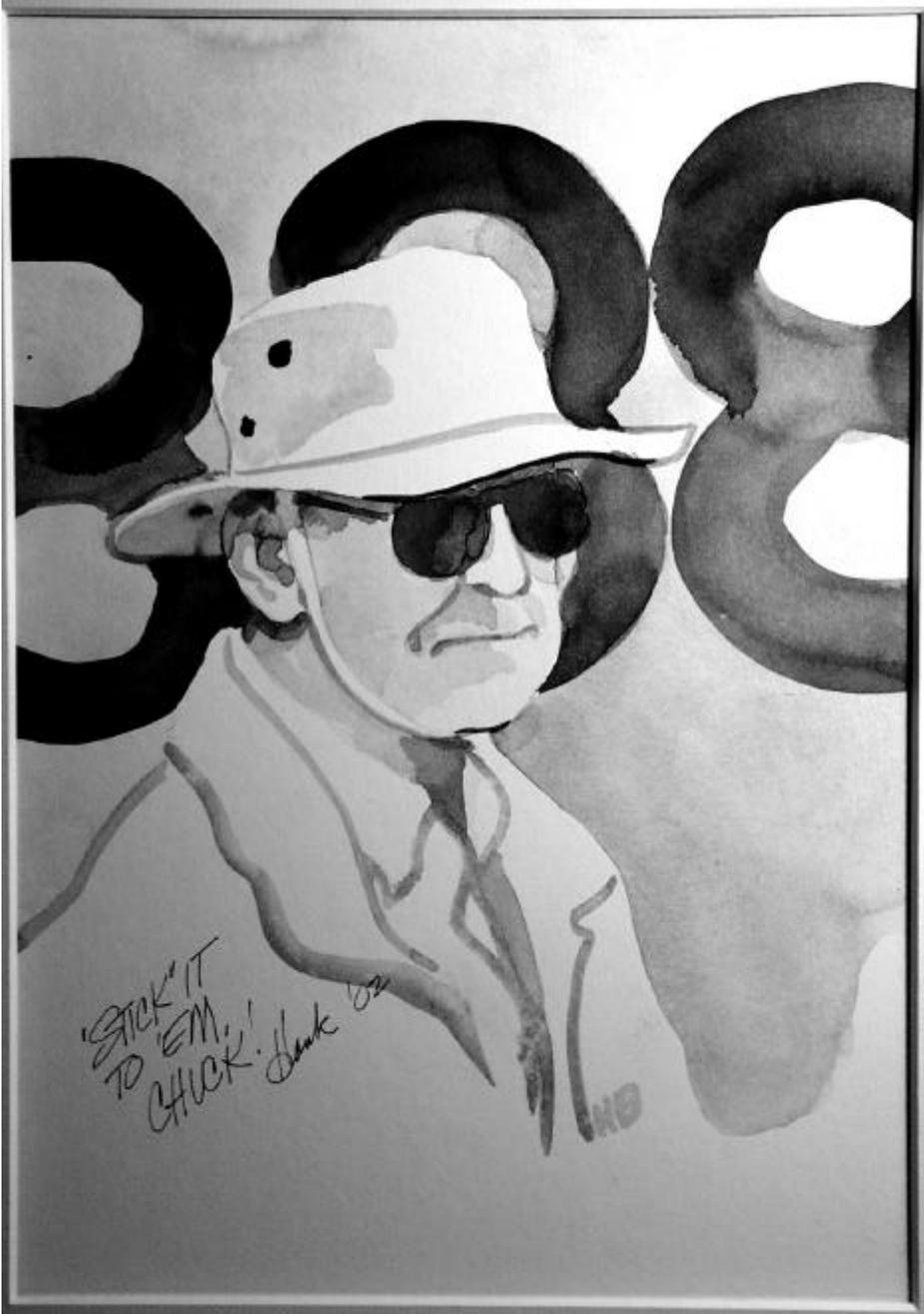

❖ CR 914 NEWS ❖

Issue 33

JANUARY-FEBRUARY-MARCH 2002



Class Secretary Roasted at Larchmont MYC Spring Regatta

At the Saturday night banquet for this spectacular regatta, regatta director and host Buttons Padin started a monologue mumbling about steak, hamburger, lamb chops, etc. (The crowd, getting restless, started mumbling a little themselves.)

He finally burst out with, "It's a *Chuck Roast*", and the evening took an ugly turn. Buttons invited several people to comment to the occasion. Not all comments were suitable for a family publication. All were hilarious.

The expression captured on Chuck's face by artist Hank Buchanan may have been at the 1997 Nationals. Chuck had told Hank where to stick his mast. You see, Hank had moved his mast step to a creative location inconsistent with our one-design concept.

Chuck is often known to smile, especially when Hank started his monologue by calling him *Mike*! (Hank was ultimately assisted back to his chair.)

Wendy Lull contributed an Ode to the cause. It is on page 2.

