

the CRonicle

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SPRING. THE SEASON WHEN A SAILOR'S FANCY lightly turns to thoughts of ... **regattas**. The spring issue traditionally has been the annual regatta issue, but the class website has become the dominant source of time-sensitive information, including regatta reports and news about upcoming events — the 2007 regatta schedule that is featured in this issue was published there about a month ago, for example. So this regatta issue of the *CRonicle* hypes the *regatta experience* rather than individual regattas (links to the hype for regattas whose officials have provided it in time for this issue are of course included in the schedule that appears on page 4). Alas, most registered CR 914s have never entered a regatta, and their owners are missing out on a lot of fun. So another theme of regatta issue this year is *getting started racing*, a major goal of which is to entice beginning RC sailors, and veteran 914ers who do not have local fleets to race with, to take their first regatta plunge *this year*. That effort begins with a story about...

The 2006 Nationals from a Rookie's Viewpoint

by Phil Adams

Yikes I've gone and done it now! That's what I thought as I walked back from the mailbox after mailing my entry to the CR 914 Nationals in San Diego. After all, I had only been into RC sailing a few months. What was I thinking, that I could go out and sail in the most important regatta of the year? A couple of things had influenced my decision. First of all, I figured that if the people I would be sailing against at the Nationals would anything like the helpful and friendly folks that I had run into so far in the CR 914 class it would be a great



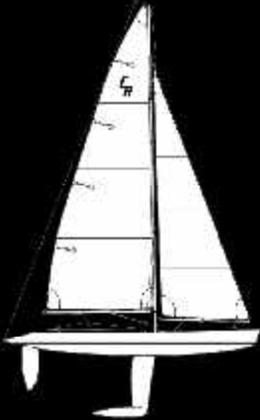
photo credit: Carole Adams

Heavy weather at the 2006 Nationals. That's the author on the left.

“I would urge everyone who has not attended a big regatta to commit to one soon. There is nothing quite like being in the middle of a big fleet heading to weather.”

CR 914 Class

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



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photo credit: Jerry Gibbs

Regattas are about *people* – like these sailors, family, friends and staff at the 2006 Nationals

learning experience and fun besides. Second, I did have a background racing “people” dinghies and flying RC gliders. Finally, I have the good fortune of belonging to the Laguna Lakes MYC in San Luis Obispo, California where I get to race at least a couple of times a week against great competition. So I decided what the heck, and it was off to San Diego.

Friday’s events really set the tone for the entire weekend. The hosts at the San Diego Yacht Club could not have been more gracious or accommodating toward the competitors and their spouses. I met some of my fellow racers while registering and getting my boat measured. Then I went out for some practice on the course. I was unfamiliar with the use of a gate at the leeward mark. Instead of a single mark two buoys are set at the end of the downwind run, you are required to go between them and then round either one to begin the windward leg. I really wanted to get a feel for judging distances on the course. There’s nothing I hate more than missing a mark because of an error in depth perception. My boat seemed to be tuned well enough as its speed and pointing ability were on par with the others practicing, so I packed it up and went to check in at our motel. There was a social hour and buffet dinner that night, and the offerings were scrumptious.

Saturday was qualifying day for the finals on Sunday. I had never raced under the Heat Management System. A

simple explanation is there are A & B fleets that alternate heats. The object in the B fleet is to finish in the top four so you can advance to the A fleet. A fleet sailors would stay there unless they were among the last four in a heat. I was amazed at how well the race committee kept track of the standings and made sure everyone knew when they were supposed to race. I bounced up and down between the two fleets and as a consequence sailed in quite a few heats, but the wind was good and it was fun. My overall strategy going into the regatta was to sail conservatively. My aim was to go for free air at the start, while being not too far from the favored end, and mainly try to stay out of trouble. Since the windward mark was always congested I especially tried to not fetch it on a port tack and to overstand it by a comfortable margin. Many times I saw boats get tangled and then even the right of way boat would lose places to the boats behind, so avoiding crowds and sailing to free air seemed the prudent thing to do. I tried not to spend too much time trying to figure where I stood in the standings or second guessing my boat tuning. I really wanted to just concentrate on sailing well and having a good time. At the end of the day after sailing more than ten heats, to my surprise this plan had worked well enough that I had qualified to be in the Gold fleet on Sunday. The host club really out did themselves with the dinner that night and the sponsors provided some terrific door prizes.

The racing on Sunday for the trophies used a different format. There were two fleets (now called the Gold & Silver) but you raced in the fleet you qualified for on Saturday without changing fleets during the day. The wind was already strong in the morning and got even stronger. By mid-afternoon it was clocking at around 20 knots! The wind along with the chop made even tacking while going to weather an adventure. One particularly windy weather leg I opted to gybe rather than risk going into irons. The downwind legs were even more troublesome. There were many out of control boats and broaching or inadvertent round ups made for great spectator sport. I found that completely easing off my boom vang de-powered the main enough that I could maintain control. There were a few dismastings and many radio problems. We managed to get in ten heats even though there was a lot time spent

waiting for boats to be repaired. With all the carnage around I was amazed that I had only one rigging problem, my jib sheet got caught on the downhaul cleat. Never having had that problem before I had not taken the precautions outlined in one of the articles I had read on the class website. Had I done what the article recommended I could have avoided the services of the very busy rescue boat. A liberal coating of Vaseline slathered around the hatch and rudder control rod exit hole helped keep my boat mostly dry inside and the electronics operational.

I still find my final place in the standings improbable. I have to think that it was because of my conservative approach to sailing the regatta, the extreme conditions plus more than a little luck. I even managed to finish first in a couple of heats, one of them in that last grueling two lap race. Over all for me this was an outstanding experience. I

would urge everyone who has not attended a big regatta to commit to one soon. There is nothing quite like being in the middle of a big fleet heading to weather. The visual treats alone will give you wonderful lasting memories no matter where you place in the standings. At the presentations ceremonies a couple of people mentioned that the folks involved in the CR class are among the most helpful and friendly in RC sailboat racing. So don't worry about having enough experience or whether you feel your boat is race ready, go ahead and make that trip to your mailbox with the entry form. I hope to see you there at the Regatta, and I know we'll have a great time. ■

Editor's note: The author forgot to point out that his CR 914 #1346, *Makani*, did pretty darn well for a rookie, too, placing fifth in the Gold Fleet. And Phil took home the Masters Championship trophy for the top finish among drivers age 60 and older.



Regattas are also about *having fun* — like Irene Stamato (with transmitter) and Assistant Race Officer JoAnn Callahan were obviously doing here, during the 2007 CR 914 Midwinter Regatta in January. Irene had never raced a sailboat of any kind before. After a string of last place finishes and breakdowns on Saturday, Irene told JoAnn that “sailboat racing is harder

than childbirth.” But she showed up bright and early the next day, and after getting lots of help with repairs and tutoring from her fellow sailors, before Sunday's racing was over she had won a start (to the cheers of the other competitors) and had gone on to post an impressive third place finish in the heavy-weather 27th race.



Who's Gotta Regatta

As of March 30, the following 15 regattas have been scheduled for 2007. 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, and further information such as lodging, driving directions, and special instructions such as those for the Cow Pond Regatta: "Consider bringing a change of clothes. All children will get dirty, or fall in the pond. Or both."

