

# ❖ CR 914 NEWS ❖

Issue 23

MARCH - APRIL 2000

## 2000 Larchmont MYC Spring Regatta

April 15 - 16, 2000

### I. Overview of the event

In 1995, model boat racing returned to Larchmont Yacht Club after an absence of, oh, perhaps, sixty-five years. That following Spring (1996), Larchmont Model Yacht Club was reorganized and the first Spring Invitational Regatta was held. Twelve boats competed off the front dock and, as history reports, a good time was had by all.

Over the next four years, both the LMYC and its Spring Invitational Regatta have grown to become integral parts of the U.S. CR-914 class. This year, 35 sailors congregated for two days of racing in Larchmont Harbor to determine this year's Champion. It is at the Spring Invitational that the LMYC Challenge Trophy is also competed for. The following highlights the various elements of the event that have come to make this one of the premiere model sailing events of the year.

### II. The Competition

As in past LMYC regattas, the racing was divided into two separate series: the qualification series on day one, and the Championship series on day two. Upon check-in, competitors were assigned to divisions for Saturday's racing with each of the four divisions comprised of sailors of all levels. Saturday's sailing started right on time with the LYC cannon reporting the harbor start. Racing was conducted on pairs of docks moored in the harbor with circles of marks surrounding each. Launches ferried each division (8-10 boats each) to and from the docks for each heat. With the perfect

*(Continued on page 2)*

### VOTE FOR CLASS RULE CHANGES

See Discussion and Ballot - pages 13-14



Mark Thompson Photo

### A GREEN FLEET START ON SATURDAY AT LARCHMONT

Dave Watt, #363, makes a good start to windward of Ted Spencer, #391. Just visible is Jose Venegas, #222, followed by Paul Tucker, #912. Further to windward is Tim Sullivan, #899. The ultimate champion Tim Mangus, #164, leads Dave Lynn, #389. Crossing on port astern of them all is Jim Thompson in #698, a boat chartered from generous Dave Ramos.

### Inside This Issue

Larchmont Spring Regatta	1
Region 2 Regatta Report	5
Region 3 Regatta Report	6
Cherry Blossom Regatta	7
New Members	7
Kit Availability	7
Improve Reliability	8
New York Times Article	9
Want to Sail Fast?	10
Regatta Announcements	11
Class Rule Changes	12

### Class Secretary's Report

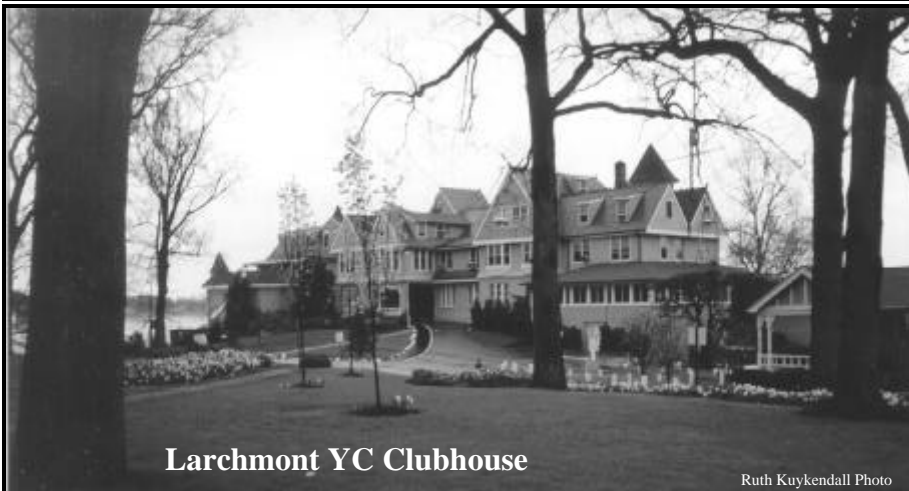
#### Great Regattas

April had three outstanding regattas. Larchmont's 3<sup>rd</sup> Spring Regatta, which has now become traditional, was better than ever. Region 2 Championships were held by the huge and successful CBMRA. And John Atwood's Virginia MYC held the first Region 3 Championships ever. It was their first regatta and was a great success.

In March the excellent Cherry Blossom Regatta on the Capital Reflecting Pool is the only scheduled match racing event in the Class.

Advisory Committee worked on the

*(Continued on page 11)*



Larchmont YC Clubhouse

Ruth Kuykendall Photo

(Continued from page 1)

breeze out of the east at 5 - 8 knots, each division sailed three heats totaling fourteen races.

### Saturday

In the **Red Division**, Class Secretary Chuck Winder and LMYC Commodore Buttons Padin came out on top just nipping Essex's Jamie Grunell and Ernest Freeland.

**Blue Division** found Howie McMichael winning the day with two National Champs Dave Ramos and Kevin Dooley close behind.

Tim Magnus, Jim Thompson and Jose Vennegas won the **Green Division** after a hard fought series.

**White Division** saw Dave Van Cleef make a horizon job of the division with Biff (I'm still not wearing socks) Martin nipping Hank Buchanan by one point.

Conditions were near ideal on Saturday for CR-914 racing. With enough wind to get the boats moving without being overpowered, a manageable chop and limited seaweed in the water, the conditions allowed a fair test of sailing. It should also be noted that the attitude on the docks reflected the high spirits of the sailors themselves.

For many of the visiting sailors, this was their fourth time sailing at LMYC (including last November's Nationals). Sailing "among friends," the chat on the docks demonstrated just how much fun

model boat racing could be. Sea stories were constantly being swapped, psych-outs were the order of the day and the jovial manner in which every racing misstep was noted created a fun atmosphere for all concerned.

This positive attitude was also manifested in the fact that no protests were lodged either day. Sailors did their penalty turns with a minimum of grouching and the on-the-dock judges quickly resolved any disagreements. As such, racing was optimized and sea lawyering was virtually nonexistent.

