

❖ CR 914 NEWS ❖

Volume 1 Issue 1

November 1996

Greg Worth is 1996 National Champion

1996 CR 914 Nationals at Stowe, VT

by Chuck Winder

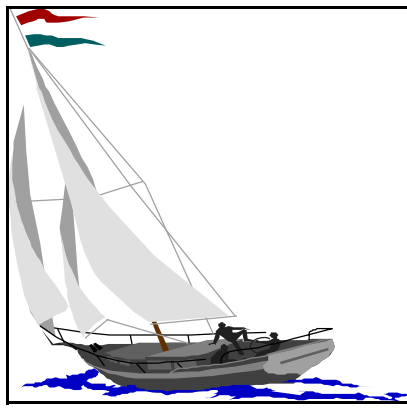
The CR 914 Championship Regatta was hosted by the Stowe Yacht Club on September 21 and 22. This was the second nationals for our young and growing class. The venue was the beautiful racing pond located at the Commodore Inn in Stowe, VT.

All the skippers were at the Friday practice in sunny, summer like weather. The perfect visibility gave a spectacular view of Mount Mansfield, the highest mountain in Vermont.

Sixteen heats were sailed on Saturday with winds which were at times over 20 knots. The sky was clear and temperatures were in the 80s. The fresh winds, at times overpowering, were very variable in direction. All boats used "A" rigs because during the periods of lighter winds the added power was needed. (Also, no skipper owned a "B" rig.)

Actually, Saturday's racing was an aerobic exercise program disguised as racing. The run to the leeward mark in the fresh breeze was literally a run for the skippers. If a skipper was at the windward mark and wanted to be close to the leeward mark for the rounding, he had to run the arc of the grass covered dike around the pond. This distance was much further than the boat had to travel. Some skippers never made the whole distance before the boat did. The precision of their mark roundings was not always efficient or pretty.

At the end of Saturday's racing, Greg Worth had a commanding lead (six bullets) with Rick Myers and Keth



*This is not a CR 914!
(best available from the clipart)*

Comollo in second and third. Rick Martin, in fourth, led Larry Mishou by only 0.02 points!

Sunday dawned cloudy and cooler. Twelve heats were sailed as the temperature climbed from the 50s to the low 80s. The occasional sunshine was unable to create enough thermal effect to get the breezes much above the zephyr category. The very competent and ener-

(continued on page 2)

Inside This Issue

Stronger Sail Servo	2
Minutes of Meeting	5
"New Fleet" package	6
Sail Plan	6
Sail Cloth	11
Owner Survey	7, 12
News Subscription	10
Class Directory	9

CR 914 Class News

After dedicated service to the Class since its inception in May of 1994, Budd Conner decided that his health required that he pass the responsibilities of Class Secretary to some one else. I am honored that he chose me. He warned me not to get out of line in the conduct of my duties. The appointment was effective October 1, 1996. We all owe a great deal to Budd for his early work in helping to start this excellent one design class. Budd started sailing model boats in 1936 at age 10. He has made many contributions to our sport in the last 60 years.

Some of you may be curious about your new class secretary. So I will attempt to give you a brief and hopefully pertinent sketch of who I am.

My name is Chuck Winder, 65 years old, a retired Mechanical Design Engineer who worked his last 26 years for General Electric as an aircraft engine designer.

In August of 1995 I compulsively bought a CR 914 kit from Worth Marine here in Marblehead, MA, and became addicted to racing model sailboats. (This led me into R/C model airplanes, but that is another story.)

I am not new to sailing, having sailed and raced full scale sailboats for the past 52 years. My wife and I currently have a 40 foot sloop, a CAL 40, which we have owned for 23 years.

I love the 914. The concept or one design boat competition has always been the only way to go for me.

In January of 1996, Commodore JR LeBlanc of our Marblehead Model Yacht Club,

(Continued on page 3)

CR 914 Nationals *(continued from page 1)*

STRONGER SAIL SERVO

By Chuck Winder

getic race committee chased the zephyrs by changing the race course many times. They provided the best possible race courses under the difficult conditions.

The final standings are shown in the table. After 26 heats, there were only five points between second and fifth. Worth had a commanding lead with a margin of 20 points, though his win was not certain until the very end. A DSQ and one bad finish could have dropped him into the thicket of the closely spaced second through fifth places. But his eight first place finishes leave no doubt that he is the 1996 Champion.

Note that all of the skippers from Massachusetts are Marblehead Model YC members.

The ages of the skippers at this regatta ranged from 16 to 65. But there were no women skippers, which the class must work on in the future.

Rick Martin must be recognized for coming to the nationals all the way from Seattle, WA, and placing third only 0.98 points out of second. He was the only skipper not from Marblehead in the top nine. His boat "NIPON" was a work of art. It had many innovative features which enhanced the appearance, but it was still strictly one design.

