

❖ CR 914 NEWS ❖

Issue 12

MAY - JUNE 1998

1998 CR 914 Region 2 and 3 Championship Regatta at Annapolis, MD June 27 & 28, 1998 Sponsored by the Chesapeake Bay Model Racing Association

This is the first Regional Regatta hosted by the new and growing CBMRA. The venue may be the Capitol Reflecting Pool, Washington DC., an excellent venue for the event.

Request an info package and racing circular from:

Mark J. Zurmuhlen,
2213 12th Place, NW
Washington, DC 20009-4405
(202)483 9177
mjz@bellatlantic.net



Photo by Chuck Winder

REDD'S POND Springtime, taken from Pond Street

1998 CR 914 3rd Region 1 Regatta at Redd's Pond Marblehead, MA June 27, 28, 1998

This regatta provides an opportunity to train at Redd's Pond in preparation for the Nationals in September.

Enter Early-Reserve your radio channel Registration - Noon, June 27 at Redd's Pond

Eligibility - Must be a registered CR 914 owner and AMYA, Join at pond.

Entrance Fee - \$15 includes lunch at the pond Sunday

Accommodations - E-mail, call or write:
Chuck Winder
19 Robert Rd.
Marblehead, MA
(781)631 6727
chuckw88@msn.com

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Class Secretary's Report

Registration's This month there are 365 boats registered versus 350 in February. Registrations have been great these past months probably due in part to Greg Worth's boat show tour.

| MONTH | New Members |
|-----------------|-------------|
| May/June, 98 | 15 |
| March/April, 98 | 36 |
| Jan/Feb., 98 | 84 |
| Nov./Dec., 97 | 44 |
| Sept./Oct., 97 | 17 |
| July/August, 97 | 10 |

The big numbers in Jan/Feb. were due to the "Worth Bonus". For a short time Greg paid to have a buyer automatically registered when he purchased the boat. Many of those owners are active but many I have never heard from.

(Continued on page 2)

1998 CR 914 NATIONAL CHAMPIONSHIPS at Marblehead, MA September 12 and 13

The Marblehead Model Yacht Club will host the nationals at historic Redd's Pond in Marblehead, MA. Marblehead is a scenic vacation destination with a large harbor with almost 2000 full scale boats.

The Marblehead area has an extremely busy tourist season starting in September and building to a peak in October. It is a good idea to have your reservations in as early as you can. Rooms should be available at the Boston YC and the B&B's in town. There are no hotels or motels in Marblehead.

If you intend to come and race, ask me for a regatta package which is in preparation now. When it's done it will be sent to you.

Chuck Winder
19 Robert Rd.
Marblehead, MA
(781)631 6727
chuckw88@msn.com

(Secretary's Report continued from page 1)
Currently, about 210 owners subscribe to the NEWS.

Class Rules results and discussion have taken up a large portion of the copy space in this issue. Hopefully that is over for a long time now.

Photo Quality in the NEWS

We now have installed an Iomega Zip Drive to allow us to take the NEWS file to an outside printer for better pictures and copy quality. The NEWS file is too large for floppies. This issue does not have enough photos to justify the added expense. Maybe next issue. Send your worthy photos.

Chuck Winder

FLEET NEWS

Big Dog Yacht Club New Jersey Shore

Many of the sailors in the Toms River/ Island Heights Fleet are from Philadelphia. The model club, Big Dog YC, is an off shoot of big boat racers from local yacht clubs.

They don't have an organized schedule yet because many boats are bought but not yet built (8 of 30). There is progress on that front.

If you are headed to the shore contact:
Bill Murphey
(908)288 1926 or
wmurphey@ihyc.com.

Bill's boat is named "Radio Active" and has sail number 239 after the radioactive isotope of Plutonium.

Chesapeake Bay Model Racing Association

Summer racing has moved to 6 PM Friday evenings at the Annapolis YC. It is called the "Aestivation Series". (Use your dictionary.)

They also race every 3rd Saturday at 11 AM at the Capitol Reflecting Pool in Washington DC.

Contact Mark Zurmuhlen at (202) 483-9177 or mjz@bellatlantic.net

CR 914 Micro Whitbread Race, May 1 and 2

Hank Buchanan, LMYC, raced and sent an excellent two page report planned for next issue. Some of the highlights were:

- CR 914 Micro Whitbread Race was sponsored by Worth Marine and CBMRA.
- It was part of the festivities for the famous round-the-world Whitbread Race which started its second last leg from Annapolis on May 3.
- The creative boat graphics of the local fleet were outstanding.
- Light winds and occasional light rain prevailed.
- Tucker Thompson and Mark Zurmuhlen

were race directors giving color commentary to the numerous spectators.

Cottage Park Yacht Club Winthrop, MA

The club is another big boat club whose members have discovered the fun and challenge of racing CR 914's. Many of the owners are big boat drivers of considerable talent and it shows on the race course.