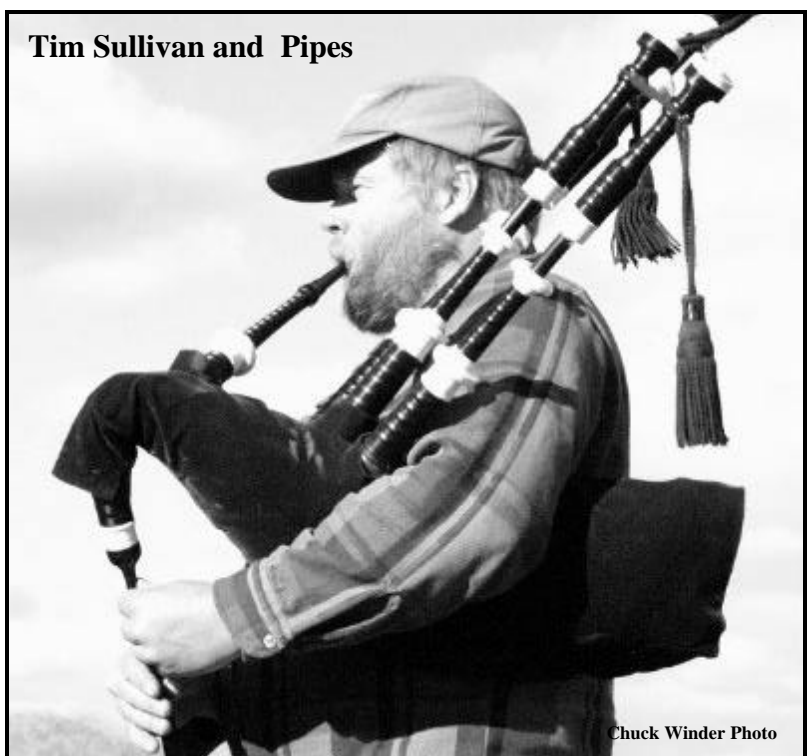
Rob Dailey and Hans Owen on Saturday

and Charlie Ulmer and Bill Kelly Sunday ably handled on-dock judging. These four sailors set great courses, managed the overall operations on the racing docks and helped deliver top-notch model racing.

### Sunday Championships

If Saturday's conditions were near ideal, Sunday's were nonexistent. Setting out at 9:15 sharp, the second and third divisions needed two hours to complete a single round of six races. Judges Ulmer and Kelly were constantly resetting marks as they and the competitors battled the wind as it boxed the compass. For those on the water, frustration was the word of the day as those in first often soon became last. These races couldn't be considered true tests of skill (as is too often the case with any sailing in extremely light airs). But, hey, if you want a sure thing, buy some tech stocks!!!!

For those of us on the shore during this period, it was a rare sight --literally. A dense, low fog set in from the east encompassing the breakwater. As it moved toward the middle of the harbor, it partially engulfed the East racing dock. From the shore, however, you could see the tops of the trees on Satin's Toe but nothing else. The view was both breath taking and eerie.



Tim Sullivan and Pipes

Chuck Winder Photo

To add to this eerie effect, Marblehead's Tim Sullivan was overheard telling a fellow sailor, "I've got my pipes in the car." Not thinking he was talking about Prince Albert in the Can, we quickly realized what Tim meant. Soon, there was Tim strolling up and down the seawall literally wailing on his bagpipes. To say the least, this wonderful sound caught the attention of those on shore as well as at sea. We chalk that up to just one more memorable moment from this regatta.

Finally, about 11:30 on Sunday, with the first two division's heats completed, the Championship and Blue Divisions went out to the floats to race. The wind had filled-in a tad but it was still shifty.

Charlie Ulmer, directing the Championship Division, had Rick Estabrook and the crash boat working overtime setting and resetting marks to insure this division had the best courses possible. Setting windward/leeward courses with offsets, the marks to starboard separated the men from the boys. (I haven't felt so young for years!)

### Championship Division

Like many races (perhaps not the Whitbread), winning the start is almost everything. Then, being on the right side of some nasty shifts made-up the other part of the racing tactics as did avoiding the killer seaweed. Dave Ramos and Tim Magnus were unstoppable both on and off the wind. Despite some bumps and taps, with all involved doing their turns, Tim came out on top of Dave by one point after seven races. Completing the CBMRA sweep was recent Newport ex-pat Dave Van Cleef.

In the **White Division**, Mr. Pipes himself, Tim Sullivan, came through for Marblehead taking first, followed by LMYC's Paul Tucker, Nick Langone and Hugh Fletcher. Hugh was heard at one time saying that if anyone fouled him on his way to his bullet in race three, he'd "roll over your toes!"

In the end, the Race Committees ran 81

races! By the time the Committee hit the shore Saturday afternoon, they passed right by the beer and went for the brandy (yes, Elizabeth, it was a bit nippy out there after the first three hours.) Sunday offered its own bag of headaches in terms of on and off rain and just generally unpleasant weather.

As it was, the Sun finally popped its head out about 1 PM Sunday just in time for the awards ceremony. Silver cups were awarded to the top three finishers in each of the Sunday divisions. In addition, thanks to *eHobbies.com*, the top three finishers in the Championship Division received battery-powered **Dremal** tools. Thanks go to John Sallot at *eHobbies* who arranged for the Dremels and the great hats, shirts and stuff we all received at dinner. Again, I encourage you all to visit *eHobbies.com* and see some of the neat modeling stuff they have. Tell them that John sent you!



Ruth Kuykendall Photo

### CBMRA's WINNING TEAM

Dave Ramos, Ernest Freeland, David Van Cleef and Tim Mangus

### Team Championship

As mentioned earlier, there was a second competition run simultaneously Saturday: the racing for the LMYC Challenge Cup. Five four-boat teams competed: LMYC, MMYC, CBMRA, the Storm Trysail Club and a renegade team made-up of solo sailors from other clubs. In the first year of competition, the sponsoring club had its way. Last year, Marblehead nipped the others. This year, in a preview of the Nationals, CBMRA ate everyone's lunches

and were cheered to their victory. In that only the winner gets bragging rights, we'll leave the embarrassment of reporting the other clubs for another day. Nice going Ernest, Big Dog, Tim and Dave.

### III. Volunteers

Now, with all the racing and all the moving around, all involved acknowledged that the Spring Invitational would have been a bust if we hadn't had over twenty volunteers working the event. When we all arrived Saturday morning, Joan Watt, Sara Lynn and Allie Padin greeted us all with smiles and information. Pat Guerin ran the shore side logistics again (his third time) and kept everyone on schedule and up to date on the latest status of events. Jaye Nashawaty, part of the Marblehead contingent whom we have conned into doing our scoring for us for the last four major regattas, did it again. When was the last time you sailed in a regatta and had the scores posted five minutes after arriving ashore? A class act!

On the water, Ruth Campanelli, Melanie Buenvenue, Betty Guerin, Miranda Hodgson and, yes, Uncle Marty Zavell got the races started, finished, recorded and reported without a hitch. Bob Hughes took great photos despite Saturday's lousy conditions. Bob Purcell, John Irving, and Rick and Jake Estabrook manned the crash boat, moving marks and retrieving those boats that found out that "wet electronics are not fast electronics." And I must reiterate our thanks to

the quartet of judges, Rob Dailey, Hans Owen, Charlie Ulmer and Bill Kelly who set the courses and insured we all minded our P's and Q's while on the course.

After four events run on outside docks, we have the process down to a system whereby we get the max racing with the minimum of fuss.

