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# ❖ CR 914 NEWS ❖

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Issue 30

JULY-AUGUST 2001

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*Nancy Dionne Photo*

All of those involved in the Powder Puff Regatta at North Cove Yacht Club enjoyed the event, especially those who got to operate the model sailboats.

## ***POWDER PUFF REGATTA*** North Cove Knee Deep MYC Old Saybrook, CT

**By V. Richard Lye Jr.**  
*Harbor News Staff Writer*

*[The article and photos are courtesy of Harbor News, a publication serving Clinton, Westbrook and Old Saybrook, Connecticut.]*

OLD SAYBROOK- The North Cove Yacht Club has been a part of Old Saybrook for more than 32 years, and this summer they decided to start a new tradition. On the weekend of July 28, the Club held its first-ever Family Weekend. The climax of the weekend was the Powder Puff Regatta held on Sunday morning.

The Powder Puff Regatta gave the wives and daughters of the club members a chance to show their male counterparts that they too could operate and build these small boats. Each of the 12 participants in the race spent roughly 40 hours building their own three-foot long, five-foot high remote control sailboat.

Knight Merritt, Commodore of the North Cove Knee Deep Yacht Club, hopes the Family Weekend and Powder Puff Regatta will become a yearly tradition at the club. He also called the first weekend a "huge success."

Along with the Powder Puff Regatta, the club also had a scavenger hunt for the children, sailboat races, a pancake breakfast, cook-out, pot luck dinner, and the North Cove Outfitters brought

*(Continued on page 4)*

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**On the Cover**

Harbor News generously e-mailed Nancy Dionne's photos used on the front page of their paper. Converted to black & white, edited to remove dark shadows, and brightened a little, they are good images. Two other images are on page 4.

**Class Secretary's Report**

**Racing Rules of Sailing**

Articles on the RRS will be included in the NEWS each issue. Without rules no sport would have fair competition.

**Last Issue** was mailed July 21. This issue will be mailed about October 3, which is better spacing than last issue.

**Registrations**

This month there are ~860 boats registered and ~300 copies of the NEWS are distributed counting courtesy copies.

**NEWS Copy**

This issue has good stuff contributed by owners that shows what is going on in the class. Keep it coming.

**ALWAYS LOOKING FOR GOOD PHOTOS.**

**Digital Photos Quality in the NEWS**

The photo at the bottom of page 6 has too much "pixelation" because it was cropped and enlarged from a 640x480 pixel digital image. The final resolution is 67 ppi (pixels/inch). The better upper photo is ~110 ppi.

For best results use resolution larger than 640x480 since most pictures are cropped and enlarged. Many cameras allow selection of resolution.

We are open to suggestions about what will make the NEWS better serve the owners. Please send me your ideas.

Good sailing,

*Chuck Winder*

**2001 REGATTAS**

**Regatta Coordinator,**  
Ernest Freeland, (410)956 0780  
efreeland@bayst.com

**NOTE THE DATE CHANGE**

**National Championships**

October 13 -14 at Evergreen, CO  
Steve Lang, (303)670-4670  
Steve@ModelSailingCenter.com

Visit the excellent new Website  
<http://tamyc.com/>

**Inside This Issue**

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**2002 NATIONALS**

**This is a good time for a club to consider hosting the most important regatta of the year.**

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**ANOTHER GOOD BOAT CRADLE IDEA**

*Hugh Hunsinger from North Cove Knee Deep YC, Old Saybrook, CT, e-mailed this good idea for a stable boat cradle.*

HI CHUCK

I saw the canvas table cradle in the newsletter and wondered if anyone has done what I did which has been a perfect solution --and very cheap. I used a plastic crate milk carton. I cut a slot in the bottom sitting the top on the ground and used carpet remnants to surround the slot for cushion and stability. The boat cannot tip over as the keel will touch the sides -easy to carry the boat--and I use it as a stool to sit and sail. I got a red one so everyone knows its mine. A picture is silly everyone know what a milk crate is.

*HUGH HUNSINGER, TINY LU #605*



## CLASS RULE INTERPRETATION

The following Rule Interpretation is a unanimous decision by the CR 914 Advisory Committee. Special thanks to "General" Steve Lang for his strong insight that helped guide the committee.