Thank you Hank, Buttons, Wendy and all the rest for a wonderful evening I will never forget.

CHUCK ROAST^{ED}

Watercolor by Hank Buchanan,
Instigated by Buttons Padin, et al

Chuck



On the Cover

Artist/Sailor Hank Buchanan's framed pastel watercolor was surrounded by mat on which were written choice observations by various CR 914 owners. A nice touch by Hank was Chuck's sail number 888 in the background. It was photographed to produce digital files for the thumbnail above and the page one portrait.



Ode To Chuck Winder

By Wendy Lull

**Larchmont Model Yacht Club
2001 Spring Regatta Chuck Roast**

Oh, where would I be without fine Chuck?
Surely, most surely, I would be stuck—
For when my boat's electronics are broken
Chuck's help and repairs are far more than token.

And when I needed a safe place to store
My boat—behind his garage door
Was offered—for free!
That's how kind dear Chuck is to me.

Never mind that his dinghy (with a mind of its own)
Slipped off from its rack (for reasons unknown).
It's full weight crashed down onto my mast!
Tho' bent like an "S" that shape didn't last

For Chuck, handy Chuck, with his tool kit was nigh!
He straightened the mast, and tuned her. No lie
She sails far better for Chuck's expert care:
It's better—far better—than you'd find anywhere.

He loves 914s—we know this is true—
He has more than one, in fact, he has two.
He lends them to sailors to do as they please
And never a novice does Chuck ever tease.

He welcomes us all, regardless of skill
To share model boating, his ultimate thrill.
He urges for talent and knowing the rules
But when it comes to Rule 2, he suffers no fools!

Where would we all be without the Chuckster?
Falling prey to scoundrels, cads and hucksters
Who'd lead us astray, away from our crafts
And back home on Sunday: how daft!

So rise to your feet and lift glasses high:
Hazzah for Chuck Winder—what a guy!
He's made our small boats his life's master plan,
Here's to Chuck, a model sailing man.

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Class Secretary's Report

Last Issue was mailed January 24. This issue will be mailed about April 19. This is as late as it has been relative to the "mail every two months" plan since starting the NEWS in 1996.

Registrations

This month there are ~990 boats registered. About 290 copies of the NEWS will be distributed compared to ~280 last month. The first 4-digit sail number will probably be issued this month

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.

1. Send 4x6 color photo prints, or
2. Digital photos with a resolution of 1200 x 800,

Good sailing,

Chuck Winder

REGATTAS

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

2002 NATIONALS

October 25, 26 and 27

At Larchmont YC

Larchmont MYC, Larchmont, NY, will host the 2002 nationals. They had the 1999 nationals that attracted 37 happy skippers, the largest turnout we have had at a nationals.

The only CR 914 regatta that has higher turnout is Larchmont's Spring Invitational Regatta held every April.

The Advisory Committee will address the issues of how many boats at the nationals, how to pick who competes and how to handle radio channel conflicts.

Regatta Report- **Larchmont MYC Spring Regatta**

April 13 and 14

There will be a complete report on that excellent regatta. Forty-four boats raced on two separate courses in exceptionally good weather despite the gloomy forecast.

As always, Buttons Padin produced a remarkable event, the sixth year in a row. He does it better every year.

He is able to get a large and competent staff of volunteers organized to do all the things it takes for such an event.

Radio Problems

There were more radio problems of various kinds at the regatta than anyone had previously experienced. Dave Ramos and we will be trying to determine corrective action for future large regattas.

Chuck Winder

REGION 6 REGATTA

November 16-17, 2002

CR914 Fleet at San Diego Yacht Club

We are having so much fun racing the CR 914's we wanted to share the fun with other owners. So we talked to Chuck Winder about having a Region 6 Regatta here.

The steering committee is progressing with the planning for the Region 6, CR 914 Regatta November 16-17, 2002. This will be the first Region 6 Regatta for the class so it will be an historic event. In addition we are looking forward to the 2003 National Regatta to be held here.

I am appealing to CR914 owners at this early date to contact me. I would like to determine the interest level in the Regional Regatta so we can get an estimate on how many competitors we can expect. Knowing who WOULD plan to attend as well as who WOULD NOT plan to attend would be helpful.

By the way, the rules state that a Regional Regatta is not restricted to Region 6 owners. You can come from another region. So it is open to all owners.