### Shore Side

Now, in addition to the racing, there were

(Continued on page 4)

(Continued from page 3)

some interesting shore side activities. First, thanks to LYC's chief barman Ricky, our event was blessed with a "severe liquor front blowing through." With kegs of Miller Lite and Sierra Nevada flowing freely (literally) for the competitors and guests, there wasn't a dry whistle in the house (except for Paul Tucker and Matt DuMoulin whose mothers would have had our heads if they got into the sauce).

We also came across a case of Mt. Gay rum, which allowed us to have near-free rum drinks at cocktails with the balance serving as prizes for the Saturday Divisional Winners. And, yes, we did find one extra bottle for Jaye recognizing her contribution to this, past and future regattas she has scored (and will score) on our behalf.

At the **Dinner** Saturday, after some pithy remarks leaving no ego intact and no competitor unrecognized, and the passing out of the great hats and t-shirts eHobbies sent us all, Commodore Buttons Padin announced the introduction of two new honorary members to LMYC.

The first was Ruth Campanelli (Ruthie to us), who, week after week, acts as our Race Committee. Without her contributions, our weekly racing would be far more of a challenge.

The second honorary membership was bestowed on Penny Langone. Since the LMYC started racing five years ago, Penny has worked as our one-person prize patrol providing trophies and awards that are fit for boats well over 36" in length. And she even got husband Nick his new boat which made him (and all of us) happy! Congratulations to both ladies.

Ruth said the next morning, "I guess you 'own' us now." Well, in reality, you two both own US!

The final presentation caught the usually verbose Commodore speechless. After the honorary memberships were announced, Nick Langone presented Buttons Padin a Greg Worth built half model of Sea Dog, the LMYC flag ship. The accompanying plaque indicated that this was in appreciation of efforts on behalf of the LMYC, etc. (Editor's note: I deeply appreciate this marvelous gift. I will treasure it always. Thank you all for contributing and to Nick and Penny for having the model made.)

The final note of Saturday's entertainment was a stunning slide presentation by Marblehead's John Snow, President of the American Vintage Model Yacht Group. Over the winter, John obviously didn't get out of the house very much be-

cause he was able to dig-up records of the original LMYC dating back to 1932. Names like Olin Stephens and Starling Burgess were attached to models our forefathers raced in these very same waters under the same moniker. John's presentation was enhanced by the marvelous vintage M boats he and Biff Martin had on display (and occasionally in the water) throughout the regatta. Thanks John and Bill for sharing the tradition of this new sport we have grown to love.

One other very special thing happened. Herb McCormick, yachting writer for the NY Times and Editor of Cruising World, joined us to watch the sailing Saturday. Back from watching those "other" races in New Zealand, Herb found this racing had a lot to offer. Herb wrote a half page article on the event (including a great pix of the British Bull Dog, Jamie Grunell from Essex). [The full text of the NY Times article is at page 9.]

His comment to me was, "Glad you liked reading the story as much as I enjoyed writing it. The Larchmont Model YC is a refreshing change from the Am Cup and other stuff I usually cover and, in many ways, has much more going for it. Anyway, I had a good time checking out the regatta and am happy it all worked out. Hey, I may take you up on that offer to join in the racing sometime!"

Herb, thanks for writing about it and thanks for adding to the overall level of fun on the docks!

On behalf of the Larchmont Model Yacht Club and the Larchmont (non-model) Yacht Club, thanks to all who contributed their time, enthusiasm and resources to once again make the LMYC Spring Invitational a regatta people will be talking about for months to come.

One final note, John Snow has already asked how we intend to celebrate next year's 70th Anniversary of the Larchmont Model Yacht Club. John, just wait and see!

Sail fast,

Buttons Padin



Ruth Kuykendall Photo

**Regatta Champion Tim Mangus receiving congratulations and a Dremel tool from Buttons Padin. Pretty Allie Padin waits to give Tim his trophy.**

**Saturday Qualifying**

**Blue**

Place	Name	Sail #	Score
1	McMichael, Howie	368	21
2	Ramos, Dave	238	27
3	Thompson, Mark	281	41
4	Dooley, Kevin	97	44
5	Ritchey, Brooks	848	48
6	Campanelli, Rocco	445	65
7	Langone, Nick	402	71
8	Fletcher, Hugh	383	75

**Green**

Place	Name	Sail #	Score
1	Magnus, Tim	164	30
2	Thompson Jim	698	36
3	Venegas, Jose	222	38
4	Watt, Dave	363	40
5	Snow, John	334	50
6	Spencer, Ted	391	66
7	Lynn, Dave	389	72
8	Tucker, Paul	912	76
9	Sullivan, Tim	899	90
10	Fontanella, Joe	373	99

**Red**

Place	Name	Sail #	Score
1	Winder, Chuck	888	24
2	Padin, Buttons	400	35
3	Gurnell, Jamie	715	42
4	Freeland, Ernest	956	45
5	Kavs, Sasha	7	46
6	Olsson, Eric	340	47
7	Monte-Sano, Bizzy	390	72
8	DuMoulin, Matt	365	99

**White**

Place	Name	Sail #	Score
1	Van Cleef, David	737	15
2	Martin, Biff	644	26
3	Buchanan, Hank	110	27
4	Wullschleger, Sears	376	48
5	Mehlich, Bob	393	58
6	Hodgson, John	371	66
7	Wey, Tom	85	79

**Championship Results**

**RED**

Place	Name	Sail #	Score
1	Magnus, Tim	164	16
2	Ramos, Dave	238	17
3	Van Cleef, David	737	23
4	Martin, Biff	644	24
5	Thompson, Jim	698	24
6	McMichael, Howie	368	25
7	Winder, Chuck	888	30
8	Padin, Buttons	400	33

**BLUE**

Place	Name	Sail #	Score
1	Dooley, Kevin	97	12
2	Gurnell, Jamie	715	14
3	Venegas, Jose	222	14
4	Watt, Dave	363	19
5	Buchanan, Hank	110	19
6	Freeland, Ernst	956	23
7	Thompson, Mark	281	25
8	Wullschleger, Sears	381	33

**GREEN**

Place	Name	Sail #	Score
1	Snow, John	334	12
2	Campanelli, Rocco	445	12
3	Olsson, Eric	340	16
4	Lynn, Dave	389	19
5	Kavs, Sasha	7	19
6	Hodgson, John	371	23
7	Ritchey, Brooks	848	28
8	Mehlich, Bob	393	32

**WHITE**

Place	Name	Sail #	Score
1	Sullivan, Tim	899	9
2	Tucker, Paul	912	14
3	Langone, Nick	402	16
4	Fletcher, Hugh	383	18
5	Fontanella, Joe	373	18
6	DuMoulin, Matt	365	22
7	Wey, Tom	85	28

**REGION 2 CHAMPIONSHIPS**

Saturday, April 22, 2000  
by Ernest Freeland

Chesapeake Bay Model Racing Association hosted their first Regional Regatta of the New Millennium at Sandy Point State Park in Annapolis, MD. As Saturday neared the weather looked marginal. The region had been blanketed by rain for most of the previous two weeks. Registration opened at 10AM on Saturday.

