
❖ CR 914 NEWS ❖

Issue 31

SEPTEMBER-OCTOBER 2001

Happy Skippers at Nationals



Rear row, L to R - Joe McDonald, Dick Martin, Tony Johnson, Terry Britton, Andreas Viotor, Dave Ramos, Don Weatherley, *Champion* Craig Mackey, Greg Laliberte, Ken O'Brien, John Crimaldi, Craig Boyle, Steve Lang.
Front row, L to R - Doug Backstrom, Terry Mackey, Terry Rainey, Kevin Delva, Pablo Godel, Barry Hight, Denny Hanson.
Missing from photo - Peter Wyckoff, Peter Holzinger.

2001 CR-914 National Championship

13-14 October 2001 at Evergreen, CO

What do tumble weed, a hip roll, slalom poles, a herd of elk, and a 3 hour beer break have to do with racing sailboats – especially at the national level??? Well, you just had to be there!

For the first time ever, Colorado hosted a national model sailing championships, and not only was the Thin Air Model Yacht Club the host, but they held the regatta on a pond at 7700 feet of elevation, up in the mountains – talk about thin air!

Saturday started off with small snow showers gliding by on rather warm 40 degree winds. But the winds were building. By 10 am, the 22 boats sprang into action sailing the heat manage-

ment program, locally called Ripple 4. But the wind had no mercy as it climbed out of the teens and into the 20's.

Wind blasts tunneled down the valley carrying tumbleweed from the upper meadows. When it hit the water, this tumbleweed became a Rocky Mountain iceberg, which rolled and tumbled through the water on its way to the lee shore. They made interesting obstacles and it was really a hoot listening to skippers calling for "room" to avoid tumbleweed! "Yo padna, I need some room to tack away from this here tumbleweed."

The other unintended obstacle turned out to be the posts that the
(Continued on page 4)

On the Cover

Steve Lang e-mailed me the original 764 KB JPEG color image (1183 x 777 pixels). It was converted to black-and-white. At the size used on the cover it is about 160 pixels per inch, which gives a good sharp picture. Photographer is unknown.

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Class Secretary's Report

Racing Rules of Sailing

SAILING WORLD's John Burnham wrote the article on page 10. It made a lot of sense to many of us who want to see bigger participation in our sport. It also received glowing praise in letters-to-the-editor in the November issue of *SAILING WORLD*. I hope you all read it and consider applying its philosophy in your local racing.

Last Issue was mailed October 3. This issue will be mailed about November 27, which is starting to get things back on track.

Registrations

This month there are ~880 boats registered. About 270 copies of the NEWS will be distributed compared to ~300 last month. Last issue 75 subscriptions expired and 29 of those have renewed so far.

NEWS Copy

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

ALWAYS LOOKING FOR GOOD PHOTOS.

There are two ways to send photos to the NEWS.

1. Send color photo prints. Typical size is 4x6. They will be scanned and edited for use. The results can be very good quality.
2. Digital photos should have a resolution of 1200 x 800, especially if they will have to be cropped. The cover of this issue is that size, but it was used without cropping. Most images require cropping for best effect.

A photo sent as a JPEG file is compressed so it takes a reasonable time to download.

Good sailing,

Chuck Winder

REGATTAS

Regatta Coordinator,

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

2002 NATIONALS

This is a good time for a club to decide to host the most important regatta of the year. Call me.

Virginia Cup Regatta

**December 8, 2001
Norfolk Yacht Club.**

The race is open to all. CR 914 Registration and AMYA membership is required. Sailing starts about 11:30 or when everyone arrives for a start! Race as many as we can get in. A short informal break for food, drink, and batteries!

Minimum of 18 and a max of 24 races! There will be one throw-a-way for every 6 races. Paper trophies to give away! No money to change hands! A good time will be had by all sailors. "No yelling on the pier"!!! Should be 12 to 16 boats on the starting line. It should be great field of CR 914 racers.

John Atwood, Commodore
AtwoodJ@tea-emh1.army.mil
757 596-9701 home
757 599-1648 work

NEW AMYA REGION 1 DIRECTOR

By Ernest Freeland

Congratulations to CR-914 owner Greg Vasileff who was recently elected Region 1 Director. His responsibilities include compiling the Region 1 regatta schedule.

