

UK-CHERRYB.ORG

Runners and
Riders

Cardinal Sin

Dr Lucy

How to Get
to Largo

Gavro



Largo Bay 2006

Picture Tim Unerman / RoloVison

LARGO BAY 06

COMMITTEE MEMBERS



President

William Lee
East London
07974918359
William.lee@doctors.org.uk

Treasurer & Fixtures

Ben Brown
St Lawrence Bay, Essex
01621778251
loco.perro@btinternet.com

Secretary

Lucy Lee
East London
07855862009
Lucy.lee@doctors.org.uk

Technical Officer

Gavin Sims
Bristol & Neyland, Wales
07786861514
Gavin.Sims@carrieralliance.com

Measurement Officer

Patrick Cunningham
Isle of Wight
01983882862
patrick2678@hotmail.com

Publicity

Daryl Wilkinson
Oxfordshire
01491613873
cherub.publicity@btinternet.com

Newsletter

Phil Alderson
Aberdeen & Largs
01358743071
phil_alderson@lineone.net

Social Secretary

Andy Lang
Southampton & Plymouth
07751822050
cheeky_lil_munkay@hotmail.com

Trophy Master

Iain Christie
Rugby
07785796137
iain.d.christie@btinternet.com

Ass. Measurement Officer

Tom Kiddle
Southampton & Hull
07951 089785
thomas@education-lincs.com

LARGO BAY 06

PRESIDENTIAL MUTTERINGS



♥ Presidents Message

Dear All

This year has been an exciting one so far, with your class doing, as they say, "more of everything". We have more members, more boats in build, more boats coming to open meetings, more development, more interesting ways your class association can help you, and if we are lucky a solid nationals turnout to look forward to, too.

The Nationals (probably where you are reading this now), is likely to be an absolute corker. The venue is among the finest in Scotland - and that is saying something! There is a beautiful village with a glorious sandy beach and the sailing is just off the shore in water with little tidal stream with an appropriate amount of waviness. I last sailed there in 1996, and I'm sure none of the essentials have changed. See you there! We also have the usual collection of old faces and more than usual new faces - so "talk amongst yourselves", won't you.

Those French Cherubbistes are really extraordinary. We now have eight complete boats in France, three of which were built there. It was a huge surprise that picture of clone of Halo Jones, complete and on the water, was the first communication we had about the build - a wholly admirable ratio of talk to action. The hot news from France is that the building of the latest crop of Slugs is starting in October, and there are no fewer than three Oleo Banjos being built in a sequence over the colder months.

To keep them company we have an open meeting in Granville, Normandy, on the 14th and 15th of October. This venue was especially chosen to be near the ferry ports to make it really easy for us to get there after the excellent time everyone had in Carnac in September last year. Serious money can be saved if you double up the boats either on double trailers or by using roof-racks.

On a vaguely related note, we now have the names and contact details for all Cherubbists in France, and are working towards helping them set up their own association and deciding how sail numbers will be allocated, etc. Who knows where this will lead? Not me, but I know it'll be fun finding out.

The Cardinal Sin, a Slug-derived design by Richard Taylor is being built by Mike Cooke at Aardvark Technologies. See this issue for the full story.

This summer has seen the arrival of a pair of Twelve Foot Skiffs from Australia. They have been sailing and even had a Nationals as a fleet in Torquay Regatta. The event was won by Iain Christie sailing Bistro 2644 Suicide Blonde (with his Cherub rig). Cherubs comply with the 12 Foot Skiff rules as long as the T-foils are left ashore. The Twelve Foot Skiffs are actively seeking a highly sponsored circuit, and if this is a success then it'll mean great venues, prizes, and the chance of being on WebTV for Cherub sailors too.

The big thing at the moment is T-foils: It seems they definitely make you go quicker upwind, and give you an easier time downwind. The computer model developed by Kevin Ellway predicts for a 13% increase in speed upwind once you are powered up, with a theoretical loss in speed when it is ballistic AND when it is light. Advocates say that when it is ballistic what is important is stability and a T-foil helps with that, and that there is a beneficial pitch-damping effect in the light stuff too. This last observation was supported by experience at the New Quay nationals last year. As ever, time will tell....