Regatta Chairman,
Douglas Mc Kerrow,
3284 Talbot Street,
San Diego, California. 92106.
House phone/recorder (619) 223-0840
Bus Phone/Fax (619) 223-5157
e-mail:
dmckerrowsd@worldnet.att.net

Regional Championship Regattas

Region 1 - June 9, 2002

Cottage Park YC, Winthrop, MA
Hatch Brown (617)846 6317 or
Mike Gahan,
egahan@mediaone.net or 617 846 1776

Region 2 Date to be determined

CBMRA, Annapolis, MD
Ernest Freeland, cbmra@yahoo.com

Region 3 May 4, 2002

Virginia MYC at Norfolk Yacht and
Country Club in Norfolk, VA.
John Atwood,
AtwoodJ@tea-emh1.army.mil or
(757)596-9701 h, (757)599-1648 w

Region 4 Currently unassigned

Region 5 September 28-29, 2002

Thin Air MYC, Boulder, CO
Greg LaLiberte, coupbert@aol.com or
(303)786 7488

Region 6 November 16-17, 2002

San Diego YC, San Diego, CA
Sandy Purdon, hppurdon@cs.com or
(619)224 2471

OTHER REGATTAS:

CR 914 Regatta Sunday, August 25th
Choptank MYC, Cambridge, MD
Jim Coll plans a CR 914 Regatta in conjunction with weekend activities including the Victoria Region 2 Regatta on Saturday. Jim also sails with the CBMRA in Annapolis.
Jim Coll, coll@shorenet.net
(410)228 6029

A mother was preparing pancakes for her sons, Kevin, 5, and Ryan, 3. The boys began to argue over who would get the first pancake. Their mother saw the opportunity for a moral lesson.

If Jesus were sitting here, He would say, "Let my brother have the first pancake. I can wait."

Kevin turned to his younger brother and said, "Ryan, you be Jesus."

CR 914 BOAT BATTERIES – What sizes are legal?

The Advisory Committee voted four to one in favor of this interpretation. There are now available excellent battery packs that are not AA size cells as required by the rule. An AA size cell is 9/16" diameter and 1 63/64" long.

Interpretation of Rule 12.4

1. *Boat battery cells shall have a minimum diameter of 9/16 inch (AA size) and a maximum diameter of 11/16 inch (A size).*
2. *Cell length shall be 2 inches maximum (AA length) and 1 11/16 inch minimum (4/5AA length).*
3. *Battery packs are limited to four or five cells in a flat or square arrangement.*
4. *Cell chemistry is limited to non-rechargeable (such as alkaline), NiCd or NiMH.*

Discussion

The interpretation is designed to:

1. Be easy to administer, KISS
2. Add the legal use of 4/5AA, 4/5A size cells. (Most people, looking at battery packs using these cells, would not realize they were not AA size.)
3. Limit battery pack configuration to the conventional "flat" or "square" arrangement
4. Continue to discourage expensive and unique efforts by creative owners to gain a perceived boat performance advantage

The class rule for boat batteries is:

12.4 Receiver batteries shall be four or five cell AA size disposable or recharge-

able cells. The weight of batteries or number of cells shall not be changed during any regatta or series of races.

History and Objectives of Rule 12.4

1. The KISS principal was an uppermost objective (For those who may have been living on another planet, KISS means *Keep It Simple, Stupid.*)
2. Assure continuous sailing at the pond without unnecessary interruptions from skippers changing depleted batteries.

The current rule approved in 1997 resulted from consultation with key owners.

- a. The boat kit supplies a boat battery case for AA size batteries. The transmitter uses AA size batteries. The class objective is to be competitive after building a boat from the kit.
- b. At the time there were a few owners who used tiny battery packs that had very short life to reduce boat weight. The minimum boat weight at the time was 6 pounds, which was difficult to achieve without some special effort. The current minimum weight of 6 pounds 4 ounces (100 oz.) avoids that problem.

During racing there were frequent annoying delays because of someone needing time to change batteries. Using AA size fresh alkaline cells or freshly charged rechargeable cells resulted in an entire race session without battery changing delays.

(In Marblehead we evolved the understanding that the need to change batteries

during the first ~2 hours of racing was not a legitimate reason to delay racing. Everyone was happy with the result of uninterrupted sailing.)

Since the rule was written there have been significant changes in what batteries are available to power the boat. The first was the emergence of Nickel Metal Hydride (NiMH) batteries that give such long life that changing batteries during a session of racing has become a thing of the past.

The second was Tower Hobbies HydriMax™ brand of NiMH battery packs. Initially these were all standard AA size shrink-wrapped packs with capacities of 1200 mAh. Four- and five-cell packs were available.

The next generation of HydriMax packs added shorter 4/5AA size cells giving 1200 mAh and 4/5A size cells giving 2000 mAh. To the casual observer these packs all look similar. For those wanting more info the table compares the different sizes.

The reality is that for most owners there is no advantage in boat battery capacities in excess of 1200 mAh. The extra cost and weight of the 4/5A size packs offer no advantage.

HydriMax Four Pack Data – size, weight and capacity from Tower Hobbies

Cell Size	Diameter, inches	Length, inches	Weight HydriMax 4 cells, oz.	Wt. Difference, oz.	Capacity, mAh	Estimated Life in boat, Hrs.
AA	9/16	1 63/64	3.7	-	1400	4+
4/5AA	9/16	1 11/16	3.35	-0.35	1200	4
4/5A	~11/16	1 3/4	4.76	+1.06	2000	6+

SAIL SERVOS ARE STRONGER USING NiMH BATTERIES vs. ALKALINES

Simple tests show why sail servos are stronger using NiMH batteries despite higher *no-load-voltage* of alkaline "throwaway" batteries.