The class was honored by the attendance of our AMYA leaders, Donald Peacock and Harry Robertson, and their charming wives. As one can see from the results, Don and Harry

graciously allowed the other skippers to finish ahead of them. In fairness, Peacock had a serious breakdown, the nature of which tended to sink his boat. Thus he had many dns's which adversely effected his scores. However, Harry had no excuse.

Donald Peacock and Harry Robertson announced that they will bid for the honor of hosting the nationals in 1997. The venue would be in the Dayton and Columbus, Ohio, area.

The championship trophy and

After 26 heats, there were only five points between second and fifth.

medals were provided by Worth Marine. The beautiful and unique CR 914 medals were designed by Greg Worth. Greg and Larry were not quite so gracious as Don and Harry, however, and took back some of the hardware they had donated by finishing first and second.

The CR 914 Class gives special thanks to the Stowe Yacht Club for their wonderful hospitality and professional performance. The Race Committee of Charlie Berry, Bruce Nourjian, Curtis Wright and Barbara Wright, were the key ingredients that made this regatta a great experience for all of us.

We all made what will be lasting

friendships.

In strong winds the stock CR-914 sail servo is not strong enough to pull in the sheet. During strong puffs the sails are pulled out, over-powering the servo.

However, in a strong puff, this same characteristic automatically eases out the sails and can keep the boat from being overpowered. When the puff passes, the unloaded servo pulls the sails back in to keep the boat moving.

Here in Marblehead there have been many friendly, and sometimes spirited, discussions about what to do.

Each skipper has to decide whether or not he wants a stronger winch. My decision was a stronger winch

To find a stronger winch:

Analyses determined the required sheet force (on the common sheet that controls main and jib). Between two and three pounds is required at the wind strength that overpowers the boats stability and,

Bench tests of four arm type sail servos were conducted.

Results are given in the table on page 3.

Discussion I chose to use the Futaba S-3801 with the stock four cell (4.8v) batteries. For about \$80 (Tower Hobbies) you get 60% more strength. See (2) in the table. Installation requires mounting the servo arm on the S-3801 and changing the connector. Another benefit was about 2 inches more sheet stroke.

In five months of racing, this stronger winch has always been able to trim the sheets. (For even more strength, a simple change in the boat wiring is about 10% stronger as shown in (2a) in the table.) I have used (2) in the table all season and get more than two and half hours of receiver battery life, even in strong winds.

If you don't want to change from the stock servo, you can get 10% more strength for free by wiring the battery pack directly to the servo. This avoids the power loss in the receiver.

(Continued on page 3)

Place	Skipper	Town and State	Firsts	Points
1	Greg Worth	Marblehead, MA	8	89.13
2	Larry Mishou	Whitman, MA	2	109.50
3	Rick Martin	Seattle, WA	3	110.48
4	Keth Comollo	Marblehead, MA	2	113.50
5	Rick Myers	Marblehead, MA	2	114.33
6	"JR" LeBlanc	Salem, MA	2	119.35
7	Kevin Dooley	Danvers, MA	3	131.00
8	Chuck Winder	Marblehead, MA	2	151.50
9	Sasha Kavs	Chelmsford, MA	1	181.35
10	Tony Johnson	Excelsior, MN	1	188.75
11	Bill Frank	Saint Paul, MN	-	196.00
12	Harry Robertson	Columbus, OH	-	289.00
13	Don Peacock	Dayton, OH	-	307.00

Sail Servo

(continued from page 2)

To make the change, splice a red and black wire into the three conductor servo lead. Just be careful to splice red wire to red and black to black. Put a female connector on the splice which is plugged into the wire from the power switch.

For 30% more strength from the stock servo, use a five cell battery pack with the above splice.. If you use rechargeable batteries, you will need a way to charge five cell packs.

The Whirlwind Low Profile 'drum' servo is the strongest, too strong. It could actually lift the 6 lb. 914 right out of the water. See (4) in the table. In my opinion it is too slow. Full sheet travel takes 2-3 seconds compared to less than 0.5 seconds for an arm servo. And the installation is more involved. The cost would be much more than \$100. The 'Low Profile' winch is 1.4 ounces lighter than the stock servo.

The strongest 'arm' servo arrangement is (3) in the table. This will cost at least \$160! It requires a new servo, five cell receiver battery packs and five cell chargers. It also requires simple changes to the wiring and connectors in the boat.

This was tested in extreme wind conditions and was always able to pull in the sails. It is much stronger than required.

Conclusion

SAIL SERVO TEST DATA

SERVO	Number of battery cells	MAXIMUM SHEET PULL - pounds	
		Battery connected to servo	Battery connected to receiver
hitec HS-700 (the stock servo)	4	1.1	1.0 (1)
	5	1.3	1.2
ACE - 370	4	1.1	1.1
	5	1.5	1.3
hitec HS-700BB	4	1.1	1.1
	5	1.5	1.3
Futaba S-3801	4	1.8 (2a)	1.6 (2)
	5	2.2 (3)	1.9
Whirlwind Low Profile	5	9 (4)	N.A.