Last year's sticky weekend was a triumph - people went away with the skills, materials and motivation to build themselves daggerboards and rudders. This autumn it's happening again, but with a difference. Three anonymous donors (well alright, it was Tim Unerman, Rich Taylor, and me) have given the class a set of serious moulds for making daggerboards and rudders. The section and profile are conservative and uncontroversial, so if you want either of those items, making them yourself has never been easier. The plan is to run a sticky-weekend or two later in the year to do this, but here's the best bit: A former colleague of Tim Unerman, Charles England, can supply you with a kit of everything you need to make a centreboard or a rudder, including the resin and resin-infusion consumables for about £100. Thanks to Tim Unerman for making this happen. There are also plans afoot to make T foils in a similar vein, so it's "performance, accessibility and fun, since 1951!"

Best Wishes, Will

LARGO BAY 06

RUNNERS AND RIDERS

Who is making the trip north? This year for the first time in many years the current national champion Andy Paterson will not be lining up on the start line at Largo Bay on the 30th August. For the first time since 2001 a new national champion will be crowned. But which of these boats are likely contenders? In no particular order

♥ 2688

Atum Bom



Lucy and Will Lee

2005 rules with t-foil

Will and Lucy have finally got themselves an up to date boat can this team show its full potential?

♥

2686

Primal Scream



Phil Alderson and Carol Low

2005 rules with t-foil

Will be on the start line if the mast is in one piece but apart from that one is too modest to comment

♥

2685

Loco Perro



Dan Kemble and Tim

2005 rules

It will be interesting to see if this returnee to the class will have mastered a known quick boat in time.

♥

2682

Mango Jam



Gav Sims with brother Nigel

2005 rules with t-foil

One of the favourites this boat has never lacked in top end speed

♥

2681

Aqua Marina



Andy Lang and Tom Gruitt

2005 rules fully foiling?

New Owners, new rig, new foils how much quicker can this boat go?

♥

2678 Little Red Number



Patrick Cunningham

Second in 2004, new sails and time spent recuperating in the tropics. Could 2006 be the big year?

LARGO BAY 06

RUNNERS AND RIDERS

♥ 2677 Squid Pro Quo



John Hacket and Robert Kennaugh

1997 rules

This boat has shown bursts of speed and could surprise some of the bigger sailed rivals.

♥ 2676 Shiny beast



Picture ©Tim Unerman / RoloVision

David Ching and Lara Gonzalez-Ruiz

2005 rules with t-foil

A Proven boat but can the new owners follow in Andy P's wake?

♥ 2675 Fuzzy Logic



©Tim Unerman / RoloVision

Andy Prince

1997 rules

Experienced skiffie in a borrowed boat could be a surprise top 97 boat?

♥ 2674 Born Slippy



Neil Cardno and Ken Scott-Brown

1997 rules

Local Knowledge from "Team Scotland" could help them out.

♥ 2663 Sweet dreams



Stuart Hopson and Fergus Holland

1997 rules with possible 2005? kite

With plenty of squad training between them they will probably win the starts and maybe some more.

♥ 2659 The Flying Kipper



Tom Kiddle and Pippa

1997 rules

Has had experience in an older boat could be one to watch for the 97 trophy.

LARGO BAY 06

RUNNERS AND RIDERS



♥ 2658 Lost in Space



Tim Unerman and Tom Holland

1997 rules

This nomex boat with controversial semi-soft mainsail and extraordinary hull shape has shown potential for across the wind range performance. Also sure there will be some rivalry With Tom's brother Fergus crewing Sweet Dreams but I've been assured that this boat is going to win.

♥ 2656 Therapy

Picture ©Tim Unerman / RoloVison



Matt Grant and Mark Grant

2005 rules

Winner of the silver phoenix now with a new 2005 rig lets see if it goes as well as it looks.

♥ 2652 Oops! (again)



Roland Trim and Hayley Trim

1990 rules

New paint job and a re built rig, this boat will dazzle you! These two could be the best newcomers

♥ 2651 Strangely Brown



Turkey and Simon 'Little T' Turnbull

1997 rules

Little T knows how to go fast after sailing Mango Jam can he transfer the speed bug?