What was tested?

Two four-cell battery packs of AA size cells were tested: a) with no load and b) with a load simulating a heavily loaded sail servo. The alkaline cells were new *Kirkland* brand sold by COSTCO. The NiMH cells were freshly charged 1600 mAh *Ray-O-Vac* brand. They were installed in a conventional plastic battery holder having steel spring contacts.

Voltage Under Sail Servo Load

Under the simulated load of a stalled sail servo, the NiMH pack delivered about 12% higher voltage (~0.5 volt) than the alkaline pack. That means a sail servo will be stronger when powered by NiMH cells than when powered by alkaline cells despite the alkaline cells higher no-load voltage.

No Load Voltage

As expected, alkaline no-load voltage is higher than NiMH. See the top row in the

table that shows the alkaline voltage was 0.70 volts more than the NiMH cells. This test was simply a measurement of the voltage of the packs when they were not connected to anything; therefore there was no current flow from the batteries.

Simulated Servo Load

A 4 Ohm resistor was used to simulate a heavily loaded sail servo. A light bulb could have been used for the load but the lab didn't have one the correct size.

The reason for the results in the table is battery internal resistance. When there is no load and thus no current flow in the cells, the alkalines have higher voltage. But when there is current flow the alkaline cell's higher internal resistance causes internal losses. The result is alkaline batteries cannot deliver as large a voltage to a load.

These test results are supported by engineering data supplied by battery manufacturers.

Time, Min.	Load, Ohms	Volts (NiMH cells)	Volts (alkaline cells)	Voltage Difference
	No Load	5.30	6.00	-0.70
0	4.0	4.80	4.45	+0.35
1	4.0	4.69	4.21	+0.48
2	4.0	4.64	4.11	+0.53
3	4.0	4.61	4.04	+0.57
4	4.0	4.58	3.99	+0.59

(On going to war over religion)
"You're basically killing each other to see who's got the better imaginary friend."

Yasir Arrafat (PLO leader)

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
<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

Mid-Missouri Model Sailing Club

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

NiMH Cost Continues to Decrease!

Biff Martin, Marblehead, MA, found Panasonic 1600 mAh AA cells at COSTCO for ~\$2 each! They were in a six-pack for \$12. COSTCO also had pack that included a charger, 6 AA size and 2 AAA size cells for \$19.99 after the mail in rebate. There is simply little point in using alkaline throwaway cells.

HANDOUTS FOR THE POND

After many visitors at our pond asked about the boats I finally made some business cards using the excellent **AVERY** #8371 format. The card is 3 1/2 x 2 inches. Avery makes a wide selection of products designed to be used with a home printer. **STAPLES** is a convenient source.

The card was created using MS Publisher 2000, which makes it a very easy job. One can get more creative than what is shown. For instance, the CR 914 line drawing was added for this article though it isn't on the cards in my wallet.

The front is a standard format for a card. On the back is info on Dave Ramos for those who may want to buy a CR 914.

MS Word can be used for cards but is more limited in what can be created.

Chuck Winder

Chuck Winder

19 Robert Road
Marblehead, MA 01945

A M Y A
American Model Yacht Association

CR 914 Class Secretary

email - chuckw88@msn.com

phone 781 631 6727

US Distributor of the CR 914:

Dave Ramos daramos@starpower.net



Chesapeake Performance Models

227 Main St.
Stevensville, MD 21666
Phone: (410)604 3907
Fax: (410)604 3908
<http://www.rcyachts.com>

The Odds and Even system write-up was sent to the NEWS by Steve Lang .

Odds & Evens

Scoring large fleets of model sailboats has always been a challenge. The challenge being – how to you give every skipper a fair chance to sail up to his level of ability against all the other skippers entered.

Most agree that 12 boats on the starting line is the comfortable upper limit. What happens when you have 20 or more.

A number of systems have been used: the Heat Management System, Matrix, etc. But a new system has emerged recently that is so simple and fair that it makes one wonder – “Why didn't I think of that?” Below are the details for your consideration.

Odds & Evens - The name tells it all. If you finish 3d in your heat, you are Odd (nothing to do with your personality). If you are 6th, you are Even.

Terminology - Each **Race** is made up

of one **Odd** and one **Even heat**. So if you sail 10 races in a day, there have been 20 heats. Do not confuse the terms “races” and “heats”.

The total number of boats handled with this system is optimally 24 if you subscribe to no more than 12 boats on the line. If you allow 16 on the line, you can handle a fleet of 32.

The entire regatta, whether one day or multiple days, is run in Odd and Even heats.

To start the regatta, all skippers are placed randomly in one heat or the other. There is no need to “seed” these heats by skill levels.

