

# CR 914 Class Rules

Revised July 15, 2000

See also CR-914 Class Rule Interpretations

## 1 GENERAL - CLASS:

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

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

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

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

## 2 GENERAL - YACHT:

2.1 The hull, keel fin, lead bulb, rudder, mast, steel mast joiner and booms shall be those provided by the kit manufacturer.

2.2 Profile tolerances for keel fin, bulb and rudder shall not exceed +/- 1/16 inch overall from the stock kit parts.

2.3 Thickness tolerances for keel fin or rudder must not exceed +/- 1/32 inch overall from the stock kit parts.

## 3 HULL:

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

## **4 DECK:**

4.1 The deck shall not be lightened by sanding or substituting another deck. However, the main hatch opening may be squared off for easier access, not to exceed 3 1/8 by 5 1/4 inches.

4.2 The two fore deck hatches may be opened for hull access forward of the keel tube. The opening for such hatches shall not exceed the outline molded on the deck (approximately 1 5/8 by 2 1/2 inches).

4.3 Hatch cover material and design are optional.

4.4 The jib rack eye, jib sheet fairlead, shroud chain plates, back stay eye and mast step, shall be located at the positions defined by the hull molding.

4.5 The shroud chain plates, back stay eye, jib rack eye, jib sheet fairlead and the mast step shall be those provided in the kit or a substitute fitting of equivalent function and similar dimensions.

4.6 Steering wheels, primary winches and the three forward winches from the kit shall be installed. Winches may be modified to avoid fouling sheets. Bow foot rails are required but design is optional. Deck cleats and the stern hatch cover are optional.

## **5 KEEL:**

5.1 Keel fin position shall not be altered.

5.2 Keel fin thickness and profile shall not be altered. Tolerances are given in paragraph 2.0.

5.3 Keel fin shall not be modified to change its flexibility or for any other reason.

## **6 LEAD BULB:**

6.1 Lead bulb may be filed smooth, sanded, shined or painted. Imperfections may be filled.

6.2 Shape shall not be altered. Tolerances are given in paragraph 2.0.

6.3 Attachment geometry of the bulb to the fin shall not be altered from that defined by the kit.

## **7 RUDDER:**

7.1 Rudder position shall not be altered.

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

## **8 BOW BUMPERS: (Entire section changed 15 July 2000)**

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.

## **9 SPARS:**

9.1 Mast and boom lengths shall not be altered.

9.2 All mast fittings supplied in the kit shall be used (spreaders, jumper strut, gooseneck, vang base and mast head crane). They shall be located within +/- 1/4 inch of the locations specified in the kit instructions.

## **10 STANDING RIGGING:**

10.1 Standing rigging shall be braided non-metallic fiber (such as nylon, polyester, Spectra, Kevlar, etc.) and shall have a minimum thickness of 0.018 inches. Line thickness shall be measured at one location with the line under 2.0 lbs. tension. (If the one thickness measurement is less than the specification, the thickness shall be determined as the average of ten measurements spaced at 2 inches along the line.)

10.2 Wire stays and shrouds are prohibited.

10.3 Turnbuckles are prohibited.

10.4 The shroud and stay clips provided in the kit may be eliminated or substituted.

## **11 RUNNING RIGGING:**

11.1 The common sheet exit pulley and the sail servo arm pulley may be modified or substituted. Any modification or substitutions shall have equivalent function and similar dimensions.

11.2 The main sheet fairlead ring shall have a maximum inside diameter of 0.25 inches. The ring position shall be controlled by an adjustable string bridle as defined by the kit assembly instructions.

11.3 The method used to attach a sheet to a boom and the method used on a boom to adjust the length of a sheet are optional.

11.4 Boom vang shall be of braided non-metallic line. Adjustment may be bowser, cleat or equivalent.

11.5 Manual sail adjustment details are optional. Main and jib boom topping lifts, jumper tension adjusters, etc., are permitted. The use of bowsers, cleats or equivalent devices, is optional.

11.6 Jib tack, jib clew and mainsail clew spring clips shall be eliminated or modified to avoid accidentally hooking the rigging of another boat.

11.7 The use of such things as automatic jib flippers, jib boom counter weights and automatic main out hauls is prohibited.

11.8 The choice of line for running rigging is optional.

## **12 RADIO EQUIPMENT:**

12.1 The maximum number of channels shall be two.

12.2 The remote control functions shall be for rudder and sail trim only.

12.3 The choice of a radio system, the sail servo and the rudder servo are optional.

12.4 Receiver batteries shall be four or five cell AA size disposable or rechargeable cells. The weight of batteries or number of cells shall not be changed during any regatta or series of races.

## **13 SAILS:**

13.1 The "CR 914 SAIL PLAN" and its dimensions shall define the maximum size of the jib and mainsail. Storm sails are optional, but they shall be limited by the sail plan dimensions.

13.2 The same suite of sails shall be used for all races of a regatta or series. If sails are damaged, replacement sails of the same size shall be used.

13.3 Corners of the sails may be reinforced. The reinforcement patch shall not exceed a radius of 2 1/2 inches measured from the corner of the sail.

13.4 Sails shall be those provided in the kit. Replacement sails shall be those supplied by the kit manufacturer.

## **JIB**

13.5 Neither roach nor foot round shall be permitted.

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

## **MAIN**

13.7 No foot round is permitted.

13.8 Four battens are permitted. They shall be installed perpendicular to the leach and evenly spaced within 1/4 inch. Batten size shall not exceed 0.200 inch wide by 3.200 inches long.

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

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

## **SAIL NUMBERS AND CLASS INSIGNIA:**

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

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

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

13.14 The [class insignia](#) shall be located on both sides of the main sail with the starboard emblem being higher. Location is defined by the [SAIL PLAN](#).

## **COUNTRY DESIGNATION:**

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

## **14 WEIGHT:**

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

14.2 No ballast weight inside the hull shall be permitted.

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. (Changed 15 July 2000)

## **15 YACHT REGISTRATION :**

15. 1 The yacht registration and sail number shall be assigned by the Class Secretary. No yacht shall be properly registered until the class insignia and the assigned number have been affixed to the main sail. The registration number shall also be affixed to the inside of the hull in a readily visible location.

## **16 GRANDFATHER CLAUSES**

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

## **17 EFFECTIVE DATE - July 15, 2000**

# CR 914 SAIL PLAN

ALL DIMENSIONS ARE INCHES, MAXIMUM,  
UNLESS OTHERWISE NOTED.

(This sail plan was created using  
measurements taken from several  
new and old stock kit sails.)

December 18, 1996

Total Sail Area = 658.4 sq. in.

(Sail area is actual calculated  
area, not area from the  
AMYA rule.)