Greg said "There are only a few clubs that respond to this request, so I guess I feel my main objective as Region 1 Director is to get a lot more of the clubs involved. There are too many clubs out there that don't make themselves openly available to the 'new' member." Greg goes on to state that he feels the "biggest deal here in Region 1 is the Mystic Seaport "Raceweek". 2002 will be the third year for this event, though we have never called it a Raceweek in the past."

Next time you speak with Greg be sure to congratulate him. I am sure Greg will bring growth for AMYA to Region 1.

NEW CR-914 Assembly Instructions

Dave Ramos is nearing completion of improved instructions. He took on the huge task of combining into one document the AG Industries "Assembly Instructions" and the "Upgrade Instructions" that were last updated in July 1999. They will be a great benefit to the new kit builder. There will no longer be the need to go back and forth between two instructions and try to keep track of which instruction and figure to use for a given task.

This has been needed for a long time. It will be interesting hearing the feedback from new kit builders who often contact the Class Secretary for help while building their boats.

CLUBS AND BOAT SHOWS

By Ernest Freeland

I spent Columbus Day weekend assisting Dave Ramos at the Annapolis Boat Show. I always welcome the opportunity to get out and meet existing, new and future CR-914 owners.

One of the biggest questions at all of the shows is: Where are the local clubs and when do they sail? At the Annapolis Show there was a lot of interest about New Jersey, Pennsylvania, Virginia and, of course, Maryland.

This got me to thinking. It would certainly be nice if each club created a flyer. It would include club contacts, web site, sailing location, sailing schedule, etc. CBMRA's (Chesapeake Bay Model Racing Association) flyer has worked great in making sure prospective members can find us. It's a great way to increase CR-914 participation in your area.

Create a flyer, print it and send it to Dave or me. We'll hand it out at the next show. Our experience is that a hard copy is much more affective and lasts longer than if we just have a club listing at the show. Show attendees will forget the information told to them or won't write the information down. If you send Dave an electronic copy it will get posted on his web site under the club section.

Dave's 2002 show schedule is Cleveland, Atlantic City and Chicago. If you are in one of these states or a bordering state, send us your flyer. Even if you are not in these areas please feel free to send your regatta schedule and information so it can be added to the site. Also don't forget about placing your information on the CR-914 Yahoo Club web site as well. E-mail for Dave's or my mailing address at cbmra@yahoo.com.

Pertinent Web Sites

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

Chesapeake Performance Model Yachts,

Dave Ramos, Annapolis, MD
<http://www.rcyachts.com>
(Dave has posted the "Index to NEWS Articles" for owners convenience.)