In my opinion the best servo system for the 914 is direct substitution of the stock servo with the Futaba S-3801. It is strong enough, having been used on my boat and other boats in our fleet all season. This system is less costly and very fast.

The S-3801 is water resistant. It is 0.4 ounces heavier than the stock servo because of its metal gears and ball bearings.

Bottom Line

Will you win more races with a stronger servo? I do not know. I simply did not like being unable to control the sail in strong winds and the 'Low Profile' Whirlwind was too slow. Intuitively, it was the thing for me to do.

Note that Greg Worth and Larry Mishou used the S-3801 when they placed first and second in the CR 914 Championships.

Class News

(continued from page 1)

asked me to organize the local CR 914 fleet. We put together a program which started racing in March when the ice was out of Redd's Pond and continued until November.

The Marblehead team took eight of the top nine places at the 1996 Championships. I am sure these talented skippers benefited from the almost 400 heats of racing prior to the

Championships.

I have listed below the philosophy and goals that are my perception of what the CR 914 owners want:

- **COMMUNICATION** - Every *Model Yachting*, the AMYA quarterly, will have a news article covering the activities of the 914 class. All CR 914 regatta results will be reported to *MY*.
- **NEWSLETTERS** - We will have periodic newsletters. The format will be US mail initially until we determine to what degree the Internet can be used for a newsletter.

A newsletter in any form is an important tool to draw owners together. It will supplement *Model Yachting* with timely detail directed at only 914 subjects and problems. It will demonstrate a solid class organization and will encourage growth.

A collection of newsletters will be a source of information to new owners to help them get started. Such a collection will also be useful to prospective owners trying to decide if the 914 is the boat for them. For a newsletter to work, you owners must contribute to the content and pay for the cost of printing and postage..

- **CLASS SPECIFICATIONS** - One of the virtues of our class is that it is "One-Design". A skipper should win because he sails better than any other skipper, not because he has more money to spend or because he is a superior craftsman and designer. Because of the nature of man (the species, not the gender) there will always be challenges to the one-design status quo. The specifications must be continually fine tuned to preserve the one-design status. This requires that 100% of the registered boat owners have the opportunity to propose changes and vote on changes to the specifications.

(Continued on page 4)

Class News

(Continued from page 3)

To vote intelligently, the owners must be supplied with the original specification, the text of the proposed change, and a discussion of the history and rationale that drives the need for that change.

Because of the nature of man (the species, not the gender) there will always be challenges to the one-design status quo.

I will use direct mail to get the fastest possible cycle time for changes. The traditional use of *MY* takes as much as two years for a change to be approved.

- **GROWTH** - There will be an aggressive program to encourage growth of our class. It will include working with the hundreds of 914 owners that are not AMYA members. This is a growth resource that, properly developed, could result in significant growth for AMYA as well as our class.
- **YOUTH AND WOMEN SKIPPERS** - For reasons that are unknown to me, there are few women skippers in our sport. It may simply be the traditional male domination so typical of many sport activities, but we should study ways to increase

the participation of youth and women.

CLASS DIRECTORY - The class Directory is maintained as an Excel data base. It is an efficient, modern way to manage this kind of data. It provides the flexibility to create mailing labels, sort the data by last name, ZIP, sail number, or for any other purpose.

For this class to prosper requires that every member contribute. Send me all of your ideas, complaints, technical articles, go-fast tips, anything. Each contribution will be handled with objectivity and acted upon appropriately. Most contributions will appear in the newsletter.

I have opened a bank account to allow me to cash the registration checks made out to AMYA. Since I am 65 in Massachusetts, there are no fees or minimum balance, which is important to this low budget

operation. Our balance was an astounding \$87 before this newsletter was printed and mailed.

Chuck Winder
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THIS SPACE COULD BE YOURS
FOR
ADVERTISEMENTS
OR
ANNOUNCEMENTS

**Circulation of this issue is ~150 and we plan on growth.
Cost will be small to help fund this none-profit
newsletter.**

Contact Chuck Winder, 617 631 6727 or chuck w88@msn.com

Future articles in the CR 914 NEWS

The following is a list of articles that are 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.

--914 spec changes

- history of the class
- battery management
- battery charging systems
- salt water defenses
- skipper conduct at races
- Class measurement certificate
- rigging windage drag
- race rule topics
- 58 knot AC boat

CR 914 DIRECTORY

The CR 914 Directory is included with this issue of the Newsletter. I hope it is useful and informative for you. My plan is to send one each year so you can all know who is a registered owner. If you see errors, don't be surprised; tell me about them so I can fix them.

The owner survey will help me get the Directory into shape.

