are grateful for the support of Layline (www.Layline.com), a sailboat and accessories catalog business. 🚩



Lake Lanier 'at low tide.'



The Lake Lanier fleet in action.

San Diego Yacht Club Model Yacht Fleet

by Dick Huntington, Fleet Captain



photo credit: Jerry Gibbs

"All clear!" A good start at the Mission Bay Model Boat Pond. From L to R: — (George Szabo III), *Pyrat* (Larry Adams), *Chaos* (Dick Huntington), — (Danny North), *HoneyBear II* (Jean Malthaner), *Zephyr* (Dan Aeling), *Makani* (Phil Adams), *My Flagship* (Jennifer Luther).

ON AUGUST 16-17, OUR FLEET hosted a two day regatta at the Mission Bay Model Boat Pond, site of the 2009 CR 914 National Championships. Steady 5-7 knot winds straight down the length of the pond made for long upwind and downwind legs and plenty of opportunities for lead changes. The only out of town entrant, Phil Adams of Cambria, CA sailed well, finishing fourth on Sunday. The Saturday

evening fleet barbeque at SDYC gave skippers and spouses a chance to socialize and 're-sail' the day's races.

The top regatta finishers on Saturday were: 1st, David Ryan; 2nd, George Szabo III; 3rd, Dan Aeling; 4th, Larry Adams. On Sunday they were: 1st, David Ryan; 2nd, George Szabo III; 3rd, Danny North; 4th, Phil Adams

Although we downgraded the regatta from its original Region 6 Champion-

ship status, it served as a great rehearsal for the 2009 CR 914 Nationals which will use the same venue. By the time this issue of the *CRonicle* comes out, Jean Malthaner and I will have given a slide presentation at the 2008 Nationals in Marblehead, bragging about the great sailing at the Mission Bay pond and why next year's Nationals will be better than the Beijing Olympics. 🚩

Developing a country pond for CR914 sailing

Part 3 of a 3-part series

by Dan Butterfield, Fleet Captain/Secretary of the Blue Ridge Sailing Club, Central Virginia

WE'VE DONE IT! The CR 914 sailors of the Blue Ridge Sailing Club are finally back on the water using the new sailing site developed at a country pond here in Central Virginia!

In parts 1 and 2 of this series in the last two *Chronicles* (58:12 and 59:10) I discussed the tasks required to develop a suitable sailing site at typical country pond. The biggest obstacles appeared to be bottom grass, floating algae, and decreasing water level. Well, all still present challenges, but so far not bad enough to keep us from sailing. I built a 4-foot by 8-foot dock extending out to edge of the weeds where the water

was 18 inches deep, permitting CR914 launch and recovery with no difficulty. The water level soon dropped six inches requiring me to wade out and pull water-weeds to create a clear channel to the open water. Next I will anchor small orange markers along the edge of other weed areas to show our sailors the weed-free limits for sailing outside the marked-off racing course. I also have provided a small rubber inflatable for boat rescue (inflated by a 12v DC air pump which plugs into a car's cigarette lighter). The course markers were cut from bright colored styrofoam swimming "noodles" about 18 inches long

which were weighted to float vertically. They were tethered to anchors designed for holding in this pond's soft mud-grass bottom.

BRSC members are just beginning to sail at the new site. We look forward to increased participation and new membership from the local neighborhoods. I have been asked to consider holding RC sailing classes for the students attending the church school that is located on the far shore of the pond.

The following photos of various stages in the development of the site and of early sailing at site... complete my story. 🚩



Launch and recovery dock under construction. The church school is in the background.



Rescue rubber boat and course markers with anchors.



Critzer Pond in action! Doug Green and *Blue Wave* pose for the camera, while Dan Butterfield's *Eagle* tries out the course and Kemp Bond's *Bond Voyage* awaits launching.

We think we've got algae!



Scenes from pre-Olympic practice races and the algae cleanup at Qingdao

Editor's note: The following article is posted on the Sailing World website (www.sailingworld.com/article.jsp?ID=35019&typeID=398&catID=609) and is reprinted by permission of the author and Michael Lovett, Web Editor for *Sailing World*, *Cruising World*, and *Power Cruising*. Most of these principles are directly applicable to our class and our fleets. Note that the keys to success are *the fleets and their local leaders*, as emphasized by the fact that only two of the twenty points address the classes and their national leaders.

One-Design Fleet Building

by John Burnham

The author's theories on class and fleet roles in getting more boats on the line—largely through leadership and communication — based on a presentation at US SAILING's 2004 One-Design Symposium — December 3, 2004

1. Fleet Building: This topic is the baseline issue for every fleet and every class; it's really what the US SAILING One-Design Symposium is all about. If classes focus on the basics of fleet building and make sure each fleet is paying attention to them, the good, innovative ideas will naturally flow and the fleets will grow.