Ten boats sailed in CPYC's first official regatta held on Memorial Day. The racing venue in front of the club features a view of the Boston skyline. Sailing in saltwater, the ten foot tides introduce the additional element of current to the racing.

At times the wind strength was at the upper limit for the boats. The result was a certain amount of attrition from wet electronics and some gear failure. But everyone had a good time. The regatta ended with a dinner and awards ceremony.

Racing is Sunday at 5 PM and Thursday at 5 PM.

Contact is: Mike Gahan, (617)846 1776 or, hubbleg@aol.com

New Bedford Yacht Club Dartmouth, MA

Joey Mello, at 16 years old, is the local fleet organizer and a dealer for Worth Marine. He sends the following report:

There are about 12 boats in our area. During the winter racing we averaged 7 boats. Our racing is pretty informal right now.

We race Sundays 10 to 12 during the winter and 6 to 8 in the summer. The racing, for the most part is, close, leads are traded often and there are a lot of cries of joy in a tight finish. On most occasions the rules are followed and circles are done and there are no protests or judges so majority rules.

We've had one spring series in which five

(Continued on page 3)

(Fleet News continued from page 2)

boats raced everyday and we averaged about nine heats a day and nine days of racing. The scores were:

1. Joey Mello 40 points
2. Dan Oliver 70
3. Dick Hitchcock 71
4. Joe Mello 74
5. Gary Leduc 94

We sail in the harbor off the New Bedford Yacht Club docks. We sail in all conditions from gusts of 25 knots to temperatures so cold that the water freezes on the boats. I have totally buried my sails in the water, a knock down, and amazingly still won the race (after the boat got up a few seconds later).

Gary Leduc hit the dock on a full plane in about 15 to 20 knots and broke his boat in half. He was sailing the next week using the same repaired hull.

There has been some talk about inviting Marblehead down for some team racing but there are some things to be worked out.

One thing of interest is the 30 by 85 foot pool that we have to run races for such things as to raise money for the cancer society.

Joey Mello
(508)636 3700
jsail700@aol.com

Duke City Model YC Albuquerque, NM

The club was one of the first to race the CR 914. Three early owners made up the first twenty owners required to gain class recognition by the AMYA.

The club now has nine boats. To my knowledge there are no other organized 914 fleets further west than this club.
Local contacts:
Bill Petynia, (505)856 1365,
bpetynia@compuserve.com
Joe Frasier, (505)298 0313,
fra2422@swcp.com.

(Continued on page 4)

BATTERY MANAGEMENT

HIGH CAPACITY ALKALINE BATTERY TECHNOLOGY

A local daily newspaper had an article recently about new technology alkaline batteries with much longer life. The article further stated that cost would be the same. Calls were made to two battery manufacturers and four batteries were tested.

Eveready Energizer (800 383 7323)

The phone representative said that their new battery, "Advance Formula", will have 20% better capacity than previous Energizers. She said they would be shipped to the market in August 1998.

Duracell "Ultra" (800 551 2355)

The Ultra is the new technology battery and were available at a local pharmacy, \$5.39 for four AA cells. There was no technical data on the package.

Three different calls were made and each time a different representative was consulted. Each gave a little more information which is summarized below:

- Capacity specification of the "Ultra". will be the same as previous alkalines. Two of the representatives stated that capacity is 2850 mAh (wow!) if the battery is discharged to 0.8 volts per cell (3.2 volts for a four cell pack) under an unspecified load.
- If used in "high tech" applications, the capacity will be as much as 50% more?
- "High tech" was defined as applications where battery life is less than 4 hours.
- Ultra has lower internal resistance, which means higher voltage at a given load.

These claims seemed remarkable when compared to other available data. It was decided to test some batteries.

TEST RESULTS

Four Ultra cells were tested as a boat receiver pack by installing them in the plastic battery box. They were then discharged using the CR 914 Lab charger/cycler which will load a battery with a

fixed load. When the loaded battery voltage drops to a set value, as the battery is discharged, the test stops. The capacity is shown in mAh. The test results were:

Capacity, using a 300 mA load. Experience has shown that the average load on the CR 914 boat batteries is 200-300 mA.

- 1250 mAh, discharged to 4 volts
- 1602 mAh, discharged to 3 volts (Duracell claimed 2850 mAh?)

For comparison, four new Kodak Supralife cells (old technology) tested in Nov. 1996 had a capacity of 1105 and 1673 mAh, respectively. That is judged to be no significant difference.

Voltage under load

Under a load equivalent to a stalled sail servo (1.0 amp) the Ultra batteries delivered less voltage than NiCd or NiMH batteries would have. The sail servo will be weaker using the Ultra.

No load voltage

- New batteries - 6.44 volts
 - Fully discharged batteries - ~5 volts!
- Even though the no load voltage was 5 volts, these batteries would not have operated the boat.

CONCLUSION

Based on one test of four new technology batteries, there appears to be no advantage for CR 914 use. The claims made by the Eveready phone representatives were not substantiated by the tests. The new batteries seem to perform similarly to so called old technology batteries.