Also, my cross check of the AMYA shows that about 40 of the owners in the Directory are not paid up for 1996? If you are one of those, you are still welcome to receive the Newsletter and keep up with what the class is trying to do.

MINUTES

CR 914 Class Meeting

6 PM, September 21

A Class meeting was held at the Nationals prior to the banquet on Saturday.

The meeting was in the form of a round table discussion (even though the table was square). The result was dialogue which defined the direction these owners want the Class to take.

As registered owners, you are all asked to comment on these meeting minutes on the "Owners Survey" which is included with this newsletter.

The following is a list summarizing our discussion:

a) It was agreed that when mailings are done to communicate with owners, a

For this class to prosper requires that every member contribute.

charge for postage and printing would be appropriate.

b) The class should study the use of the Internet as a format for communication.

c) Provide detailed interpretations of the rules to explain legality of such things as cleats versus bowsies.

d) Put in the Rules that a race organizer may obtain exceptions to the rules to be included in the Sailing Instructions by getting the approval of the Class Secretary.

e) The meeting attendees donated \$85 toward funding mail expenses for communication with owners.

f) The change to a Class Owners Association (COA) should be studied.

g) It was agreed that the class does not require a "Technical Committee" since

we are a one design class.

h) Consider requiring boats to be reregistered each year with an appropriate fee to pay for class expenses. The fee to go directly to the class secretary.

i) The group felt that in these early years of class development, we should be flexible relative to entrance requirements to the Nationals and other regattas.

An example was a report that an owner had not come to these nationals because he had colored sails. (The specs require white sails.)

The consensus was, that in this case, he should have been allowed to compete. The color of sails does not effect boat speed but when he needs new sails he must change to white.

However, no flexibility can be tolerated that violates the spirit of our one design class or that improves boat speed.

j) We need larger sail numbers. The specs currently require 2 1/4 inch high letters. At this regatta the boats were often distant enough that binoculars had to be used by race officials. Some have suggested 3 inches.

k) It was agreed to use the US mail as a vehicle to change class rules.

I will assign priorities to the above list and take appropriate action.

CW

SAIL PLAN

Sail plan specifications in the current CR 914 Rules are uninterpretable. Only the application of rule 13.20, "templates" using "the old AG sails", makes existing sails legal.

Rule 13.19 defines a different and smaller sail plan.

If you plan on making new sails, use an AG sail as a pattern.

I am working on revisions of the sail plan specs to eliminate the ambiguity and will submit it for vote as soon as I can. The objective of the revisions is to make the stock AG sails legal and provide a firm basis for control of the sail plan in the future.

THANK YOU FROM WORTH MARINE

We at Worth Marine want to thank all the CR 914 owners for their support. Our hope is that there are more boats racing next year. We are always willing to help with any of your model boating needs. We are avid enthusiasts of model boat racing with the good fortune of making our living in the sport we love.

Sincerely,
Greg and Larry

CR 914 "NEW FLEET" PACKAGE

There are about 900 CR 914 owners in this country who are not registered with our Class or AMYA. They probably do not enjoy the benefits of an organized club and a racing program.

These owners are a source of growth for the class. To tap this resource I am working on a package of material to be given to owners who have an interest in starting a CR 914 fleet.

The package will consist of the kind of things that I had to find, create, learn about and buy to get our Marblehead program going. To give an idea of what the package will consist of, the table of contents is printed below.

TABLE OF CONTENTS

INTRODUCTION

A. MEMBERSHIP

1. American Model Yachting Association (AMYA) Application
2. CR 914 Registration Form
3. Local club membership application (sample)
4. CR 914 Class Directory
5. AMYA Fleet sanction requirements
6. Region Directors

B. RACING TOOLS

1. "Key Model Yacht Racing Rules"
2. Sailing Instructions
3. Race Results tables
4. Completed set of race result sheets
5. Place sheet
6. Race Results table

7. Series Results table
8. Start tape information

C. ADMINISTRATION

1. Local Membership Directory
2. Channel Assignment Sheet
3. List of channels available for sailing
4. Marblehead Seasons Schedule
5. Class Notebook Cover and Spine plus a binder recommendation
6. MYC CR 914 Awards Banquet announcement as a sample

D. PROMOTION of the class

1. The "Join Us" handout
2. Local News Releases
3. Hands on Sail Demonstrations

What I need from all of you owners is ideas about how to help start new fleets and improve existing fleets. Give it some serious thought and tell me what you know.

Chuck

1996 CR 914 OWNER SURVEY and NEWSLETTER SUBSCRIPTION

Note: If you have no interest in participating in the kind of class activity conveyed in the CR 914 NEWS, please tell us so that we don't annoy you with further mailings. **NO, I HAVE NO INTEREST.** (Please circle and return this mailer to me.)

w, Yes! Please include me in the CR 914 Directory. The information you provide here will help guide the future direction of the class. This information will also allow a cross check of the Directory data base for accuracy, changes of address, typos, etc.. This survey gives us an opportunity to get the records up to date. The plan is to send every owner an updated Directory.