Thin Air Model YC

Steve Lang, Evergreen, CO
Steve@ModelSailingCenter.com
<http://sailcr914.com>

Worth Marine,

<http://www.worthmarine.com>

Yahoo CR 914 Club Website

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

CR 914 Listserve

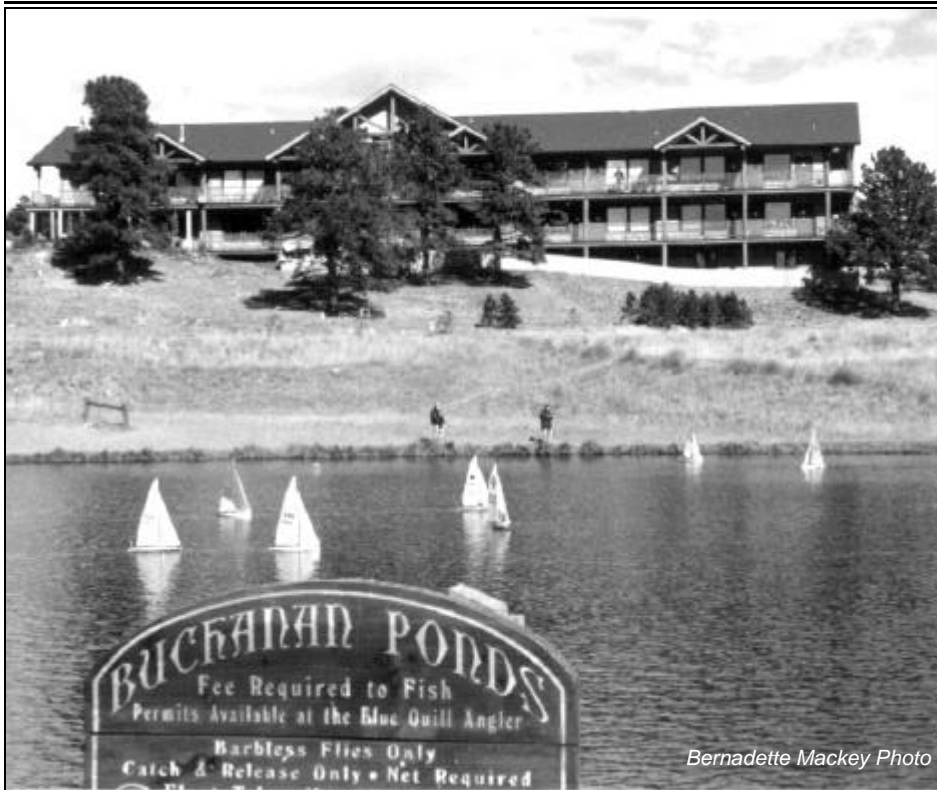
Sign-up at:
cr-914-subscribe@topica.com

Mid-Missouri Model Sailing Club

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

Behind every successful man is a surprised woman.

Maryon Pearson



... races – enough to qualify our divisions for Sunday.

Gee, now what? Back to Elk Ridge (Lang’s home) to resume the party. The Lang’s home is a small 3 bedroom place, nestled among huge granite boulders and old evergreen trees, on a ridge line at 8600 feet. For the party, all the furniture in the living room/kitchen area was moved against the walls. Food was served buffet style, while many stood or sat on the floor. The fireplace was lit adding to the candle-light ambiance - and the stories got louder and more exaggerated as the party wore on into the night.

At 8 pm, the Sunday divisions were announced and skippers and guests started to filter out. Everyone walked down through the trees and boulders with one eye over their shoulder as bears are prevalent in this area, and are frequent visitors to the Lang deck. All in all, we got in 3 hours of sailing and 6 hours of partying – a good day’s work!

(Continued from page 1)

local crew had driven in the water about 15’ from shore to mark the edge of grass beds. These posts would not normally have been any kind of an obstacle since they were spaced about 60 feet apart. But under the wind conditions, more than one boat ended up with a backstay hooked over the top of a pole. For the championship rounds on Sunday, all poles were removed.

Just as the first race was getting underway on Saturday, there was quite a commotion about 300 yards up the valley. A couple of huge bull elk were herding their harem of 30-40 cow elk across the valley with no shortage of bugling and snorting. Well, what do you expect, it is the rut (mating season). Everyone stopped to watch this magnificent display of nature and more than one boat sailed ashore due to the distraction of her skipper.

The gusts were the kind that often flattened the fleet and prevented tacking. The downwind legs were best described as “screaming meemees!” One spectacular display was put on by Steve Lang of Evergreen and Terry Rainey of Tulsa. They had collided on a port/starboard crossing,

and fouled their rigging aloft. As the boats spiraled down wind, Steve’s boat rolled Terry’s boat up on his windward side, and Terry’s keel actually left the water as his boat did a complete flip up and over. Dave Ramos from Annapolis, immediately coined this skillful maneuver as a “hip roll”, which we laughed about well into the night.

After only two complete races – 4 heats, we decided to stop for lunch – which was being catered by a restaurant right above the venue on the valley side. As we ate, the wind went crazy with gusts in the 40s and 50s. So racing was postponed and everyone was invited to come 4 miles up the road to Steve Lang’s home where they would wait out this excessive wind.

The Saturday night party was already scheduled at Lang’s house, so it didn’t take much to break out the beer and wine that was stocked for the evening. We were well into partying when a scout party returned at 3 pm to say that it looked like we could sail. So everyone got back in their cars and down to the lake. By 6 pm, it was getting a little chilly but we had completed 5 full

Saturday Ripple 4 Races

Saturday scoring used the two fleet promotion-relegation system to seed the Gold and Silver fleets for Sunday racing.

	Sail No.	Sub Total	Throw Out	Total
Dave Ramos	238	16	6	10
Terry Britton	692	24	8	16
Craig Mackey	541	29	12	17
Greg Laliberte	296	27	9	18
John Crimaldi	460	25	7	18
Pablo Godel	760	44	9	35
Steve Lang	530	63	23	40
Denny Hanson	943	60	16	44
Craig Boyle	331	64	18	46
Dick Martin	722	70	23	47
Andreas Vietor	472	73	23	50
Joe McDonald	828	77	17	60
Ken O'Brien	553	78	17	61
Terry Rainey	897	85	23	62
Barry Hight	639	85	20	65
Terry Mackey	546	94	23	71
Peter Holzinger	767	95	23	72
Peter Wyckoff	709	98	23	75
Tony Johnson	077	103	23	80
Kevin Delva	952	119	23	96
Don Weatherly	522	121	23	98
Doug Backstrom	989	122	23	99



Bernadette Mackey Photo

See Champion Craig Mackey's comments about how he won the Nationals on the next page.