Compared to rechargeable batteries, sail servo strength will be less using alkaline batteries, new or old technology.

RECOMMENDATION

Do not pay more for new technology alkaline batteries until there is additional data to say there is an advantage.

(Fleet News Continued from page 3)

Edgewater YC
Cleveland, OH

Susan Crawford and Brian Lui have just started the newest CR 914 group at EYC on Cleveland's Lake Erie waterfront. They have five boats built or building. Contact Susan at (216)261 9922 or, Brian at (440) 946 9731

Larchmont MYC
Larchmont, NY

After a full season of frostbiting, the warm weather racing is on Wednesday's at 6:45 PM. The next big event for LMYC will be during LYC Race Week. Last years was a great success.

Contact is: "Buttons" Padin, (914)834 5476 or, erpadin@aol.com

Marblehead MYC
Marblehead, MA

The summer racing at Redd's Pond is almost every Sunday at 10 AM and every Thursday at 6 PM.

Contact is: Chuck Winder, (781)631 6727 or, chuckw88@msn.com

**OWNERS WHO VOTED
ON THE CLASS RULES**

| No. | Last Name | First Name | Sail No. | State | No. | Last Name | First Name | Sail No. | State |
|-----|-------------|------------|----------|-------|-----|---------------|------------|----------|-------|
| 1 | Wild | Don | 67 | CT | 33 | Scott | Edward | 420 | MD |
| 2 | Phillips | Randy | 81 | GA | 34 | Thompson | Tucker | 410 | MD |
| 3 | Arnold, Jr. | David | 462 | MA | 35 | Weaver | Tom | 711 | MD |
| 4 | Brown | Hatch | 217 | MA | 36 | Zurmuhlen | Mark | 881 | MD |
| 5 | Dooley | Kevin | 97 | MA | 37 | Dow | Michael | 187 | MI |
| 6 | Gerace | Anthony | 999 | MA | 38 | Johnson | Tony | 77 | MN |
| 7 | Goodwin | Standley | 141 | MA | 39 | Sagerholm | F. N. | 408 | NJ |
| 8 | Hardy, Jr. | Ernest | 830 | MA | 40 | Boebert | Earl | 8 | NM |
| 9 | Hitchcock | Richard | 208 | MA | 41 | Boebert | Judy | 26 | NM |
| 10 | Kavs | Sasha | 7 | MA | 42 | D'Antoni | Sergio | 70 | NM |
| 11 | Lull | Wendy | 753 | MA | 43 | Frasier | Joe | 13 | NM |
| 12 | Martin, Jr | Ben | 624 | MA | 44 | Petynia | William | 90 | NM |
| 13 | Mello | Joey | 520 | MA | 45 | Rotolo | Victor | 21 | NM |
| 14 | Meyers | Rick | 30 | MA | 46 | Scheibner | James | 99 | NM |
| 15 | Nyffenegger | Marcel | 33 | MA | 47 | Burbeck | Joe | 374 | NY |
| 16 | Siefert | Norm | 107 | MA | 48 | Fletcher | Hugh | 383 | NY |
| 17 | Venegas | Jose | 222 | MA | 49 | Hodgson | W. John | 371 | NY |
| 18 | Winder | Chuck | 888 | MA | 50 | McMichael | Howard | 368 | NY |
| 19 | Brelsford | David | 93 | MD | 51 | Padin | Buttons | 378 | NY |
| 20 | Brown | Gary | 126 | MD | 52 | Seiden | Bob | 104 | NY |
| 21 | Copley | Ben | 153 | MD | 53 | Sweetser | Peter | 66 | NY |
| 22 | Dunning | Harry | 212 | MD | 54 | Wendell, II | Willis | 53 | NY |
| 23 | Hughes | Jennifer | 240 | MD | 55 | Wullschlegler | Sears | 376 | NY |
| 24 | Hughes | Andrew | 987 | MD | 56 | Lui | Brian | 555 | OH |
| 25 | Jenkins | William | 209 | MD | 57 | Peacock | Donald | 28 | OH |
| 26 | Johnson | Tyler | 444 | MD | 58 | Ruddy | Michael | 272 | OH |
| 27 | Johnson | Fennimore | 778 | MD | 59 | Richards | George | 142 | PA |
| 28 | Kremin | Michael | 811 | MD | 60 | Richards | Lucy | 143 | PA |
| 29 | Moore | Jason | 214 | MD | 61 | Brown | Ernest | 43 | VA |
| 30 | Oberg | Bob | 313 | MD | 62 | Mairs | Lee | 278 | VA |
| 31 | Price | Michael | 121 | MD | 63 | Wolcott, Jr. | Edward | 714 | VA |
| 32 | Sagerholm | James | 269 | MD | 64 | Martin | Rick | 808 | WA |

Futaba Sail Servo Failure

The Futaba S-3801 sail servo failed in my #888. The arm froze in one position. It had been working somewhat sluggishly for several races.

The S-3801 had been installed to benefit from its higher strength and its advertised water-resistance.