♥ 2649 Dangerous Strawberry



Stuart Tinner

1997 rules?

What radical modifications will this boat have this year?

♥ 2648 Comfortably numb



Ben Howett and Calum Ried

This boat is back from the grave and is expected to have radical graphics. These ex mothists have the skills, so watch out!

LARGO BAY 06

RUNNERS AND RIDERS



♥ 2644 Suicide Blonde



Iain Christie and Simon Roberts

2005 rules

Has an extra year of practicing and the experience of Simon Roberts. Could some last minute bimbbling have given this boat an extra speed injection?

♥ 2643 Taking Liberties

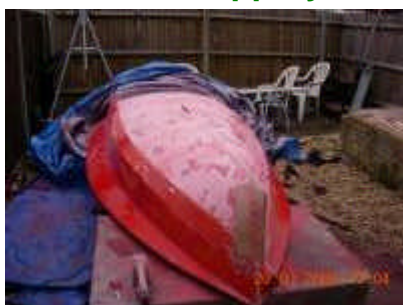


Tim Noyce

2005 rules?

New mast, new crew, and a new fresh look for 2006, the only way is up for this pair.

♥ 2657 Slippery When Wet



Paul Connell

2005 rules if finished.

This dog has found a new home and has undergone an extensive refit to 2005. It may be slippery but will it get wet?

♥ 2705 Flat Stanley



Sandy Allen

Has promised to come, but boat lacks varnish, if the varnish is dry the boat could get wet!

♥ 2535 Peanuts

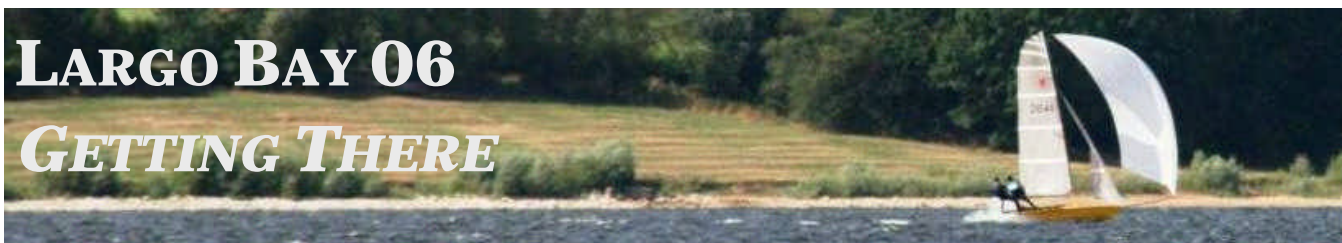
Last seen in Largs will this boat make across it to Largo?

Appologies to anyone who is coming who has been missed out

Phil

LARGO BAY 06

GETTING THERE



Getting to Largo Bay from any were reasonably south you are looking to get onto the M6 then the M74 heading north to Glasgow. This works better than going up the east coast as the A1 is a narrow winding nightmare.

I will assume you have got yourself to Gretna and the gateway to Scotland. You can now get settled on the M74 heading North and enjoy the breathtaking scenery and the surprising lack of cars on a three lane motorway.

Note:- If you are coming up the M74 and have had enough of Motorways you can turn off the motorway at Junction 13 Abington and take the A702 to Edinburgh. This road used to have a bad reputation but has had some recent upgrades to remove the worst of the bends. As such it is now quite a nice road and generally quite quiet. The A704 will take you onto the A720 Edinburgh Bypass and you can follow signs for the Fourth Road bridge from there.

Follow the signs up to Glasgow, as you get into Glasgow you should start seeing signs for Edinburgh Junction 4 onto the M73 is where you want to go, the next thing to look for is junction 2 onto the A8 (M8) still signposted to Edinburgh. Follow this for a while and when you are approaching Edinburgh you should start seeing signs for the Forth Road Bridge take junction 2 onto the M9. You are only on this road for a couple of junctions before you need to turn onto the A8000 around a sharp bend. After a bit of dual carriageway you should bear left at the first roundabout onto single carriageway, follow this road to the next roundabout next to a TESCO and a MacDonald's. This roundabout is worth remembering as you can turn off here to get to Port Edgar the location for the nearest chandlers to the venue. If you do not need any spares at the moment go straight across this roundabout then turn right at the next to get onto the Fourth Road Bridge.