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

Chuck Luscomb - chuckluscomb@dpmc.com
www.dpmc.com

Sixth Annual Cow Pond Regatta

April 21
Clovelly Farm
Chestertown, MD

Amy Hitt - ahitt@crosbymarketing.com
www.cr914class.org/regatta_cowpond.php

Corte Madera Regatta

April 28
Mission Bay Model Yacht Basin
San Diego, CA

Jennifer Luther - jluther@san.rr.com

Washington College Spring Regatta

May 19
Chestertown, MD

Geoff Becker - gbecker2@washcoll.edu
www.cr914class.org/pdfs/wash_coll_regattaNOR07.pdf

The Yacht Club's Spring Regatta

June 6
Summerwood Lake
Houston, TX

Walt Douglas - waltbdouglas@earthlink.net

AMYA Region 1 Championship

June 10
Redd's Pond
Marblehead, MA

Chuck Winder - chuckw88@msn.com

Cleveland Race Week Regatta

June 25
Edgewater Yacht Club
Cleveland, OH

Andrew Schmidt - andrewschmidt@prodigy.net

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@dpmc.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 - waltbdouglas@earthlink.net

CBMRA Invitational

November date t.b.a.
Annapolis, MD

Ernest Freeland - efreeland6@comcast.net

Getting There is Half the Fun

by Chuck Luscomb

Editor's note: There wasn't room in the last issue for the following part of Chuck's story about winning the 2006 Nationals. But since I hope it will encourage other 914ers to tackle long trips like his from Connecticut to California, and that fits well with the regatta theme of this issue, here it is as a separate tale. Not quite as sweaty palms-inducing as his article last month, but still fun reading.

I like to be well prepared for an event like the Nationals, but being that the 2006 Nationals was clear across the country, getting there presented some interesting challenges. How do take a boat and all your tools on an airplane? Dave Ramos provided me with a very well thought out cardboard case (henceforth called "The Box" — described in detail in *CRonicle* 46, Spring 2005). After my boat, rig, cradle, keel and ra-

dio were packed in their places in The Box, everything was secure and ready to travel. Nice job, Dave! My tools and my spare radio would not fit in The Box, so I packed my whole tool box and the radio in a regular "fit in the overhead bin" size case. I was ready, I thought.

My flight out of Hartford was scheduled at 6:20 AM. I was curbside at 5:00 ...to find that the Sky Cap was already in a very bad mood. He took one look at The Box and directed me to take it inside because it was oversize. It would have to be charged as freight, to the tune of \$80. Great! Inside the terminal the lines were long and tempers were flaring because a flight had left for Miami without all its passengers. Things were looking pretty grim for me until one of the airline staff suggested I

go to the international flights counter because the waiting line there was shorter. That turned out to be good advice indeed, because the attendants there did not care about the size of The Box and whisked me right through, checking The Box as luggage without extra charge. Go figure.

I landed in San Diego on time at 1:30 PM. As I waited in baggage claim for my checked bag and The Box, all kinds of thoughts raced through my head about my boat and tools. If The Box was lost or anything in it was badly damaged, I might have wasted a trip. But finally The Box appeared on the baggage carousel, undamaged. Indeed, the only things that broke did so during the races! 📌

914ER FORUM

Boom debate

THE CRONICLE GETS BETTER EACH ISSUE...nice job! But I have a question. In "The Great Boom Slider Debate in *CRonicle* 53, there is a photo of a boom with a fairlead added to its aft end. How can the fitting added to the end of the boom in the picture avoid breaking Class Rule 9.1 which says, "Mast and boom lengths shall not be altered"? It seems that the boom has been made longer by the added fitting. Although the fitting shown is small, what if the fitting was say an inch long? There wouldn't really be a difference as far as the rule would be applied, but the longer fitting would surely draw more rules attention.

Geoff Becker, Annapolis

Geoff is correct. To be legal, the outhaul string (shown in that photo and discussed in more detail in an original Boatyard article by Dave Clinnin in CRonicle 50) should be led through a hole drilled very near the end of the boom, or a length of boom removed equal in length to the fairlead.

Kudos for CRonicle 53

CHUCK LUSCOMB'S STORY about his experience at the Nationals was great reading and definitely useful for all owners. "To be first, first you have to finish" is the oft quoted wisdom that I think is from Paul Elvstrom. The message that water has to be kept out of the boat should be heeded by all owners. Chuck's emotional strength clearly showed as each

difficulty was overcome. The reader can *feel* the stress. I reread it several times. Chuck is meticulous in maintaining his boat and it showed, since he reported only the one mechanical failure. [See *CR 914 NEWS* issue 10 (1998) p.10* for one way to replace that eye on the forward face of the masthead crane that caused his breakdown. Both my boats have been problem free using the arrangement.]

Mark Benedict's article was also excellent. I recall his beautiful boat and cradle when he was here in Marblehead for the nationals. He has forced me to commit to a thorough rehab of my beat-up 10 year old *Redd's Boat*. I might even rehab my black boat. Mark is an example for all of us.

Ernest Freeland's article about winter planning should be used by all fleets. Good info.

I want to correct a statement on page 7 where I was quoted as saying that several boats in the Marblehead fleet had radio drop-outs using the DX6. Only two of us have had drop-outs. One of those had only one drop-out, and it did not occur during racing. I have had several, and I have returned the receiver to Spektrum who will replace it free of charge with a BR6000 receiver.

The *CRonicle* is a great resource to all owners. Thank you Dick, Chuck, Ernest, and Mark.

Chuck Winder, Marblehead

* Subscribers can download all back issues of the *CR 914 NEWS / CRonicle* from the class website Members Area. Log in using the password on the last inside page of the most recent issue, then click on *CRonicle* Archive.



THE BOATYARD

Controlling jib leech tension on a CR-914

by Geoff Becker

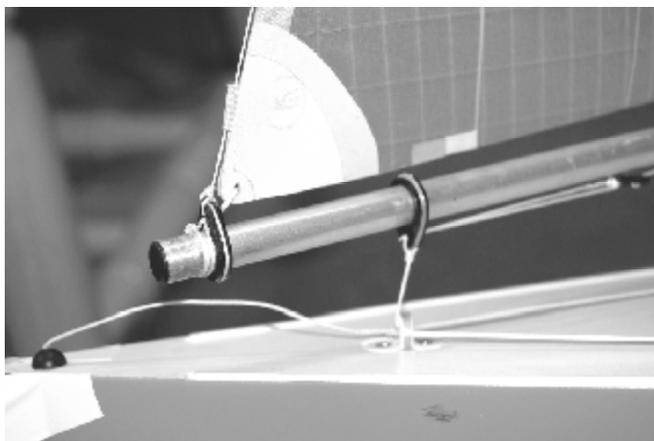
If you have sailed your CR-914 a lot, you may have noticed that the jib leech is very tight, especially in light air. Some sailors use a jib boom topping lift to counter that effect, but I have found another method that works, without many of the problems topping lifts can cause.

Let's first understand what causes the leech tension in the first place. Since the forestay is attached to the jib boom at one end and the boom is attached to the deck at a point further aft along the boom (jib boom downhaul*), a lever effect is created. With this lever, the tighter the forestay, the tighter the leech of the jib. It is also important to understand that the greater the distance between those two attachment points, the greater the lever effect and the more tension that will be put on the leech of the jib. Knowing that, the less the distance between those two points the less the added tension to the jib leech.