In 1998 the class voted to *delete* rule 14.4, which read:

"14.4 Keel weight including fin, fin securing nut and bulb shall be 3 lb. -5 oz. minimum and 3 lb. - 9 oz. maximum."

In retrospect, this rule change was probably not good for the class. In any event the rule change did not provide adequate control to assure that the boat remains strictly one-design.

### Original Objective

The objective of the change was to allow boats to be legal even if they could not remove their keel for weighing. At the time there were some boats, especially those sailed in saltwater, that could not remove their keels to weigh them because the keel rod and tube had been allowed to corrode. Simple maintenance prevents the corrosion, but we wanted to include all owners in major regattas.

The intent of the rule change *was not* to legalize *intentionally* installing the keel in the hull as a permanent and integral assembly.

### Interpretation

The CR 914 is designed to have an easily removable keel. If the keel cannot be removed there can be no additional changes that result in differences from a boat with a removable keel.

- 1. Intersection of the keel fin with the outside bottom of the hull.** There shall clearly be a gap between the fin and the sides of the keel fin recess molded into the hull bottom. This gap would be present for a removable keel. Obviously, there can be no streamline fillet at this point between the hull and keel fin.
- 2. Internal Structure** All the original keel/hull structure required for a removable keel shall remain in place. The steel keel-rod must extend to the deck and have a nut on it as if the keel

were removable. The brass tube, or pipe, that normally houses the keel rod shall be properly installed.

- 3. Internal Reinforcing of keel molding** The keel molding on the inside of the hull may be reinforced to prevent cracks and leaks. One way to do this is described in the "CR 914 Upgrade Instructions" found in the kit.

### OPINION of the Advisory Committee

Legalizing the permanent installation of the keel was never the intent of the 1998 rule change. The boat was designed with an easily removed keel. It's easier and safer to transport the boat with the keel removed. Coating the keel rod with petroleum jelly (such as Vaseline®), assures that the keel is easily removed. We recommend that owners preserve in their boats the ability to easily remove the keel.

*CR 914 Advisory Committee*

### Join AMYA

Use the AMYA application form on the last page of this NEWS. Or call Michelle at 888-237-9524. Make sure you tell her that you have a CR 914 and the sail number.

*Vegetarian bumper sticker:*

**MEAT IS MURDER**

*A responding sticker:*

*If we aren't supposed to eat animals,  
why are they made of meat?*

## REMOVING STUCK KEELS

The steel keel rod and brass keel tube are dissimilar metals. They form a galvanic couple in water, especially saltwater, that encourages corrosion. If not frequently protected with a waterproof grease or a petroleum jelly such as Vaseline®, it may be difficult to remove the keel.

### Penetrating Oils

There are products available at automotive stores designed to penetrate into corroded joints such as between the keel rod/tube to help get them apart. WD40 can be effective.

Dave Ramos recommends removing keel bolts using SUPER CONTACT CLEANER with Poly Phenyl Ether, Catalog No. 801B-125g. The manufacturer's Website is: [www.mgchemicals.com](http://www.mgchemicals.com). He also uses it to spray on electrical connections to remove oxidation and clean the contacts.

### A Gentle Hammer

LMYC sails exclusively in saltwater. Howard McMichael, Larchmont MYC, writes about how he has successfully removed stuck keels:

"I have removed stuck keels by putting a steel nut on the top of the threaded shaft where it sticks out of the deck tube to protect the threads when I tap it with a hammer. Sometimes it comes loose and in severe cases the keel tube comes out of the hull. This is not bad if you have another brass tube since the tube may be damaged getting it off the steel rod attached to the keel. It is not hard to replace the tube in the hull if the hull has not been damaged. Don't hit it too hard. I like to hold the hull in my left hand when I tap with the right. The rig is obviously out."

Apply penetrating oil and let it soak into the gap between the rod and tube. Using many gentle taps encourages the oil to enter the gap. Repeat the process until the keel is removed. Heavier blows may have to be used in worst cases.

Good luck!