Sunday Gold Races

	Sail No.	Sub Total	Throw Out	Throw Total
Craig Mackey	541	22	8	14
Greg Laliberte	296	28	9	19
Dave Ramos	238	38	15	23
Terry Britton	294	39	15	24
John Crimaldi	460	63	21	42
Dick Martin	722	60	18	42
Andreas Vietor	472	68	22	46
Pablo Godel	760	66	16	50
Denny Hanson	943	82	19	63
Craig Boyle	331	93	21	72
Steve Lang	530	100	24	76

Sunday morning broke with perfectly clear sunny skies, and a moderate wind. But before the course could be set, the wind got up again into the high teens and 20's. By now everyone was used to the wind and after a bit of inny meeny minny moe, we finally got the course set and everyone ready for the fray. Both divisions were started on the same course with a staggered-start system that worked very well after everyone got used to the fleets passing on each leg of the course.

Even though the first race did not get off until 11 am because of the course changes, lunch and 11 races per division were completed by 330 pm. So with fond memories of tumble weed, and hip rolls, and elk, wild parties, and skillful competition, the skippers lined up for their trophies. TAMYC provided five trophies per division made by a local glass artist. In addition, every sailor received an etched pint glass commemorating their attendance – most

were well used on Saturday!

Final results are at right. In a few cases “throw-outs” changed the outcome.

There were no protests registered as we enjoyed amazingly clean sailing.

Even though there was plenty enough “survival sailing” for everyone, the best sailors rose to the top, and everyone knew they had been through a memorable racing and social experience in the mountains of Colorado.

A special thanks from all of us at the Thin Air Model Yacht Club for the commitment of distant sailors from Seattle, Houston, Annapolis, Columbia MO, Tulsa, and Minnesota. It wouldn't have been near as exciting without you.

Steve Lang (Hip Roll expert)

Sunday Silver Races

	Sail No.	Sub Total	Throw Out	Throw Total
Terry Rainey	897	26	10	16
Barry Hight	639	43	14	29
Terry Mackey	546	49	15	34
Kevin Delva	952	57	21	36
Joe McDonald	828	58	21	37
Don Weatherly	522	71	21	50
Tony Johnson	77	75	24	51
Ken O'Brien	553	90	24	66
Doug Backstrom	989	111	24	87
Peter Wyckoff	709	118	24	94
Peter Holzinger	767	121	24	97



Bernadette Mackey Photo

Craig Mackey on the 2001 Nationals

Craig was asked to tell about how he did so well at the 2001 CR 914 Nationals. He had completed his boat in July 2001 (at least that is when he registered). Rod Carr, Seattle YC, reported that Craig had raced a Victoria for three years. Recently he began racing an IOM and placed 5th at the Canadian IOM Nationals. His e-mail comments are below.

Hi Chuck.
Thanks for the Congratulations.

I have sold my boat to Jim Owens in Seattle. He said my boat was too fast, so I offered it to him and he bought it. Here are a few things about the boat that I can remember.

I like to have my upper shrouds very tight, even in light air. At the Nationals I had my lowers very tight too. Most people had theirs loose. With them tight I was able to carry a lot of backstay tension without over bending the mast. This setup gives you a very tight forestay. My boat was able to point higher than every-one else.

I also had the foot of both sails flatter than most of the other boats. I adjusted the rake of the mast to give the boat a fair amount of weather helm. I don't know that measurement however.

At the Nationals I didn't try to win every start, I just went for clean air.

My boat was very fast upwind and usually by the top mark I was in pretty good shape. The "secret" to doing well in major regattas is to stay out of trouble and avoid hitting other boats. Even if I have the right-of-way I will turn to avoid a boat that doesn't seem to be avoiding me. It might take me a little bit out of my way, but I won't become entangled with him.

I will be happy to answer any other questions about my boat or setup that you might have.