Know that the distance between the two boom attachment points is critical to the tension on the leech. Decreasing that distance, especially in light air, helps to prevent sailing with the leech too tight. A common way many sailors decrease that distance is to slide the jib boom aft (moving the jib boom downhaul forward along the boom) until the aft end of the boom can just clear hitting the mast when it changes sides. In light air, it is common to hear jib booms just hitting the masts on CR-914s when tacking and jibing. Those sailors are maximizing the aft setting of the jib boom.

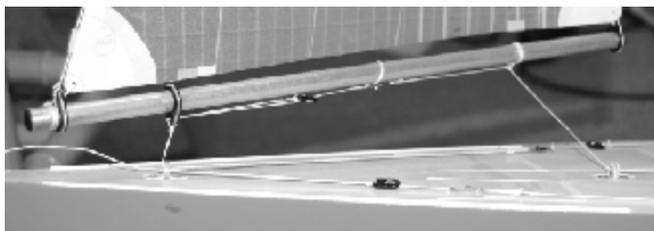
* In the kit Building Instructions, this string is called the "jib boom tack string."

Another, less common, method to decrease the distance between the two attachment points is to move the forestay aft along the boom toward the jib boom downhaul attachment point. This is a little trickier, but can also work very well in helping to decrease the jib's leech tension. On my boat, the point that the headstay attaches to the jib boom is actually adjustable at any time so that the distance can be changed as neces-



sary. Here's how I rig my jib boom...

I like to use the plastic boom sliders that come in the kit, as they are very quick to adjust when you have a key tool to help you (*CRonicle* 53, p10). On the jib boom I use three boom sliders, one for the forestay, one for the jib boom downhaul and one for the outhaul. Here is how I set each slider...



1. The outhaul slider is set as far aft on the jib boom as possible and left in that position all the time.
2. The jib boom downhaul slider is set so that the jib boom just does clear the mast when swinging from side to side.

3. The forestay slider is set and used as an adjustment for the outhaul or foot curve. It works out rather nicely: the lighter the wind the further aft I set the forestay slider. This makes the foot more rounded and reduces the distance between the forestay and the jib boom downhaul, thus decreasing jib leech tension. In heavier winds, the forestay is moved forward, flattening the foot of the jib and increasing leech tension by increasing the distance between the attachment points.

After all that, there is another element of the geometry to keep in mind. When the downhaul slider is adjusted, you also change the pivot distance between the jib sheet attachment point and the jib boom downhaul attachment point. When that distance is larger, the jib boom travels through a larger arc when going in and out, and vice-versa. This really has little effect on how much travel the jib boom has from all the way in to all the way out, but it might change your upwind jib boom angle setting. It is always a good idea to double check your upwind jib angle any time you make adjustments to the jib boom or its geometry.

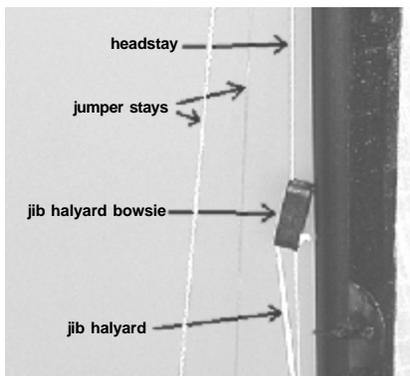
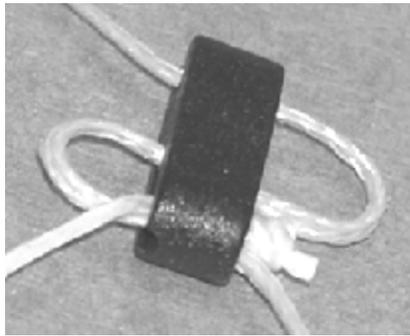
Finally, if you do try some of these techniques, practice. It is important that you test out the different settings and become familiar with the adjustments. These are more advanced adjustments, and it can be easy to get lost in the tuning after a series of changes. A good idea to help you is when the boat is on the workbench mark all the initial settings. That way, when you get lost in the tuning, you can easily reset your boat to the baseline settings.

Good Luck! 🍀

BOATYARD Correction

THE AUTHOR (I) MADE AN ERROR in the article entitled “Jib luff tension adjustment: a better way” that was published in the Boatyard column on page 11 of *Cronicle* 53. The method of attaching the jib halyard bowsie to the headstay that was described and illustrated in that article can allow the bowsie to slip down the headstay.

Fortunately, there is a simple way to fix this problem, which is shown in these two photos. Making the headstay string take one more pass through the jib halyard bowsie, following the ‘S’ shaped configuration shown in the close-up (rather than the standard ‘U’ configuration) creates enough additional friction to prevent slippage.



I have revised the article, making these changes in the text and illustrations. The copy of issue 53 posted in the *CRonicle* archives has been replaced with one that contains the revisions. And you can download a copy of the revised article from the class website at www.cr914class.org/pdfs/jib_luff_tension_revised.pdf.

Dick Martin

Simplifying the racing rules

TO MAKE SAILBOAT RACING LESS INTIMIDATING FOR BEGINNERS, several attempts have been made to simplify the rules under which we sail, most notably Don Becker’s “Ten Racing Rule Commandments” and Dave Perry’s “Simplified Version of *The Racing Rules of Sailing*.” Although these efforts generated some controversy, everyone agrees that the rules are complex, that simplification can be helpful for beginners, and that simplified versions of the rules should serve only as guides to the ‘real’ Racing Rules of Sailing (RRS) — not replace them.

In keeping with the focus of this issue on encouraging relatively new 914ers to begin to race and enter regattas, here are two approaches that have been developed by 914 sailors to help beginners in their fleets. Should you choose to adopt one or both of them, remember that they are unofficial rules of thumb and are designed only to assist new sailors while they begin to gain experience and wisdom racing and reading books.

Pocket Rules of Model Sailboat Racing

by Chuck Winder

THE *POCKET RULES* WERE CREATED FOR the Marblehead Model YC based on discussions at the 2007 annual meeting. Chuck Luscomb and Dick Martin contributed significantly to their creation. We are trying to find a way to reach those sailors in the fleet that haven’t acquired a working understanding of the RRS.

The *Pocket Rules* are guides to the *Racing Rules of Sailing*, but do not replace them. The intent of the card is to present a combination of the most frequently breached rules as well as some ‘best practices’ for the new members in a way that encourages them to follow them..

You can download the entire RRS at www.sailing.org/RRS2005/RRS2005-2008.pdf.

Pocket Rules of Model Sailboat Racing

(Based on *Ten Racing Rule Commandments* by Don Becker, US SAILING Senior Judge.)

Have Fun – Laugh, Joke and Teach

Display sportsmanlike conduct at all times. RRS #2

Talk – alert other skippers of your intentions.

