

# UK CHERUBS

**Atum  
Bom**

**A lifetime in Cherubs:  
An Interview with  
Andy Patterson**

**Meet the  
Committee  
Learning  
in cherubs**

**What is  
Wiki**





### Presidents Message

Welcome to your first newsletter of 2006. I am typing this as the bog I smeared all over (Slug 2688) Atum Bom's new rudder is going off slowly in the garage which seems to be in perfect thermal contact with the sleety events going on outside. Brrrr!

Events: Since the last newsletter there has been three Grand Prix opens and a blast, at Carnac, Plymouth, Draycote and Chew respectively. Carnac was a really superlative experience which is in the diary for next year already. Imagine the sailing at Plymouth, the launching at Draycote, the welcome at Kielder and really excellent food, and you're fairly close. Add to that a sailing culture of building lightweight and thinking small, and you just about have it. Plymouth was a mix and match affair: Special mention must go to Neil and Rachel Thomas who kindly and recklessly lent LFC to myself and Ed Higham's Mum Christine. Thanks all (and sorry for pulling the ratchet block off LFC...). Chew had a high blast factor - and caused Paul Croote (Ellway 1 2512 Spot On at the time) to decide he wanted to upgrade to (Bisto 2641) Halo Jones - but heartbreakingly the boat was already promised to a buyer in France! Paul is now happily kenneled with (Dog 2645) Cheese Before Bedtime, so it all worked out in the end. Draycote was extraordinary mostly for the turnout: A record!

New boats: Atum Bom is nearing completion at Bloodaxe HQ and will be with Lucy and me shortly for finishing. The plan is to be finished in time for Sailboat. Let me say that I think it'll be close! The Slug before Atum Bom, 2687 Hardly Sluggish, is progressing too. There was a multi-lobed Cherub team effort getting the Slug plug to France so that Ghislain and Laurent can build their own slug this winter. There are also rumours of preparations for other builds in France and nearer to home. Keep your eye on the website for details.

Old boats: I was in heaven to see two more boats come out of retirement in time for the Draycote Open: Lost In Space was brought by Tim Unerman and Squid Pro Quo was brought by John Hackett and Rob Kennaugh. Welcome to the class guys - it is a fabulous place to be. Lots of boats are changing hands at the moment, mostly by people upgrading - I take this to be a very good sign for the overall health of your class.

Website: A year on I still seem to be looking after the website. I promised that it wouldn't last and it won't - We are putting together a new system where every member of the association will have a login and a

password to be able to update the website. This means instead of emailing stuff to me and me putting it up, you all will be able to do it directly. It also means we can collaborate on documents such as event reports. "But what if someone writes something that is wrong?" I hear you ask. "If you don't like it, change it!" is my reply.

Sailboat: Or should I say "RYA Dinghy Sailing Exhibition". As usual your class will be there, as usual gassing and chatting to Cherub sailors old and new. Daryl Wilkinson has made a new stand and there may be some new DVD-style action too. Anyone who would like to help out on the stand, please get in touch with Daryl [cherub.publicity@btopenworld.com](mailto:cherub.publicity@btopenworld.com) for times of duties. There is potential for freebie tickets for exhibitors, but we can't be sure because they keep changing the rules. Also as usual there will be the Cherub Chilli Challenge get-together and sleep-over at our place. All are welcome, but do get in touch first and bring a sleeping bag if you can. There are quite a few beds, which are usually allocated on the basis of age.

Nationals: This is set at Largo Bay Sailing Club just beyond Edinburgh for the Thursday-Sunday 31st August-3rd Sept 2006. Help your class to continue to thrive by going the extra few miles to get there. If you think it's a long way, please remember the Scottish teams have to come that sort of distance every year! There will be help in the form of double stacking / roofrack jobs. There is even potential for the skint students to drive there on fuel paid for by workers who don't have the time (who could glamorously fly or get the train up in time for the main event!) The message from me to you is that if you get the time off and get yourself there, we'll move mountains to get your boat there or to find you a boat to sail. There's nothing sadder than a triad of boats separate from people separate from events. Last years nationals was a triumph of people lending boats and themselves to make the championship a real cracker. Let's do the same - only more so - in 2006!

Other events: In 2005 we had two kinds of events: Open Meetings and Blasts. We recently hosted a weekend where a few folks came round and we built foils, guided by class experts. Judging by the response I think this was a hit, and we'll aim to do something similar in 2006. Who knows, perhaps it'll be something (else) that Atum Bom needs!