2. Takin' it to the Fleets: This was the headline of a story one of us at US SAILING wrote a number of years ago, and I like it enough to use it again. The point is that fleetbuilding energy has got to happen at the fleet level, but class leaders can have a big influence on the process. They can influence growth in several ways, most of them pretty straightforward:

- a) **Communication:** web, newsletter, listserv/email.
- b) **Schedule coordination, regatta planning.**
- c) **Builder relations, revising rules.**
- d) **Collect memberships, finances, & report** how you're doing—which often creates calls to action. For example, some classes keep better track of their membership numbers than others. You should do it every year if for no other reason than it reminds you to get your fleet leaders in gear to make sure their fleet members are paid-up class members.

3. What Fleets Need to Grow:

- a) Fleet Captain, Secretary, Treasurer: Good officers are absolutely vital.
- b) Members (e-mail, addresses, dues): Keep track of people and they'll pay their dues.
- c) Activities: both social and competitive: There's more to it than just racing.
- d) Volunteers to run these events: Spread the load.
- e) Keeping up with Racing & Class Rules: Vital to the fleet culture and what makes you one-design.



4. What Fleets Really Need : Communication Above all, your fleet is tied together less by its schedule of events than by communication: a) among the members; b) among fleet leaders; c) with local clubs, other organizers, media; d) with the class association. If things aren't going well, look to your communication.

5. Communication = Leadership

6. (or) Leadership = Communication: It helps to be good at planning, organization, and the other things mentioned earlier, but all the right stuff in the world won't lead a fleet in the right direction without strong 2-way communication.

7. When Choosing Your Fleet Leaders: Charisma, good looks, sailing skill, admin abilities, and other natural talents all come in handy, but they are over-rated. The best fleet leaders are flawed, idiosyncratic, sometimes even troublemakers. But they've got heart and they communicate, and that's what pays off.

8. Key Considerations When Recruiting Fleet Leaders:

- a) Do they have POSITIVE ENERGY? If the glass ain't half full, forget about it.
- b) Are they FUN to be around? If they are, both work and play are more fun. And more likely to get done.
- c) Will they SHOW UP? Fleet captains who go MIA are proven less effective.

9. JB's Growth Theorem: Fun + Positive Energy = Fleet Growth This doesn't mean every class or fleet officer needs to be an extrovert and a barrel of laughs. Some very quiet, reclusive types can write compelling e-mails, provide persistent reminders, distribute funny pictures, and be a powerful motivating force in a fleet.

10. Fleet Leaders' Goals: To the extent you can create a supportive, inclusive fleet culture, everyone will naturally have fun and generate positive energy.

- a) Develop fleet culture of wanting to grow so everyone recruits.
- b) Develop culture of helping each other.

11. Fleet Leaders' Share-of-Mind Tools: You want fleet activities to remain uppermost in your fleet members' minds as much as possible. And not just sailboat racing, but all activities. These tools should be used by several people—build an executive committee and develop the fleet-wide recruiting and helping ethic as mentioned before.

- a) Use the telephone.
- b) E-mail and listserv.
- c) Website bulletin board.
- d) Regatta time!
- e) Social events!!!
- f) Newsletter.
- g) Club, association, other media PR.

12. **Fleet Captains' Principles:** Not necessarily in order of importance.

- a) **Make Access Easy:** to used boats and to the water.
- b) **Balance the Gap:** sing praises of your champions but always look to help everyone else.
- c) **Communicate:** share of mind counts.
- d) **Keep the Parties Coming:** no explanation needed.

13. **Principle #1 — Easy Access**

- a) **Club Support:** Cedar Point YC (Westport, Conn.) has a racing focus and large drysail area that supports huge Laser frostbite, youth, and high school programs; public-access groups like Sail Newport (R.I.) have proven the build-it-and-they-will-come theory providing drysail areas, lifts, ramps, youth, adult, and rental programs.
- b) **Extra boat:** At Beverly YC (Marion, Mass.), fleet capt. Sam Vineyard always has an extra Laser ready for an uncommitted frostbiter.
- c) **Cheap boats:** Vineyard has also advertised in club newsletters and found \$100 Lasers for people in garages. Bill Brosius at the South Sound Sailing Society (Olympia, Wash.) has generated a big fleet of old Stars by finding \$1K to \$3K boats for people (Stars in their fleet have to be of an older vintage). And Paul von Grey (Seattle) has used the exchange rate with the Australian dollar to import a container full of good, cheap, used 505s to build his fleet.