With the servo in hand and the power off, the resistance to moving the arm was much higher than normal. Therefore, the problem was mechanical, not electrical.

Disassembly showed: 1) the high resistance was internal to the motor, and 2) the outside of the motor can was badly corroded.

My assumption is that the cause is corrosion products in the small clearance between the rotor and stator of the motor. An effort will be made to repair it, but success is improbable.

It is disappointing that water entered the "water-resistant" housing. A call to Futaba yielded no response.

I have had little water in the boat except one time when the stern drain plug was not in place. That time the boat filled with freshwater and almost sank.

Would dipping servos in wax or something like that be an effective way to improve servo water resistance? Does anyone have any experience that would help us?

Chuck Winder

CR 914 Class Rules

Revised July 15, 1998

(Revisions to the Class Rules are shown in bold italic print in this issue of the NEWS.)

1 GENERAL - CLASS

The **CR 914** is a One-Design class. The Class objective is that the sailing skills of the skipper shall determine who wins races. These rules control yacht performance, cost and simplicity. A yacht violating these rules shall not compete until all violations are corrected.

Unless the class rules specifically permit a modification to the boat as the boat is defined by the kit, an owner shall assume it is not permitted. Interpretations by the Class Secretary of the legality of a modification shall be binding until overruled by a class vote changing the rules.

In these rules the word "shall" means mandatory and "may" means permissive.

Rule 1.1 A skipper *while racing shall not be permitted to have a co-skipper or assistant to help with such things as coaching, tactical advice, wind spotting, etc.* "Racing" is defined as the period from one minute before the start of a heat to the finish of that heat. He may accept any assistance, including the maintenance or repair of his boat, while not racing. *A handicapped skipper may request assistance while racing to be approved by the Regatta Director.*

2 GENERAL - YACHT

- 2.1 The hull, keel fin, lead bulb, rudder, mast, steel mast joiner and booms shall be those provided by the kit manufacturer.
- 2.2 Profile tolerances for keel fin, bulb and rudder shall not exceed +/- 1/16 inch overall from the stock kit parts.
- 2.3 Thickness tolerances for keel fin or rudder must not exceed +/- 1/32 inch overall from the stock kit parts.

3 HULL:

- 3.1 Alterations to the hull shape shall not be permitted. Hull surface imperfections, including the mold seam at the bow, may be removed by sanding and filling or by sanding alone. Final hull finish may be: 1)conventional painting or, 2) sanding and polishing of the ABS hull using no paint.

4 DECK:

- 4.1 The deck shall not be lightened by sanding or substituting another deck. However, the main hatch opening may be squared off for easier access, not to exceed 3 1/8 by 5 1/4 inches.
- 4.2 The two fore deck hatches may be opened for hull access forward of the keel tube. The opening for such hatches shall not exceed the outline molded on the deck (approximately 1 5/8 by 2 1/2 inches).
- 4.3 Hatch cover material and design are optional.
- 4.4 The jib rack eye, jib sheet fairlead, shroud chain plates, back stay eye and mast step, shall be located at the positions defined by the hull molding.
- 4.5 *The shroud chain plates, back stay eye, jib rack eye, jib sheet fairlead and the mast step shall be those provided in the kit or a substitute fitting of equivalent function and similar dimensions.*
- 4.6 *Steering wheels, primary winches and the three forward winches from the kit shall be installed. Winches may be modified to avoid fouling sheets. Bow foot rails are required but design is optional. Deck cleats and the stern hatch cover are optional.*

5 KEEL:

- 5.1 Keel fin position shall not be altered.
- 5.2 Keel fin thickness and profile shall not be altered. Tolerances are given in paragraph 2.0.
- 5.3 Keel fin shall not be modified to change its flexibility or for any other reason.

6 LEAD BULB:

- 6.1 Lead bulb may be filed smooth, sanded, shined or painted. Imperfections may be filled.
- 6.2 Shape shall not be altered. Tolerances are given in paragraph 2.0.
- 6.3 Attachment geometry of the bulb to the fin shall not be altered from that defined by the kit.

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(Continued from page 5)

7 RUDDER:

- 7.1 Rudder position shall not be altered.
- 7.2 Rudder thickness and profile shall not be altered. Tolerances are given in paragraph 2.0.

8 BUMPERS:

- 8.1 A bow bumper is optional.
- 8.2 Maximum bumper size shall be 1/2" fore and aft by 1 1/4" height, measured from the deck down.

9 SPARS:

- 9.1 Mast and boom lengths shall not be altered.
- 9.2 All mast fittings supplied in the kit shall be used (spreaders, jumper strut, gooseneck, vang base and mast head crane). They shall be located within +/- 1/4 inch of the locations specified in the kit instructions.

10 STANDING RIGGING:

- 1 Standing rigging shall be braided non-metallic fiber (such as nylon, polyester, Spectra, Kevlar, etc.) and shall have a minimum thickness of 0.018 inches. Line thickness shall be measured at one location with the line under 2.0 lbs. tension. (If the one thickness measurement is less than the specification, the thickness shall be determined as the average of ten measurements spaced at 2 inches along the line.)
- 10.2 Wire stays and shrouds are prohibited.
- 10.3 Turnbuckles are prohibited.
- 10.4 The shroud and stay clips provided in the kit may be eliminated or substituted.