Happy New Year to all,

Will



## The UK Cherub Class Association Committee who are they?

The class association committee is made up from cherub sailors who have at some point volunteered to help run the class. They have then been voted in at the AGM, but who are they?

### Will Lee

#### President

I chair committee meetings and provide a point of contact for organisations like the RYA and run the website, as well as doing anything that is not explicitly someone else's job, which can be a lot of things!



My cherub career started when I noticed at the 1992 Weston Easter Grand Slam that a pink Cherub which I now know to be Bistro 2640 Bubbles didn't come in for a sarnie and a slash between races like everyone else, but continued hooning along the horizon until it was time to go racing again. The Weston clubroom was full of people pointing with their fingers and aaaahing with their mouths, and I was hooked.

Not much happened apart from dreaming until 1995 when I borrowed Hot Dog 2522 Dr. Huffhurr from Tom Low and went to the Nationals in Plymouth with Phil Alderson. We had maximum fun and learnt loads at the event, and even finished some races in between breakages. Phil is still the only person I know who is unable to lie out straight in the back of the 1972 Volvo estate I had at the time.

In 1997 I bought Bistro 2642 Little Fluffy Clouds, and I crewed for Robin Russel in Slug 2673 The Green Slug (now Dangerous Beans) for the years 2000-2.

In 2003 I bought Bistro 2637 Norwegian Blue, sailing with my wife Lucy. We steadily upgraded Norwegian and sold her in March 2005 in time to buy Paterson 7b 2681 AquaMarina in April 2005. We sailed her socks off until the Nationals (New Quay again!) where we sold Aqua to Andy Lang. We are now boatless and Andy Paterson is building our new boat Slug-a 2688 Atum Bom as I type.

### Lucy Lee

#### Class Secretary

My job is making sure the paperwork happens! I keep the membership records, measurement records and boat ownership records. I am responsible for keeping minutes and committee meetings and the AGM. I am also responsible for administering any ballots that may occur. I am also the point of contact for the class with the RYA for things like the Dinghy Show.



My dinghy sailing started in traditional Day Boats, then moved via a very ancient Mirror to a Laser II. At Uni I did a few years team racing in horrible Larks. I first sailed a Cherub (Little Fluffy Clouds) in 1999. Unfortunately there wasn't much wind so I wasn't all that impressed. In 2001 Will & I borrowed the Green Slug to do the Weymouth Regatta. It was honking for three days solid, and the highlight of the event was when we executed a full-on nose dive off the wake of a ferry. As I watched grey sky appear through the rudder gantry I realised sailing was never going to be the same again! We bought Norwegian Blue in October 2003, then Aqua Marina in 2005. At the moment we are having a Slug hull built by Bloodaxe Boats which we WILL finish in time for Weston 2006!



## Gavin Sims

### Technical Officer

As Technical Officer I am responsible for:-  
Liaising with the measurement officer on rule clarification/ interpretation issues.  
Advising the class on technical matters and rule change proposals.  
Giving advice to any builders, would be builders, repairers and tinkerers.



I started sailing at about 8 years of age in a mirror, and stayed in mirrors until 1995. During that time I also sailed in various small keelboats at club level. A year out from dinghy sailing in 1996 was filled with rock climbing, I did keep my feet wet in a J24. In '96 I started at Southampton university and a winter on a sigma 33 made my mind up that there are better ways to get wet on a sunday in the solent.

June 96 and I purchased 2649 Dangerous Strawberry, my first cherub. I couldn't afford to take strawberry with me to university so during term time I crewed with Nick Hankins first in a fireball for a few months, then in 2628 Slartibartfast and finally 2545 Cheese Before Bedtime. My purchase of a cherub opened a few eyes at my home club so a few more where purchased, from 1996 to 2000 a total of 6 cherubs raced at Neyland at one time or another. I converted 1 to '97 rules and helped convert 2 others to full 97 rules spec. Strawberry was sold at the end of 2000 and by Easter '02 2682 Mango Jam was finally finished.

Off the water I am a naval architect, but my job deals with steel ships displacing many thousands of tonnes. Small sailing boats and composites is just a hobby.

## Ben Brown

### Treasurer and Fixtures

I am Responsible for organising Cherub fixtures and the looking after the Cherub piggy bank and during the week emptying bins.



Both Cherub roles are pretty self explanatory the main fixtures task is to find a great venue for the nationals and liase with the clubs / other classes involved. The money side of thing is the glamorous part – as you can imagine the Cherubs extensive cash reserve takes careful management for which I am very well qualified. I have lived in a state off a permanent overdraft since 1993 mainly to fund my sailing habits.