Craig Mackey

AMYA and the CR-914

by Ernest Freeland

I always enjoy coming home to find the NEWS or the AMYA Quarterly in the mailbox. It's great to read what other clubs and individuals are doing in the world of model yachting. While I read the Quarterly from cover to cover I always find myself drawn to the back to see how many CR 914ers are AMYA members. I feel that the 914 is the best class in AMYA with some of the strongest participation levels of any class so I like to see how the Class is fairing compared to the others.

I always read articles of weekly events and weekend regattas with large turnouts of CR-914s on a regular basis. I don't see that sort of consistency with other classes. True, it is possible they aren't being reported as much by other classes and that I am partial to the 914. However, in my defense, I do spend a fair amount of time searching out information on model yachting in general anywhere I can find it.

The last AMYA Quarterly showed that 181 AMYA members owned CR 914's. That makes us the 6th largest class in the AMYA behind such classes as the Soling 1M, Marblehead, EC 12 Meter, US 1 Meter and the Victoria. This was a disappointment. True, many of these classes have a much longer history than the 914, but still!

In the September/October NEWS Chuck reported that the NEWS is sent to approximately 300 owners. This is a little more than one and a half times the amount of owners registered with AMYA. So why is our AMYA membership level so low? If you are serious enough about the 914 to receive the NEWS, you should also be a member of AMYA to increase your enjoyment that much more.

All CR 914 owners are encouraged to join the AMYA. It is a great organization that supports and promotes model yacht-

ing on a national level. AMYA membership is required to sail in CR-914 Regional and National Regattas as well as all AMYA sanctioned regattas. AMYA membership also gives you a subscription to the AMYA Quarterly, a great magazine with a wealth of information.

If you are an AMYA member, GREAT, but please don't forget to renew your membership each year. Make sure to note on your application that you own a CR 914. (I may have forgotten to do this myself in the past since it isn't clear sometimes where to do so.)

You are encouraged to host sanctioned AMYA Regattas to support model yachting. Lets have the CR-914 Class show our strength and support of the AMYA and model yachting.

Ernest's article is timely. Shortly after I received his article there was an e-mail from David Goebel. He had searched through the data for 19 owners in Oklahoma and found that all of them were AMYA members but only 6 had informed AMYA they owned a CR 914. It is likely that is the case throughout our fleets.

The message is clear that when we renew or join AMYA, we shouldn't forget to tell Michelle that we are CR 914 owners. If you didn't do that tell her now.

There is an AMYA application form on page 11.

Michelle Dannenhoffer
AMYA Membership Secretary
mdannenhof@msn.com
888 237 9524
321 253 9189

How to do SAIL GRAPHICS

There have been requests from owners over the years about how to do good sail graphics. Photos from the 2001 Nationals showed some well executed attractive designs.

Kevin Delva, #952, Louisville, CO, reported how he did his. His design was striking in vivid red, orange and yellow. The entire jib was colored and most of the main.

The photo shows two boats at the nationals. In the back is Don Weatherly, #522 with its dark blue graphics. In the foreground is Kevin's boat. The black at the mainsail top is bright red, the gray is orange and the light gray is yellow. (The image had to be extensively edited to show the design when the color print was converted to black & white.)

Kevin wrote:

I learned a lot about markers when I was trying to find a brand that would work. I probably tried a least 20 different types of markers. I had people in the office place a mark on a three by five card. I could test many different markers without



having to purchase them. After work I would run cards under the faucet to see which were waterproof. I found that not many are.

The second problem is getting colors that are vibrant. I used Whiteboard Markers by Avery, #AVE2989n. (The n defines the color.) These were the only ones tested that were permanent. Buy them at Corporate Express, 888-238-6329, or <http://CorporateExpress.com>.

It took 6 pens to color the sails and they appear to have retained their original brightness after one year. Both sides were colored with two applications. You need to be careful when coloring next to another color for they tend to bleed.

I made a pattern using the sail dimensions from the CR 914 rules. I probably made ten different designs to finally pick my favorite. .

One thing I can definitely say is that I have never been caught thinking I was sailing another persons boat.