When the competitors arrived they discovered a Northeasterly breeze at 5-10 knots with calm waters. Perfect sailing conditions for the CR-914, even though it was a little chilly. The temperature stayed in the 50's for the day and the rain gave us a break as well.

Eight sailors managed to get out for the regatta despite the Easter weekend. (Next year we will not schedule the regatta for Easter Weekend).

Sailing got underway at 11AM using a windward leeward course. Our crash-boat provider and racecourse expert extraordinary Tim Mangus skillfully set the course off a floating dock.

For this regatta competitors took turns sitting out and acting as Race Committee and Judge for one of every eight races. Sailing was tight with the fleet closely bunched.

Dave Ramos was most consistent for the opening eight races followed closely by the Van Cleef brothers, Will and Dave, as well as Tim Mangus, Fred Mertes, Eric Mentzell and Ernest Freeland.

After the first eight races we broke for a catered lunch and enjoyed sandwiches, pasta salad, pretzels, chips, brownies and soda.

Sailing resumed at 1 PM and we sailed another 16 races finishing at 3 o'clock. The second half of sailing enjoyed more tight roundings and tight finishes, sometimes by inches.

When the scores were tabulated Dave Ramos was named the Regional Champion

**2000 CHALLENGE TROPHY**

CBMRA	8
MMYC	10
LMYC	13
VM	13
STC	16

*What's worse than a Male Chauvinist Pig?  
A woman that won't do what she's told.*

for 2000. Will Van Cleef managed to edge out his brother Dave by a point or two for second.

Dave Ramos received a half-gallon of Mount Gay for his hard work, Will Van Cleef was awarded a fifth of Gosslings for Second, and Dave Van Cleef received a fifth of Mount Gay for third.

I hope the victors are enjoying their winnings.

**CBMRA's next big event** is the Aestivation Series beginning May 16th in conjunction with Tim Mangus' Tuesday Night Castle Rug Burn races. The club will be providing a bottle of cheer for the winner of each individual night of sailing as well as overall prizes for the series. The club will also be hosting a cookout one night during the series.

The **2000 Nationals** are scheduled for November 4th and 5th and I am expecting a strong turnout from other clubs. So come join us for Tuesday Night Sailing to get tuned up for all the great sailing ahead. Tuesdays at Castle Rug Burn start when you arrive, generally around 6 o'clock and run weekly weather permitting until dark. For directions check out the CBMRA link at [www.rcyachts.com](http://www.rcyachts.com) or call Tim Mangus. Results from Regionals and other regattas will be posted regularly at [rcyachts.com](http://rcyachts.com).

*Ernest Freeland  
Commodore CBMRA  
301-306-9555 Ext. 31  
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*The First*  
**REGION 3  
CHAMPIONSHIPS**

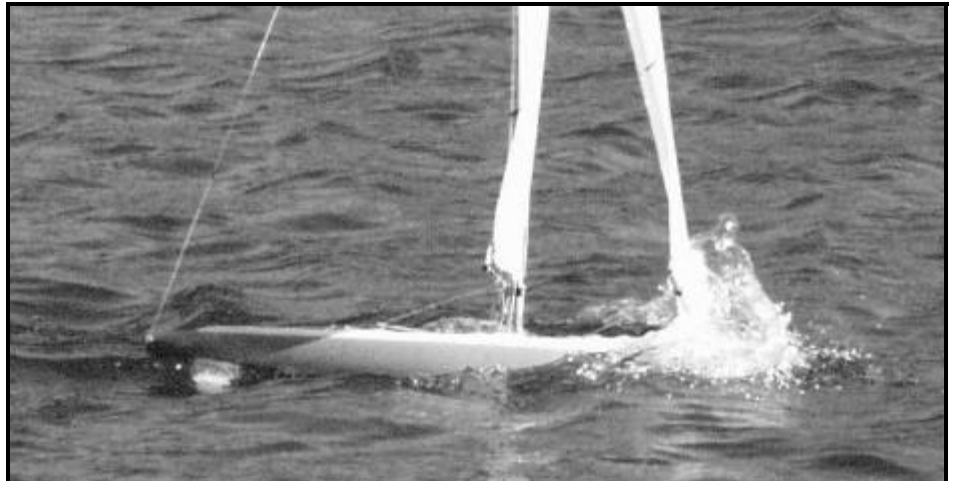
Saturday, April 29, 2000  
*by John Atwood*

After a week of howling winds and generally unpleasant, damp, overcast, gray conditions here in the Tidewater area of Virginia, the crummy weather finally ended on Saturday morning---just in time for the first CR-914 Region 3 Championships to begin. HALLELUJAH amen... brother!!!

The Virginia Model Yacht Club, AMYA #30, hosted the 2000 RCCR event at the beautiful facilities of the Norfolk Yacht and Country Club, located in Norfolk, Virginia. Ten competitors entered the starting arena with great gusto and excitement, but only nine boats came out of the water by day's end.

Hitch later said, "What an event and guess what? My servo's don't work!!" Memories never to be forgotten.

We started the morning with shifting winds coming out of the good old Northeast. Little dark rippling waves spread across the water created interesting conditions to the windward mark. "Which way do I



**A CR 914 AT SPEED**

Kevin Dooley on a high speed run at Redd's Pond. Note the stern lifting and the huge bow wave as the boat tries to dive. Kevin kept it straight and it lifted onto a plane.

Well sorta... James Hitch's "The White Knight" was accidentally hit broad side by Dr. Gordy Stokes's "Carolina Blue". I admit that bow bumpers may have possibly avoided putting a hole in Hitch's boat. We all just stood there on the pier incredulously watching his boat slowly sink and disappear under the water. "Gone"...yelled everyone from shore.

It was like watching TV coverage of the America's cup boat split in half and sink in San Diego a few years back. "Sort of a lost feeling to watch one boat slowly disappear under water," said Eddie Wolcott.

The lost boat, however, was retrieved from the murky bottom by Bill Coffey's quick thinking to duct tape a rake on the end of a long stick. Hitch finally sonar located his sunken craft in six feet of water (using the last remaining bubbles coming up) and pulled her carcass to the surface. Yeah!

go"??? "Port or Starboard tack"?? If you played the shifts correctly, you made out like a bandit around the first mark... and said good bye to the rest of the fleet.