My first proper Cherub experience was back in 2000 with Smilie at Stone, it was also my first experience of East Coast tides but I came back for more of both. I did the 2001 champs with the one and only Jim Champ in Halo. At the time I owned a N12 which I agreed to purchase from Daryl after too much beer – see overdraft comment. Daryl then used the funds to purchase LFC, and a year later I sold the 12 to fund a new cherub which eventually became Loco Perro.

Contact me if you have a good idea for a venue, event or blast or if you want to donate a few pounds to the class. Don't contact me if you want financial or relationship advice.

P.s. my Phone number is now 01621 778251



## Daryl Wilkinson



### Publicity Officer.

Err.... my job, mmmm... I'm the 'king of spin' or the 'crafter of sound bites'. This means basically anything that moves and looks like it has publicity potential I try and use it or abuse it to improve our class status and member recruitment. From Ads to Press articles to Interactive CD-Rom's to the Nationals 'T' Shirts my task is to manage the Cherub brand in a way that exposes the class to sailors in a positive and engaging way. I spend my time schmoozing with the press and thinking of new ways of effectively converting people into the clan of Cherub. My qualifications for the job? Well... I'm now a freelance Advertising Art Director but I spent nearly 20 years in top integrated Ad agencies working on many large accounts. I currently do a lot for Mercedes-Benz, BMW, Smart, Mazda, e.t.c... e.t.c

I've owned 2 Cherubs so far (Flying Trifle and Little Fluffy Clouds) and part fund the boat I currently sail on (Loco Perro). I've campaigned in a Buzz to a top 10 Nationals position, owned 3 National 12's and competed competitively on their open circuit and Nationals, taking a 4th in the Admirals Cup with Ben, sailed a Moth, had a Laser 2 and a 29er for a bit and started out in Mirrors and Toppers when I was a kid. And currently own an MX-Ray which I have big plans for. Other than that I used to be a pretty good track athlete and I climb when I can, to a reasonable level (5b indoors, HS on the real stuff) and I have done a bit in the Alps and Dolomites. Oh yeah... and I was a kite maker and ran a business for about 8 years competing across Europe in team flying competitions eventually winning the Europeans in 92'.

## Iain Christie

I'm an "ordinary" member of the committee, although I have yet to meet anyone "ordinary" who's daft enough to sail a Cherub! I've helped out a bit with the newsletter, and organised some of the Nationals socials and Draycote blasts and opens.



I've sailed as long as I can remember, in Toppers, Mirrors and Bosuns (yum!) as a kid, and I've cruised the South Coast, West Country and Mediterranean rediscovered dinghy sailing with my fiancée Katherine about 5 years ago when we joined Draycote Water and bought a £100 Fireball. Since then I've had a Contender and two other Fireballs, including our current Winder, which I took to the 2005 Worlds with 178 other boats where we finished...erm, well,we finished!

My Cherub career started about three years ago after a chat with Will and Lucy at the Dinghy Show and a look at one of the class CDs produced by Daryl. I bought 2539 Team Ecocats (now Whaam!) with I then replaced with a rather tired Suicide Blonde, who underwent major surgery in early 2005, and we went on to win the Silver Phoenix trophy and a top 10 place at our first Nationals at New Quay.



## Patrick Cunningham

### Measurement Officer



The main job of the Measurement Officer is not surprisingly to measure the boats. This is a task that can be a little difficult sometimes as it is hard to tell someone that their shiny new boat/ modification does not measure and so you do not actually have a Cherub!

The biggest challenge happens in the run up to the Nationals where there is usually a backlog of new and modified boats to measure. Remember that policy is **all** measurement shall be done before nationals bar weigh in. After all you do not want to travel all the way to the nationals only to be told to modify your boat or you can't race (I don't really want to have to tell you either). I would rather be preparing my own boat and emotional balance.

As for sailing I started out in all the normal boats before spending a bit of time in the squads. I enjoyed quite a lot of team racing while at Uni. In Exeter In between all this I built a flying trifle and my current boat Little Red Number I also have an RS-700 which is good for blasting around the Solent.

## Tom Kiddle



### Assistant Measurer

My role on the cherub committee is assistant measurement officer, this means I am there to help the measurement officer in ensuring that all the boats are weighed and measured before the nationals

I first went sailing aged 18 months on our families newly built 1/4 tonner. I can't really remember of course, but must have enjoyed it other wise im sure i wouldn't be sailing now. My first boat came in the form of an optimist built by my dad for my fourth birthday. This was when I first started to gain my interest for boat building, although at that stage I was only good at fetching things!