NEW OWNERS

	First Name	Last Name	City	State	Sail
1	Dr.	Armiger	Baltimore	MD	572
2	William	Arnold	Duluth	GA	562
3	Bill	Berman	Payson	AZ	665
4	Paul	Campbell	Essex	CT	807
5	Nathaniel P.	Clapp	Providence	RI	680
6	Neil	Clugston	Payson	AZ	559
7	James M.	Earle	Mantoloking	NJ	870
8	Richard	Ferguson	Bixby	OK	891
9	Ken	Fischer	Altamonte Springs	FL	825
10	Bill	Geen	Payson	AZ	658
11	Hugh	Gibson	Macon	GA	773
12	Chuck	Goerke	New River	AZ	704
13	Patrick	Gudat	Dunlap	IL	597
14	Michael	Hunt	Moberly	MO	598
15	Mark	Lerner	New York	NY	985
16	Terry	Mackey	Minneapolis	MN	546
17	Dianne	Moldenhauer	Payson	AZ	657
18	Lowell	North	San Diego	CA	871
19	Matthew	Parillo	Rockport	MA	317
20	Peter	Perrone	Danbury	CT	594
21	Margy	Stubee	Annapolis	MD	543
22	George	Videll	Rockville	MD	578
23	Larry	Young	Payson	AZ	663



STRONG WINDS MEAN EXCITEMENT
2000 Nationals at Annapolis

FLEET NEWS

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

Chesapeake Bay Model Racing Association

Annapolis, MD
by Ernest Freeland

CBMRA Summer Wrap Up – Update

Another summer of sailing at *The Castle* has come to a close. Thanks to our hosts Tim Mangus and Kevin Elion, Tuesdays would be impossible without their support. By the time you read this CBMRA will be sailing Sunday's at the Chart House in Annapolis Harbor. Sailing starts at 1200 HRS.

While the weather generally cooperated on Tuesday nights the wind most certainly didn't. All too often the winds were light and fluky. The club still enjoyed a couple of cookouts and some visits from out of town CR-914ers that joined us to sail. Our visitors from Atlanta came the farthest when they came with their wives who sailed in the Women's Rolex Regatta hosted in Annapolis. The wives told us it was more important to their husbands to make sure their 914s made it to Annapolis then it was for them to make sure the J-22 made it for the wives to sail. That brought a laugh to all of us on the dock that night.

Some of our friends from Virginia joined us for a couple of nights of sailing as well. One of our newest members is Lars who used to sail out of Larchmont and has since moved to the Baltimore area and has joined us for a couple of Tuesday nights.

The club always enjoys it when people

stop by and sail with us so if you are ever in town give us a call. If you don't have your boat with you lets us know and we'll find you one to sail. It seemed that on any night of sailing whoever was there was capable of winning a race. Everyone had moments of brilliance as well as lapses in thought.

If you are ever in the Annapolis area on a Sunday stop by the Chart House and join CBMRA for some great CR 914 sailing!

Ernest Freeland, Commodore
cbmra@yahoo.com
(410)956 0780

LARCHMONT YC Larchmont, NY

[The editor wrote this report using the always humorous weekly race reports from Buttons Padin, the fleet leader.]

Buttons Padin reports the season is off to a great start now that the full-scale boat season is at an end. Winter is LMYC's active season as it is for the Annapolis and Winthrop fleets.

They have had several days of racing with the numbers building to 16 boats! They are considering a split fleet to reduce the number of boats at each start and at the first mark. They find 12 boats are about the maximum for good racing with models.

They continue the tradition of "winner brings donuts" for all at the next race day. With a fleet of this size more than one-dozen is required. You have to be a big spender to risk a win.

Dave Watt, Howie McMichael and Hank Buchanan have been the winners so far. Rick Beck, Erich Olsson and Buttons Padin were hard on their heels. Bizzy Monte Sano has shown good speed when he isn't aground on the rocks.

It is good to see Joe Burbeck back in the fray. Joe was one of the founders of this great fleet. Bob Mesani, Dick McCarthy and Rick Estabrook, three new guys this year, are getting into the fray more each week.

Weather has offered a wide variety of conditions from weak and fluky to very strong winds. But these guys sail in any conditions. Awhile back the NEWS had photos of Button's and Hank's boats with huge ice build-up on the rigging.

Buttons tells us he is beginning planning for the Spring Invitational Regatta that has been held in April since 1997.

Buttons Padin
erpadin@aol.com
914 834 5476

(On the difference between men and women:)

"On the one hand, we'll never experience childbirth. On the other hand, we can open all our own jars."