Please Print

Name: _____ Home Phone: _____
 Work Phone: _____
 Address: _____ *Email: _____
 City: _____ State: _____ ZIP: _____ AMYA NO. _____
 Occupation _____ Birth date _____
 Sail No. _____ Hull Color _____ Channel/Freq. _____ Alt. Channel _____
 Your model yacht club name _____ AMYA Charter No. _____

* If you use email can you be a local email depot for other owners in your area who do not do email? YES ___ NO ___
 If yes, please send me the names of the 914 owners you can service. The goal is to have all owners connected by email. Cheap and fast! Using email, I will be able to send timely news to a long list of owners at very small labor and expense.

BOAT DATA

Date Purchased ___/___/___ Kit or complete?(circle answer) If complete, who built it? _____

Hull finish (painted, or sanded and polished ABS) _____

Sails, stock kit or other _____	made by _____	material _____	Satisfied with performance? _____
Radio, make and model _____			_____
Sail servo, make and model _____			_____
Rudder servo, make and model _____			_____

	Alkaline, NiCd or NiMH	mAhr capacity	No. of cells/size (AA or ?)
Transmitter batteries	_____	_____	<u>8 / AA</u>
Receiver batteries	_____	_____	_____

IMPORTANT Please give us your constructive comments and recommendations to help improve the class organization, the class rules and specifications, boat quality, etc. Your input will shape the direction the class will take in the future. Do not limit your comments to the space on this sheet. Add as many sheets as you need to send your message. They can all be mailed with this mailer. Note: You can send up to six 8 1/2 by 11 sheets for the same 32 cents postage.

Date _____

Signature _____

Describe any improvements that you have made to your boat for: 1) Performance, 2) Salt water survival, 3) Other? We are looking for experience that other owners can benefit from without everyone "reinventing the wheel". Your input will be combined with everyone else's and published in the newsletter. Add as many sheets as you need to send your message. They can all be mailed with this mailer. Note: You can send up to six 8 ½ by 11 sheets for the same 32 cents postage.

FOLD IN THIRDS AND TAPE TO RETURN TO ME (Tape is better than staples in US mail machines)

**Chuck Winder
19 Robert Road
Marblehead, MA 01945**

SUBSCRIPTION to the CR 914 NEWS

YES, I want to subscribe. **NO**, I don't want a newsletter (*circle one*)

YES, I would like to receive my newsletter via email. Or, **NO**, I can't. (*circle one*)

One way to reduce costs of a newsletter would be to send it via email. There may be problems since I am currently using MS Publisher 2.0, which email doesn't do at this time. If there is a demand, I will find a way to do it.

Send \$10.00 check payable to "914 News/C. Winder"