I have recently sold Kokopelli 2622 a Forman 8 which I renovated with a new false floor before taking her to my first Cherub Nationals in Weymouth were we got to mix it with the newer boats and scare some Cadet sailors. I have just bought a Dog 2659 flying kipper. I plan to upgrade this boat to a 97 rules rig until I can afford some brand new sails. She already has a snout and gantry, so the conversion shouldn't be that hard. See you all on the 06 circuit!



## Andy Lang

### Social Sec.

I'm the one behind the social scene, I organise all the banter and curry houses to accommodate us. I will be organising games and activities at open meetings and blasts. I'm a Student at Plymouth Uni, where I study Marine Sports Technology, & I sail Aqua down there during term time. I go home to Southampton and sail at Netley where I also have a turbo charged asmy/trapeze scorpion. I'm slightly mad and love big rigs. I first went out on the water before I could walk. I started sailing oppys and toppers, then a scorpion with my older brother until I went into an A class cat at the tender age of 12. After 5 years or so in this I moved into cherubs and love every minute of it! I started in cherubs with the purchase of 2539 - formerly Ecocats, now Whamm. I got this as a bare hull and sailed her single handed for a year before purchasing 2654, the Flying Trife - Norfolk In Chance. Then went through a stage of sailing an Int moth and then a 49er before finally purchasing AquaMarina 2681, she's the best boat I've ever sailed & I've sailed pretty much everything. Now Training with Tom Gruitt at the sharp end and I'm steering this beast, we are looking forward to the 06 circuit.



## Phil Alderson

### Magazine Editor,

My Job is pretty much what it says on the tin I edit the class magazine, I took over from Smiley this year and have



been working on getting the format and style of the mag back up to the high standard that he has set. Along with trying to drag up from my memory things like grammar and spelling.

I have done some web publishing in the past and thought that this would be much the same but it is much more time consuming getting everything to fit nicely on the page. The Magazine is dependent on people contributing articles and thanks to everyone who has sent things in, if you haven't yet you have a chance for the next one just send it to me at [phil\\_alderson@lineone.net](mailto:phil_alderson@lineone.net)

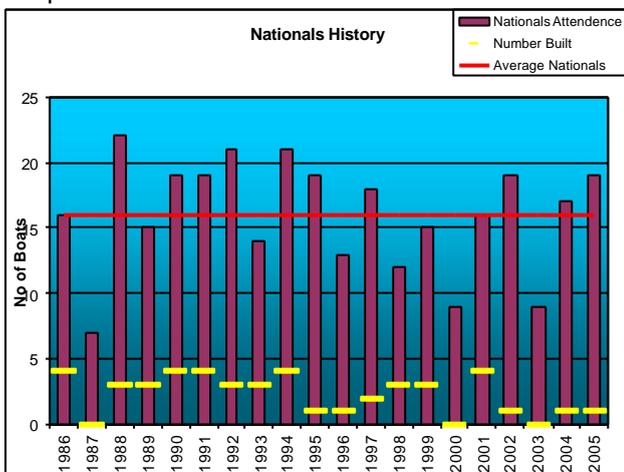
As far as sailing goes I started off sailing in Mirrors and Wayfarers, then some time in a Laser, then crewing and helming an International 14 as well as university team-racing. I first sailed a Cherub in a borrowed boat 2522 doing several nationals in her. I honed my boat building/wrecking skills on the Aberdeen University team racing Laser II's and a rather old International 14 which was the subject of far to much cutting up and rebuilding while converting it to the 96 Int 14 rules then back again to penultimate. I also helped Will to convert LFC to 97 rules and then crewed for him in the Nationals in 1999. That was were I decided to build AquaMarina after seeing Andy P's boat. Then in 2004 I decided it was time for a new boat and built 2686 Primal Scream, which I sail, with my fiancé Carol.

Once again I would like to thank everyone who has contributed words towards this issue. Without contributions you would just be looking at some blank pages and my ramblings.



To see what sort of competitive life you can expect from a Cherub. I thought I would look into the number of new boats built per year and also the performance of some of the top boats. The only data that I had to hand were the nationals attendance figures so I copied the results back to 1985 from the web site and used them to calculate new boats figures.

I took the first year that the boat made it to the nationals as its build year and going through I discounted those that appeared to have taken a vastly excessive build time i.e. more than about 5 years compared to comparable sail numbers.