Nancy Dionne Photo

**Abby Curruthers, a sophomore at Harvard, guides her model sailboat into first place.**



Nancy Dionne Photo

**Lee Merritt and Judy Merritt Co show off trophies won for second and third place, respectively.**

*(Continued from page 1)*

Kayaks for the club to use during the weekend. More than 100 people participated in the two days of events.

With the addition of the 12 boats built for the Powder Puff Regatta, the club now has 28 model sailboats that they race every weekend. The club sponsors various races throughout the year, including the "Pig Roast Regatta" and the "Gobbler Regatta" for Thanksgiving.

"It's amazing for us to have 28 boats, when we have 130 members at the club," Merritt said. "It gives us almost one boat for every four members."

If you're ever out on the river near the North Cove Yacht Club, and you see small boats racing around, you haven't lost your mind. It's just the club members having a "little" fun.

August 15, 2001

Hi Chuck,  
Just a note about the enclosed [article and photos], a big day and great fun

Think about it, all those husbands telling their wives how to run the CR 914 (turn right!, turn left!)

This is a great idea for other clubs.....

We now have 30 boats, two new boats in the past weeks. This has turned out to be great fun!

My best,

Knight Merritt,  
Commodore  
North Cove Knee Deep MYC

**E-mail excerpts , August 20, 2001**

Hi Chuck, ....Today I had a call from Essex Yacht Club (Dry Pants) inviting us to a challenge on Oct. 14 or the 21st. Last year we gave them a silver cup (they beat us). We all had lunch at North Cove Yacht Club, it was so much fun. This CR 914 sailboat business has turned out to so much fun.

Knight Merritt

**Powder Puff Race Results**

1	Abby Carruthers	14 Points
2	Lee Merritt	16
3	Judy (Merritt) Co	21
4	Amy (Armstrong) Koepke	22
5	Geri Clarke	29
6	Barbara Frasca	29
7	Ellen Cika	37
8	Dot Beaulieu	37
9	Maggie Eldredge	38
10	Linda Hall	41
11	Lisa Carruthers	48
12	Mary Lee Hunsinger	49

**WOMEN IN MODEL BOATING**

I was really happy to see this Powder Puff Regatta report. Since getting started in model boating in 1995 I have wanted to help get more women into the sport. Some of the reasons are:

1. It's an excellent sport for women to compete equally with men. Men have no advantage because of strength or size.
2. To be good at the sport takes learning, eye-hand coordination and concentration, all of which women excel at.
3. Women in the sport potentially doubles how many of us are enjoying it.
4. Women present at pond side will have a good effect on behavior, and lastly,
5. I enjoy the company of women for all the right reasons.

I encourage all fleets to follow North Cove's example. Pass good ideas on to the NEWS to be made available to other fleets.

Chuck Winder  
Class Secretary

## An Improved Start Sequence?

Some experienced owners have complained that the AMYA start tape countdown is not accurate. The result is annoying over-early starts for them.

Greg LaLiberte, a successful CR 914 racer and musician, created a start sequence to address the problem. As a musician with a highly accurate sense of time, he found the AMYA tape to be unsuitable.

He sent me the CD and we in Marblehead have been using it for several weeks. I like the longer 20 second voice countdown of each second vs. the ticks with voice only at 20, 15, 10, 9.... Etc. of the AMYA tape. I have found it improves my starts.

Aesthetically, I like the canon start signal. Never thought about it before, but the AMYA gong was always annoying.

Cost is \$15 plus shipping. Order from: Steve@ModelSailingCenter.com.

## Pertinent Web Sites

### AMYA Web Site,

<http://www.amya.org>

Add "/cr914.html" to go directly to the CR 914 page.

### Chesapeake Performance Model Yachts,

Dave Ramos, Annapolis, MD

<http://www.rcyachts.com>

(Dave has posted the "Index to NEWS Articles" for owners convenience.)