**Results after 24 heats:**

1. John Atwood
2. Randy Stokes
3. Gordy Stokes
4. Eddie Wolcott
5. Bill Coffey
6. John Hitch
7. James Hitch
8. G. Wolcott, Jr.
9. Scott Godbout
10. Carl Roy

Like [full-scale] sailboat races, the start always seems to be the most single important factor to racing. A great start seems to pay winning dividends most of the time. This is what John Atwood's winning CR-914 did most of the day...had great starts and consistent finishes. "If you can just get ahead of the fleet by the slightest of margins, that usually makes all the difference in the world... you seem to get all

*(Continued on page 7)*

the lifts instead of those nasty headers!"

"When you're in front everything seems to go your way. HASTA LA VISTA, baby!

*John Atwood,*  
*who's wild oats have now turned to prunes*  
*and All Bran!!!*

*atwoodj@tea-emh1.army.mil*

**2<sup>nd</sup> Annual  
Cherry Blossom Regatta  
Invitational Match Racing  
March 18 & 19, 2000**

Capitol Reflecting Pool, Washington DC  
Hosted by  
Capitol Area Model Racing Assoc.

*By Tagg Zurmuhlen*

**Double Round Robin 1** (Saturday AM)  
The breeze under clear skies and chilly 40-degree temperatures was dependable from the northeast at 2-5. The course was windward offset leeward along the north wall. The first flight was at 11:00 am with a 7-boat fleet. The starting sequence ran continuously with only brief pauses between each of the 7 flights to allow skipper's time to change their entry ribbons for the next flight of pairings.

Twenty-one match-race pairings were completed in 1.5 hours.

**Double Round Robin 2** (Saturday PM)  
The first flight started at 1:30 pm and another 21 match pairings in 7 flights were completed by 3:00 pm.

Place	Skipper	Points
1	Zurmuhlen, Tagg	10
2	Van Cleef, Will	9
3	Van Cleef, David	8
4	Myers, Scott	5
5	Hitch, Jim	3
6	Dugger, Rob	2 (RET)
7	Buchanan, Hank	WDL

The final combined scores for the day:

**Semifinals and Finals** (Sunday)

The breeze under cloudy skies and damp

chilly 40-degree temperatures was east at 2-8 knots. A windward offset leeward course was used.

The first flight was under way promptly at 10:00 am with a two-boat fleet. Ten match races were completed by 11:00 am. Only two were able to attend the competition on Sunday. The 3rd place trophy was awarded to the highest scoring competitor from Saturday's racing.

1	Zurmuhlen, Tagg	9
2	Hitch, Jim / Monsoon	1
3	Van Cleef, Will	0

The event was a super success! We had so much fun! I personally would like to thank all the competitors that participated. The camaraderie will remain in our memories for a long time to come and I look forward to sailing with each of you again very soon! Hope to see more of you next time.

*Mark J. Zurmuhlen*  
*(202) 483-9177*  
*mjz@bellatlantic.net*

**KIT AVAILABILITY**

Good news for the class. Since the last NEWS Greg Worth received two shipments of 100 kits and another 100 are in the pipeline. He had only a few kits unsold as we went to press.

**Used Boats**

There are a few used boats for sale. Contact me for up-to-date availability.

Tell me if you have a boat or a kit for sale. I am often asked about used boats. There may be someone out there waiting to buy your boat:

*chuckw88@msn.com*  
*(781)631 6727*

**NEW MEMBERS**

First Name	Last Name	City	State	Sail No.
Randy	Baker	Flowery Branch	GA	750
Larry	Bedell	Dartmouth	MA	339
Paul	Brennesholtz	Nashville	TN	898
Justin	Chambers	Gainesville	GA	442
Stephen G.	Clarke	Old Saybrook	CT	618
Bill	Cofer	Virginia Beach	VA	716
Michael	Coleman	Arlington	MA	921
Michael	Coleman	Arlington	MA	922
Richard	Evans	Green Bay	WI	347
Dan	Fesenmeyer	Mableton	GA	919
Kelly Gregory	Fink	Glen Burnie	MD	344
Edward R.	Godfrey, III	Old Saybrook	CT	620
Fred	Harris	San Diego	CA	971
Tom	Healy	Palm Desert	CA	975
Carroll	Hughes	Old Saybrook	CT	626
Fredrick	Johnson	Old Saybrook	CT	621
James	Kennedy	Nazareth, PA	PA	346
Mike	Krantz	Flowery Branch	GA	499
Randy	Nason	Boulder	CO	639
Eric	Olsson	Larchmont	NY	340
Tom	Puralewski	Elkhorn	WI	338
Jerry	Rezab	Downers Grove	IL	630
Vincent	Scaramella	Old Saybrook	CT	622
Glenn	Slanec	Evergreen	CO	662
Timothy	Sullivan	Gloucester	MA	348
James	Thompson	Plymouth	MI	701
Peter	Worcester	Norwalk	CT	799

## IMPROVE RELIABILITY

# SQUARE KNOT FAILURE

*By Chuck Winder*

A square knot used in the jib boom tack line between deck and boom failed on a local boat. The line did not break, the knot came undone. The knot had been glued with CA and the ends cut short. The knot pulled out under the load of a high-speed collision during a sudden gust, not an uncommon event.

The boat was uncontrollable and drifted to shore to be retrieved. At least the mast did not fall. Regattas are not won that way.

### Why Did That Happen?

Wrong knot for the application? Ends cut too short? Old glue? All of the above?

The last one is easy to address, just use fresh glue.

The **CR 914 Lab** examined the problem. Two lines were joined without glue using a square knot with long ends and put under tension. One end of the line was clamped in a vice. The other end was wrapped around a ~3/4 inch diameter dowel to provide a hand-grip.

**SURPRIZE!** Under moderate load the square knot slipped and the lines pulled apart! The string ends were very long showing that short ends is not the problem..

The test was repeated joining the lines with two double half-hitches with the same result, though it was stronger than the square knot.

The same thing happened using two bowline knots. Initially each bowline had a small loop. Under increasing load both knots slipped to a tight loop and then simply slipped out of engagement. This was the strongest of the three.

The above tests used 80 lb. test Spectra braided string with a thickness under load of about 0.20 inches, less than 1/32 inch.

Slightly thicker ~1/32 braided Spectra gave the same results using double half-hitches and a square knot. Using two bowlines the line broke at the knot, the knots didn't slip apart. But no one wants to use such thick line.

### Is There a Better Knot?

Fisherman using small line use special knots because of this problem, especially when using monofilament. A "Uni-Knot System" designed for monofilament shows a knot to join lines. It was tried and slipped just the same as the knots above. The only difference is the Uni-Knot was extremely difficult to tie.

A knot textbook, *THE ART OF KNOTTING AND SPLICING* by Cyrus Lawrence Day, was consulted. Several knots designed to join line were tried. None

worked. Every one of them slipped. In addition they were all almost impossible to tie in small string.