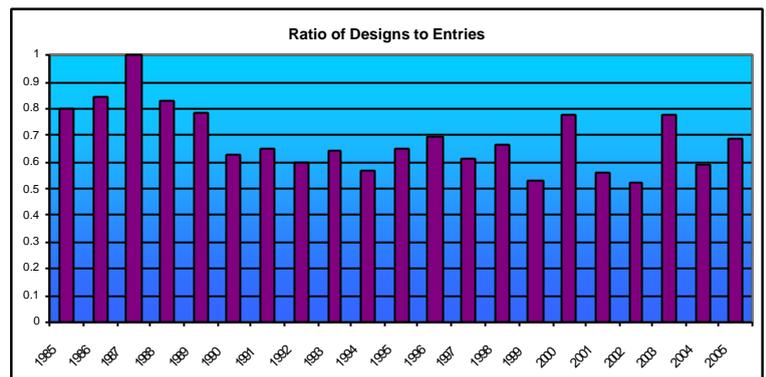


I am not sure what the graph tells you but looking at the results the trend is relatively stable for nationals attendances of about 16 although around that there are a lot of ups and downs. The only downside is that building seems to be down this is a potential problem but could be partly offset by the length of time that a Cherub stays competitive

I took all the boats that have won a nationals since 1989 and plotted their results in the table below and it has to be said that the competitive life of a Cherub can be quite long. Of the 6 boats that have won a Nationals since 1989 Most have won it several times. The first "Italian Bistro" 2637 Norwegian Blue has won an impressive five Nationals clocking up a further four second places meaning that it managed an incredible eight years at the top of the fleet it has even had a mini comeback in 04-05. The "Patterson 7" 2676 Shiny

Beast has also clocked up an impressive five Nationals titles one second and one third giving it seven years at the top. With consecutive wins in the past four years including a major refit there is no reason for Shiny Beast dropping down the standings. This sort of longevity is not entirely a Recent thing as NZ2705 Flat Stanley Won the Worlds in 1980 then clocked up five more Nationals wins after that and 3 second places. It has had at least 14 nationals appearances between 1980 and 1997 and since moving to Scotland in 2005 could just make it for the nationals in 2006.

The average number of nationals that a boat does is 4.01, Five boats have clocked up more than 11 nationals, 27 boats have managed five or more and 17 boats did not like the heat of competition and have only done the one! 82 different boats have turned up to the nationals since 1985



As far as designs go both the Italian Bistro and the Patterson 7 designs have managed to fill the top three places at a single nationals, the Bistro in 1991 and the P7 in 2004

The Bistro is by far the most popular design with a grand total of 69 nationals entries since 1989 The runners up are the Pasta Frenzy with 25 and the Dog with 23 entries. There have been a total of 45 different designs of boats since 1985

And finally 90% of statistics can be statistically proven to be on average misleading.

SailNo	Name	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	No of Appearances	Average Points
2637	Norwegian Blue	1	1	1	1	1	2	2	2	2	7					6	7	12	2.75	
2647	Fubar			5	2	4	4	4	1	4									7	3.43
2650	King Tubby				10			3	4	1	3			5	11				7	5.29
2660	The Pasta Frenzy						1	1	8	3	2	1	2	2	7				9	3.00
2673	Green Slug										4	8	3	1	5		16		6	6.17
2676	Shiny Beast											2	1	3	1	1	1	1	7	2.29

## An Interview with Andy Patterson



Phil Alderson: Andy congratulations on your latest nationals win, you seem to be making a habit of it.

Andy Patterson: Thanks it has taken a few years and a lot of effort to get consistent success.

AP: Moth sailing is similar to Cherub sailing, and is very helpful in getting the best out of the boat. All the moth sailing techniques apply to Cherub sailing - I would recommend a Moth as a Cherub trainer!

PA: How did you get started in Cherubs?

AP: I bought my first Cherub (with Pat) in 1974, and have been Cherub sailing ever since, apart from a few years moth sailing in the early nineties. At our first Nationals in 1976 at West Mersea, there were 47 entries, and we managed 8th place overall, with a third in one race.



PA: You seem to have good speed in the light stuff was that always the case.

AP: No over the first few years, we usually won the windy race, but could never do better than 3rd overall.

The winds over a nationals long weekend tend to be varied, with more light to medium winds than strong winds - hence being fast in lighter winds is more 'successful' than only being fast in a force 6.

PA: How have you achieved your turn around in form?

AP: My boat is better tuned for the average winds ( which appear to be about 12kts ) than the majority of other boats. Our crew weight is also lighter than the crews on boat that excel in strong winds. I have put in many hours sailing over the years, which makes sailing the boat more automatic. A good test is to shut your eyes whilst sailing, and count to as high as you dare without opening your eyes, or until you get wet.

PA: You said earlier that you spent a bit of time in the Moths, do you think that helped?