Bruce Willis

A Better Approach to the Rules

By John Burnham

[This article by SAILING WORLD Editor John Burnham appeared in the October 2001 issue. It is important to what we want to do in our class and the sport of model racing, Editor.]

WHEN I LED AN INFORMAL RACING RULES clinic recently, I realized yet again that most club racers don't know the right-of-way rules well. US SAILING President Dave Rosekrans says the same thing on page 17 -that people in club racing only use a one-page summary of the rules. In fact, most sailboat racing proceeds fairly smoothly because sailors typically avoid protests when they're unsure of their rights. Even when they fly a protest flag, they often decide against the time-consuming, contentious process of following through with a protest.

Yet as most readers are aware, any time a fleet gets bigger and more competitive, this state of affairs causes the quality of racing to suffer. And I'm sure it's one factor that limits the size of fleets.

I don't think we should simply accept the status quo. Let's see how we could improve everyone's knowledge of the most basic rules - and then see how we could change the protest procedure to make both justice and advanced rules education more accessible. We could require, for example, that the principle rules be posted in the cockpit on a laminated card. The refresher would give confidence to those who haven't reread the rule book since junior sailing class, and new racers wouldn't feel so intimidated by all the rules they don't know.

The Basic Rules

Fundamentals: Help anyone in danger, and avoid collisions whenever possible. *[The complete text of John Burnham's Basic Rules is in the "BOX" on*

this page. Cut it out or copy it and hand it out at the pond. Suggest it be pasted on the back of the transmitter.]

To improve compliance and offer more chances to learn the rest of the rules, we'd then change the protest procedure for casual races. As Editor at Large Peter Isler told me recently, you never learn a rule better than when in a protest hearing. It follows, then, if we could make fast, open protest hearings the norm for fleet races, legitimate protests would be filed, not dropped, and everyone would learn the rules better by listening to the proceedings.

Limit protest hearings to no more than 5 minutes and encourage everyone in the fleet to observe, silently. Choose a judge both parties accept and give each person a minute to tell their side of the story and another minute for cross-examination. Then make a decision and, to take the sting out of losing such a protest, use a percentage penalty if there was no collision with damage.

A general discussion of the situation and applicable rules after the hearing would be entirely appropriate and healthy. (On a day with no protests, a mock hearing or discussion of hypothetical incidents could also be fun and useful.) Justice might not be served up perfectly in these instances, but progress toward an overall goal of deciding races on the water would be advanced as, gradually, the more advanced rules would be unveiled.

At higher-level regattas, this approach wouldn't be appropriate, because these racers generally know the rules better. But in most of the racing that most people do, what's at stake in the typical protest rarely merits cumbersome hearings.

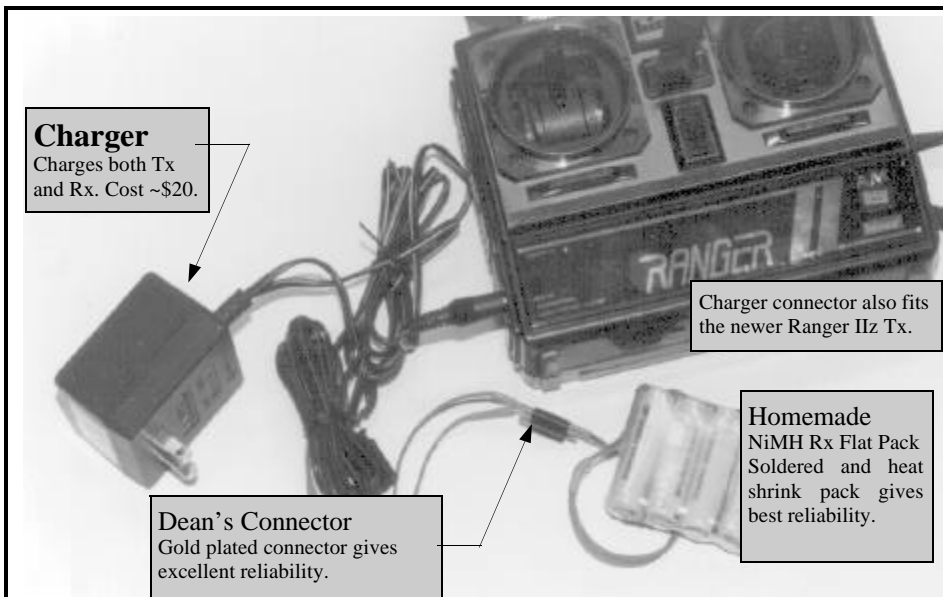
Cut out or copy "The Basic Racing Rules" and hand them out at the pond. Suggest they be pasted on the back of the transmitter.