Begin the regatta sailing the Odd heat. At the end of the Odd heat, each skipper receives a score using the low point scoring system: 1st gets 1 point, 2d gets 2 points, and so on. The Even Heat is scored the same way.

Now! The second race is ready to start. The Odd heat is called. All the odd place finishers in the first RACE (both Odd and Even heats) get on the water to race. Next, the Even heat sails, likewise all the even

place finishers in the previous RACE compete.

Scoring – Every time a skipper races, he is vying for the best position in that heat since his accumulated score is what counts. Because the odd and even finish positions keep shuffling the sailors, everyone sails against everyone else with a much more random and fair arrangement. Every heat counts toward the final score; the object is to finish as high in the heat as possible.

A first place finish in the Odd heat is worth the same as a first place finish in the Even heat – and it doesn't matter whether it is the first RACE of the series of the 15th race. At the end of the regatta, it is the person with the lowest score that wins.

Steve sent a lot more detail and Larry Robinson, an AMYA race guru, sent comments on this system. All systems have advantages and disadvantages. If you want to learn more I will send you the entire package .

Chuck Winder

INTERCHANGEABLE BOAT BATTERIES

Some clubs try to arrange that their members have interchangeable boat battery packs. It is the boat batteries that seem to expire most frequently and ruin a skipper's race day. If the unlucky skipper doesn't have back up batteries his day is ended.

If the skipper uses the conventional battery case, he can borrow someone's spare cells and snap them in. That's about as simple as it can get.

It's a bigger problem if, to gain added performance and reliability, he is using a soldered and shrink-wrapped battery pack.

If the entire fleet uses the same connector on their batteries whether using the plastic battery holder or battery packs, then

there is no problem. However, that is often not the case.

The stock red connector used in the kit is available at model hobby shops so any battery pack can be equipped to be compatible with a stock boat.

The problem here is that the metal contacts in the stock connector will corrode if not properly maintained. Owners often change to a better connector.

A good choice is Dean's connectors, which are gold plated. The contacts are solid metal not thin sheet metal. They are designed to be soldered to the battery leads. It is important to use the female connector on the leads from the battery to prevent accidental shorts.

EVOLUTION of SAIL NUMBER ASSIGNMENT

Only a few three-digit sail numbers remain as this is written. When they are gone numbers will be assigned in the order that registrations are received. There will no longer be the option for an owner to choose a special number. Some owner is going to receive "1000", and then "1001" will be assigned, etc., based on the post date on the registration or the time and date of an e-mail or phone call.

When I became class secretary in 1996, the practice was to let owners choose a number. That was continued. There were less than 100 boats registered at that time.

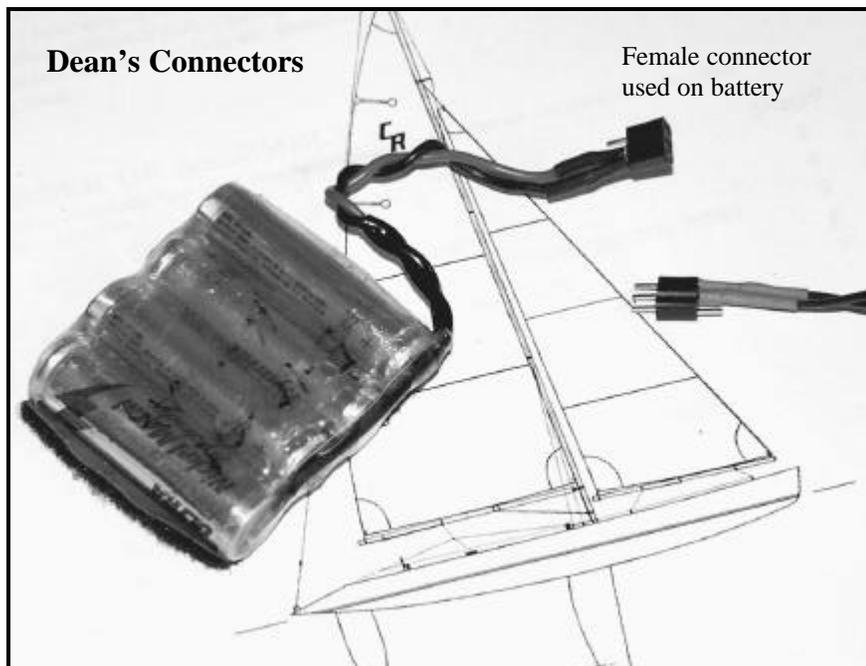
Allowing owners to select a special number is quite time consuming, though one has to do the job to fully understand why.

Another change to streamline the job is to accumulate registrations instead of processing them the day they are received. Since 1996 registrations were in the mail the day after receipt. Starting now registrations will be processed when at least four have been received. Doing several at once saves a lot of time. However, all registrations will be processed within a week even if there is only one.

For owners who need a number on short notice, numbers can still be assigned using phone or e-mail. As before a number assignment will be voided if a registration and check are not received within two weeks.