11 RUNNING RIGGING:

- 11.1 The *common* sheet exit pulley and the sail servo arm pulley may be *modified or substituted. Any modification or substitutions shall have equivalent function and similar dimensions.*
- 11.2 *The main sheet fairlead ring shall have a maximum inside diameter of 0.25 inches. The ring position shall be controlled by an adjustable string bridle as defined by the kit assembly instructions.*
- 11.3 *The method used to attach a sheet to a boom and the method used on a boom to adjust the length of a sheet are optional.*
- 11.4 Boom vang shall be of braided non-metallic line. Adjustment may be bowser, cleat or equivalent.
- 11.5 Manual sail adjustment details are optional. Main and jib boom topping lifts, jumper tension adjusters, etc., are permitted. The use of bowsers, cleats or equivalent devices, is optional.
- 11.6 Jib tack, jib clew and mainsail clew spring clips shall be eliminated or modified to avoid accidentally hooking the rigging of another boat.
- 7 The use of such things as automatic jib flippers, jib boom counter weights and automatic main out hauls is prohibited.
- 11.8 The choice of line for running rigging is optional.

12 RADIO EQUIPMENT:

- 12.1 The maximum number of channels shall be two.
- 12.2 The remote control functions shall be for rudder and sail trim only.
- 12.3 The choice of a radio system, the sail servo and the rudder servo are optional.
- 12.4 Receiver batteries shall be four or five cell AA size disposable or rechargeable cells. The weight of batteries or number of cells shall not be changed during any regatta or series of races.

13 SAILS

- 1 The "CR 914 SAIL PLAN" and its dimensions shall define the maximum size of the jib and mainsail. Storm sails are optional, but they shall be limited by the sail plan dimensions.
- 2 The same suite of sails shall be used for all races of a regatta or series. If sails are damaged, replacement sails of the same size shall be used.
- 3 Corners of the sails may be reinforced. The reinforcement patch shall not exceed a radius of 2 1/2 inches measured from the corner of the sail.
- 13.4 Sails shall be those provided in the kit. Replacement sails shall be those supplied by the kit manufacturer.

JIB

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(Continued from page 6)

13.5 Neither roach nor foot round shall be permitted.

13.6 Two jib battens may be used, size shall not exceed **0.200** inch wide by **2** inches long.

MAIN

13.7 No foot round is permitted.

8 Four battens are permitted. They shall be installed perpendicular to the leach and evenly spaced within ¼ inch. Batten size shall not exceed **0.200** inch wide by **3.200** inches long.

13.9 Battens used shall be from the kit or equivalent replacement.

13.10 The luff of the main sail shall be attached to the mast by rings of either metal or plastic, or by using pieces of rigging line. In either case the spacing and quantity of these attachments shall be the same as the stock kit sails. The sail shall be free to rotate about the mast.

13.11 *Deleted*

SAIL NUMBERS AND CLASS INSIGNIA

13.12 Sail numbers shall be 3 inches high and use a design that is easily read at distance. The smaller numbers existing on older sails are permitted. Recommended number proportions are as follows:

| Height | Width | Stroke Thickness | Number Spacing |
|--------|-------------|------------------|----------------|
| 3" | 1.8" - 2.0" | 0.4" - 0.5" | 0.6" - 0.75" |

13.13 *The sail numbers shall be applied on both sides of the main sail. The starboard side sail numbers shall be higher. Symmetrical numbers (such as 181 or 808) may be placed back-to-back on both sides of the sail. Location of the numbers is suggested by the Sail Plan.*

13.14. *The class insignia shall be located on both sides of the main sail with the starboard emblem being higher. Location is defined by the Sail Plan.*

COUNTRY DESIGNATION

13.15 The designation of the owners country may be displayed above the numbers.

14 WEIGHT

1 Minimum allowable weight shall be **6 pounds 4 ounces** for a complete boat ready to sail, including radio receiver batteries. Weight shall not be changed during a regatta or series of races.

14.2 No ballast weight inside the hull shall be permitted.

3 *Correction weights to an underweight boat shall be located, half on each side, on the inside of the hull within 2 ½ inches of the deck at the shear and within 16 inches and 21 inches from the bow.*

1 *Deleted.* (The original rule limited keel weight.)

15 YACHT REGISTRATION

1 The yacht registration and sail number shall be assigned by the Class Secretary. No yacht shall be properly registered until the class insignia and the assigned number have been affixed to the main sail. The registration number shall also be affixed to the inside of the hull in a readily visible location.

16 GRANDFATHER CLAUSES

16.1 There shall be no expressed or implied "grandfather" clauses relative to performance enhancing aspects of a boat. Interpretations of cosmetic or aesthetic aspects shall be liberal.