CR 914 CLASS DIRECTORY

SORTED BY SAIL NUMBER

Last Name	First Name	Address	City	State	ZIP	Home Phone	AMYA Number	Sail Number	Available Sail Nos.
Gatewood	Mike	43 Cedarcrest Lane	Bradford	MA	01834		8222	000	
Conner	Budd	PO Box 148	W.Southport	ME	04576	(207)633 3296	401	00	
Conner	Budd	PO Box 148	W.Southport	ME	04576	(207)633 3296	401	0	
Conner	Budd	PO Box 148	W.Southport	ME	04576	(207)633 3296	401	1	
Conner	Budd	PO Box 148	W.Southport	ME	04576	(207)633 3296	401	2	
Haines	George	8 Barberry Lane	Madison	CT	06443	(203)421 4196	8205	3	
Guertin	Paul	105 Beacon St.	Marblehead	MA	01945	(617)631 7130	8240	4	
Ginter	Don	68 West St.	Middlefield	CT	06455	(203)349 3249	8287	5	
Langdon	Jeff	6 Devon Ave.	Beverly	MA	01915	(508)927 6796	8290	6	
Kavs	Sasha	26 Hoyt Dr.	Chelmsford	MA	01826	508 250 8353	8276F	7	
Snow	John	78 E. Orchard St.	Marblehead	MA	01945	(617) 631 4203	3862	8	
Rayfield	Allen	4 Crowninshield Rd.	Marblehead	MA	01945	(617)631 9579	8294	9	
Morrell	Daniel S.	2562 Golfers Ridge Rd.	Annapolis	MD	21401	(310)266 5659	8310	10	
LeBlanc	JR	C-1 Stillwell Dr.	Salem	MA	01970	(508) 745 3659	4873	11	
Rutledge	Gerald	23 Navajo Lane	Los Lunas	NM	87031	(505)865 3885	8331	12	
Frazier	Joseph	924 LaCharles Dr., NE	Albuquerque	NM	87112	(505)298 0313	7698	13	
Park	Doug	3 Fort Sewell Ter.	Marblehead	MA	01945	(617) 631 9539	8332F	14	
McManus	Tom	24 Foster St.	Marblehead	MA	01945		8526	15	
McManus	Tom	24 Foster St.	Marblehead	MA	01945		8526	16	
O'Reilly	Kevin	1 Beacon Hill Rd.	Marblehead	MA	01945	(617) 639 2672	8330	17	
Robertson	Harry	2793 Shellwick Ct.	Columbus	OH	43235	(614)457 1185		18	
Kriechel	Bernhard	4401 Morris St. NE	Albuquerque	NM	87101	(505)292 5559	8399	19	
Patrick	J. Dixon	1523 Willy-Knight NE	Albuquerque	NM	87112	(505)293 4796	8569	20	
Rotolo	Victor A.	1909 Whitewater Dr., NE	Rio Rancho	NM	87124	(505)867 5609	8316F	21	
Andreson	John	2471 Crestview Dr.	Newport	CA	92663		4920	22	
White	Joel	85 Humphrey St.	Marblehead	MA	01945	(617)631 4429	6473	23	
Bloom	Donald D.	Box 181310	Coronado	CA	92178	(619)437 8445	7417	24	
Bloom	Courtney	401 Mars	Altus	OK	73521	405 477 2319	8559	25	
Williams	Eric J	10117 Mathew Ave., NE	Albuquerque	NM	87112	505 291 9645	8578	26	
Peacock	Rose	468 Walden Way	Dayton	OH	45440		3084F	27	
Peacock	Donald	468 Walden Way	Dayton	OH	45440	(937)427 1088	3084F	28	
Kriesel, Jr.	Elmer	5303 Waither Avenue	Baltimore	MD	21214		8588	29	
Myers	Rick	6 1/2 Glover Sq.	Marblehead	MA	01945	(617)631 2155	9189	30	
McGuire	David E.	35 Denison Street	Boston	MA	02119	(617)442 6454	8954	31	
Lawson	Frank	269 Mill St.	Rockport	ME	04856	f207 594 7885	8856	32	
Nyffenegger	Marcel	9 Togan Way	Marblehead	MA	01945	(617)639 3087	9206	33	
Rotolo	Suzette A.	1909 Whitewater Dr.	Rio Rancho	NM	87124	505 867 5609	8316F	34	
Myers	Rick	6 1/2 Glover Sq.	Marblehead	MA	01945	(617)639 2155	9189	35	
Vandewalle	Mark	97A Main Street	Wenham	MA	01984	508 468 0219	9222	36	37
Sigmond, Jr.	Leif R.	120 E. 62nd St., Apt. 4A	New York	NY	10021	(912)826 3604	9192	38	
Lynch	Tim	33 Russell Street, Apt. 3	Marblehead	MA	01945	(617)631 5419		39	
Naff	Ric	8117 Bay Street	Frisco	TX	75034	214 335 1177	9179	40	
Bronstein	Ken	501 79th Street, Apt. 4E	New York	NY	10021	(212)535 7425	9243	41	
San Antonio	Joseph	12 South Main St	Derry	NH	03038	(603)434 8505	6004	42	
Burbeck	Joe	11 Stonycrest Road	Rye	NY	10580	(914)967 1504		43	
Colcord	Kevin	135 Galloupes Point Rd.	Swampscott	MA	01907	617 593 8651	8317	44	

