



CR 914 National Championship Regatta Saturday/Sunday, Oct 26/27, 2024 Deep River, CT

Sailing Instructions

1 RULES

- 1.1 The regatta will be governed by the rules as defined in the 2021-2024 *Racing Rules of Sailing*, Appendix E for RC sailing, prescriptions of US Sailing, the CR-914 class rules and these Sailing Instructions.
- 1.2 Rule 31 is changed to Boats may touch marks without penalty, with EXCEPTION of the Starting and Finishing marks which may NOT BE TOUCHED while Starting or Finishing.
- 1.3 Any boat touching a start or finish mark shall complete a penalty turn (one tack and one gybe in the same direction) clear of other boats and start/finish correctly.
- 1.4 All CR-914's must adhere strictly to all Class Rules. The race committee and/or RD reserves the right to confirm any or all boats meet Class Rules. Note: CR 914 CLASS RULES INTERPRETATIONS are updated 08.24.2024 to include items 26 and 27. Complete CR 914 CLASS RULES INTERPRETATIONS included with these 2024 CR 914 Nationals SAILING INSTRUCTIONS.
- 1.5 A boat gone ashore or aground or become entangled with another boat or a mark, may be freed and re-launched by anyone.
- 1.6 While ashore or at the water's edge, boats may be adjusted, drained or repaired. They may have entangled objects removed and batteries may be changed. They are not allowed, however, to change, reef or un-reef sails during the regatta. A damaged sail may be repaired or replaced with the approval of the Race Director (RD).

2 NOTICES TO COMPETITORS

Notices to competitors will be given verbally by the RD and may be posted on an official notice board if available.

3 CHANGES TO THE SAILING INSTRUCTIONS

Verbal changes to these Sailing Instructions may be made at any time by the Race Director. The RD shall attempt to notify all competitors of verbal changes. This changes rule 90.2(c).

4 **SCHEDULE OF RACES**

Saturday October 26, 2024

0930	Registration/Practice
1015	Skippers Meeting
1030	First Warning Signal
1230 approx.	Lunch Break
1300 approx.	Afternoon Racing Begins
1530	No New Warning Signal

Sunday October 27, 2024

0930	Registration/Practice
1015	Skippers Meeting
1030	First Warning Signal
1230 approx.	Lunch Break
1300 approx.	Afternoon Racing Begins
1500	No New Warning Signal
1515	Awards (time approx.)

5 **RACING FORMAT**

The racing format will be a single fleet unless the RD determines HMS will be used.

6 **THE COURSE**

The Course, the order in which marks are to be passed and the side on which each mark is to be left, will be given verbally by the RD and for reference may be posted on a course board if available. The RD may change the racecourse between races.

7 **CONTROL AREA**

The control area is unrestricted with the exception that while racing no sailor stand on the rocks, launch dock, spillway or anything that would provide a visual advantage.

8 **LAUNCHING/HAULOUT AREA**

The area is unrestricted except as noted in 7. CONTROL AREA. Please make way ASAP for others.

9 **THE START**

- 9.1** Races and/or heats will be started as required by rule E3.4, two minute-start sequence.
- 9.2** Prior to the Preparatory signal, a boat may request the RD to postpone the starting sequence for five minutes for the repair of a technical problem or breakdown. When such a delay is granted, it will be announced, and the starting sequence will be re-started after the completion of the five-minute delay. Each boat may be granted one such delay for the day. Delays for tuning, adjusting sails or changing sails due to weather will not be granted.
- 9.3** Rule 29.1 (Individual Recall) will be amended as "no flags will be shown." If any part of a boat's hull is on the course side of the starting line at the START signal, the line judge will attempt to hail that boat and will be OCS for the race until restarted and clear. Failure of the skipper to hear such a hail

will not be grounds for redress. Skippers will be on their honor to restart the race if no hail is given and the boat has not started correctly.

9.4 Round the End Rule (30.1) is in effect for ALL races. In rule 30.1 change (the last minute before her starting signal) to the "last 10 seconds before her starting signal".

10 **FINISH**

10.1 Boats that have finished must stay clear of the racecourse and boats still racing.

10.2 The RD may award a finishing position to any boat(s) that lag behind the balance of the fleet in finishing to promote more races/heats sailed.

11 **PROTEST**

11.1 A boat protesting another boat, while sailing, shall hail the other boat, as required by rule 61.1a as modified by rule E6.3.

11.2 Boats filing a protest with the protest committee must notify the RD immediately following the relevant heat. A protest form is not required. The protest hearing will be conducted using the "Five minute format". One minute for the person lodging the protest, one minute for the offending boat to rebut and three minutes for the protest committee to issue its finding. The finding of the protest committee is final and cannot be appealed. This modifies Rule 61.1.

11.3 The protest will be heard at the lunch break or at the completion of the last race unless the HMS is used in which case they will be heard immediately.

12 **REDRESS**

12.1 Boats requesting redress must notify the RD immediately following the relevant race or heat. A redress form is not required, this changes rule 62.2. The redress hearing will be conducted using the "Five Minute Format".

13 **SCORING**

13.1 The Low Point System described in Appendix A shall be used with the following modification: The score for one race shall be discarded after completing 4 races, two discards after completion of 8 races, three discards after completion of 16 races and four discards after the completion of 24 races, and so on.

13.2 A disqualification (DSQ) may not be discarded.

13.3 Five (5) races are required to be completed to constitute a regatta.

14 **AWARDS**

Awards will be awarded to First thru Fifth place. Additional awards may be given based upon the Race Committee's recommendation.

15 **DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS rule 3, Decision to Race. Sailing is an activity that has risk of damage and injury. Dry Pants Model Yacht Club as the Organizing Authority will not accept any liability for material damage, personal injury, or death

sustained in conjunction with or prior to, during, or after sailing for both on-the-water and on-land activities. By participating in the Dry Pants Model Yacht Club regatta, each competitor agrees to release the race organizers and all persons from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

16 FAIR SAILING

Rule 2 Fair Sailing Sailors will exhibit sportsman-like behavior at all times during this regatta. Any sailor deemed to be in violation of Rule 2 may be issued a warning by the Race Committee. Second infractions may result in disqualification from the event and points earned will be revoked.

Please refer to CR 914 CLASS RULES INTERPRETATIONS in attached document

CR 914 RULES INTERPRETATIONS Dated 08.14.2024

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 11/16 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 ineffect. 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.