1. Port keeps clear of starboard. RRS #10
2. Windward keeps clear of leeward. RRS #11
3. The boat astern keeps clear of the boat ahead. RRS #12
4. A boat Tacking or Jibing keeps clear of one that is not. RRS #13
5. **Avoid collisions.** RRS #14 *It is better to give way than to collide with another boat, and then protest or do a penalty turn.*
6. If you gain right of way or change course, give the other boat room and opportunity to keep clear. RRS #15 and #16
7. The inside boats at four boat lengths from a mark are entitled to room to round the mark. RRS #18
8. A Skipper who has lost “radio” control of a boat must hail his condition and retire from that race. His boat will then be treated as an obstruction of the course. RRS E4.8
9. Penalty Turns. If you have violated a rule, you must sail clear of others and complete a penalty of one tack and one jibe in the same direction (a 360) as soon as possible. RRS #44 and E4.4
10. If you touch a starting mark while starting, sail clear and complete a penalty turn. If you hit a finishing mark as you finish, you must return to the course, do a 360, and then re-finish. RRS #31

Marblehead MYC – March 7, 2007

TEXT SHOWN HERE
IN GRAY IS RED IN
THE ORIGINAL

fold here →

On the following pages you will find reproduced the current version of the Mid-Missouri Model Sailing Club’s Simplified Racing Rules, which is also available in PDF format at www.m3sc.org/pdfs/simplified_rules2007.pdf.

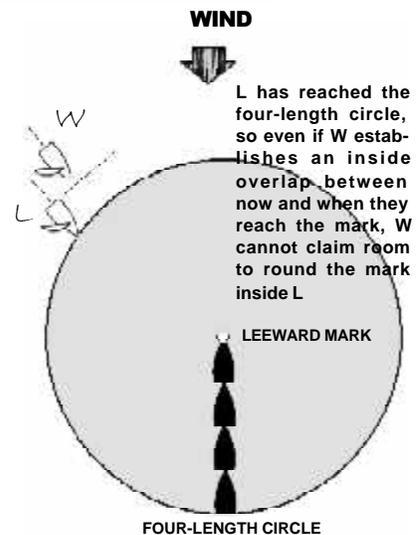
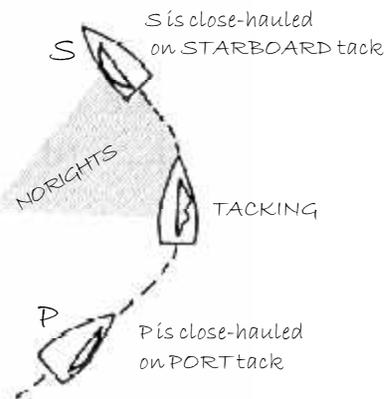
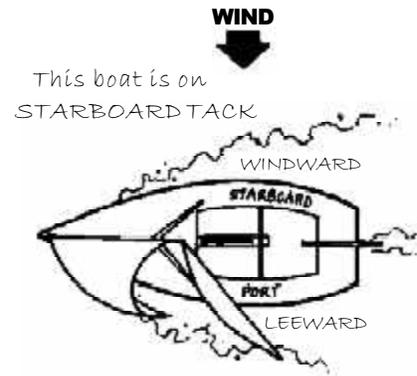
M3SC SIMPLIFIED RACING RULES

(revision 5, March, 2007)

Based on Don Becker's "Ten Racing Rule Commandments" and Dave Perry's *Understanding the Racing Rules of Sailing*. RRS numbers in brackets refer to the ISAF *Racing Rules of Sailing 2005-2008* rules from which each simplified rule is derived. When these rules fail to cover a situation, are ambiguous or conflict with the RRS, the pertinent ISAF RRS rules and definitions of terms will govern.

These rules apply when you are racing. When one boat has the right-of-way, that means that the other boat is required to keep clear, in other words to stay out of the way of the right-of-way boat.

1. **Compete fairly.** Display sportsmanlike conduct at all times. [RRS 2]
2. **Avoid collisions.** These racing rules are *defensive* (i.e., to prevent collisions), not *offensive* (for gaining an advantage over your opponent). Two compelling reasons for avoiding collisions: (a) damage may occur; (b) the time lost recovering from a collision, even if you have the right-of-way (and do your penalty turn if you are at fault) generally ruin the whole race, for *both* boats involved! [RRS 14]
3. When boats are on **opposite tacks** (booms on different sides), the boat on starboard tack has right-of-way over the boat on port tack. [RRS 10]
4. When boats are on the **same tack** (booms on the same sides), the leeward boat has the right of way over the windward boat. After the starting signal, if a boat that is clear astern establishes an overlap to leeward within two lengths of another boat, however, she may not sail above her *proper course** while they remain overlapped. [RRS 11 and 17]
5. A boat **clear astern** must keep clear of a boat **ahead**. [RRS 12]
6. A boat that is **tacking or gybing** must keep clear of a boat that is not—see diagram. [RRS 13]
7. A right-of-way boat **changing course** toward another boat, or a burdened boat that newly acquires right-of-way, must give the other boat time and room to keep clear. [RRS 15 and 16]
8. A boat that is **backing up or not racing** must keep clear of all boats that are racing. [RRS 20]
9. **Room to tack at an obstruction:** If a close-hauled boat must tack in order to avoid running aground or colliding with an obstruction, but cannot tack without fouling another boat, she may hail for room to tack, and give the hailed boat time and room to keep clear. The hailed boat shall either tack as soon as possible or immediately reply "you tack," in which case the hailing boat must tack immediately and the hailed boat must keep clear. [RRS 19]
10. **Room at a mark:** If an overlap is present at four boat-lengths from a mark or obstruction, the outside boat(s) must give inside boat(s) room to pass the obstruction or round the mark. [RRS 18]
11. **Tacking at a mark:** When a boat completes a tack within the four-length circle and an approaching boat is fetching the mark, Simplified Rule 10 does not apply, and the tacking boat commits a foul if she causes the other boat to sail above close-hauled to avoid hitting her or prevents that boat from passing the mark (see diagrams on reverse side). [RRS 18.3]



* **RRS definition of "proper course":** a course a boat would sail to finish as soon as possible in the absence of other boats. There is no proper course prior to the starting signal.

12. **The start:** Our races use a one or two-minute starting sequence. Racing begins, and these rules become effective, when that sequence begins at the Preparatory Signal, one or two minutes before the Starting Signal. The start-finish line is an imaginary line between the course sides (generally windward sides) of two marks. You must be completely behind this line at your starting signal. If you are not, you must turn back until your boat is entirely behind the line. While you are returning, you must stay clear of all boats that started correctly. [RRS 20]

13. **The anti-barging rule:** This exception to Simplified Rule 10 occurs at starting marks, where a leeward boat does not have to give windward boats that are about to cross the starting line room to pass between her and the starting mark. If a windward/inside boat tries to squeeze in between a leeward boat and a starting mark she is “barging,” which is illegal. [RRS 18.1a]

14. **Penalty turns:** If you touch a right-of-way boat or force her to change course to avoid hitting you, you must take a penalty. As soon as possible, get clear of other boats and then make one complete circle, including one tack and one gybe (called a “360”). Then resume racing. [RRS 44.1, 44.2 and E4.4]

15. **Touching a mark:** There is no penalty for touching a *turning mark* other than the loss of speed from doing so. If your boat touches a *mark of the start-finish line, while starting or finishing*, however, you must do a penalty turn (see Simplified Rule 14 above). If you do your penalty turn after touching a finishing mark, you must sail completely to the the course side of the line before finishing.