14. **Principle #2 — Balance the Gap:** The gap between the guys at the front and back of any fleet needs to be managed. Put the most emphasis on helping those who need it, but maintain a good competitive level and recognition for your aces or they may move on, lowering overall fleet energy. Bringing along youth and celebrating family members is also critical.

- a) **Clinics:** for example, during the week before the Thistle Midwinters.
- b) **"Crew U.":** a parking-lot demo to teach crew & skippers used in three Thistle fleets.
- c) **Video/DVD:** Snipes have an instructional DVD.
- d) **Youth classes:** Ynglings are used in Alpena, Mich., for teen spinnaker class; kids then crew for adults on weekends.
- e) **Restrict pros in larger boats:** the J/105's owner/driver rule on San Francisco Bay protects this extremely successful fleet.
- f) **Stay in line with national class** so leaders can travel: the Chesapeake Bay J/105s are switching to a deep keel but had to work to keep the cost reasonable so the whole fleet could do it.

15. **Principle #3 — Communicate for Share of Mind:** If you're not snagging the attention of your fleet members, they may well be thinking about doing something else.

- a) **Weekly e-mail writeup/schedule:** Newport Lasers and Shields sailors tell their weekly war stories by e-mail and pass on schedule reminders at the same time; the Shields fleet assigns "story" duty to each boat for one week in the 21-week season.
- b) **Email discussion group:** Cedar Point YC Thistles use a listserv program to help people find crew, work on travel plans, and just plain cajole others to get out and race.
- c) **Fleet website:** The J/105 Chesapeake fleet website connects sailors who keep their boats in different areas and, as they've gotten to know each other better, reports

are that more sportsmanlike behavior has infiltrated the racing.

16. **Principle #4 — Promote Community (Party!):** All season long the corollary to share-of-mind is share-of-party-time. But parties come in all forms; it basically means doing stuff together.



- a) **Work on boats together/swap meets:** setting aside a day to trade gear or park the boats alongside to fix stuff can be productive and fun.
- b) **Mentoring:** pairing experienced and less-experienced sailors and offering an award for the best combined result can have extra social benefits (see Principle #2 "balance the gap").
- c) **Socialize after every race:** The long-time successful Newport (R.I.) J/24 fleet Thursday night activity has been described as "a party preceded by a race"; at Fishers Island (N.Y.) YC, the IOD and Bullseye fleet members gather together and debrief on the club porch.
- d) **Awards party:** This is a no-brainer. Consider having a party after every series, not just at the end of the season.
- e) **Special awards:** Give out fun awards, too. Door prizes and participation awards let everyone go home with something. The Newport Shields fleet gave a Dr. Crash calendar to the skipper involved in the most protests last season.
- f) **Winter seminars, ski trips, charter cruises:** Party promotion goes way beyond being a smart "marketing technique." Offering social opportunities builds connections among sailors, the value of which far outweigh race results, both in the short and long term.

17. **Classes: Empower Your Fleet Captains:** With those principles in mind, here's what classes can do.

- a) **Provide tools:** a user-friendly website, used boat listings, brochures, video/DVDs, boat show initiatives, and other marketing support.
- b) **Make communication easy:** whether you have staff or volunteers, be sure to reach out, provide leads, and also rapid response to solve problems. Keep pushing ideas, tools, and tips.
- c) **Help weak fleets:** when a fleet has a downturn and goes quiet, call in veteran fleet builders to help them get jump started.

18. **Remember: Fun & Energy = Fleet Growth**

▶▶▶

19. Fleet Captains' Principles

- a) Easy Access.
- b) Balance the Gap.
- c) Communicate (think "share-of-mind").
- d) Keep the Parties Coming.

20. **You'll Know You're Successful** When You Have More Boats on the Starting Line. 📌

John Burnham is the Editor of Cruising World magazine. He formerly edited Sailing World, and is a former chair of US SAILING's One-Design Class Council.

Sailing
WORLD

Discovery consists of looking at the same thing as everyone else and thinking different.

— Albert Szent-Gyorgyi



Editor's Note: The following report was discovered buried deep in a stack of Chuck Winder's old files. For reasons that may become apparent to you shortly, Chuck never published it in the *CR 914 NEWS*. It was dated Saturday, April 17, 1999. That date suggests that the Bow Bumper Committee probably met in the Larchmont Yacht Club bar during the Larchmont Invitational.