### What To Do?

**1. Use fresh glue on every knot.** No tests were done but the water-thin version of CA glue is what should be used. It is the kind that comes in the kit. If it appears to have thickened, don't use it. Buy a new bottle.

The thin glue will saturate the string and secure the knot. The square knot above that prompted this whole article may have been glued with older thickened glue.

**2. Minimize the number of knots.** Avoid joining string with knots. Instead use one piece of string.

**3. If two strings have to be joined,** don't use a square knot alone. It slips too easily. Use a square knot with a double half-hitch each side of the knot using the strings ends. In the photo the knot looks big, bulky and complicated. It is not. Tie the square knot first. When this knot is tied in string and snugged-up, the knot is fairly compact.

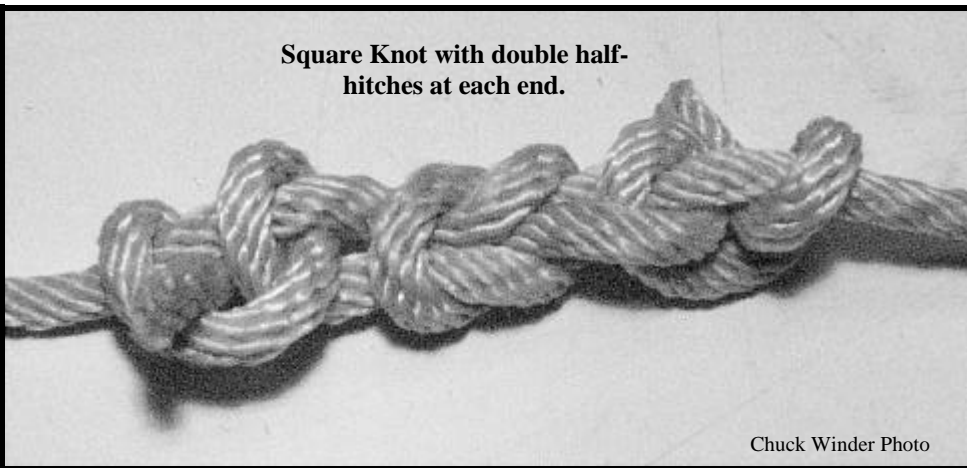
Or join the string using two double half-hitches. Both will slip but are stronger than a square knot alone.

*Note that a square knot is fine to finish off a string-ring made of clove-hitches.*

### Fisherman's Knots

Some of you are fisherman and may know a knot that will join small line without slipping. Tell us about it after you test it.

**Square Knot with double half-hitches at each end.**



Chuck Winder Photo



*Excerpted from the New York Times, April 23, 2000.*

# Small-Scale Racers Have Large Ambitions

By HERB McCORMICK

Standing on the wide veranda of the Larchmont (N.Y.) Yacht Club last weekend as a cold, gray blanket of mist settled over Long Island Sound, Ed Padin teased the 36 sailors assembled for the club's annual Spring Invitational for radio controlled model yachts, and offered the first of many sage observations on his nautical obsession.

"Dry electronics" he said, to chuckles of assent, "are fast electronics."

Padin, the Commodore of the club's model-yacht fleet, should know. In the dead of winter, when the sky is slate and the moorings are empty, he is joined by a dozen Larchmont die-hards each cold Sunday morning for a vigorous session of boat racing with three-foot-long CR914 models, which weigh in at just over six pounds and enjoy the sweet sailing characteristics of the full-scale America's Cup yachts from which they are patterned.

So, not surprisingly, Padin, who is known to his friends as Buttons, was not put off by a raw spring day better suited for backgammon, chess or anything indoors. Zipping up his jacket and tugging down his cap, he said gleefully, "Hey, it's not snowing."

As if to underscore the fact that his was not a singular fixation, Padin glanced around the porch and pointed out a handful of sailors who had arrived for the two-day regatta from Connecticut; the half dozen who had driven down from Marblehead, Mass.; the four who raced regularly on Chesapeake Bay; and the Thompson brothers, Mark and Jim, who appeared hardly the worse for wear after an overnight road trip from Traverse City, Mich.

"Only 13 hours," Mark Thompson said. "We took turns driving the truck."

Normally, the racing is staged on a permanent dock alongside the club grounds, but for the

*Herb McCormick is the editor of Cruising World magazine.*

invitational the club's launch ferried the sailors - boats in hand - out to a pair of floating docks anchored in the harbor, from which separate courses were set to allow for simultaneous racing. The competitors were broken into four separate divisions, with qualifying races on Saturday, and a championship series on Sunday.

"There's nothing here that hasn't been completely over thought," Padin said.

Perhaps, but when the first round robin got under way, the action was close and straightforward, and appeared deceptively easy. The miniature one-design yachts, which sport identical hulls, bulb keels and double spreader fractional rigs, are operated by a control box powered by four AA batteries and equipped with two servos or joy sticks: one moves the rudder and steers the boat, the other guides the single sheet that is rigged to trim both the mainsail and Genoa in unison.

After a one-minute countdown and much jockeying for position, the starting signal was sounded and the boats set out on a circuitous course that negotiated four or five marks and basically circumnavigated the float. As in any good one-design class, the mark roundings were tight and afforded the opportunity for quick gains or losses.

"Everything here is scaled down but the aggravation," Bizzy MonteSano, a Larchmont regular, said after a rounding better left forgotten.

But, in fact, the level of skill across the board was impressive. For a first-time observer, the sight of eight men strolling around the perimeter of a small dock wiggling the tiny controls of a black box, all the while chatting intently but civilly on the intricacies of racing rules and occasionally spinning a shoulder or hip into a tight maneuver, as if body English had something to do with their boat's performance, was sort of surreal.

And the banter never stopped. For those over 40 and facing depth-perception issues, the most

difficult aspect of the game was choreographing timing with distance when attempting to sail a little boat around tiny, distant buoy.

"Hey, did I miss that?" said one sailor, in reference to the windward mark. A seven-man chorus boomed back, "Yes, you did."

While the sailing is challenging and the camaraderie a bonus, there's one other aspect of the CR model yacht fleet that makes the sport enticing: the price. "The cost for the boat, stand and electronics is about \$450," said Greg Worth of Worth Marine in Marblehead.

David Ramos of Annapolis, MD, the defending national champion in the class, also has a business fitting out kits professionally. "The most difficult thing about these boats is getting the thumbs to do what the brain is thinking," he said "We have world-class sailors back home and we have a lot of fun."

When all was said and done, Ramos finished second behind another, Annapolis sailor, Tim Magnus. Over all, the Chesapeake contingent showed the hometown sailors a trick or two. But Padin, in eighth, was philosophical. "They're pretty good," he said. "But things can change on any given Sunday."