The class secretary job as I had defined it has become too time consuming. This redefinition is aimed at reducing that time to some degree.

Chuck Winder



Dean's Connectors

Female connector
used on battery

In politics, if you want anything said, ask a man; if you want anything done, ask a woman.

Margaret Thatcher

FLEET NEWS

CHAPARRAL PINES YACHT CLUB Payson, AZ

NEWS FLASH

The Chaparral Pines Yacht Club held its inaugural regatta Sunday, January 20. A total of nine yachts were entered with names both patriotic, like USA and Enduring Freedom, to questionable, like Chutzpah and Breakin' Wind! The race began promptly at 2:30/40 something, and continued until Ken Waters proclaimed, "It's cold out here!" All decided to retreat after five heats to the home of Dianne Reed, where they enjoyed the warmth of a cozy fire and her gracious hospitality.

The race resulted in much fun by all. Most of the syndicate owners were on hand and took a spin at sailing their boat. After two hours of racing and five heats, the Enduring Freedom team captained by Fred Moldenhauer won with an incredible point total of five including three first places and one second place finish. Bombay Sapphire was second with Watch my Wake in third. The "Ladies Only" team sailing their "DIVA'S" made a great showing with 20 points.

Races will be held monthly at different lake venues to be announced.

May all your sailing be great sailing and may the wind be always at your stern!

*Fred Moldenhauer
Fleet Captain
Fredm1997@aol.com*

Place		Score
1	Enduring Freedom	5
2	Bombay Sapphire	13
3	Watch my Wake	16
4	Breakin' Wind	16
5	CHUTZPAH	16
6	USA	19
7	DIVA'S	20
8	STINGER	28
9	Flying Scot	28

Greater Tulsa Model Yacht Club

Winter Sailing Report

As we approach the 2nd anniversary of our existence, I thought it timely to take a quick look at this 2nd winter season.

When the big boats came off the water in November we decided to attempt a fairly aggressive winter schedule months of four series of 5 race days each starting in mid November and completing the 1st week of April. Even though the winters can be fairly cold and we get ice on the ponds from time to time, we scheduled races every week except Christmas week planned 15 races per day. Of 20 race days scheduled, we missed only 4 days because of ice and high winds.

We had many days with winds over 15 knots. We developed a jiffy reefing system that takes only 2 minutes. It shaves off enough power to be enjoyable instead of a fight to stay alive downwind.

In the Holiday series from mid November through mid December, Harvey Baker and Dave Ayres tied on points. Harvey won the tiebreaker. Bill Jacobi finished 3rd with Roger Kerr 4th.

In the December 30 to January 27 series, participation fell off a little. We averaged 7 boats per race day with 14 different boats sailing. Harvey Baker again won a tiebreaker with Terry Rainey 2nd, Joe McDonald 3rd and Roger Kerr 4th.

On February 3rd in the heart of the tough weather here in Tulsa (winds in the 20 to 30 range), we kicked off our 3rd series called the Arctic series. We were able to sail 3 of the 5 race days averaging 7 boats per day. With no throw-out race days, Harvey Baker again won with Terry Rainey 2nd and Roger Kerr 3rd.

The final series kicked off March 10 ending April 6. We again averaged 7 boats with 11 different boats. We finally figured a way to push Harvey from the top of the heap with Terry Rainey finishing 1st, Har-

vey Baker 2nd and Dave Ayres 3rd.

The big boats are back on the water now. The winter program worked well. Not only did we sail on a weekly basis, we had fleet meetings to assess what we were doing and plan for 2002. We have established a program for the year and hope to attract some new faces. If there is any disappointment, it is that we have only grown the fleet by one new member during this time frame. We thought that this activity would attract more sailors that were dry docked due to the cold weather.

We look forward to a summer of evening sailing. We will continue to sail weekly on either Monday or Wednesday. Next winter, we will have to assess again what we will do, but seeing that we averaged about 8 boats per race day, sailed 15 races per day and had 18 different sailors enjoy the winter sailing, I feel that we will have an encore next year.

*Terry Rainey
Fleet Captain GTMYC*

New Fleet

West Valley R/C Mariners Litchfield Park, AZ.

E-mail from Jay Barnes, #419
jujaba@juno.com

Hello Chuck

Just a note to let you know we have voted to include a CR-914 fleet within the West Valley R/C Mariners, located in Litchfield Park, AZ, 15 miles West of Phoenix. The meeting was in Nov. and we had a practice/tune-up on the 8th of Dec. Two boats participated and we raced against a 1-meter Seawind and a 1-meter Cup Yacht. This was very close racing and good practice.

Jay Barnes

NEW OWNERS

There is no question that Dave Ramos has had a successful and busy season at the boat shows. This is the highest rate of boat registration since the class started. From Jan. 22 through April 8 there were 69 boats registered! It's meant a lot of work for the Class Secretary, too.