PA: Your greatest success has come recently with the 97 rules Paterson 7. What were your thoughts when designing it?

AP: I analysed the weak points of Cherub performance, and tried to improve the light(er) wind performance. There was a big opportunity to improve speed in light/medium winds (because traditionally Cherub performance is very poor in light winds ). It would have been much more difficult to improve the already excellent Cherub strong

wind performance.

The boat was designed to be as narrow as possible, light in the ends, with a moderate height but large-area squarehead mainsail, and a masthead kite



PA: For those who have not sailed a P7, what is it like on the water?

AP: The boat is tricky to sail ( a bit mothlike in it's instability), but very sensitive to getting the correct trim, and being obviously faster when sailed correctly 'in the groove', which is narrow, but deep

My boat is well balanced, with a very light feel, neutral helm when sailed flat, and only slight weather or lee helm depending on heel. It appears to pay to sail heeled to windward upwind, and heeled normally to reduce any lee helm with the kite up on a reach.

PA: So how do you have Shiny Beast set up?

AP: I don't adjust settings much - fixed rig tension, with the jib on a fixed length strop, fixed lowers and uppers tension. The only adjustments are downhaul

## An Interview with Andy Patterson



(which is usually off) and kicker, which might go on and off a bit in the light stuff. I have found that the kicker needs very little adjustment – the correct setting appears to be the same for light, medium or even strong winds.

The mast bend, uppers tension and sail cut are matched, so that the sail shape is correct for light winds, and the rig flattens the sail automatically for depowering in strong winds.

PA: Have you had to change much for the 2005 rules.

AP: The 2005 rules new rig has required some work to get it working properly. The extra area allowed has meant that I needed an increase in mast height, boom and pole length for 2005.

The mast was extended at the tip by approx 300mm, and this increased the bend of the whole mast. The existing (now small) mainsail set very very flat, with no leech tension. The mast was stiffened up by an extra layer of ud carbon, and the increase in stiffness meant that the sail was now too full and powerful, and very difficult to use in strong winds.

The new big Redeye mainsail was cut to suit the mast bend, but was initially too flat. After a slight luff curve adjustment the sail now sets well, and is actually easier to use than the small sail in strong winds in spite of being taller and nearly two square metres bigger!

The pole was extended and stiffened, and the tip lowered in order to maximise kite luff length.



A new huge Redeye (RS800-style, but with shorter leech) kite is now being used.

The mainsheet is taken from a boom ratchet with no jammer, jib leech tension is controlled by sheet tension (at 3:1) with a central single jammer. Telltales on the kite luff make it much easier to trim without overshooting.

PA: How do you feel the new rig compares to the 97 rules rig?

AP: There is obviously more power, but by using a flat mainsail, and twin-wiring the extra power is manageable, and the speed has increased. The current jib is still the small old jib, so the rig is currently slightly undersize. The new Redeye kite is much fuller than the old small Caws kite, and is much easier to use – the luff curls back instead of collapsing if the wind goes forwards for any reason, and by swift trimming, the luff uncurls again, helping keep the speed up.

PA: Have you noticed any drawbacks with it?

AP: The only problems have come when tacking in strong winds – the boat can get stuck in irons due to the big mainsail roach.



PA: So how do you sail your races?

AP: Good starts are important (but still I get very bad starts sometimes), and most important is clear wind, and freedom to sail the best course, particularly in the small Cherub fleets. If I'm stuck in a bunch, I will usually split gybes with the fleet, just to get clear air, and concentrate on sailing as best as I can, and hope to cross ahead later. Downwind it seems to pay to get up to max speed, and then let the boat go downhill as it wants

at the same speed. (ie letting the lee helm take the bow



down with little rudder input ) The crew stays fully flat trapezing, but I tend to just sit on the side rather than sitting out. This way, speed is maybe 95% of the maximum possible for the wind strength, but the distance sailed is only 85% of the distance if sailing at the max speed at a higher angle - therefore at the bottom mark we're ahead! (if it all goes to plan ). And when you are in front, it's much easier to gently cover those behind, sailing your own course, in clear wind, upwind and down.



PA: What sparked your interest in the class?

AP: I can't remember exactly.... it was more than 30 years ago!  
The good points then ( as now ) were that it suited lighter people, it was light, it was fast, it was fun, it was cheap secondhand, and it allowed home-building.

PA: How did you get started in sailing?

AP: My dad built a Heron in 1955?, and introduced me to sailing. I really only started sailing when

my family moved to the Isle of Wight in 1970, and I taught myself to sail in the Heron, later a Minisail and 11+ before buying my first Cherub in 1974.