*[There was a photo of handsome Jamie Gurnell that we could not reproduce here. Also, Worth Marine reported that they had several phone calls from around the country from people who had read the article. They sold five boats. The power of the PRESS. Ed.]*

Attention CR 914 Sailors:

## ***Want to sail fast?***

*By John Atwood*

Sailing smart and fast is by no means, a figure of your imagination! It takes hard-dedicated work and the knowledge of knowing what you're doing when you make slight adjustments to the mast, rig, and/or sails on your CR.

It's hard to make a comeback when you haven't been anywhere! That's what I mentally say to myself when the boat doesn't want to perform right. Some days your boat's the dog; some days your boat's the fire hydrant. Always be prepared for any changes in the wind or what the weather may bring. Be prepared! Don't change anything 'til you know what you're doing first is a good motto. Measure, measure, and then measure again.... and then jot them down as a record. Don't leave anything to chance! Mother Nature is always trying to do us in.

Always carry a "black book" of all critical measurements on your boat. As I like to call them--- cheat notes. Your notes should contain valuable set-up information that will be useful under certain weather and wind conditions. Some sail-

ors actually use colored pens to set the rig and sails. These markings are great to have and are ready made for reference purposes. I could give you all of the measurements, but that wouldn't help you one darn bit! Learn them and understand them first.

Don't get caught asking our current National Champion, Dave Ramos, (a very likable fellow and a great sailor) "How do I do this Dave???" Or perhaps, "How do you set this up Dave???" You should already know what to do and when to do it. Although, I have on one occasion tried to pick his brain a little bit, he does not give up trade secrets too easily! It took some crowbar prying on my part one whole Saturday afternoon to gain a little of his boating knowledge.

Winning regattas is no accident is what I say. The well set-up boats normally run up front! You too can be one of these fast up front winning boats. The worst thing you can say to me is, "your boat is a rocket ship John". My boat is potentially no faster than anyone else's. I just got some lucky breaks along the way with help from good measurements and the correct set-up. Don't forget to keep that black book full of notes!

A perfectly race set-up CR goes to windward with no assistance from your big

thumbs! Flat out and fast.... Only slight movements to the rudder input will be all that's necessary to keep her straight and on course. Rig her right and she'll always go straight and fast. If she doesn't, then changes should be made to the mast position, sails, or rigging. I suggest changing the mast rake first, and then tweak both sails. I emphasize adjusting the jib first before the main sail. Know your jib slot and what it does!

Oh, by the way, (I'm not a salesperson for Worth Marine) you should always replace your old tired worn-out sails with new ones yearly. They are very inexpensive and they mean so much to your boat's speed and pointing ability. Sails are your boat's H.P. and lifeblood. If you're racing one or two times a week, by all means replace them twice a year. You will see the difference new sails make in your boat's overall windward performance!

However, in light air sailing, I DON'T know what to do but drift slowly. Any ideas????

Good luck,

*John Atwood*

*Whose wild oats, etc, etc.*  
atwoodj@tea-emh1.army.mil

***DIVE, DIVE, DIVE!***



*(Continued from page 1)*

wording of the bow bumper rule change. They are in unanimous support of the rule changes proposed on pages 12 and 13.

**NEWS Copy**

I am always looking for articles from **you**, the owners and subscribers. In this issue Buttons Padin, John Atwood, Ernest Freeland and Mark Zurmuhlen submitted regatta reports.

**ALWAYS LOOKING FOR GOOD**

**PHOTOS.** (Does this sound familiar? I will keep showing this message until there are results!)

- Action shots of 914's are what we need. Telephoto close-ups. Boats in strong winds submarining, pitchpoling, planing with big bow waves, etc.
- Send photos showing your people, venue, club house, lots of boats at the start, etc.
- Good photos of innovations that improved your boat.
- Humorous photos are always good.

**Registrations**

This month there are ~620 boats registered and ~260 subscribe to the NEWS.

Good sailing,

*The Editor*

*If at first you don't succeed,  
then skydiving isn't for you.*

**2000 REGION 1  
CHAMPIONSHIPS**

**June 25 - Sunday  
At Redd's Pond,  
Marblehead, MA**

Skippers Mtg. at 9 AM  
Lunch will be provided at the pond.  
Racing until 3 PM followed by awards

**Eligibility** - Must be a registered CR 914 owner and an AMYA member.

For details and accommodations contact:

*Chuck Winder  
chuckw88@msn.com  
(781)631 6727*

**FIRST  
2000 REGION 5  
CHAMPIONSHIPS**

**October 14, 15  
Evergreen, CO**

The Thin Air Model Yacht Club of Colorado will host the regatta. It will be at TAMYC's Evergreen venue at 7200 feet in the Rockies just west of Denver.

TAMYC was formed in June 1999. In April 2000 they had 38 CR-914s and expect to double that this year. It is a multi-fleet club managing CR-914 fleets in different towns of Colorado.

The regatta is planned for two days. Come on Friday to enjoy some terrific mountain hospitality before a nice week-end of racing in the Thin (but clean, crisp) Air of Evergreen.

Contact TAMYC to receive complete information by mail or go to <http://ModelSailboatRacing.com>, the club's website. Come early, stay late to enjoy fall in the Rockies.

*Steve Lang  
Steve@BuiltByU.com  
303-670-4670*

**YEAR 2000 NATIONALS**

Our host will be the *Chesapeake Bay Model Racing Association* located in Annapolis, MD. The regatta dates are November 3, 4 and 5. Contact is:

*Commodore Ernest Freeland,  
cbmra@yahoo.com or  
410-956-0780*

Use the link below to give pre-registration data which will help CBMRA organize the event:

<http://www.rcyachts.com/Natsinforequest.htm>

**Pertinent Web Sites**

**AMYA Web Site,**  
<http://www.amya.org> Add "/cr914.html" to go directly to the CR 914 page.

**Worth Marine,**  
<http://www.worthmarine.com>

**Chesapeake Performance Model Yachts,**  
Dave Ramos, Annapolis, MD,  
<http://www.rcyachts.com>

**Thin Air Model YC**  
Steve Lang, Evergreen, CO,  
<http://ModelSailboatRacing.com>

## Discussion On *Class Rules* Changes

### Class Rules Vote

The Class Advisory Committee proposes two Class Rule changes. The last vote on class rules was in early 1998.

#### Rules for the Vote

- Simple majority of those registered owners voting decides the vote
- Each ballot (see facing page) must be from an individual registered owner
- No proxy ballots will be accepted
- USPS mail or e-mail is acceptable.