Bow Bumper Committee Report

Emergency Session

Report on the Status of CR 914 Bow Bumper Design Research

(This is an extremely important and timely research mostly because of the experience of the Larchmont fleet. If something isn't done soon the fleet may self-destruct).

Purported Objectives:

Create a suitable bow bumper design for required use by all owners who race their boats.

Design Criteria

1. Prevent hull damage.
2. Cosmetically pleasing.
3. Cheap.
4. Firm attachment (Last year my boat left a prototype bow bumper on Rob Follett's deck).
5. Easily replaceable (See 4 above).

Definitions:

Attack Boat – you know who they are, every fleet has them!

Victim Boat – Obvious, we have all been one.

Amused Spectator Boats – This of course is not amusing to the Victim. The Victim Boat is sinking and there are often humorous comments in poor taste.

Rescue Boat – This is the boat which gets there almost too late because the Victim's skipper seems incapable of believing his boat is sinking until too late.

Designs being considered:

1. Automatically Deployable Airbag as in our modern cars. Some problems here if it deploys on impact. It would probably just enlarge the hole. (The Committee cannot figure out how to make it automatically deploy before impact.)

2. Skipper-deployed Airbag. Probably impracticable, too. We realized that if the guy is slow-fingered enough in the first place to cause a collision, he probably won't be swift enough to use a third channel to deploy the crash bag. However, such a bag might be useful to the Victim as a floatation device.
3. Bow-mounted Shaped-charge Explosive that detonates on impact. (This was proposed by a committee member who has a unique hull paint color and is rumored to have sunk two boats at another venue.) This doesn't actually protect the Victim boat, but it leaves no evidence if the water is deep. The expense of a rescue boat is avoided.
4. Phallus-shaped Bumper (recommended by the one female member of the committee). Traditionally threatening, and length-to-diameter ratio offers lots of protection. Potential problem was to maintain it in the effective position for an entire race day. Rejected: Thought to be politically incorrect in view of Bill Clinton's Oval office activities (ed. note: recall the date of this report.)
5. Inflatable Bare Breasted Mermaid Figurehead (Committee majority is male). Offers double protection due to the hemispherical features on the upper torso. Potential psychological advantage is distraction of other skippers. Several Internet sites were visited that offered full size life-like models. A sample was received and tested. Request for Quotes have been sent for a suitable-size version shaped to mount on the bow.

Committee Work is not yet Complete

We welcome any other really good ideas. You will be kept informed of our final decision. 📌



Who's Gotta Regatta

When an event has already been held it's 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.

Clovelly's 8th Annual Cow Pond Regatta

April 5

Clovelly Farm
Chestertown, MD

Amy Hitt - ahitt@crosbymarketing.com

www.cr914class.org/regatta_cowpond2008.php

New England Spring Invitational

April 12-13

Plattwood Park
Deep River, CT

Brian Jobson - bjobson@dpmc.com

www.cr914class.org/regatta_2008_nesr.php

Corte Madera Regatta

April 19

Mission Bay Model Yacht Basin
San Diego, CA

Dick Huntington - dickhuntington@cox.net

The Yacht Club's Spring Regatta

June 1

Summerwood Lake
Houston, TX

Walt Douglas - waltbdouglas@earthlink.net

Cleveland Race Week Regatta

June 23

Edgewater Yacht Club
Cleveland, OH

Bob Rosenbaum - bob@therosenbaum.net

AMYA Region 1 Championship

June 29

Redd's Pond
Marblehead, MA

Chuck Winder - chuckw88@msn.com

www.cr914class.org/regatta_2008_region1.php

Fourth of July Regatta

July 4

San Diego Yacht Club
San Diego, CA

Dick Huntington - dickhuntington@cox.net

Fourth of July Regatta

July 6

Blue Crab MYC/Germantown
Recreational Park Soccerplex
Germantown, MD

Nils van den Beemt - nvdb@comcast.net

Mission Bay Regatta

August 16-17

Mission Bay Model Yacht Basin
San Diego, CA

Dick Huntington - dickhuntington@cox.net

CR 914 National Championship

September 26-28

Redd's Pond
Marblehead, MA

Chuck Winder - chuckw88@msn.com

www.cr914class.org/regatta_2008_nationals.php

The Yacht Club's Fall Regatta

November 2

Summerwood Lake
Houston, TX

Walt Douglas - waltbdouglas@earthlink.net

CBMRA Invitational

date t.b.a.

Sandy Point State Park
Annapolis, MD

Ernest Freeland - efreeland6@comcast.net

AMYA election results

The incumbent ticket won by a large margin. Full results are available on the AMYA website. Congratulations to AMYA President Pete Maxson, Vice-President Chuck Buzek, Treasurer John Skerry, and Region 1 Director Jim Linville.