PA: With the big changes in the class lately what do you see changing in the future?

AP: Nothing for a few years I hope. I think there may have been too many changes recently, with designs not maturing/developing properly before yet another rule change. The numbers of boats built or sailing competitively do not seem to have increased, but the class as a whole does appear to be having more fun in lighter winds than before.

PA: You have put Shiny Beast up for sale does that mean that there is a Paterson 8 on the way

AP: Not yet, although I have some ideas. The current design still has some life in it, and the opposition is not proven faster all-round (yet).It is not clear yet if the fuller more rounded hull shapes will be superior to the narrow flattie P7 type.

In the meantime, my latest project is to design, build and sail a new radical lightweight IC

I will be watching carefully what happens this year, and maybe there will be a new design for 2007/8.

PA: Thanks very much for your time Andy I hope to see you in Scotland for the Nationals



## Norwegian Blue the new Sail Training boat?



### Learning to Sail in a Cherub?

By Lara Gonzalez

I wanted to learn how to sail because I had seen how much fun my boyfriend got from sailing so Dave agreed to buy a boat with me and start to teach me how to sail.

My experience so far had been one trip out in a boat called a GP14. I was expecting sunshine, bikini, sunglasses and relaxing. Instead I got to hang my feet under a strap and hang over the side ("that's hard work", I thought). Next I got a trip in Dave's dad Avon scow, and that time was much easier.



We had to choose a type of boat to sail. Not knowing anything about boats Dave decided we should go for a Cherub. I was told this was based on 2 important factors, how much we could afford and Dave's boredom tolerance level (both of which were on the low side).

Dave showed me few photos from the internet and his explanation was: "a Cherub is cheap and fast". So we went to the dinghy show to see the different type of boats. After seeing many different boats we went to the Cherub stand where I met someone who seemed genuinely excited to talk about her experience with Cherubs. Having nothing else to go on I decided to settle for a Cherub.

It was a year to the day that we finally got to buy a boat. One trip to London to see an orange boat called Norwegian Blue? Owned by Lucy the very person who had help convince me that it was fun at the dinghy show, and Will, all happy to explain how wonderful his light carbon rudder was, whatever that was.

The next Saturday was our first trip out. I stood and watched how a boat was put together. What had I done? There was a whole new language to learn and to understand. The lucky thing of that first day was there was hardly any wind so everything was like the time I

"crew" the GP. I had my first go at trapeezing and it wasn't as easy as I thought. "Clip on, step out" ...I understand these words, but how? Push out, oops! loose balance...and repeat.

Down wind was easy, pull 2 ropes, hand another to Dave and that's it. Then he told me the big sail at the front will be my job one day. The rudder came off and I knew that was not good when we capsized for the first time. I didn't find it so funny! what's funny about being freezing cold and with the boat upside down?!!

The following times we went out there was a little more wind and I felt so unfit! No strength at all in my arms and my legs were aching. But trapeezing started to become easier and I felt less scared to be out on the wire. Regarding the spinnaker I found it to be hard work



taking it out, I had to stop few times while pulling the halliard but I was ready for a fly, and I found it amazingly cool! The feeling of being on the edges of the boat, out of control, trying to keep my equilibrium, while



## Norwegian Blue the new Sail Training boat?



the boat is going faster and faster and being all water splashed was very exciting, scary and funny at the same time.

After more practice we went to Castle Cove on the weekend for our first blast. We found a bunch of friendly people and there was lots of wind, so we went out but without trying the kite, that would have been too much! Sunday luckily for me the wind was milder :O) so we decided to participate in my first race Cherub and Dave's first race. We took a look at the distance, I was all excited and ready to race... ooops! fell in the water...uhm..."clip on would had been good...bye bye race"...at least I had a slight feeling of what racing was?



After Castle Cove, we went out sailing as much as we could. Dave joined me on trapeeze and we tried upwind, down wind again and again with more wind, more speed and it was so cool, what a fantastic feeling. Even our first pitch pole capsize was fun!?! Am I getting loopy? ;O)

Just in our first open meeting in Weston I felt adrenaline all over my body, I felt so competitive! I enjoyed having other Cherubs around doing the same things, i.e. racing, trapeezing, capsizing, up again and keep going, that's great, I love it! more wind please, more wind!

Then The Nationals in Wales, what a holiday we had! lovely weather, and sailing for 3 more wind comers, what More wind!