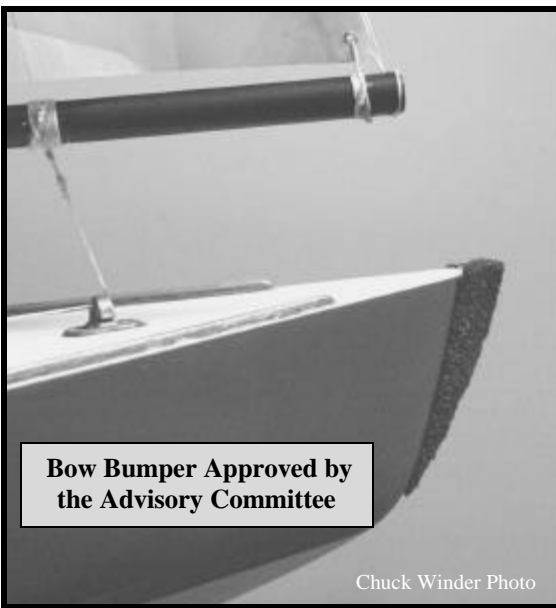
**Ballots must be postmarked no later than June 16, 2000.**

### BOW BUMPERS

At the Region 3 Regatta at Norfolk, April 29, 2000, a CR 914 sank after a collision. The bow of one punched a hole in the other. Fortunately it was recovered, though the electronics may be another story. (See the Regatta report in this NEWS.)

There have been many near-sinkings and even more damaged hulls over the years. For the most part these events are avoidable using the proposed bow bumper.

Where bow bumpers are used there have been no hull punctures. See the photo.



#### Make Bow Bumpers Mandatory

You are asked in this issue to approve a class rule change that makes bow bumpers mandatory at regional and national regattas. The **Class Advisory Committee** is unanimously in favor of the proposed rule.

See the exact wording of the proposed rule on the ballot on the facing page.

Actually, the Advisory Committee recommends that all fleets make the bumper mandatory at their local races.

Note that if you do not race your boat there is no requirement to use a bumper. The bumper is important for those who race in large fleets. If you do not race and feel no need to use a bumper, consider voting in favor of the rule change if you can recognize the need in large fleets.

Bow bumpers have been discussed at length in the NEWS: Mar.-April '99, July-Aug. '99, and Sept.-Oct. '99. They are now mandatory at four of our largest clubs:

- Cottage Park YC, Winthrop, MA
- Larchmont MYC, Larchmont, NY
- Marblehead MYC, Marblehead, MA
- Thin Air MYC, Colorado

Worth Marine supplies the approved bumper complete with double-back tape for installation. The delivered cost is ~\$5.

#### Observations:

1. The \$5 cost is negligible compared to all the other costs of racing a CR 914, not to mention hull repairs or replacement of damaged electronics.
2. Bumpers will not promote an attitude that will encourage collisions because:
  - a. Collisions are slow. No competitive skipper will intentionally collide with another. That is slow even without a penalty circle.
  - b. The fast scale-speed of the boat coupled with limitations in human reflexes and eyesight are the

causes of the majority of collisions. We won't be able to write a rule to change those factors.

#### One Design Bumper

Our class is strictly one-design. Many believe bumpers will effect boat speed. Even if they don't, there can be the perception that boat speed is effected. Thus it has to be a one-design bumper for fair racing. Worth uses tooling that makes practically identical bumpers.

#### Bumper Design

The bumper design was created to prevent two serious types of hull damage.

1. The chisel like edge formed by the intersection of the deck and stem will punch a hole if it hits another boat broadside below the sheer.
2. If the stem strikes the deck edge a crack and leak is possible along the sheer. This occurs when the victim boat is heeled toward the attack boat with its deck edge low to the water level.

The bumper is thickest at deck level to protect from 1) above and tapers down the stem to protect from 2) above.

### Correction Weights

At the 1999 Nationals it was suggested that the class rule specified an unnecessarily difficult location for adding weight to the boat if it was underweight. It was much easier to mount correction weight on the underside of the deck outboard of the main hatch opening. A rule is proposed that does that.

#### Original Rule:

14.3 Correction weights to an underweight boat shall be located, half on each side, on the inside of the hull within 2½ inches of the deck at the sheer and within 16 inches and 21 inches from the bow.

#### Proposed Rule:

14.3 Correction weights to an underweight boat shall be located on the underside of the deck, half on each side, within 16 and 21 inches from the bow.

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

Circle Choice(s):	Registration and transfer (a one time only fee)	\$5.00
	Subscription or Renewal to the NEWS	10.00
	Registration and Subscription Combined	13.00

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 Rd.  
 Marblehead, MA 01945  
 781 631 6727  
 chuckw88@msn.com

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

## Ballot for Class Rule Changes

**Ballots must be postmarked no later than June 16, 2000.** Please Circle your responses.  
 The Class Advisory Committee is unanimously in favor of the proposed rule changes.

### BOW BUMPER

**1. Yes, I vote that Class Rule 8 be changed as follows:**

#### 8 BOW BUMPERS

- 8.1 Bow bumpers shall be mandatory for regional and national championship regattas.
- 8.2 Only bumpers from a source approved by the Class Secretary (assisted by a Class Advisory Committee) shall be legal.
- 8.3 The approved bumper shall not be modified.
- 8.4 The bumper shall be installed with the top aft edge clearly above deck level, but no higher above deck than 1/16 inch.
- 8.5 The lowest edge of the bow bumper shall be a minimum of 2 1/16 inches below deck level measured perpendicular to the plane of the deck.
- 8.6 Previously approved designs shall remain legal

**No, I vote that Class Rule 8 remain unchanged**

**2. Yes, I vote that Class Rule 14.3 be changed as follows:**

#### Proposed Rule:

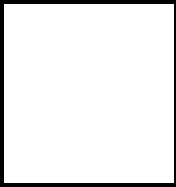
14.3 Correction weights to an underweight boat shall be located on the underside of the deck, half on each side, within 16 and 21 inches from the bow.

**No, I vote that Class Rule 14.3 remain unchanged. See facing page for original rule.**

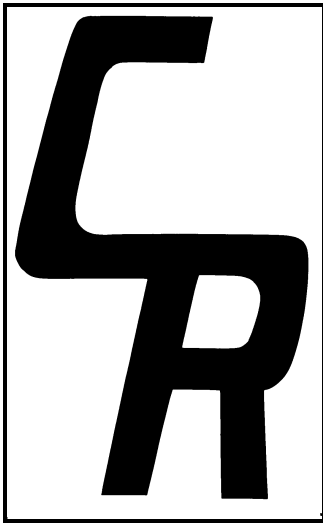
**Send your ballot no later than June 16, 2000 to:**

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

Chuck Winder  
19 Robert Rd.  
Marblehead, MA 01945



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



**CR 914 SAIL EMBLEM**  
Full Scale

**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.

- 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

***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.