You will be charged £1 to cross this bridge and gawp at the Fourth Rail Bridge. You are now entering the Kingdom of Fife.

You should now be on the A90 heading North you need to take exit 2A signposted A92 Glenrothes/ Kirkcaldy follow this road for about 12 miles till you get to Kirkcaldy. At the Redhouse roundabout take the 3rd exit onto Rosslyn Street - A921 signposted Kirkcaldy East then at the next roundabout take the first exit onto the A915 signposted Leven, St Andrews.

Keep on following the A915 to Leven. And then drive straight through staying on the A915 past following signs to Lundin Links and St Andrews. You are now approaching your destination and can start to feel excited, tired sick of driving.

Go through Lundin links keeping on the A915, you may want to follow signposts to Lower

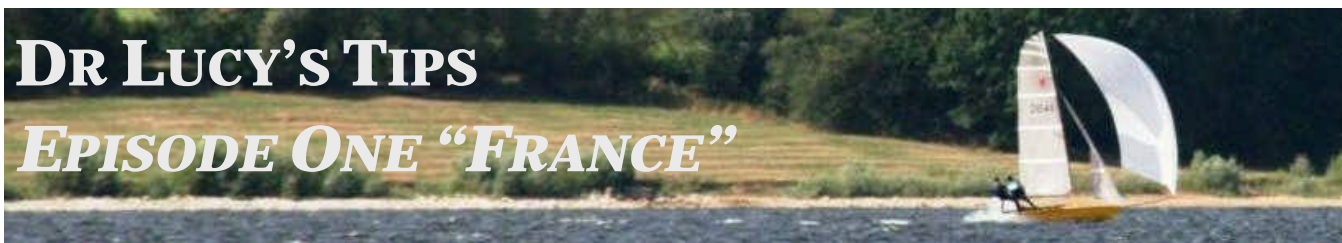
Note:- The name Links in a description of a Golf course comes from the old word to describe a useless piece of sandy ground between the fields and the sea. The Links was never used for much except the drying of fishing nets till some board crofters started knocking balls of leather about with sticks, and so the game of Golf was born. The crofters spent so much time playing Golf that the Landed Gentry banned them from playing and took over the game for themselves.

Largo at this point but you should resist as this will take you down a very narrow road. What you should do is follow Largo Road past the Lundin Links hotel till you are almost through the village and then opposite a garage take a right turn down Durham wynd. There should be some Largs Sailing club signposts to help you through this section. This will take you down a steep hill with the sea ahead of you. Ahead of you and slightly to the right is the sailing club but you need to turn left onto main street and towards the Temple. This road turns right then left taking you down to the foreshore. To your left is a large gravel car park which is a good staging post for parking and unloading your boat down to the beach.

Note:- The Fourth Rail bridge could be described as the wayfarer of bridges it is totally overbuilt and despite being in continuous use for over 100 years is still in good condition, they have yet to replace a single rivet in the structure. The road bridge on the other hand is probably the 420 it is only about 30 years old and a recent inspection has found serious corrosion in the cables which may mean some major repair work or possibly cable replacement.(if you are towing a Finn you can always detour across the Kincardine Bridge)

DR LUCY'S TIPS

EPISODE ONE "FRANCE"



Following the trip north to Scotland many of the Cherubs are keen get a bit of warmth, sample more of the delights of foreign travel and are heading to the Eurocup at YC Carnac in France on the 9th-10th September Here are some vital tips on how to survive a trip across the channel.