The Basic Racing Rules *Avoid collisions whenever possible.*

- 1 **Opposite Tacks:** Starboard tack has right of way.
- 2 **Same Tack:** Leeward or clear ahead have right of way.
- 3 **Changing Tacks:** Boats tacking or jibing keep clear.
- 4 **Limits:** Right-of-way boats changing course or when gaining right of way must at first give others room to keep clear.
- 5 **Giving room:** Except at a starting mark surrounded by navigable water, outside boats must give room to those inside at a mark or obstruction.
- 6 **At windward marks,** Rule 1 (not Rule 5) applies to boats beating on opposite tacks.

A Simple Approach to Batteries for the CR 914

By Chuck Winder, November 4, 2001



[Edited excerpt from Jan.-Feb. 1999 CR 914 NEWS.]

CHARGER SYSTEM

Use a "hitec" charger, Model CG 25A, (about \$20) and the connectors will be compatible with the stock radio.

Or use a Futaba FBC - 8B charger, but the connectors will have to be changed. Your model shop will help you.

Prudence suggests changing the boat battery connectors to gold-plated *Dean's* for maximum reliability.

The photo shows a homemade soldered and heat-shrink wrapped battery pack of NiMH cells.

The stock battery box can, of course, be used with this system.

NiMH BATTERIES HAVE ARRIVED

[Edited excerpt from April-June 2001 CR 914 NEWS.]

NiMH (Nickel-Metal Hydride) batteries are now available at local stores such as "Target", "Wal-Mart", "Best Buy", "RadioShack" and probably many others. The cost has come down to where they are definitely less costly than "throw-away" alkaline cells if the boat is frequently used.

Brands

RayOVac, Energizer and RadioShack all offer NiMH cells. There may be others as the market matures.

Cost

A pack of four NiMH AA cells is between \$11 and \$13, except RadioShack's cost \$18.

A four-pack of Duracell Coppertop "throw-away" alkalines is \$4.09 at Staples.

The Arithmetic

A charger and four NiMH batteries for the boat cost about \$23 and will last for several hundred uses. That's less than the cost

of six sets of alkaline batteries!

Capacity

Buy the 1600 mAh variety. There are 1200 mAh versions, too, but the costs are the same. The samples tested by the CR 914 Lab met label specifications.

Cells rated at 1600 mAh battery will give more than eight hours in the Tx and more than five hours in the boat.

Charger/Battery Packages

They all offer a 14-15 hour charger and four AA cells as a package for \$25 or less.

At "Target" there was an Energizer four-cell 14-hour charger for \$10.

RadioShack's #23-033 for \$23 is a 13-hour charger with four cells. Another model #23-034 will charge from a car battery.

The CR 914 Lab recommends using a charger rated at 13 -16 hours or more because there is no risk of battery damage and they are inexpensive.

DEVELOP A ROUTINE

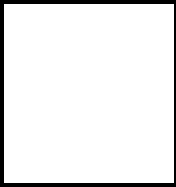
After a day of sailing immediately put Tx and boat batteries on charge using the recommended chargers. Leave them on charge until time to go sailing again.

They won't be damaged if the charger is rated to fully charge them in 16 hours or more.

The next time you go sailing they will be fully charged. They will last more than five hours, longer than most people ever sail at one session.

Using throw-away batteries there is always the temptation to use them another time if they were working last time you sailed. The result is often the need to rescue a dead boat. On a small pond it is not a big problem. An offshore breeze on a large body of water is a larger problem.

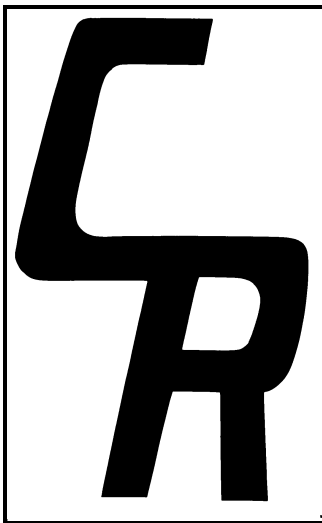
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Articles in the CR 914 NEWS

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

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

START YOUR OWN MODEL YACHT CLUB

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