Last Name	First Name	Address	City	State	ZIP	Home Phone	AMYA Number	Sail Number	Available Sail Nos.
Hintlian	John	25 Calumet Road	Winchester	MA	01890	617 729 3749		65	
Sweetser	Peter	50 Beechtree Drive	Larchmont	NY	10538	(914)834 4058	9220	66	67
Camicelli	Peter	68R Pond Street	Marblehead	MA	01945	617 631 8559	9291J	68	69,70
Seamans	Donald	5 Harbor View Ave.	Marblehead	MA	01945	(617)631 4549	8348	71	72-75
Peter	Ralph	5905 10th. Avenue S.	Minneapolis	MN	55417	612 869 5856	8570	76	
Johnson	Tony	80 Florence Drive	Excelsior	MN	55331	(612)474 9715	8002	77	78-79
Laird	Rick	17 Milton St.	Malden	MA	02148	(617)321 2993	8952	80	81
Bottemiller	Charles	7701 Laurel Ave.	Golden Valley	MN	55426	612 542 9516		82	83-87
Winder	Chuck	19 Robert Rd.	Marblehead	MA	01945	(617)631 6727	8976	88	89-90
Van Dell	Jack	13783 Wellington Terr.	Wellington	FL	33414		none	91	92-95
Rose	David	8015 Lakeshore Drive	Miller Beach	IN	46403	(219)938 8888	9234	96	97
Kevin	Dooley	147 Sylvan Street, 20B	Danvers	MA	01923	(508)777 6621	9249J	98	
Scheiber	James	2861 Glenwood NW	Albuquerque	NM	87107	505 345 9351	8318	99	
Schmid	Robb	5530 Malabue Dr.	Edina	MN	55436		7736	100	
Soul	Jimmy	28 Prospect St.	Marblehead	MA	01945	(617)631 9149	8297	101	102,103
Seiden	Robert M.	39 Randy Lane	Plainview	NY	11803	(516)822 4978	9224	104	105-110
Parker	Ed	65 Washington St.	Marblehead	MA	01945	(617) 631 3720	8296	111	
Kavs Jr.	Alek	27 Hoyt Dr.	Chelmsford	MA	01826		8276F	112	
Reinhart	Graham	32 Orme Street	Marblehead	MA	01945	617 631 7480	none	113	114-116
Sullivan	Jack	33 Rustic Road	East Walpole	MA	02032		2808	117	118-122
Albertson	Hans	7810 Carriage Lane	Chestertown	MD	21620	410 778 0205	9135	123	124-146
McManus	Linda	147 Front Street	Marblehead	MA	01945	617 631 5197	8944	147	148-170
Frauenzimmer	Richard	5341 Danza Plaza	Yorba Linda	CA	92686	714 870 1040	4433F	171	172-180
Worth	Greg	6 Village Street	Marblehead	MA	01945	617 639 1835	6521F	181	182-193
Swanson	Daniel	4840 Mount Helix Dr.	La Mesa	CA	91941		7814	194	195-202
Boyle	Jim	187 Atlantic Ave.	Marblehead	MA	01945	(617)639 2337	8922	203	204-222
Derfall	Art	153 Lexington Rd.	Lincoln	MA	01773	(617)259 0802	8283	223	224-332
Knight	Mike	14 Rock Rimon Road	N. Hampton	NH	03862		8345	333	334-340
Frank	Bill	774 Lower Colonial Drive	Saint Paul	MN	55112	612 457 1364	9208	341	342-384
LeBlanc	George	17 Mello Parkway	Danvers	MA	01923	(508) 774 4027	8323	385	386-425
Gaspar	Rene	39-11 204th St.	Bayside	NY	11361	718 428 6797	8204	426	427-430
Murphy	Francis	85 Federal St.	Salem	MA	01970	(508) 741 0005	8291	431	432-500
Schwartz	Eric	18 State St. #3R	Marblehead	MA	01945	(617)631 7733	8698	501	
Petnia	William	935 Bobcat Blvd. NE	Albuquerque	NM	87122	(505)856 1365	8806	502	
Lenahan	James	101 Gerstley Road	Hatboro	PA	19040	215 675 2416	8833	503	
Alician	David	94 Cedar Island Dr.	Brick	NJ	08723	908 477 6349	8813J	504	
McClellan	Gary	7812 Bay Shore Court	Fort Worth	TX	76179	817 236 2832	none	505	
Benjamin	Mike	3702 North Madison	Tacoma	WA	98407	206 759 5610	8808	506	
Flint	Roger	10132 Harrison Road	Bloomington	MN	55437	612 835 9912	8924	507	
Cooke	Geoffrey	11311 Ewing Circle, S.	Bloomington	MN	55431	612 884 4871	8227	508	
Kammerer	Allan	319 Forepeak Avenue	Beachwood	NJ	08722	908 240 3549	8865	509	
Kammerer	Kris	319 Forepeak Avenue	Beachwood	NJ	08722	909 240 3549	8866	510	
Kruse	Pete	23335 Caminito Marcial	Laguna Hills	CA	92653	714 830 2764	3221	511	
Mazzetti	Gainluca	220 Sunrise Av., Suite 210	Palm Beach	FL	33480	407 881 7802	8858	512	
Vizanko	Steven	11511 K-Tel Drive	Minnatoka	MN	55343		8934F	513	
Gannon	Mark	1471 Raddcliff Lane	Aurora	IL	60504	708 851 5622	8968	514	
Kramer	Stuart	9314 Aron Chapel Road	Great Falls	VA	22066		none	515	
Vizanko	Steven	11511 K-Tel Drive	Minnatoka	MN	55343		8934F	516	
Horne	John						7592	517	
Cambell	Brian	133 East 26th Avenue	Vancouver	BC	U5V-2G8	604 875 0114	7801	518	519-566

SAIL NUMBERS AND CLASS INSIGNIA

The CR 914 rules state that the Class Secretary will supply class numbers and insignia. (Rule 13.14.)

The \$2.00 one time boat registration fee prohibits supplying them. The AMYA Chandlery charges \$5.00 for 3 inch numbers.

Based on a quick review of the AMYA Handbook, no other class in the AMYA supplies numbers or insignias.

This Class Secretary will assign sail numbers, not supply them or the insignia. I will be proposing changes to the rules to that effect.