Eating

The major potential source of ill health for travellers from the UK is an extreme and sudden change in diet. This problem is especially marked in those who eek out an existent in the UK on a 'student budget'. In this group of travellers the sudden change in diet from Pot Noodles, Doner kebabs, Wotsits and Ginsters pasties to food that actually has some nutritional value can cause overwhelming feelings of well-being and drastic increases in satiety. The sudden reductions in blood cholesterol, salt and refined sugars, combined with the presence of minerals, vitamins and fibre in the diet can cause unexpected changes in bowel habit (from none to some) and cardiovascular risk status. Although there are no inherent risks associated with the change in diet while visiting France, it is well documented that on returning to the UK there can be disastrous consequences for the health. Clearly these can be reduced by attempting to emulate the French diet. Even in travellers with a 'sensible' British diet can experience significant withdrawal symptoms following exposure to such gastronomic delights as *Steak frites*, *cuisse de grenouille*, *langoustine*, *moules mariniere*, *tarte aux pruneaux*, *crêpes*. I could go on, but the symptoms have been known to occur even when just thinking about French food.

Drinking

In France, as in the UK, safety standards for tap water are far more tightly regulated than those for bottled water. Mind you, given the appalling problems faced by Perrier since 1990 you might be safest taking a couple of jerry cans of London's finest tap water.

Alcohol is taken very seriously in France. Unlike the UK the emphasis is firmly on quality rather than quantity, and travellers

from England (and especially Scotland) have been known to run into problems when faced with a range of alcoholic beverages that are not full of toxic chemicals or brightly coloured additives. It is well known that the French equivalent of the Food Standards Agency refuses to allow the sale of products commonly found in the UK such as 'Bacardi Breezer', 'Aftershock' and 'Stella Artois' on the grounds that they contain no substances classifiable as food products, and are highly carcinogenic to lab rats, even in the modest doses consumed in France.

The French tend to consume healthy doses of red and white wine (*vin rouge*, *vin blanc*) with their meals. *Après sail* the beverage of choice tends to be small bottles of beer (*bière*) or cider (*cidre*) from a local micro brewery. In the UK liqueurs and spirits are used as a means of achieving near anaesthetic blood ethanol levels in order to distort the desirability of members of the opposite sex, without suffering the diuretic properties of beer and cider. In contrast, the French consume a *digestif*: a modest sized glass of a liqueur such as *cognac* or *armengac* after meals.

Transport

Use of public transport in France has been known to induce the sensation of time-distortion in visitors from the UK. They report the uncanny sensation of 'being early' and 'arriving sooner than expected'. These phenomena are particularly marked when using the train service (*TGV*) but have also been described in car drivers, especially on the toll roads. The toll roads bear a passing resemblance to UK motorways, but with three lanes of traffic moving simultaneously in the advertised direction on which it is possible to drive at or above the speed limit due to the low density of other vehicles. It is worth noting that, for the most part, the French tend to drive

DR LUCY'S TIPS

EPISODE ONE "FRANCE"

on the opposite side of the road to the UK although these rules are not universally observed on roads without a clearly demarcated central reservation. This can confuse the unwary visitor, especially when exiting side roads and negotiating roundabouts. Suffice to say that driving extremely slowly, with a prominently placed 'GB' sticker will alert French drivers to any danger posed by potentially confused visitors. The locals are very ready to offer friendly advice on driving techniques, using universally recognisable hand gestures and verbal communication.

Leisure Pursuits

Protesting is a popular national pastime in France. Since the Revolution (1789-1799) there has been a culture of vocal public protest in response to legislation that threatens the status quo. Protests take the form of marches, road blockades and displays of pyrotechnic prowess. Any attempts to lodge protests on the race course may result in boats being burnt or blockaded at the Yacht Club. You have been warned.

Café Culture is rife in France. This ranges from the wholesome practice of partaking in *café au lait et croissants* for breakfast, to the consumption of life threatening quantities of post-modernist literature and anti-bourgeois propaganda combined with industrial doses of *absinthe et gitanes*.

Healthcare

The French pay for healthcare at the point of delivery. If you are lucky you can claim some of the cost back from the government. If you are from the UK you will need an E111 form / EHIC card in order to stand any chance of getting your money back. Alternatively, I have included a list of my fees for the 2006/2007 sailing season along with some commonly required cures.