### Thin Air Model YC

Steve Lang, Evergreen, CO

[Steve@ModelSailingCenter.com](mailto:Steve@ModelSailingCenter.com)

<http://sailcr914.com>

### Worth Marine,

<http://www.worthmarine.com>

### Yahoo CR 914 Club Website

<http://clubs.yahoo.com/clubs/cr914class>

### CR 914 Listserve

Sign-up at:

[cr-914-subscribe@topica.com](mailto:cr-914-subscribe@topica.com)

### Mid-Missouri Model Sailing Club

<http://www.m3sc.org/>

## NEW OWNERS

	First Name	Last Name	City	State	Sail
1	James M.	Ackley	Virginia Beach	VA	889
2	Chuck	Brown	Capistrano Beach	CA	928
3	James P.	Buckley	San Diego	CA	839
4	Alan	Curtiss	Old Lyme	CT	638
5	Glenn	Drake	Annapolis	MD	656
6	Bob	Durso	Bradford	MA	869
7	Graham	Elliott	The Woodlands	TX	549
8	Anthony	Galella	Bayonne	NJ	672
9	Carl	Hancock	Chula Vista	CA	548
10	Todd	Hitch	Huntington Beach	CA	824
11	Arthur	Jackman	New Hartford	CT	642
12	Michael	Kroplin	Payson	AZ	547
13	Darrell	Kueltzo	Raleigh	NC	766
14	Felix	Kuran	Amesbury	MA	703
15	Jim	Legge	Rancho Palos	CA	842
16	Steve	Leo	Long Beach	CA	558
17	Ted	Lindley	Paradise Valley	AZ	593
18	Rob	Lovell	Travrse City	MI	826
19	Craig	Mackey	Seattle	WA	541
20	A. Phil	Montalbano	Tulsa	OK	890
21	Steve	Myrter	Long Beach	CA	806
22	Jeffrey	Newsome	Long Beach	CA	966
23	Ken	O'Brien	Louisville	CO	553
24	Tony	Reina	Bradford	MA	695
25	Steven	Ross	San Diego	CA	936
26	Dave	Sparkuhl	Paradise Valley	AZ	576
27	Bill	Stubee	Annapolis	MD	542
28	Todd	Trabue	Columbia	MO	886
29	Peter	Van Horne	San Diego	CA	582
30	Bill	Waite	San Diego	CA	945
31	Laurie	Wertz	Boulder	CO	838
32	Danny	Ziegler	Sand Springs	OK	979

*Two Eskimos sitting in a kayak were chilly. When they lit a fire in the craft it sank, proving once and for all that you can't have your kayak and heat it too.*

*Anonymous E-mail*

# CR914 Region 5 Championship

Greater Tulsa Model  
Yacht Club  
September 15-16, 2001

By Terry Rainey

The Greater Tulsa Model Yacht Club sponsored this year's Region 5 Championships September 15<sup>th</sup> and 16<sup>th</sup>. Seventeen sailors from Colorado, Minnesota, Texas and Oklahoma participated in this year's regatta. Saturday dawned in bright sunshine and southeast breezes. Registration and weighing of boats began at 9:00 and was wrapped up by 10:30. A few boats needed some added weight while a couple of minor discrepancies were handled with some channel adjusting to eliminate a couple conflicts. After the skipper's meeting at 11:30, all 17 boats were ready to sail.

The promotion-relegation system was used for Saturday's races with two preliminary races being used to seed the fleet and shake down the racers before sailing for keeps began. As we began the afternoon racing the skies became overcast and things cooled off a little as the wind held and we wound into the system.



**Gold Fleet Winners** from left - Jim Stinson 5th, Steve Lang 3rd, Tony Johnson 4th, Harvey Baker 1st, Dave Ayres 2nd, seated. *[They look like Happy Campers!]*

By one thirty the skies were quite dark and we were certain to get wet. By two we had sailed 12 heats and 6 complete races when the skies opened and it got too treacherous to walk the course. We postponed racing for 30 minutes, then another thirty and then again until 3:30. Since the sailing instructions would not allow sailing after four, we decided to call it a day at that time and use

the results from the six races to establish the fleets for Sunday's racing.