16. **Protest procedures:** If you have the right-of-way and another boat makes you change course to avoid hitting her, she has broken a rule. You must tell her this by protesting. Immediately state *twice*, loudly enough to be heard by the skipper of the other boat, “*Number __ (your sail number) protests Number __.*” [RRS 61.1a and E5.2] If the other boat does not do her 360 and you choose to carry out the protest procedure, immediately after the finish of that heat tell the Principle Race Officer which boat you are protesting and, if the Sailing Instructions so specify, fill out a protest form. The PRO will hold a hearing at which both skippers will have an opportunity to tell their story briefly and then make a decision.

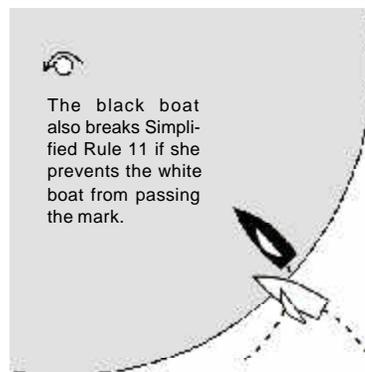
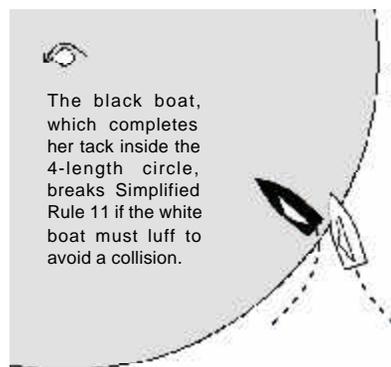
17. **Launching:** A boat may not be launched or relaunched between her preparatory and starting signals. [RRS E4.5a]

18. **Outside help:** A boat that goes aground or becomes entangled with another boat while racing may receive assistance from her skipper or other persons in order to resume racing, so long as that assistance does not give the boat a competitive advantage. [RRS E4.5a and c]

19. **Loss of control:** a skipper who loses radio control of a boat shall immediately announce “*Number ___ out of control!*” That boat shall be deemed to have retired and shall be considered an obstruction. [RRS E4.9]

Here are four other **recommendations** which, although they are not rules, will make racing more enjoyable for everyone involved.

- A. **Talk.** Let other skippers know your intentions.
- B. If you are in doubt about who has the right-of-way, follow the **Golden Rule:** give way. In other words, do for the other boat what you would want her to do for you.
- C. Even if you are confident that you are right, if the other boat refuses to do its penalty turn and there was only trivial or no contact between boats it is usually better to forego your right to carry out the rest of the protest procedure rather than force everyone to wait, losing valuable racing time, while your protest is being decided. You and your protestee should discuss the issue after racing is done for the day and are welcome to request a review and advisory decision from the Principle Race Officer.
- D. Remember, **this is a game you are playing.** The object is to have fun, not to try to win at any cost.



You Talk Too Much?

by Ernest Freeland

“You talk too much!” I once heard this said to a fellow competitor on the dock while racing. I was shocked. Maybe they just felt it messed with their concentration or distracted them on the racecourse. I, on the other hand, feel that people don’t talk enough while racing. In fact in that same regatta I got caught because I didn’t talk. I assumed that a port-tack skipper saw me approaching on starboard, since we were the only two boats in the area, but one collision later (and one point worse off, from a lost position in the race) I realized he didn’t see me. Good communication is key while racing.

You take the time to prep for the event, get your boat ready, and come to the course and check the conditions.

Lots of people do this and then don’t communicate on the race course and thus run the risk of being fouled, which can cost them dearly. One great thing about model boat racing is that we are always close to our competitors, so we can easily communicate to avoid fouls. So when is it appropriate to communicate? Certainly in port - starboard situations, when an overlap is present at the four-length circle, when approaching an obstruction and when crossing other boats.

The key is to communicate clearly so that people know that you are speaking to them. Please don’t go around yelling “starboard, starboard” or “orange boat starboard.” Who are you talking to? How will they know you are talking to them? Use their sail number

in all communications. For example “starboard 956, starboard 956.” What if you don’t know the sail number or can’t see it? Then say something like “238 is calling starboard on the orange boat I am crossing” or “238 is calling starboard on the boat I am crossing; I can’t see your sail number.” If you don’t get a response then kindly ask them to acknowledge that they have heard you. Once they have, that is all the communication you will need for that situation.

By talking early and often you can make sure people know what you are thinking and avoid getting into a position to foul or be fouled. Ultimately everyone will have more fun on the course and enjoy better racing as a result. **■**



RADIO ACTIVITY

Spektrum updates

David Graves reports that he experienced range problems with his new Spektrum DX7 radio (a 7-channel version of the DX6) from the moment he first began to use it. Its range with fully charged batteries was only 90 feet and less than 30 feet with the range test.

Horizon Hobby, from whom he had purchased the DX7, advised him to return it for inspection and repair. Turned out that the antenna had become disconnected at the internal connection. No one knows how that happened.

While he was talking with tech support at Horizon (which is essentially the same company as Spektrum—there is no Spectrum tech support department, for example) David was informed that that the use of ‘internal corrosion inhibitors’ such as Aeroplate is not recommended. David’s response: “Tough. I like Aeroplate.” It would not be surprising if Horizon would refuse to honor a warranty on a Spektrum receiver that had been soaked in Aeroplate or other dielectric ‘waterproofing’ agents. However, a number of 914ers have been using Aeroplate on their re-

ceivers, Spektrum and other brands, for a considerable time and have reported no problems. Bottom line: use Aeroplate at your own risk. The editor will continue to do so.

David also reports that Horizon refused his request to sell him connectors to mate batteries with the transmitter. But he subsequently discovered that the two pins in the transmitter connector have exactly the same ‘pitch’ as a standard BEC male two-lead connector (BECs are the red connectors that are furnished in the CR 914 kit, attached to the battery box and the switch—they are available at any RC hobby store). He has soldered BEC male connectors onto his Tx batteries and has converted his chargers to BEC female connectors. No more problems building pigtails and stuffing them into the battery compartment of the transmitter.

Low self-discharge NiMH

Conventional NiMH batteries sitting on the shelf gradually lose their charge. This can be a significant problem for RC sailors who often forget about charging.

A new breed of NiMHs known as “low self-discharge” or “NiMH+” has arrived on the market, under such brand names as Eneloop (Sanyo), Acculoop (Accupower), EnergyON (Nexcell) and Hybrio (Uniross). Self-discharge of these batteries amounts to only one or two percent per month.

Low self-discharge NiMHs are the same size and approximately the same weight as conventional NiMHs, but they are somewhat more expensive (you can find 2100 mAh Hybrios for ~\$10 per cell), and have somewhat lower capacities, but they last somewhat longer (handle more charge-discharge cycles).

Should 914ers switch to these new batteries? For our NiMH-powered cameras and CD players, perhaps. But unless you choose not to keep your boat and transmitter batteries on continuous maintenance charging (discussed by Chuck Winder in *CRonicle* 52, p.10) and cannot remember to recharge them before every sailing day, they offer no compelling advantages that offset their higher initial cost. **■**



Tuning the Nut on the end of the Joysticks



by Dick Martin

Start Really Simple

THE ORIGIN OF THE ACRONYM KISS (Keep it Simple, Stupid) is shrouded by the fog of history, possibly in the Army during WWII, possibly at the Lockheed Skunk Works. Closely related to Occam's Razor, the KISS principle irreverently and succinctly states that simplicity is an asset. It has guided the development of our CR 914 one-design class rules, and it works at all levels of sailboat racing experience. It is particularly important early in the learning curve.