Hangover Cures

- Basic €20** (rehydration therapy, analgesia & anti-emetic)
Delux €50 (As above plus a stern talking-to about the folly of your ways)

Mal de Mer

- Basic €20** (rehydration therapy, variety of anti-emetics)
Delux €50 (As above, plus acupuncture wrist-bands)

Minor Head Injury

- Basic €50** (Glasgow Coma Scale assessment, advice sheet, stitches if required)
Delux €100 (as above plus loan of a certified 'responsible adult' to monitor your progress overnight)

Flu Remedy

- Basic €20** (analgesia, decongestant and tissues)
Delux €200 (As above but I promise not to take the p*ss and describe it as 'man-flu')

Diarrhoea

- Basic €20** (rehydration salts, anti spasmodic & clean pants)
Delux €20,000 (I will clean up after you, but it will cost you.)

Priapism

- Basic €50** (Bucket of cold water or lads' mag, take your pick)
Delux: withdrawn due to health and safety issues.

MY FIRST CHERUB NATIONALS

AN EVENT TO REMEMBER



An Event to Remember,

The First time I saw a Cherub was just before I did the Plymouth Nationals in 1995. It started out because at the end of a summer spent rebuilding, 2522 "Dr. Hfuhruhurr" a Hot Dog, Tom the owner found out that the Nationals clashed with his exam re-sits, so it was either a matter of Doing the nationals or failing his degree. I got a phone call and headed down south just over a week before the nationals and because the refit was not completed, I knew that there were quite a few bits missing I took down a load of bits stripped from my Int 14 so we could get on the water for minimal expense.

I was surprised how small and light it was, sitting there looking like a piece of furniture with gleaming varnish and glossy paint it was obvious that Tom had put a lot of time into making it look good. We headed down to a small reservoir for a test sail, if I was in Scotland I would have called the weather "dreich" it was grey, damp and there was practically no wind. Rigging was a revelation, the sails were tiny, the dagger board did not go down, most of the systems were not there and those that were did not work.

At this point it is worth mentioning the rudder it was glossy with a wonderful carbon cloth finish, it was light, so light in fact it would blow away if left alone. This light weight was important some of the lack of weight came from the low density foam core, thin carbon skin and minimal fishing rod tiller and some came from scale. In fact it was so small and mounted so high up on the transom that the amount of blade in the water was probably less than a sheet of A4 paper. This was a problem as it meant that the rudder did not do the most important thing a rudder should do and that is steering! Of course we did not discover this till we got on the water and drifted with no directional control and occasional involuntary tacks.

Following this quick test there was just enough time for a rudder substitution, some fitting out. We invented a Cunningham, Lower shrouds, moved the main sheet and got the dagger-board

to go down far enough to clear the kicker. This involved loads of sanding all done carefully so as not to damage the new paint or varnish. At the weekend there was a cherub open at Lee on Solent YC so we had a prime opportunity to test ourselves against the competition and meet some other cherubers.

We knew we were a bit heavy for a Cherub so would need plenty of rig tension to hold the rig solid and keep the power in the boat. We pulled it on in standard fashion with a rope through the top of the jib. The shroud was twanged and identified as a low C, we added a few extra turns of rope, got a screwdriver to make a handle and pulled again, eventually we got to High C and satisfaction. It was time to go sailing.

There was still not much wind but just enough to drift about and confirm that we could steer with the larger borrowed rudder and do some manoeuvres. We had not been afloat long before while we noticed that we were sinking. We could not clear the water from the cockpit as it was coming in not only through the leaking transom flaps but now through the hole in the bow for the spinnaker pole. We headed back to shore as quickly as we could, Carrying a heavily waterlogged cherub up the beach did not go well and resulted in several holes punched in the bottom and sides from the shear weight of water, still they helped to empty it quicker. Some more experienced cherubers, who new not to sail when there was no wind, came to help us out and identified the problem as a 6 inch crack on the centreline under the mast step, high C was a note too far and the boat had split.

Despite breaking the boat the sail was successful as we had discovered that the pole launch string, spinnaker sheets, spinnaker halyard, kicker, and jib sheets did not work. We also discovered that while Varnish may look good it can be ludicrously slippery when wet.