OWNERS with E-MAIL

In 1996 there were few owners who had email. A survey of the CR 914 Directory for the past two years shows that 367 boats were registered. Of those owners, 321 had e-mail, or 87%! I am confident this is a low number since in two years many have acquired e-mail and others simply did not write their e-mail address on the registration form.

How Old are CR 914 Owners?

Of almost 1000 owners, 369 recorded their birth date on the registration form. There may not be any significance to this data, but it is interesting to see the age distribution.

Age Range	Owners
Under 20	16
20-29	13
30-39	54
40-49	69
50-59	78
60-69	83
70-79	46
Over 80	8
89	2
	369

	First Name	Last Name	City	State	Sail No.
1	Fred	Badger	Payson	AZ	686
2	Paul W.	Barker	Kingwood	TX	814
3	Greg	Barnhill	Baltimore	MD	893
4	Rick	Beale	Tinley Park	IL	849
5	Bill	Berman	Scottsdale	AZ	683
6	Peter	Blank	Darien	CT	959
7	Charles	Booz, Jr.	Chestertown	MD	791
8	Donald	Bowerman	East Jordan	MI	873
9	Winston	Bradshaw	Chestertown	MD	792
10	Stockton	Buck	Pasadena	MD	856
11	Sam	Byrne	Manchester	MA	962
12	Sam	Byrne	Manchester	MA	963
13	Sam	Byrne	Manchester	MA	964
14	Sam	Byrne	Manchester	MA	965
15	Mark	Carruthers	Old Saybrook	CT	643
16	Victor John	Chigas	Chicago	IL	875
17	Francis	Cichowski	Southington	CT	876
18	Bruno	de Landevoisin	New York	NY	817
19	Robert S.	Dean	Old Saybrook	CT	645
20	Frank	Dillon	Great Falls	VA	946
21	Herbert	Dreher	Natick	MA	734
22	Charles R.	Fago, IV	Old Greenwich	CT	854
23	William	Felton	Westport	CT	844
24	Alex	Foster	Essex	CT	864
25	Dan	Freeman	Wheaton	IL	937
26	Ingolf	Gruen	Columbia	MO	896
27	Michael	Haddock	Derby	CT	857
28	Harry R.	Hart	Westbrook	CT	836
29	Peter	Hens	Salem	SC	821
30	Walter	Higgins	Kingwood	TX	968
31	Brian	Jobson	Wolcott	CT	867
32	Ken	Klinefelter	Bethel	CT	885
33	Joseph	Kohler	St. Petersburg	FL	834
34	Richard	Lance	Chestertown	MD	845
35	Nick	Langone	Larchmont	NY	412
36	Grey	Libbey	Virginia Beach	VA	819
37	David G.	Lindstrom	Memphis	TN	837
38	Gary	Marvin	Kingwood	TX	743
39	Bob	Massini	New Rochelle	NY	861
40	Todd	McKenzie	Poughkeepsie	NY	855
41	Jeff	Moore	Millersville	MD	796
42	Mike	Mulligan	Annapolis	MD	894
43	Bill	Munster	San Diego	CA	865
44	Bill	Munster	San Diego	CA	785
45	Derek	Nobriga	Virginia Beach	VA	794
46	William	O'Connor	Chesapeake	VA	866
47	Shawn	Orr	Stamford	CT	758
48	Michelle	Orr	Stamford	CT	759
49	Langdon	Parrill	Palm Desert	CA	538
50	Daniel J.	Parry	Severna Park	MD	835
51	Jonathan	Patterson	Milford	DE	858
52	Jonathan	Peters	Rye	NY	935
53	C. Bruce	Petty	Elmhurst	IL	879
54	C. Ken	Poindexter	Darien	IL	843
55	David	Ramos	Stevensville	MD	895
56	David	Robinson	Rock Hall	MD	982
57	Carlos	Rojas	Key West	FL	841
58	Carlos	Rojas	Key West	FL	953
59	T. Richard	Rust, Jr.	Franklin	TN	874
60	Gary	Sceli	Payson	AZ	782
61	John	Schinto	Riverside	CT	748
62	Jim	Scudder	Sunnyvale	CA	823
63	Bob	Spooner	Essex	CT	762
64	Chip	Till	Hoboken	NJ	846
65	Edwin	Turman	Palm Desert	CA	535
66	Gary	Ward	Seabrook	TX	883
67	Gary	Ward	Seabrook	TX	884
68	Scott A.	Ziebarth	Covington	WA	981
69	Scott A.	Ziebarth	Covington	WA	983

*After the church service a little boy told the pastor,
"When I grow up, I'm going to give you some money."*

"Well, thank you," the pastor replied, "but why?"

*"Because my daddy says you're one of the poorest
preachers we've ever had."*

BOATYARD

REEFING THE MAIN

Terry Rainey, Fleet Captain of the successful Greater Tulsa MYC, addresses the problem they have with strong winds in their part of the country. The choices were not to race or find a way to reef the sails. Terry writes:

A fairly simple mainsail reefing system was designed that significantly reduces sail power.