The boat

The CR 914 is an entry level class, and the boat and its rigging look pretty simple. Looks are deceiving, however, and a new 914er quickly realizes that there are a whole lot of things that can be adjusted, and many complex interactions between some of those adjustments that make tuning the 914 a very sophisticated art indeed. And he/she soon notices that the top sailors in the fleet do adjust or at least check a bunch of these things. Since the top dogs pay attention to tuning, that must be very important, right? Wrong. It turns out that many of the really alpha males firmly adhere to the KISS principle (most of them eschew gimmicks like jib topping lifts, and many don't even use masthead wind vanes and even jib telltales). They make sure their boats are properly tuned for the conditions, but that occupies only a tiny fraction of their time and attention at a regatta.

In any sport, first master the fundamentals; in other words, Start Really Simple, Stupid (SRSS). Before you head for the pond to race, check your boat to be sure the radio, servos and batteries are working right, and run thru the simple cookbook-like steps outlined in the CR 914 Initial Setup and Tuning Guide* to be sure that your setup is in the ballpark for the conditions you expect that day (this routine will provide peace of mind that, when you have a bad race the fault lies with the nut on the end of the joysticks and not with your boat). But then forget about tuning! (Yes, some of the tuning tricks you see in the *CRonicle* do work, but the difference they make is measured in milliseconds over the 10 or 15 minutes that a race lasts, and that tiny difference is not worth worrying about, certainly not until very late in the learning curve.)

The rules

Despite what veteran sailboat racers want to believe, the Racing Rules of Sailing are intimidating. There are three possible ways to cope. You could say to heck with those darn rules and forget about racing, or at least entering regattas (not recommended – you'll miss out on most of the fun you could have with your boat). Or you could spend months reading and studying the rules in books like Dave Perry's

excellent *Understanding the Racing Rules of Sailing* before you venture onto a race course (not recommended either – you'll likely forget most of what you have learned before you ever have a chance to begin to *apply* that learning). I recommend a third alternative: SRSS. Make a copy of Chuck Winder's wallet card rules discussed on page 7 of this issue, tape it to your transmitter until you get them memorized, let your competitors know you are still learning the rules (they'll probably figure that out for themselves when they look at your radio), and begin your on the job training, *and having fun*, right off the bat.†

Racing Tactics

SRSS applies equally on the water. Fundamentals, fundamentals, fundamentals. Sail in clear air. Race conservatively and stay out of trouble (fouls are slow, regardless of whether you are the fouler or the foulee). Phil Adams has nicely illustrated this approach in the lead article in this issue (and has proved, by his performance in the 2006 Nationals, that it really works). Indeed, in the tactical arena just like with tuning, some of the very top dogs preach and practice KISS, as witnessed by many of the articles that appear in two-time CR 914 national champion Geoff Becker's Coach's Corner column.

Summary

From the old Shaker hymn, "Simple Gifts," made famous in Aaron Copland's score for "Appalachian Spring," to Albert Einstein's maxim that "everything should be made as simple as possible, but no simpler," simplicity is celebrated, for a simple reason: it works. Keep it Simple, and Start *Really* Simple. Smart, not stupid. ▣

* You can download the latest update of the Tuning Guide from the Members Area of the class website, at www.cr914class.org.

† Obviously, memorizing the wallet-card rules is not the end of the job. A good next step is to tackle the two-page "Simplified Racing Rules" also published in this issue, to begin to expand your comprehension. Before long, when you begin to want to understand the nuances of the 'real' rules, you'll be ready for a book like Perry's.)

Steve Denis, who owned CR 914 # 1 and was a long-time member of the Marblehead MYC, passed away on March 17, 2007 at age 52. Stephen had a passion for the ocean and was an avid sailor and fisherman. He enjoyed cooking, carpentry and gardening, and was a NASCAR enthusiast.

Steve had not been at Redd's Pond for a few years because he lost a leg due to circulatory problems. He was optimistic that he would sail with us this season as he learned to use his new high-tech leg. He entered the hospital on a Wednesday and died two days later.

Steve was always a gentleman at the pond and he will be missed by all of us.

– Chuck Winder

FLEET STREET

San Diego CR 914 Fleet Report

by Dick Huntington

March 2007 - Our WINTER SERIES was sailed one day each month, January, February and March. Large swatches of kelp inundated the course on the first day. A three foot boat versus a six foot kelp paddy is no match. After hauling several loads of kelp to the dock, we were able to resume sailing, but not without boats still encountering submerged kelp.

The second day of racing was also interesting. It appears that baby seals are attracted to CR 914s. They are particularly interested in the rudders. While no bite sized chunks were removed, some boats did get nudged along, not necessarily in the desired direction.

A total of 18 boats raced in the Winter Series. There were nine races each day with two throw outs. David Ryan's *America True* won all three days. Jean Malthaner (*Titanic*) finished second. Sandy Purdon (*War Eagle*) and Larry Adams (*Pyrats Doom*) tied for third.



photo credit: Dick Huntington

Southern California mark setting technique.

The San Diego fleet has discovered a new and energy-efficient method of adjusting race course marks. Holding the mark's anchor line in your teeth while paddling your surfboard with both hands works well, as demonstrated by David Ryan in the photo above.

We now have 35 members in our fleet, with typically 15 to 18 boats racing on a given day. Welcome to Chuck Mellor (1373, *Rumbear*), John Downing (1375, *Dog*) and Tom Hurlburt (1407, *Nanny*).

Congratulations to our 2006 high point champion, David Ryan and to runner up Jean Malthaner and third place finisher Sandy Purdon.



photo credit: Dick Huntington

2006 fleet champion David Ryan, flanked by Jean Malthaner and Sandy Purdon.

2007 promises to be a busy year for the San Diego CR 914 Fleet as you can see in our racing schedule at <http://sdyc.org/raceinfo/modelyacht/calendar.pdf>. We are always happy to include visiting CR 914's in our regattas. If you are in the area, drop by for some fun and good competition. 🏁

Dick Huntington

Fleet Captain

San Diego CR914 Fleet

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photo credit: Jane Landon

San Diego traffic congestion – CR 914 Winter Series regatta.

CR 914 National Championship Sail

SEVERAL FULL-SCALE CLASSES such as Star boats award a gold sail emblem to their class champions. AMYA awards chevrons which champions may display on their sails with a number designating the year they were won (three gold chevrons in the case of a national championship). The CR 914 class, as usual, has come up with a better idea.

From now on, the winner of each national championship will receive, in

addition to the usual trophy, a new mainsail bearing sail number 001 in addition to gold CR sail emblems, AMYA gold chevrons, and other graphics as shown in the drawing. The sail will be built and donated each year by Chesapeake Performance Models. The winner may fly this Trophy Sail until (and during) the subsequent Nationals, after which it can be hung on a wall as a trophy. 🏁



One great video is worth a thousand stills



video credit: Victoria Rechcigl

THESE FIVE FRAMES are clipped from a fantastic 43-second-long video shot at the 2007 Midwinter Regatta in winds that were gusting to twenty knots at the time. They show Chad Rechcigl's *Mini QL* surging into the lead on the second lap of race 23, while *Mariah* (black headboard) takes a dive and another, unidentified, boat awaits the crash boat, sitting lonesome and forlorn against the far shore where she ended up on the first

lap when a gust prevented her from tacking.