17 **EFFECTIVE DATE** - July 15, 1998

1998 CLASS RULES VOTE RESULTS

Sixty-four owners voted on the Class Rules. That is an exceptionally good voter turnout for a model boat class. It reflects that our owners are involved in what happens to the Class and take the effort to vote.

| NUMBER OF VOTERS BY STATE | | | |
|---------------------------|-----|--------------|-----------|
| State | No. | State | No. |
| MD | 18 | CT | 1 |
| MA | 16 | GA | 1 |
| NY | 9 | MI | 1 |
| NM | 7 | MN | 1 |
| OH | 3 | NJ | 1 |
| VA | 3 | WA | 1 |
| PA | 2 | Total | 64 |

A complete copy of the revised Class Rules is provided in this issue. The changes are effective July 15, 1998, are shown in bold italics. This makes it easier to scan the rules to understand the changes.

The Sail Plan is not included since it was not changed.

A simple majority vote criteria was used to decide each issue. The January/February News suggested a 2/3 vote be used. However, the CR 914 class is young and still evolving. The simple majority vote is more appropriate.

The table shows the outcome of the voting.

DISCUSSION

Rule 1 Note that the wording of the rule permits the class secretary to only *interpret* the rules, not change them. Some in the AMYA have stated that interpretation has always been one of the jobs of the secretary. Now our rules make it clear.

Rule 4.6 This rule bothers some owners who have used their considerable talents to create beautiful boats that may not meet the letter of this revised rule. Some of the boats at Annapolis fall into this category.

My interpretations of this rule will be liberal where there is no boat speed advantage and the boats are a credit to the class.

Rule 11.2, option 1 The 2/3 vote clearly decided that the owners wanted the mainsheet fairlead to be strictly stock as defined by the kit.

Rule 11.2, option 2 The voters soundly defeated this option which would have permitted a mainsheet "bridge". There are only two boats known to have such devices, Chuck Winder's #888 and Don Wild's beautiful # 67. They will have to spend about an hour returning to the legal fairlead design.

Rule 14 The vote was 71.6 percent to raise the minimum boat weight to 6 lb. - 4 oz. This vote is good for the class.

Rule 14.4 The 56.3 percent vote deleted the weight requirement for the keel. This means that the keel does not have to be removable. Time will tell if this is a good thing for the class.

Interpretation: There can be no fillet or other shape alterations in the vicinity of the intersection of the hull and the keel fin. This applies to the outside of the hull.

My keel will always be removable. It just makes good sense. It is easier to transport and is easier to work on with the keel removed.

Rule 14.4 The above vote deleted the keel weight requirement which this rule defined. Only 54 of 64 owners voted on this issue. Of those, 60 percent voted to raise the keel minimum weight.

The rules still specify dimensional limits for the bulb and fin. Templates and other measurements may be used to check that the bulb satisfies the rule requirements.

SUMMARY OF CLASS RULE VOTE RESULTS

| RULE | Description of change | Percent in | | |
|------------------|---|---------------------|--------------------|-------------------|
| | | Favor (64 Total) | Voters in Favor | Voters Against |
| Rule 1 | Permits the class secretary to <i>interpret</i> the Class Rules | 56.3 | 36 | 25 |
| Rule 4.6 | Cosmetics of the boat | 51.6 | 33 | 29 |
| Rule 11.2 | Required the stock string mainsheet fairlead | 67.2 | 43 | 17 |
| Rule 11.2 | Permitted a mainsheet bridge | 34.4 | 22 | 40 |
| Rule 14 | Increased minimum weight to 6 lb. - 4 oz. | 71.6 | 46 | 18 |
| Rule 14.4 | Permitted a non-removable keel. Deleted the weight requirement | 56.3 | 36 | 28 |
| Rule 14.4 | Increased the keel weight | 50 | 32 | 22 |

Traveling With The CR 914

A few owners have asked for advice relative to traveling with the CR 914. Rick Martin has traveled by air from his Seattle home to the 1995 and 1996 Nationals. He tells us how he does it. Rick was third at the 1996 championships and had the best looking boat, in my opinion. Unfortunately, he was in Japan on business and was unable to attend the 1997 nationals.

Rick Martin writes:

As for shipping a boat on an airline, I used the original box that the boat came in and added a little terrycloth padding around the cardboard cutouts near the bow and the stern. I also placed a Styrofoam bumper of suitable thickness at each end of the box to protect the bow and transom and keep the boat from shifting back and forth.

Sails were rolled inside a cardboard tube and taped inside the box under the hull. Both booms stayed with the hull and were held to the deck with rubber bands. Once separated the mast can be taped inside the top of the box or below the hull. The rudder was taped inside the box.

The original box was then encased in a heavy weight outer cardboard box that I had to find and modify to fit the original box and then taped closed.

The keel was well padded with clothing and placed near the bottom of my suitcase along with the transmitter and stand which were packed near the top. All batteries were packed separately in the suitcase. [Rick uses alkaline batteries and doesn't need to transport chargers, Ed.]