All the Cherubers we met were very helpful and commiserated with us over a few beers, Robin Russell even lent us his boat for the Sunday, brave considering what we had done to the last

MY FIRST CHERUB NATIONALS

AN EVENT TO REMEMBER



boat lent to us! Duncan Barr gave us some thick Biaxial Glass Cloth and the rest gave us plenty of advice and encouragement.

It was back to the garage for repair the damage from the weekend and a refit of all the bits that we had identified as not working. Two days of moving fittings, re tying string, drilling holes and general abuse of paint and varnish followed. A huge speed bump scab patch worked well for the structural repair and some filler and light glass went on for the puncture holes. We also invested in some grip tape to make the boat a bit less like an ice rink.

The trip to Plymouth was made in a surprisingly reliable 1973 green Volvo estate which was to be our home for the next week. We felt safe stopping in service stations as the road trailer could only be removed from the back of the car with the application of a screwdriver and a hammer. Plymouth was cold grey and windy, perfect for an untested boat, crew who had practically no time spent sailing together and very little Cherub experience.

The first sail was a bit of an eye opener, the boat defiantly had a split personality, most of the time it would sit there looking all innocent and woody, and the next moment you would be leaping from wave to wave in a barely controlled screaming reach. It always got a good reaction people would see you rigging up and think that is a cute little boat, and then be totally surprised when you would pass them at warp factor nine. The racing was mostly start, blast, capsize, break something, fix it blast, finish although not always in that order. Memorable things were the a flying trifle that did exactly that it would blast past us in a brightly coloured ball of spray only to stop in a violent wipe out we would overtake only for them to blast past again.

It is worth mentioning here Kevlar™. The owner of the boat had obviously rigged it on a budget and to help this he had used large amounts of an old Kevlar Halyard, now the think about Kevlar™ is; it does not like UV, it does not like going around corners and particularly does not like being tied in knots. What it does like doing is breaking without any warning. I think I can safely say that we snapped every bit of the stuff on the boat, sometimes more than once!



Over the course of the Event we narrowly missed sailing straight into the side of a frigate Check the DVD for video footage, pulled the side of the centreboard

case off, cracked the foredeck, ripped the spinnaker and destroyed one of the transom flaps when it fell off at high speed and started bouncing on a piece of bungee in the wake and smacking into the transom. All these repairs meant that we were a bit late getting to the pub in the evening so we had to play catch-up. Playing catch-up meant that we needed large quantities of fried breakfast food.

Despite all the destruction and mayhem we had a great time and even did OK in a few of the races. It kick started my interest in Cherubs and I managed to borrow the boat again for another nationals before helping to upgrade Little Fluffy Clouds to 97 rules and then building one of my own.

Phil Alderson

CARDINAL SIN

AN EASY BUILD CHERUB



AN UPDATE FROM RICH TAYLOR

The Cardinal Sin tooling is on the way! Mike Cook from Aardvark Technologies started skinning the CNC frames a couple weeks ago and progress on the buck is going well. Mike will be producing a female mould for hull and a male mould for deck so that a complete gel coated hull & deck moulding can be produced from this set of class tooling.



The overall geneses for the Cardinal Sin lines are a simplified version from

Simon Robert's Slug. The Slug is a proven design and is also capable of carrying a significant crew weight, which helps to widen its appeal and application to prospective class members. Atom Bom has also proved that it is still a front line contender in the performance stake too.

In essence, the ethos behind the Cardinal Sin tooling is to short cut a lot of the build stages



that Atom Bom and Slugish have & are going through. While, at the same time, adding in

features that would normally have been left to later fabrication, this should make for faster and more economic builds.

Build specification can be varied according to materials and budget but the over-riding principle is having a "knock down" space frame and wracks. This will allow adjustment and easy repairs in the future without trailing the boat to the garage, simply remove broken part, put in car, repair in warm and dry home. It also means

a smaller storage "footprint" as wings can be removed (now you can get two in your garage). Gunwales will be flat edges angled inboard to support the wracks. The outboard edges will roll over to add strength, comfort and handy foot holds for capsizes recovery.

