

## **RULES INTERPRETATIONS**

### **Criteria for Rule Interpretations**

1. An interpretation must be consistent with the letter and/or intent of the class rules.
2. An interpretation must not offer the potential of improved performance.
3. An interpretation that improves boat reliability without improving performance may be considered for approval.

### **1. Boat Battery Legal Size and Type** - Ref. *CR 914 NEWS* Jan.-Feb.-March 2002,

Interpretation of Rule 12.4

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

### **2. Boom Fittings** - Ref. *CR 914 NEWS* March-April 1998

The design and location of boom fittings are not controlled by the rules. Rule 9.2 reads, 'All mast fittings ....', and therefore does not apply to boom fittings.

### **3. Correction Weights** - Rule 14.3

Correction weights shall be attached to the underside of the deck as specified in Rule 14.3.

### **4. Cosmetic Deck Fittings** (Rule 4.6) - Ref. *CR 914 NEWS* May-June 2000

Cosmetic Deck Fittings (Rule 4.6) will no longer be waived at sanctioned regattas as in the past. Read the rule to ensure your boat conforms.

### **5. Drum Type Sail Servos** - Ref. *CR 914 NEWS* Sept.-Oct. 2000

Only arm type sail servos are permitted in Regional and National regattas.

### **6. Halyards** - Advisory Committee, Feb. 2002.

Halyards or other rigging controls cannot be routed internal to mast or booms.

## **7. Jib Sheet Routing** - Ref. *CR 914 NEWS* May-June 1997

The jib sheet shall pass through the deck mounted jib sheet fairlead as shown on the kit drawings.

## **8. Keel Fillet and Nonremovable Keels** - Ref. *CR 914 NEWS* July-August 2001

**Interpretation:** The CR 914 is designed to have an easily removable keel. If the keel cannot be removed there can be no additional changes that result in differences from a boat with a removable keel.

**1. Intersection of the keel fin with the outside bottom of the hull** There shall clearly be a gap between the fin and the sides of the keel fin recess molded into the hull bottom. This gap would be present for a removable keel. Obviously, there can be no streamline fillet at this point between the hull and keel fin.

**2. Internal Structure** All the original keel/hull structure required for a removable keel shall remain in place. The steel keel-rod must extend to the deck and have a nut on it as if the keel were removable. The brass tube, or pipe, that normally houses the keel rod shall be properly installed.

**3. Internal Reinforcing of keel molding** The keel molding on the inside of the hull may be reinforced to prevent cracks and leaks. One way to do this is described in the 'CR 914 Upgrade Instructions' found in the kit.

## **9. Keel Installation** - Ref. *CR 914 NEWS* May-June 1997 and June- November 2003

The keel fin must be fully inserted into the hull until it bottoms against the hull and the keel rod nut is tight. The keel must be fully inserted into the hull molding recess to be legal. There have been occasions when an owner has intentionally not done this to gain improved performance. It is a simple measurement for an inspector to make.

## **10. Mast Material** - Advisory Committee April 2002

Only the mast and boom materials supplied in the kit are legal. There was a request to permit stronger material.

## **11. Mast Joiner** - Ref. *CR 914 NEWS* May-June 2000

Steel Mast Joiner is required by class rule 2.1. It cannot be replaced by another design or material. A magnet is an easy check.

## **12. Mast Fittings** - Ref. *CR 914 NEWS* March-April 1998

In Rule 9.2, 'All mast fittings...' means mast fittings, not fittings on the booms.

**13. Rudder Linkage** - Ref. *CR 914 NEWS* May-June 2000

Pull-pull rudder linkage systems, using two wires to connect the servo to the rudder, is not legal. Only the Push-Pull single rod system is legal.

**14. Reefing and Storm Sails** - Ref. *CR 914 NEWS* Sept.-Oct. 2000

An owner may choose to reduce sail area as permitted by Class Rule 13. The class rules permit reducing the area of the stock sails for heavy winds. However, that smaller area shall be used for the entire regatta or series of races. Additionally, if a sail is reefed, the same limitation is in effect. The reef shall be used for the entire regatta.

**15. Sail Modifications** - Ref. *CR 914 NEWS* March-April 1998

Any alteration to the sails risks making them illegal, such as removing the luff tapes that are installed on the stock sails.

**16. Sail Number Location** - Ref. *CR 914 NEWS* May-June 1997

'Location of Sail Numbers and Emblems will be liberally interpreted. The location doesn't effect boat speed.'

**17. Standing Rigging** - Ref. *CR 914 NEWS* March-April 1998

'The forestay and jib halyard cannot be routed directly to the masthead. They both shall be routed upward through the hole in the forward side of the mast ring portion of the jumper strut assembly and then to the masthead.'

**18. Standing Rigging** - Ref. *CR 914 NEWS* Sept.-Oct. 1998

Standing rigging must be installed as shown in the kit instructions. For example, the intermediate shrouds must run through the hole in the end of the intermediate spreader.

**19. Standing Rigging** - Ref. *CR 914 NEWS* Sept.- Oct. 2000

Shrouds (meaning the lower, middle and upper shrouds) may be connected to any of the three holes in the chain plates. (Chain plates are identified as 'Eyelet plate, part 8' in the AG Assembly Instructions.)

**20. Topping Lifts** - Advisory Committee Decision

Boom topping lifts made of string connected to the aft end of a boom are permitted.

**21. Keel Bulb** - Ref. *CR 914 NEWS* June-November 2003

The keel bulb must be installed on the fin as defined in the Assembly Instructions and the geometry of the fin and bulb geometry. No sloping of the axis of the bulb is permitted. Some owners have done this in an effort to improve performance.

**22. Jib Boom Tack** - Ref. *CR 914 NEWS* June-November 2003

It is legal to use a *snap-swivel* to connect the jib boom to the foredeck.

**23. Hull Sheet Exit** - Measurer's Decision, March, 2004

The sheet exit block must be located as defined by the hull molding and building instructions. The sheet must exit the hull at that point. The common sheet from the sail servo arm may terminate beneath the deck so that the jib and main sheets both exit at the stern exit turning block.

**24. Rudder Push-rod** - Advisory Committee Decision, October, 2004

The use of carbon fiber for the rudder push rod is not permitted.

**25. Boom Vang** - Measurer's Decision, January, 2005

The use of an offset elliptical vang as described on pp20-22 of Issue 135 of *Model Yachting* (Spring, 2004) is not permitted

**26. Batteries** – Technical Committee August 14,2024

To keep up with developments in electronic technology the class technical committee reviewed the battery technology.

Class Rule 12.4

Rules Interpretation: 1. Boat Battery Legal Size and Type

- a. Life Batteries are allowed, as another battery type/choice, in addition to the existing approved battery forms.
- b. Lipo batteries are NOT permitted.
- c. Battery form factor must remain the same throughout an event.
  - a. If you start with a 5 cell Life battery you must use the same throughout the rest of the event.
- d. Boat weight remains unchanged. Any weight needed to be added to meet class weight shall be added per class rules.
  - a. Rule 14.3
  - b. Rules Interpretation: 3. Correction Weights.

**27. Sail Patches**– Technical Committee August 14,2024

To clarify a discrepancy in the rules and the kit production. The production of the corner patches has used the same punch since the kit was created.

Class Rule 13.3

Rules Interpretation: Corners of the sail may be reinforced. The reinforcement patch shall not exceed a radius of 3 inches measured from the corner of the sail.