With the forecast for rain again on Sunday, all racers were warned at the Saturday evening dinner to come to the pond prepared to sail in the rain on Sunday. Sunday dawned gray and drizzly but showed no downpours on radar. Since the wind had shifted to the southeast, we decided to set the racecourse on the opposite side of the pond and hope for it to hold for the day. As racing began, the weather lightened and the breeze built to a perfect 7 to 10 mph and racing began with the gold fleet starting first and the silver fleet following two minutes behind on the same course. This forced the race committee to keep the starting line closed for both fleets but made for some interesting and tactical racing within each fleet and between the fleets as the boats converged on the same course. This strategy allowed each fleet to race fourteen races within the specified time frame, starting at 10:00 and finishing at 2:30 with a 45-minute break for lunch.

At the end of the day we saw extremely



Pam Low Photo

**WINDWARD MARK** An offset mark at the windward mark prevented boats sailing back through the fleet after rounding. Always a good idea for large fleets. Steve Lang, #530 and Terry Rainey, #897, approach the mark on port tack, always a risky thing (RRS 18.3). Especially within the four-length-zone.

competitive racing in the gold fleet with the top 5 within 10 points of one another. Local sailor Harvey Baker went home with the big trophy and 31 points. The next three places were tied with 40 points. Utilizing the tie breaking system of most 1<sup>st</sup>, 2<sup>nd</sup> etc, Dave Ayers of the Tulsa club was second, Steve Lang from Evergreen CO was third with Tony Johnson, 1995 CR national champ, in 4<sup>th</sup> with local sailor, Jim Stinson in 5<sup>th</sup> with 41 points.

Following are the results of both silver and gold fleets. Dave Goebel, AMYA Webmaster also was in attendance sailing a borrowed boat and enjoying the regatta. At the Sunday morning skipper's meeting he stated that this was a bellwether event with this being the first AMYA sanctioned regatta ever held in Oklahoma. As it turned out, it was a great regatta for GTMYC and for Oklahoma with the weather holding off, and the trophies being distributed to the winners by 3:30.

*Terry Rainey  
Fleet Captain*

**GOLD FLEET**

Place	Skipper	Score
1	Harvey Baker (5 firsts)	31.00
2	Dave Ayres (3 firsts)	40.00
3	Steve Lang (2 firsts)	40.00
4	Tony Johnson (1 first)	40.00
5	Jim Stinson	41.00
6	Graham Elliott	61.00
7	Karey Low	62.00
8	David Goebel	79.00
9	Chip Stratton	103.00

**SILVER FLEET**

Place	Skipper	Score
1	Terry Rainey (5 firsts)	23.00
2	Pablo Godel (4 firsts)	28.00
3	McDonald (1 first)	37.00
4	Terry Mackey	45.00
5	Danny Ziegler	48.00
6	Bill Rowland	63.00
7	Ron Carter	66.00
8	Ron Reese	96.00

**TROUBLE SHOOTING RADIO SYSTEMS**

*By CR 914 Engineer*

An organized approach is required to efficiently determine what is wrong when boat control is not what it should be. This article addresses the problem. It is based on questions from owners and observations at the pond .

**Symptom 1 -** Nothing works on the boat

- a. The vast majority of problems are caused by **depleted batteries** or batteries installed incorrectly. Don't hesitate because you *know* the batteries are good, just installed, freshly charged, etc. Check that all cells are installed correctly in the Tx (transmitter) and the boat, which is frequently all that's wrong. If that's OK, replace them with new or freshly charged cells.
- b. Boat power switches often become corroded, especially in saltwater. Rapidly cycle the switch on-and-off many times. It's better to do it after squirting something like WD40 into the switch.
- c. Connectors also often succumb to corrosion. Connect and disconnect the battery connector many times using WD40.
- d. Wire splices frequently fail. Splices made by simply twisting wires together always fail. Soldered splices are best, but even they can be defective. Check them by pulling and bending them to see if there is any sign of life in the boat.
- e. Still doesn't work? Replace the switch harness with a new one or with a wire with suitable connectors. Or consider plugging the battery connector directly into the Rx (receiver). This may require careful use of a razor knife to make the stock battery connector thin enough to enter the Rx. Insert the connector so that the black wire is nearest the edge of the Rx case.
- f. Still doesn't work? Go to 3 below.