You are on your own. Model shops and catalog houses offer numbers. You will have to create your own insignia if you want a "stick-on" type.

Many people use a fine point laundry marker and make their own simple templates. Experiment with your template to make sure your method will not bleed. Laundry marker does not add weight or stiffness to your sails.

It is probable that the sail number size will be increased to 3 inches high from 2 1/4 inches. (see "Minutes", page 5.) I recommend you use 3 inch numbers in anticipation of that rule change. No boat will be disqualified because of the size of its numbers.

SAIL CLOTH

Rick Martin, third at the 1996 Nationals using AG sails, has raised an interesting issue. (Bless him, he used the Owners Survey handed out at the nationals. That's what it is for.)

Careful reading of 13.2 in the latest rules shows that there is considerable freedom in the choice of sail material; "rip-stop Nylon or any type of polyester material, (Mylar), or laminates". This means that sails not made by AG are legal. (Note, however, that the above quoted excerpt of the rules was inserted with good intentions, but without a vote by the owners.)

Greg Worth tells me that early kits came with rip-stop nylon and the latest kits from AG have rip-stop polyester (Dacron?). My measurements of cloth thickness showed that the early AG sails averaged .0035 inches thick and the more recent sails average .0023 inches thick. Intuition tells me that thinner is better, but who knows for sure?

Worth Marine tells us that the early nylon sails rip-stop pattern had a single line. The later polyester sails have a double line rip-stop pattern.

So, if you are interested, you can tell which sail material you have.

Worth Marine is making a sail of mylar laminated with a white scrim. The thickness averages .0019 inches and the sail plan is the same as the kit sails. They appear to be fast with seven of the top nine boats at the Nationals using them. Third and fourth place boats used sails from the AG kit.

So what have we learned about the rules about sails?

1.) Anyone can make new sails out of a wide range of material of any thickness.

2.) We probably have little control over what sails AG chooses to make.

Think about it, owners, and tell me what you think. Should the class rules be changed to control the weight or thickness of sail material?

SUPPORT YOUR CLASS

(continued from page 12)

My time, the computer and the software is free.

However, this inaugural issue cost us a little less. Worth Marine provided the postage. With the \$85 donated at the meeting at the nationals, we break even with the class coffers now empty.

Future issues of the Newsletter may be smaller though it is cost effective for us to send twelve pages. Postage for up to twelve pages (printed two-sided) is \$0.32. This newsletter was limited to the optimum size of twelve pages.

Once a year we will send a Class Directory to all members.

MY PROPOSAL

Subscribe to the "CR 914 NEWS" to fund the newsletter and to fund promotion of the class. I propose \$10.00 as the price for the first subscription.

For your \$10 you will get:

a) This newsletter,
b) My objective is to make the Newsletter monthly. You will get some unknown number of newsletters for your \$10. There may be more than you expect if we can find ways to cut costs.

Promote subscriptions by your fellow skippers if you want to support the class organization and get a newsletter. Have your club subscribe for their library of newsletters.

c) The size of the newsletters will vary according to how much material is received from you owners.

d) The newsletter mailings will include other things such as discussion and ballots for improvement of our class rules.

e) Your editor reserves the right to send newsletters to non-subscribers he believes will benefit the class through growth or in any other way.

I could go on, but it would get even more boring. I rest my case. You either get my point and agree, or you don't.

Your Class Secretary and Editor

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. (see page 6)

OWNER SURVEY

FINANCING THE

An Owner Survey is included with this Newsletter (page 7&8). It is very important that you fill it out and return it to me. At the nationals there were only five of thirteen responses to a similar survey. Disappointing.

It is as easy as I can make it without filling it out for you. When you are done (and use as many sheets as you need to send me a message), simply fold the thing in thirds, staple it and put a stamp on it! That's it.

Why is it important?

1. When you register your boat that is the last entry in the directory for you and your boat. If your address changes or any thing else, there is no way I know about the changes.

2. Most important is that I get from you what you want from the class organization. Without your input, I will make it up on my own and that might not be what you want. So think about it and then tell me on the Survey. If you have any ideas after you send in the survey, write, call or email me. Help me run this class to your advantage.

The results of the survey will update the Directory. Your comments, gripes, ideas, all your input, will be analyzed and the results fed back to you in future Newsletters. You will also effect the Rules changes required to keep our class on track

“SUPPORTING THE CR 914 CLASS” would be a more accurate header. The total income for the Class Secretary to run the class is a one time fee of \$2.00 for each boat registered! The return mail is \$0.32 for postage plus an envelope, etc., simply to send the assigned sail number.

The cost for postage and printing (copied at “Staples”) for what I am sending to you this time is about \$0.90 each. That amounts to \$126 to send it to everyone who I want to get a copy this time.

(continued on page 11)

CR 914 NEWS

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