I wanted to take as much sail as I could off the boat without removing any of the sail rings from the sail or repositioning them in order to adjust from a full main to a reefed main. After measuring the distance between the spreaders, I determined that the maximum reef would be 5 1/4" of sail since the distance between the spreaders is about 5 1/2". I moved my string sail hoops so that they were all at least 5 1/4" above the spreaders. I then strung a halyard from the headboard of

the main, through the mast top fitting, down to a 1/16" hole in the jumper spreader and back up toward the top of the mast and tied in a bowsie.

After adjusting the sail rings, the head of the sail could be lowered 5 1/4" using the bowsie on the main halyard. The sail was reinforced so that a reef point could be added to the luff of the main 5 1/4" above the tack. A line attached at this point was lead to one of the cleats beside the mast. Finally, after securing the luff of the main in the reefed position, it was determined where to locate the reinforced reefing clew in the main leech

From the reefing clew a line leads through the outhaul ring and then forward along the boom to the boom vang attachment. A bowsie is used for adjustment.

To reef the main:

1. The halyard is eased,
2. Luff tension is adjusted using the luff reef point line secured to the deck cleat,
3. The reefing clew line is adjusted using the bowsie to flatten the foot of the main.

The reef is in and you're ready to sail.

The first time in use the main was reefed in less than 2 minutes. Using a paperclip to hold the slab of sail out of the water might be a good idea.

If anyone has a better way to reef the main, tell us about it. Lets work at developing a system that works well for the 914.

Terry Rainey
terryrainey@earthlink.net

BOAT PAINTING

Tim Sullivan, Gloucester, MA, who owns #348 and #899, wrote to add to the article on painting in the Nov.-Dec. 2001 NEWS.

If you are in a hurry, lacquer is the way to go because it sets very fast. Enamels take longer but are just as good.

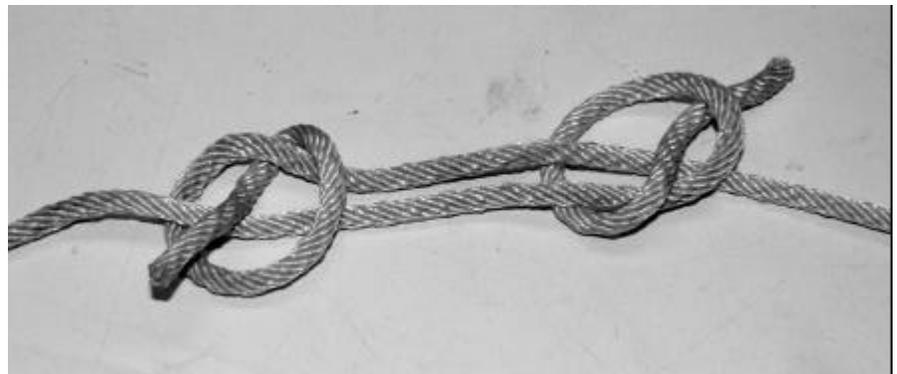
One important note: enamel will go over lacquer but not the other way around. If someone has a previously painted boat and is not sure the type of paint, enamel is the safest bet. Of course there are many more types of paint but the "average Joe" should use the two mentioned. Lacquer primers can be used all around and polyurethane clearcoats work excellent also. The EPA is working hard to ban the use of lacquers so enjoy it while you can. Enamels can also be brush painted just fine if you use a soft brush and are careful, and then work it down carefully.

Splice Knot

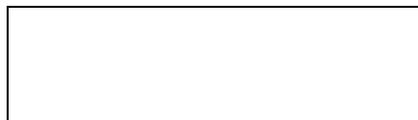
Owner Hatch Brown, Cottage Park YC, Winthrop, MA, showed us the convenient knot shown in the photo. It is simply two "granny knots" tied around the standing part of each line. A Granny is the knot our scoutmaster or boatswain taught us never to use because it jams and is difficult to untie. Since we glue all knots with CA on our boats, being able to untie a knot is not an issue.

A simple pull test showed that, when not glued, it pulls apart under high loads as do almost all knots in the small slippery string we use. Make sure the knot is glued..

The knot allows making a quick repair without replacing the entire length of line. When tightened it becomes very small.



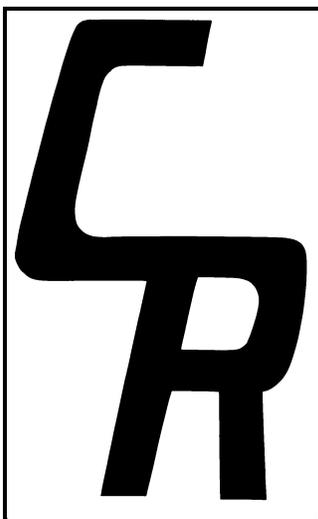
Chuck Winder
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Articles in the CR 914 NEWS

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.