This package has gone cross country four times without problems.

Rick Martin

Chuck Winder writes:

So far, I have transported the 914 only in my station wagon. The boat is fully assembled for local travel. However, on long trips with a wife and luggage the fully assembled boat takes too much space.

The First Effort

The rig complete with sails and rigging attached is removed from the hull and mounted on a piece of plywood. The plywood is suspended from the overhead inside the station wagon.

The rigging-to-hull attachments have been modified so the entire rig, sails and all, can be removed or reinstalled in less than 30 minutes. Using the rigging "snaps" that come in the kit will do the same thing.

On our first trip, like Rick, the boat hull was put in the kit box with suitable protection. Terry cloth on the supports and foam at each end of the hull were intended to prevent the hull finish from being marked by car vibration.

There was room to pack the keel, rudder, cradle, batteries, chargers, etc. In the box. They were securely fastened, especially the keel.

The radio may fit in the box, too, if modifications are made. I carry radios in my tool box.

Despite my precautions, there were slight marks on the highly polished hull from the vibration of the car. And the kit box took up a lot of room.

Second Effort

Now I wrap the hull in a soft cloth, an old sheet works. Two hulls can be wrapped together positioned deck-to-deck. Foam pieces separate the hulls enough to protect the steering wheels. This arrangement takes up far less space in the car than the kit box, especially when transporting two boats.

The sails are still carried on the plywood as discussed above.

All the other gear including the keels are carried in a sturdy box.

On vacation to Florida this winter we took both boats. It is more fun to match race with friends and relatives than just sail one boat around.

Chuck Winder

NEW MEMBERS

| First Name | Last Name | City | State | Sail No. |
|------------|--------------|----------------|-------|----------|
| Rocco | Campanelli | Larchmont | NY | 445 |
| John | Condon | Winthrop | MA | 235 |
| Susan | Crawford | Euclid | OH | 595 |
| Kevin | Elion | Annapolis | MD | 698 |
| Bill | Ferris | Rye | NY | 230 |
| Ian | Gordon | Annapolis | MD | 237 |
| Bell | Hughes | Annapolis | MD | 137 |
| Nick | Langone | Larchmont | NY | 381 |
| Joey | Mello | Dartmouth | MA | 520 |
| Austin | Shaw | New York | NY | 236 |
| Frank | Siebener | Mechanicsburg | PA | 229 |
| Harlan | Wernz | New York | NY | 231 |
| Brady | White | Annapolis | MD | 707 |
| Anne | White | Annapolis | MD | 717 |
| Edward | Wolcott, Jr. | Virginia Beach | VA | 714 |

BOAT MAINTENANCE

Lee Mairs on CR 914 Building Tips

Lee Mairs, sail number 278, lives in Falls Church, VA. Lee and I exchanged a lot of e-mail during the construction of his boat. When he completed it he decided, while it was still fresh in his mind, to chronicle what he had learned. He sent it to me via e-mail.

The things he learned are summarized below to help others. A certain amount of editing was done and some pertinent things were added.

Editor

- Make sure you read the Worth Marine Performance Tips before you start anything.
- Lee bought a \$5 quart of "Bondo" from an auto parts store to fill the mold marks in the bow. He liked the way it worked. *(Note that many people carefully sand these marks out rather than filling. Ed.)*
- Allow the spray lacquer 48 hours to dry before wet sanding (per Howie McMichael).
- If someone closely inspects your hull finish searching for imperfections, bump him off the dock.
- Assemble the rubber mounts and brass grommets that come in the plastic bag onto the servos before mounting in the boat.
- Use servo arms, not the wheels.
- Slightly bend the rudder rod so that it doesn't bind on the two holes it passes through.
- Installation of the short jib luff tubes:
 1. Tape the jib flat on a table.
 2. Cut the jib luff tubes to length using the tape width as a guide.
 3. Use an Exacto knife to position less than 1/2 the tape under the sail, sticky side up. Press the sail onto the tape.
 4. Use tweezers to place the tube on the tape.
 5. Carefully fold the tape around the tube.
 6. Properly position the tube and finish by rubbing on the tape with a smooth tool such as the end of a forceps.

- Do not glue deck hardware to the hull. *Ed.)*
They are easier to replace if they break.
- Do not glue the after boom slide rings (black tree part #29) to the booms.
- To thread the rigging string through small holes, put a drop of CA glue on the end. When hard, cut it at an angle with a razor.
- Do not use the AG recommendations for string length. Hold the string at the intended position to estimate lengths.
- Tie the string ends to the bowsies using knot B, not A.
- Do not use knot A, a figure eight knot, anywhere. Read the second problem/solution on "Performance Rigging" page of the Worth instructions. *Ed.*
- Secure all knots with a drop of CA.
- Secure the end of the common sheet at the cleat in the cockpit with a piece of tape. Put a large stopper knot on the end so it can't go back through the hole in the cockpit.
- Always take to the pond a "Gone Sail'in" box with spare string, scissors, knife, tweezers, bowsies etc.
- Mast Rings - The mainsail luff holes go into the small loop in the mast ring (see picture), not as shown on page 11 of AG Instructions. *(Note that most owners tie the main on using string and square knots,*



Mast Ring

Lee also asked about how to correct lee helm and the racing rules for sailing.