**Symptom 2 -** One servo doesn't work correctly.

- a. The quickest way to sort this out is to use another Tx with your Tx channel

crystal changed into it. If the same servo still doesn't work correctly, you have eliminated the Tx as the problem. The problem is on the boat.

- b. It is probably the servo, not the Rx. Replacing the servo will probably fix the problem if that's true.
- c. Not the servo? Then work on the servo connector at the Rx as in 1c above.
- d. Still doesn't work? Replace the Rx.
- e. Still doesn't work? Pick the boat up by the keel and throw it as far as you can!  
☺

**Symptom 3 -** If both servos don't work after you have done all the steps in 1 above, then:

- a. Use a known good Tx as in 2a above. If the boat works, your Tx is the problem.
- b. If not, replace your Rx with an Rx that you know is good.

**Symptom 4 -** Radio range is not good enough. A healthy radio system will control the boat beyond 1000 feet.

- a. Perform an in-water range check with the Tx antenna all the way down. The boat should be in control to at least 100 feet with the antenna down. If range is less than 100 feet:
- b. Change routing of the antenna in the boat; avoid proximity to the rudder rod. In one case a boat that was out-of-control at 30 feet with the Tx antenna down improved to over 200 feet when excess boat antenna wire was located away from the rudder rod.
- c. Confirm that the crystal in the Tx is a Tx crystal and the crystal in the Rx crystal is an Rx crystal. They must not be interchanged.
- d. Perform all steps in 1 above
- e. Test with a known good Tx as in 2a above.
- f. Finally, replace the Rx with one that has demonstrated long-range performance.

*Nothing is foolproof to a sufficiently talented fool.*

*Anonymous E-mail*

# FLEET NEWS

*What you read in "Fleet News" is, for the most part, what your fleet representative has sent to me. If you see no mention of the activities of your fleet, send me some news, Editor*

## San Diego Yacht Club CR 914 Fleet

*By Douglas Mc Kerrow*

*Photos by Jan Ek*

Our members have a variety of RC boats including CR914, Laser, Marblehead, and some one-offs.

The organization:  
Sandy Purdon, Staff Commodore  
Fleet Captain, Radio Controlled Boats

Douglas Mc Kerrow  
CR 914 Fleet Captain

It is encouraging that the fleet is still expanding. We now have 16 boats with 5 in the build stage.



*Jan Ek Photo*

**Racers and spectators on the San Diego YC guest dock and the club house deck**



*Jan Ek Photo*

**CR 914 Fleet Captain Douglas Mc Kerrow (left) and Staff Commodore Sandy Purdon**

Through the summer daylight saving period we race Friday evenings starting around 5 PM and have about 7 races each evening. The courses are laid out in the waterway in front of the clubhouse.

The boats are launched from the guest dock. Many of us have launch/retrieve cradles, as the dock is quite high above the water. We also have rotating cradles for tuning rigging, which serve dual purpose as a work stand.

Skippers locate themselves either on the dock or on the clubhouse deck. As the deck is adjacent to the bar we have a good spectator (sea lawyers) following that adds to the fun. Be assured these races are not quiet somber affairs.

We have been a bit Cavalier on sailing rules, which has been

OK to get the class going as a fun activity. We are heading toward ISAF rules and Appendix E as racers become more competitive and aggressive.

The typical course is triangular or windward/leeward. The course is usually at an angle to the guest dock as the clubhouse is an obstruction to the prevailing wind. There are very few areas on the course where one can rely on wind direction. Drifting swirls and calm pockets are the norm. Typically wind strength decreases through the evening. These features add to the challenge of navigating the boats and raise appropriate comments from the spectators.

The twin-steering full size cup racer in the group picture is Dennis Conner's America's Cup boat Stars and Stripes. Fellow retired engineer Jean Malthaner, #476 in that picture, is involved in maintaining the one design aspect of our 914's. This includes standardizing for interchangeability as well as keeping up with allowable changes.