Success is the ability to go from one failure to another with no loss of enthusiasm.

— Winston Churchill

New Registrations/Transfers

Sail No.	Boat name	Owner	City	State
551		Tom Skinner	Wenham	MA
724	<i>US 1287</i>	Chuck Poindexter	Madison	CT
737	<i>Voodoo</i>	David Graves	Bronxville	NY
1486	<i>Fireball</i>	Bob Armbruster	Glencoe	IL
1487		Randy Poe	San Diego	CA
1488		William Uhl	North Sutton	NH
1489	<i>ST Classic</i>	Sam Santora	Garfield Heights	OH
1490		Richard Casner	Dedham	MA
1491	<i>Hazel</i>	Donna Adams	Somerville	MA
1492		Rod Carr	Redmond	WA
1493		Carl Buxbaum	Marblehead	MA
1494	<i>Blackjack</i>	Mike Gregg	Chester	CT
1495	<i>Lady L</i>	Linda Blanchard	Henderson	NV
1496	<i>Julianne</i>	Julia Weaver	Cumming	GA
1497		Raymond Schoonmaker	Essex	CT
1498	<i>Arabella</i>	Tom Sullivan	North Sutton	NH
1499	<i>True Love</i>	Margie West	San Diego	CA
1500		Edward R. Padin	New Rochelle	NY
1501		David Capestany	Clinton	CT
1502		Paul Boulay	Salem	MA
1503	<i>QTP</i>	Thomas G. Evens	Peachtree City	GA
1504		Donald Jones	Brooklyn	NY
1505		Donald Jones	Brooklyn	NY
1506	<i>Mister E</i>	John Eger	Arnold	MD
1507	<i>Hers</i>	Gina Carlson	Houston	TX
1508		Phillip Wright	Anchorage	AK
1509		Phillip Wright	Anchorage	AK
1510		T. Kevin O'Connor	Sanbornville	NH

The *CRonicle* Honor Role

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

Butch Aline Oak Ridge, TN
 John Burnham Middletown, RI
 Dan Butterfield Nellysford, VA
 Chuck Estes Flowery Branch, GA
 Jerry Gibbs San Diego, CA
 Dick Huntington San Diego, CA
 Elaine Huntington San Diego, CA
 Jennifer Luther Coronado, CA
 Jean Malthaner San Diego, CA
 Dick Martin Columbia, MO
 Pat Stadel San Diego, CA
 Sarra Tubbs Marblehead, MA
 Chuck Winder Marblehead, MA

Deadlines for future *CRonicles*

<i>issue</i>	<i>submission deadline</i>	<i>publication date</i>
61 - Winter, 2009	December 15	January 2
62 - Spring, 2009	March 15	April 1
63 - Summer, 2009	June 15	July 1
64 - Autumn, 2009	September 15	October 1

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

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 63, for example, you're good through the summer of 2009. If it says 61 or 62, however, it might be a good idea to renew right now, before you forget. And you are welcome to extend your subscription any time. Your new subscription will simply be added to the number of issues remaining in your current one.

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

CR 914 Class website **PASSWORD**

This quarter's password is:

demoCRacy

(remember: all passwords
are **case sensitive**)

This password will expire on January 5 and will be replaced by a new password that you will find in this location in Issue 61 of the *CRonicle*.

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

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
cr914m@gmail.com
 (573) 256-7213

cut here <

AMERICAN MODEL YACHTING ASSOCIATION

Application for membership

the AMYA Membership Form that was published on page 58 of *Model Yachting, Issue 153, Fall, 2008.*)

This application is for (please circle one): **New Membership** **Renewal/Former**

Check one: **Adult: \$25.00** __, **Family: \$27.50** __, **Junior: \$15** __

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

Enclose check or money order payable to AMYA, or check one: MC__ VISA__ Discover__ AmEx__

card number _____ expiration date _____ signature _____

Name _____

Address _____

City _____ State _____ Zip _____ Country _____

Telephone _____ Email _____

Current AMYA membership number _____ AMYA Club number _____ Club Name _____

List all model sailboats you own:

class	sail number
CR 914	_____
_____	_____
_____	_____



Send completed form to
 AMYA Membership Secretary
 Michelle Dannenhoffer
 P.O. Box 360374
 Melbourne, FL 32936
 888-237-9524 (toll free)
Membership@ModelYacht.org



CR 914 Class

1206 Castle Bay Place
Columbia, MO 65203

the **CRonicle**

Issue 60
The soggy CR 914 Nationals

Autumn, 2008

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