In addition, a little later while the leaders were rounding the leeward offset mark, the video captured that remarkable heavy-weather phenomenon, virtually never seen on still photographs, where a 914 literally leaps out of the water as it accelerates while rounding up from a reach to close-hauled. You'll also see the palm trees

in the distance bending and swaying in the wind, and hear a sound track that features the noise of the wind nearly drowning out the voice of the PRO in the background telling a skipper that he forgot to round the windward offset mark. You'll find a link to the video at www.cr914class.org/video.pdf. Great stuff! Don't miss it. 📺

Deadlines for future *CRonicles*

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

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

Chesapeake
Performance
Models

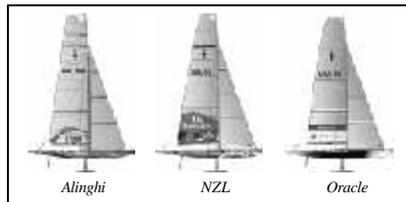
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Stevensville, MD 21666
(410) 604-3907
(410) 604-3908 fax

New CR 914 Designs

The Advisory Committee, having decided that the design of the CR 914 looks outdated and no longer justifies the name "Cup Racer," has given its approval to new kits that will closely resemble current International America's Cup Class yachts. The kits will be manufactured by AG Industries in Japan, and will be sold in the United States by Chesapeake Performance Models. The new designs will feature squared-off bows and eight-inch wide headboards. The length of the hull will remain 914 millimeters, maintaining the traditional class name. Initially only *Alinghi*, *NZL* and *Oracle* designs will be available, but other models are expected to follow in the future.



The AdCom has issued the following statement in defense of this decision: "In order to maintain the popularity of the CR 914, it is essential that we keep up with the times. We continue to support the one-design concept and will work with AGI and CPM to ensure that all CR 914s, of whatever design, will be able to race together. We will continue vigorously to enforce class rules that require steering wheels, winches,

and those highly functional toe rails in order to maintain the integrity of the class." Ernest Freeland and Howard McMichael, the strict constructionist members of the AdCom, added the following comment: "We have always advocated that the class observe the unwritten rule that 'if it ain't in the kit, it ain't legal,' and we will continue to do so. The only difference is that there now will be several kits. Thus the CR 914 will remain a strict one-design class."

This interpretation became effective on April 1. Registered CR 914 owners who disagree with it may express their opinions using a form that is available on the class website at www.cr914class.org/april_fool. 📺

The Learning Curve of CR 1196

by David Graves

Editor's note: This is the first of two installments.

Back in 2003, when I had not raced a sailboat in eight years due to health reasons, I missed the competition. I attended the Annapolis Boat Show where a gregarious guy by the name of Dave Ramos sold me a radio controlled racing sailboat and started me on this odyssey. Like many before me, Dave is my guru. With the assistance of Dave and a great group of people, I have gotten into racing a CR 914. This article is my attempt to share with others information that was freely shared with me — a complete beginner — as I tried to learn what I was doing and what to do with the boat.

I have read many communications asking many of the same questions I had when I began racing my CR 914. The conclusions that follow are mine alone: your conclusions may vary. Over the past three years, I have climbed from the back of the fleet to the middle. There are many sailors that have had much greater success than I. I am trying to relate how I went from knowing nothing to racing with some confidence and having a great deal of fun in the process. Incidentally, in December, about three months ago, I won my first CR 914 race.

I am an inveterate tinkerer. After much experimentation, I have come to the following conclusions. While small as far as racing boats go (measured in inches not feet) a CR 914 is still a racing yacht. Therefore, the key truisms about racing the boats apply:

- Keep it simple, sailor.
- Get the boat built and sort of competitive, then *sail it*.
- When you are at the pond, put the boat in the water and sail it —

tune it or play with it at home or on your own time.

- Get your boat handling down pat.
- Basic demands of sail boat racing are true:
 - ▶ Make it reliable.
 - ▶ Get clean air.
 - ▶ Stay out of trouble.
 - ▶ Go the right way at the right time.
 - ▶ *Have fun*; I sure have.



When I bought CR-1196, a.k.a. *Voodoo*, I made a few decisions right off the bat. I had raced sailboats for over 40 years, Sunfish, Dragons, PHFR boats, 1-Tonners, 2-Tonners, and Etchells. I had sailed in races from one hour to three days in length. I'd won races, regattas, and fleet championships, and I'd been beaten by fleet, national, Olympic and America's Cup champions, plus a lot of others, too. I'd built cars and had always maintained my own boat. But I had not built a model of any kind since I was ten years old and I had never even seen any RC boat, plane or car prior to 2002. I had

never used that California (CA) Glue and I did not know a servo from Sachmo. Having participated in water sports all of my life, I wanted to sail again but I did not think I could build an RC model, so I asked Dave Ramos to build *Voodoo* for me — Ready-to-Race — which he did. Great paint job, too (see www.rcyachts.com/owners3.htm to see color photos of *Voodoo*).

The following is a summary of my long climb up the learning curve. I have divided it into four sections. These are areas of expertise that I feel are necessary but alone each is insufficient for success racing a CR-914.

- Boat construction and maintenance
- Boat speed
- Boat handling
- Tactics and strategy

I will cover the first of these areas here and the other three in a subsequent article.

Voodoo was built for me professionally, and I raced her for a year before I began to do any maintenance at all. Straight out of the box with the stock radio she was competitive. Except for repairs that I will explain in a moment, modifications to the boat were done as much to satisfy my curiosity as anything.

Construction and Maintenance

I learned to win of races requires a reliable boat. The first year I finished much higher than my racing prowess would warrant simply by not missing races. For a while after I began to make modifications that was no longer the case. Now I focus on reliability, which means keep it simple so the boat does not break under racing strains. That be-

“I had never used that California (CA) Glue and I did not know a servo from Sachmo.”

“ I have learned not to stray very far from the crowd. The fleet is your ultimate redundancy. They have learned what works from experience. Use that knowledge. ”

ing said, I have raced hard in winds from 2 to 30 in temperatures from 30 to 90. In three years of racing I have broken:

- five steering wheels
- steering wheel quadrant (both arms)
- both out haul sliders
- off/on switch (shorted)
- jib tack deck pad eye
- gooseneck
- rudder post (bent)
- both servos (fried – simultaneously)

(See the sidebar for how, with Dave Ramos’ guidance, I repaired the steering quadrant.)

I race mostly in salt water in an exposed harbor. Part of the damage came from not making sure the boat was as watertight as possible and that the electronics were waterproofed. Now I immerse all of the electronics and wiring in Aeroplate as soon as I get them. I put Vaseline on the edges of the hatch for both lubricant and sealant protection. I tape the hatch shut with 1.88" wide Scotch Transparent Duct Tape to keep the boat dry (I’m from the South – there’s nothing you can’t fix with duct tape). Plus, this tape leaves no residue. I use an external magnetic switch and do not open the hatch unless there is an emergency. I put a dab of silicone sealer on the drain plug as a sealant. It does not stick to either the plug or the boat but stops oozing of water at the drain. Last time out *Voodoo* took on less than one ounce of water in three hours of racing.