LEE HELM - Use the head- and backstay to rake the mast further aft. This will correct lee helm which is the tendency of the boat to head away from the wind when going to windward. You have to keep adjusting until the boat will go to windward with no input from the rudder.

The Nov./Dec. NEWS has a table of data and text addressing the set up of the rig. It provides a starting point based on the experience of some fast owners.

RACING RULES - See the July/August and May/June 1997 NEWS. The rules are essentially the same as big boats except that the overlap distance is four boat lengths at a mark to give the inside boat marker room. Copyright conflict with ISAF prevents the AMYA Chandlery from selling their neat booklet of the racing rules. Dave Perry's excellent text book on the racing rules is available from US SAILING, (800)877 2451. \$25.

SAIL MATERIAL STORY REVISITED

Last issue we reported on what had been discovered about the new sail material in the kits. Since then we have benefited from the persistence of Greg MacCarthy, General Manager for AG Industries, Inc, Seattle, WA. Greg continued to pester AG in Japan to give us more data on the sail material and they finally responded.

polyester cloth made by Teijin of Japan. At the end of 1997, AG started to ship sails made of 0.7 oz. polyester, also made by Teijin. All the material is of woven fiber designed to be used for spinnakers on full scale boats. All three are impregnated or laminated with plastic to give stability under loads in the bias direction.

Chuck Winder

The table summarizes the history of CR 914 sail material as reported to us by AG.

The sails were 1.0 oz. nylon in 1990 when the CR 914 was introduced in this country. In 1995 the material was changed to 1.1 oz.

| Date | 1997 | 1995 | 1990 |
|-----------------|-----------|-----------|--------|
| Sail Cloth Mfr. | Teijin | Teijin | Toray |
| Product Name | "Tetoron" | | |
| Item No. | T-6016 | T-9600 | PG3347 |
| Material | Polyester | Polyester | Nylon |
| Cloth Wt, - oz | 0.7 | 1.1 | 1.0 |

CR 914 YACHT REGISTRATION AND SUBSCRIPTION TO "CR 914 NEWS"

| | | |
|-------------------|------------------------------------|--------|
| Circle Choice(s): | Registration (a one time only fee) | \$5.00 |
| | Subscription/Renewal to the NEWS | 10.00 |
| | Registration and Subscription | 13.00 |
| | Transfer between AMYA members | 2.00 |

NAME _____ Date ____/____/____
 Birth Date (Optional) ____/____/____

If this is a transfer, purchased from: _____ PHONE _____

ADDRESS _____ E-MAIL _____

CITY, STATE, ZIP _____

AMYA NO. _____ PREFERRED SAIL NO(S). _____

CLUB AFFILIATION _____

Chuck Winder
 19 Robert Road
 Marblehead, MA 01945
 (781)631 6727
 chuckw88@msn.com

Send check payable to: C. R. Winder/AMYA

Note: Annual dues are payable in advance by December 31 each year.

AMERICAN MODEL YACHTING ASSOCIATION

____ APPLICATION _____ RENEWAL

Memberships are: Family - \$27.50; Adult - \$25.00 ; Junior - 12.50
 PLEASE ADD \$5 US PER YEAR FOR CANADA AND \$10 US FOR OTHER COUNTRIES

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Telephone _____ email _____

AMYA Number _____ Club Affiliation _____

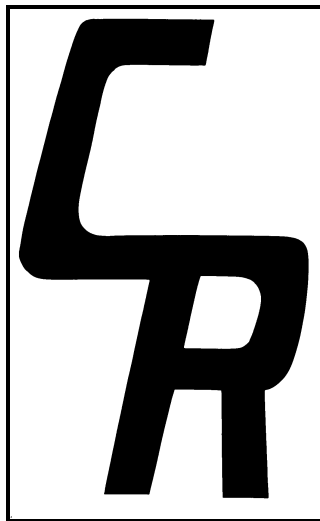
A courtesy of the CR 914 NEWS

Chuck Winder, Editor
19 Robert Road
Marblehead, MA 01945
(781)631 6727
chuckw88@msn.com



80 Washington St.
Marblehead, MA 01945
781 639 1835
Fax 781 639 0936
worth@worthmarine.com
<http://www.worthmarine.com>

There are over 2200 CR 914's sold. Boat show response was excellent this season. And congratulations to Joey Mello, Dartmouth, MA, as the youngest at 16 of the network of Worth Marine dealers.



CR 914 SAIL EMBLEM
Full Scale

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.

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.

- History of the class
- Tuning for best performance
- Battery management - continuing
- Surviving salt water - continuing
- Race rule topics
- Why do radios "glitch"?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance tips
- Sail Area/Displacement Ratio study of different models and full scale boats.