All our sailing is in seawater so we are



*Jan Ek Photo*

**CR 914 Skippers on Dennis Conner's Stars and Stripes, a full size Cup Racer**  
 Standing, from left: Bob Feinstein; Jean Malthaner, #476; Dick Slayter, #495  
 Seated, from left: Sandy Purdon, #970; Douglas Mc Kerrow, #972; Peter Van Horne,  
 #582; David Ryan, #973; Tom Healy, #975

constantly fighting salt-water corrosion. Our enclosed 4-pack case for the batteries is Radio Shack P/N 270-409. The joint is easily taped to seal. The deck switch is P/N SPST 275-612 and cover PIN 275-1596. Stainless Steel push rods for the rudder/servo link are coming.

Enjoy the photo's taken by Jan Ek during the August 15th races.

*Douglas Mc Kerrow*

*Commodore Sandy Purdon is considering hosting the 2003 Nationals in San Diego. What a great venue that would be!*

*Editor*

***If Bill Gates had a dime for every time Windows crashed . . .***

***Oh, Wait!! He Does!!***

*E-mail from a MAC lover*

## Chaparral Pines Yacht Club

Payson, AZ

*By Fred Moldenhauer*

*[Fred e-mailed info about our newest CR 914 fleet, Ed.]*

We sail out of "Chaparral Pines Yacht Club" in Payson, AZ. Our pond is on the 4th fairway (a par 3) of *The Golf Club at Chaparral Pines*. We currently have 34 members participating in seven boats (including the ones we just ordered) and are planning our inaugural regatta about the 1st of November.

We plan on racing only CR 914's as we don't want to get into handicapping, etc.

Payson is located at 5000 foot elevation about 75 miles north of Phoenix. We are in the pine trees and considerably cooler (15+ degrees) than Phoenix. The purpose of our club is primarily social although it is my hope that many of the "social members" (non-skippers) will eventually learn to sail and get their own boat.

We plan on having social events following our regattas and are developing a club burgee, nautical flag pole, buoy's, committee boat etc.

We hope to get proficient enough to participate in regional events at some point.

*Fred*

# RACING RULES OF SAILING

2001 through 2004

## Introduction

The rule for this issue is about rounding marks

### “18.2 Giving Room; Keeping Clear

#### a) OVERLAPPED – BASIC RULE

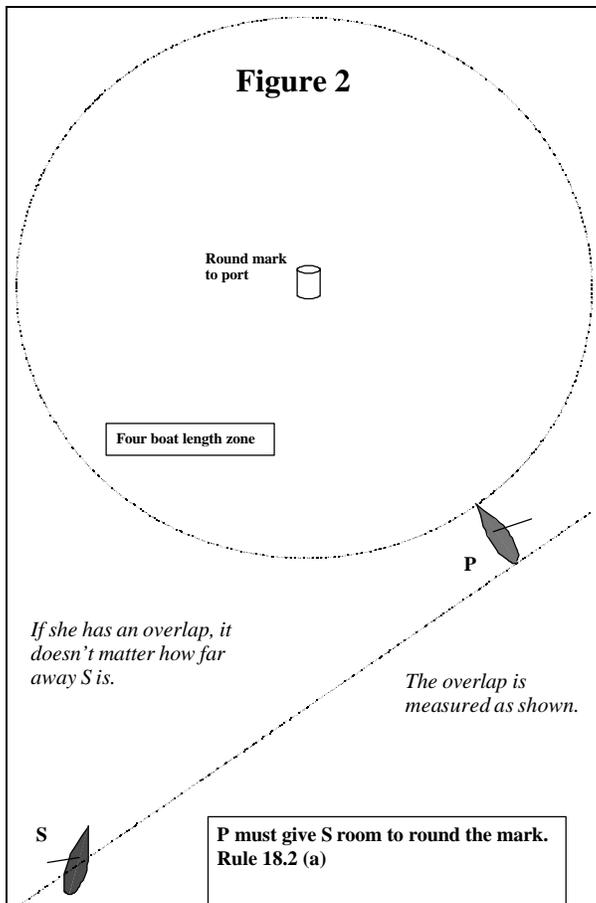
When boats are overlapped the outside boat shall give the inside boat room to round or pass the mark or obstruction, and if the inside boat has right of way the outside boat shall also keep clear. Other parts of rule 18 contain exceptions to this rule.”