I wash the boat and the rig inside and out with fresh water as soon as I can after racing to prevent salt from fouling things like the sliding boom rings and causing corrosion internally. I pour some (eight ounces more or less) of fresh water into the hull and swish it out. The boom rings become brittle when they get old and stuck. I have eased the openings in them slightly with a roto-tool, and I use three wraps of rigging string tied around the booms in-board of the sliders to serve as a keeper.

Fairly early on, I bought a fancy FM radio set (an 8 channel airplane radio

with lots of gizmos.) It turned out to be sensitive to humidity and cold, had poor radio saturation filtering and would not connect in a fleet. It cost me many races. The kit radio was not fancy, but I never missed a race with it. My FM radio model was not used by anyone else in the fleet. Therefore, when I had difficulties, kind offers of spare equipment were of no help since I would have been forced to completely re-rig the electronics to use the loaner equipment. I have learned not to stray very far from the crowd. The fleet is your ultimate redundancy. They also have learned what works from experience. Use that knowledge.

I raced for a year with alkaline batteries purchased 30 or 40 at a time. The one area where my modifications were successful was in upgrading those batteries. My battery guru is Larry Srebnick of SR Batteries (www.srbatteries.com), an experienced battery supplier for RC applications. His newsletter helped me learn how to solder and how to set up my battery testing system at a cost of about \$40.00. I shipped my servos to him and he set me up with batteries. I sail with 2200 mAH NiMH packs. I have two sets. I can sail on one pack for about five hours without turning the boat off. I have made all of the connectors the same so that I can swap anything in minutes. I also have a battery cyler. With the cyler I can charge them up quickly if necessary, an advantage during two day events.

I have learned to maintain the basic wiring and rigging. Both are subject to wear and tear. I taught myself basic soldering and how to work with 80 lb Spectra (CR rigging string) and CA glue. I spent a few evenings practicing soldering connections and another tying knots and gluing them. I learned that the less amount of glue or solder the better. If I can see it, it’s enough. My technique has gotten better. *Voodoo* has again become as reliable as when she

How to repair your steering quadrant

At the 2006 Larchmont Spring Invitational Regatta I broke both steering wheels and both yokes of the steering quadrant. The repair was done with the excellent advice of my guru Dave Ramos.

The quadrant has two locator pins. It is glued to holes in the cockpit deck. To get the old quadrant off, I started with a pair of diagonal nippers, nibbling pieces of yoke off the quadrant stump as far as I could. (Take care in this part of the operation. The quadrant is many times stronger than the deck it is glued to. *DO NOT* attempt to rock the nipper handles to free up the joint. You can crack the deck rather than free the stump. You are just trying to remove material nibble by nibble.) Dave, incidentally, prefers to whittle down the stumps with an Xacto knife.

I got the stumps down to about ¼" and then taped off the deck around the quadrant with Scotch #2021 Transparent Duct Tape, which is 1.88" wide and leaves no residue when removed. I then took a 3/4 x 7-1/2 x 1/8" emery board and sanded the remainder of stumps down to the deck. (Emery boards cost less than \$1.00 and come in grits from 100 to 400*, and are perfect for sanding in the small areas of a model boat.) As I sanded the stumps the deck finish was protected by the duct tape.

After I got the stumps down to the deck, the remaining material popped out of one of the holes, but the other was blocked. As explained in the build instructions, I drilled the hole for the rudder push rod, cut off the unusable pin (whose deck hole was plugged) and glued the new yoke in place. Then I removed the duct tape and washed the cockpit with an alcohol swab. Finally I installed the steering wheels and melted the end of the wheel posts rather than gluing them, so they turn freely. Total time: 90 minutes.

* You can buy emery boards at any beauty supply shop. Ask your wife. I word of caution, *DO NOT* abscond with unauthorized emery boards. That can cause bad household outcomes.

was brand new.

At this point on the learning curve, *Voodoo* was rigged and reliable but not particularly fast. In the second part of the article, I will talk about fast. ■

New Boats and Owners

Sail No.	Boat name	Owner	City	State
1300	<i>Bad Apple</i>	Kevin MacLellan	Essex	CT
1370	<i>Crazy</i>	Taylor Kew	Winchester	MA
1405		David Rubin	Metairie	LA
1406	<i>Maybelline</i>	Karen Wiley Alt	Cambridge	MD
1407	<i>Nanny</i>	Tom Hurlburt	San Diego	CA
1408	<i>Boomerang</i>	Andrew Schmidt	Brecksville	OH
1409	<i>Pyrats Doom</i>	Lawrence Adams	San Diego	CA
1410	<i>America True</i>	Clay Bartel	Annapolis	MD
1411		Jean A. Malthaner	San Diego	CA
1412		John R. Kraus	Poughkeepsie	NY
1413	<i>Heritage</i>	Mel Baldwin	Vancouver	WA
1414	<i>Maggie Mae</i>	Don Eyler	Smithburg	MD
1415	<i>TBD</i>	Jim Godsman	Essex	CT
1416		David Sparkuhl	Encinitas	CA
1417	<i>Sinker</i>	Kenneth W. Scales	Spring	TX
1418		Bill Dempsey	Essex	CT

We act as though comfort and luxury were the chief requirements in life, when all we need to make us really happy is something to be enthusiastic about.

- CHARLES KINGSLEY

A brook would lose its song if God removed the rocks.

- AUTHOR UNKNOWN

The *CRonicle* Honor Role

The following 15 Heros of the CR 914 Class contributed material for this issue.

Carole Adams Cambria, CA
 Phil Adams Cambria, CA
 Geoff Becker Arnold, MD
 Ernest Freeland Annapolis, MD
 Jerry Gibbs San Diego, CA
 David Graves Bronxville, NY
 Dick Huntington San Diego, CA
 Jan Landon San Diego, CA
 Chuck Luscomb Deep River, CT
 Dick Martin Columbia, MO
 Chad Rechcygl Port Orange, FL
 Victoria Rechcygl Port Orange, FL
 Vince Stamato Pembroke Pines, FL
 Nil van den Beemt Bethesda, MD
 Chuck Winder Marblehead, MA

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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'll be out of luck.

The Editor

CR 914 Class website PASSWORD

This quarter's password is:

return (case sensitive).

This password will expire on July 5 and will be replaced by a new password that you will find in this location in Issue 55 of the *CRonicle*.

Ask Dr. CRash

DEAR DR. CRASH,

After reading the Follow in My Wake column in *CRonicle* 53, I ordered a bottle of that BALCO Clear bottom wax. I am very disappointed. I waxed my bottom with it every day for two months, but my boat doesn't go any faster. Instead, I can no longer get my trousers on. What went wrong?

- BOTTOMED OUT IN BUTTE

DEAR BUTTEHEAD,

Hypertrophy of the underlying muscles is a recognized side effect of anabolic steroids and HGH applied to the skin. Make the best of it. Switch from sailboat racing to body building, or see if the Giants can find a spot for you in right field.

- DR. CRASH

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1206 Castle Bay Place
Columbia, MO 65203

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

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— cut here ↩ —

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List all model sailboats you own:

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_____	_____
_____	_____



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the **CRonicle**

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