They also make great location features for bonding hull to deck, standard



location for trolleys and a good loading point for the space frame and wracks.

The overall concept and layout is very similar to Atom Bom apart from the flat floor, shallow side decks and integrated gantry.



Cardinal Sin will be the first boat out of the tooling and this hull will be full carbon foam construction

with alloy space frame and racks & a C-tech rig. Foils will also be coming from class tooling. Sails will either be Red eye or Fyfe and the combi trailer will be a custom alloy construction.

After this, the tooling has kindly been given a home by Aardvark Technologies where Mike Cook can quote you for boats or



mouldings delivered in various stages of build to various specifications.

For more info contact www.aardvarkracing.co.uk

AUNTY GAVRO

YOUR OWN AGONY AUNT



Dear Aunty Gavro

This year I want to win the Nationals, again. I have embarked upon a radical series of boat modifications, including angle grinding off the flared wings, the jib, the shrouds, the kite and the crew. I have put these through my food processor and laminated them into a gangplank which I can use to get back on to the beach in the evening without getting my feet wet. What do you think? Am I in with a chance?

Yours, I. Wannawin of the IOW

Dear Wannawin,

No chance. You are quite clearly one plank. Short of a canoe

Dear wee Aunty Gavro

After spending lots of money on a nice bespoke rig to win the Nationals with, I was a wee bit upset when I broke it last weekend ye ken. I have repaired it with a wee piece of RS800 mast donated by another class member, but I now feel the urge to beef other bits of boat up in anticipation of the bracing August Scottish breeze. Any tips?

Annoyed of Aberdeenshire

Dear Annoyed,

You goat. Firstly you should have fished a suitable donor mast out the bottom of the nearest reservoir instead, but now you have started down the path to the dark side you must exercise caution. Before you know it your boat will appear on the back pages of the yachting press, nearly measure as an RS800 and you'll be painting it yellow.

Anwylyd Aunty Gavro

Eleni Fi angen at enilla wwin theffeckin nationals. Gobeithia blows ffeckin dogsoff ff'leads. Ca sshiny seeffruough ssails y stripey paintjob.'m barcud ydy 'n fawr turbo-tango ffecking ker'wick downwynnd. Ai fi don't enilla eleni I j'oin the ffeckin wineglass class association so b'ollocks faning Cherub ssailing.

Ey counselled, miffed of Milford Haven.

Dear Miffed,

Perhaps the only bit left to modify on your boat is the name. Have you considered something more appropriate? Leek Stew or Turbo Tiffin perhaps?

Dear Aunty Gavro

After having snapped off the T foil on our newly constructed steed, we have decided to replace the T foil with something else T related. We have tried a TeePee, a T bone steak, a TV and a bottle of TCP but our boatspeed has not increased. Any ideas?

Yours, the Docs from the Docks

Dear Docs,

I would personally recommend a Teasmade. Whilst not particularly aiding much to your goal of reduced displacement foiling, it will ensure that the crew are kept hydrated, warm and in fine spirits, all very important to morale and therefore boatspeed. Just make sure you bring a suitable length extension lead and rubber soled footwear.

Word Up Aunty G

We've been bizzzy puttin' sum hoooj sailz on Aqua & als0 sum foilz so we can fly @ the n@ts ths year up in Scotland. Howe va (and this bit is schweeeet dude!) with our hooj rig and hooj wheelie barz and hoooj liftin' foilz, we reckon th@ the alre dy small and skinny hull is now surplus to requirements. If we glue da rig and tripeze wires directly onto the liftin' foils as iz, will we still mesure as a Hobie Moth? Or was it a Scorpion Kingsman. Or an RS B14er Squib. Whoa dude, I've even forgotten what I was building now...totally bogus!

Shimmy of Southampton.

Dear Shimmy

WE HAVE YOU SURROUNDED. STEP AWAY FROM THE POWER TOOLS. PUT THE EPOXY DOWN. COME OUT WITH YOUR PEEL PLY UP AND YOUR MICROFIBRES WHERE I CAN SEE 'EM. DON'T MAKE THIS HARDER THAN IT NEEDS TO BE!!!!