However, the above rule does not apply at a starting mark or between boats on opposite tacks, either on a beat to windward or when the proper course for one or both of them to round or pass the mark or obstruction is to tack

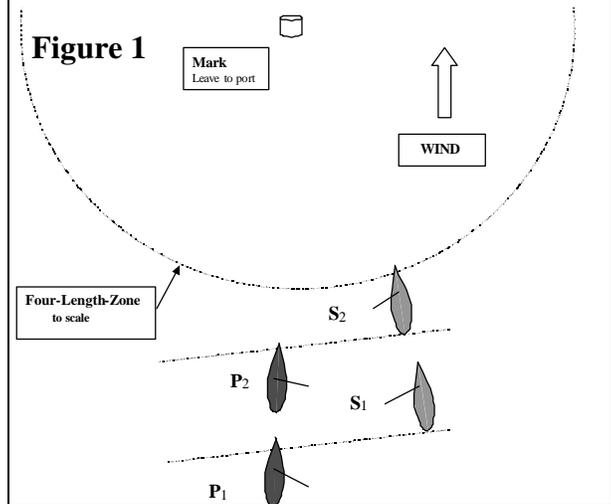
The discussions and graphics are original for the NEWS. Hatch Brown helps the NEWS staff to assure they are as useful as possible. Hatch, who is now retired, was coach of the MIT sailing team for 30 years. He pioneered the concept of “penalty turns”, which is now so important to the sport. Prior to that a rule infraction required a boat to retire from the race in which it occurred. Some of you will remember how painful that was.

Your critique of these discussions are welcomed.

Editor



S1 should prepare to give P1 room to pass the mark because they are overlapped. When S2 enters the four length zone, she must give P2 room to round the mark even if the overlap is broken later. **(Rule 18.2a)**  
*Until S reaches the Four-Length Zone (4LZ), S has right-of-way over P because she is on starboard tack. When S reaches the 4LZ, she does not have right-of-way and must give P room to round the mark. [Important exception: This rule, 18.2a, does not apply 1) at the start or 2) for boats on opposite tacks on a beat to windward.]*



## Figure 2 Discussion

This situation is not uncommon in model racing where S may have much more speed than P and will arrive at the mark with P.

Although P owes mark room to S, she may be able to round clear ahead if boat speeds are similar.

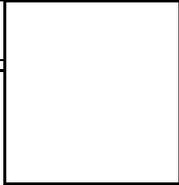
However P may be much slower than S. If S has to alter course to avoid P at anytime before P has rounded and cleared the mark, then P has fouled S. She should do a penalty turn.

### A Tactical Consideration

As P approaches the 4LZ she may realize she is vulnerable to this rule. She could elect to alter her course slightly to starboard and break the overlap before entering the 4LZ. S would then have stay clear of P as they round the mark.



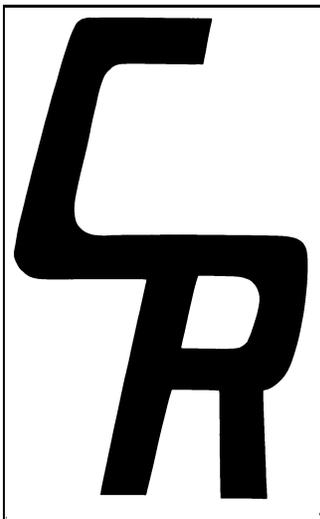
Chuck Winder  
19 Robert Rd.  
Marblehead, MA 01945



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**Articles in the CR 914 NEWS**

The following is a list of articles planned for future 914 News. What will actually appear depends on input from you owners in the form of contributed material and requests for particular information.

- Regatta results
- Fleet news
- Battery management - continuing
- Surviving salt water - continuing
- Racing rules of sailing topics
- Why do radios "glitch"?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance - continuing
- Scoring systems
- Boat switches
- Conduct of a model race
- Etc.

***START YOUR OWN MODEL YACHT CLUB***

There are probably some owners who would like to race but don't have a local club. Start your own by getting three AMYA members together. That's all it takes! *(Though it helps to have a place to sail such as a pond.☺)* Ask me for a "NEW FLEET" package if this interests you.