It feels great to have the opportunity of learning what sailing is, what to be a crew is and the best of all to do it in a Cherub. I can't wait for more nationals, open meetings or anything...just can't wait for more flying! Mind you, very often while I trapeze and we blast and blast, still comes to my mind, what? Is that real?

The Plymouth bit.....

Andy Lang, your trusty Social Secretary

Well it's been interesting since the 2005 Cherub nationals. I have a new boat, new crew and new expectations! I bought AquaMarina 2681, and soon stole Tom Gruitt to crew this new beast with me. Since then we have been out as much as we can possibly sail in between lectures. I'm at Uni here and Toms a 'Yo-call'. We are training hard and a lot of time on the water, we are getting to grips with the boat handling, a promising start with a 5th at Draycote. We now have another cherub down to train with, Squid Pro 2677. Again owned by a couple of students Rob and John. It is awesome sailing in Plymouth Sound perfect for some cherub blasting and out past the breakwater, on days little 12ft boats can be seen jumping from one wave to the next.



The Final Fling was held here, that was immense. A lil windy - and no stop button!!! We made the mistake of going out 2hrs before the start to make good use of the fantastic wind, unfortunately when the start came we were so knackered we couldn't concentrate. Was a good blast, and made good use of the T-foil upwind, both of us twining in the foot loops and gaining on a windsurfer. & then the kite came and we just left him standing, a few near pitchpoles but was all good.

It has to be said that the Cherub scene has had a massive impact on this quaint little town. Especially now that Aqua has a 21m kite, extended by a 10ft pole! Not quite the usual image a lil laser sailor was expecting, as we come up twinning behind him in 7 knots of wind :-)



Looking forward to the 2006 circuit and the road trip to Scotland for the Nationals, cant wait!! Watch this space, and look out for us on the circuit.



In the first couple of months of 2005 all the sub £1000 cherubs disappeared off the second hand boat list before Sailboat, and this galvanized me into action. We were vaguely thinking about selling Norwegian Blue so we put the boat on the second hand list the day before Sailboat to give potential new members a good entry level boat. Well, NB sold in about eight hours to Dave Ching and Lara Gonzalez-Ruiz, and was collected before Sailboat was over. This left us boatless!

Shortly after this we bought AquaMarina - Phil Alderson's very well sorted P7, and shortly after we got

her home it became clear that Andy Lang really wanted her. We accepted his deposit before we really got to know Aqua, and when the time came to say goodbye at the Nationals we were feeling like a pair of muppeteers giving up such a great boat.

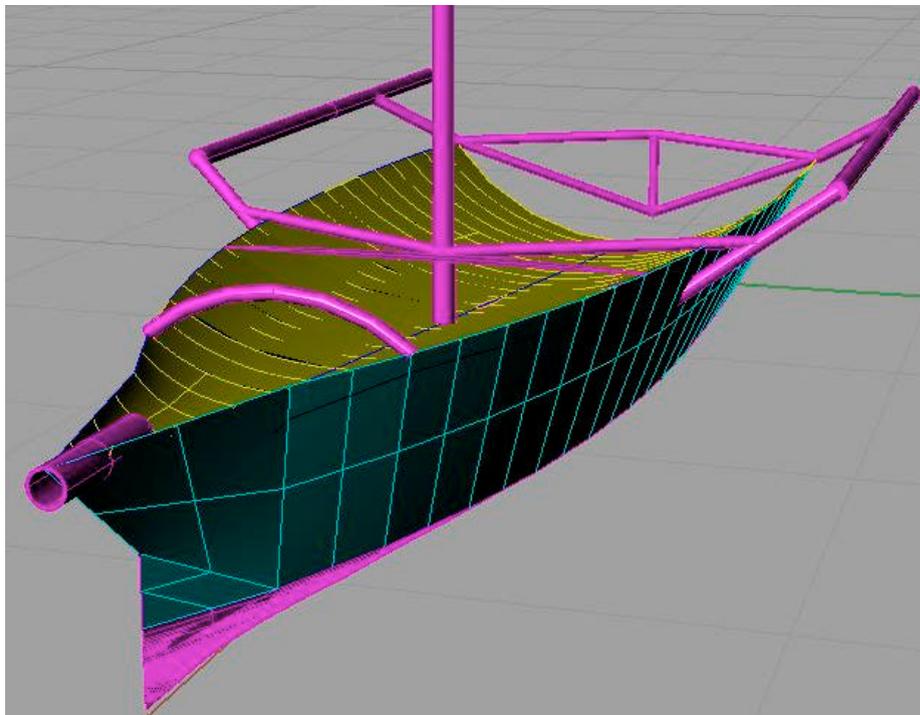
Boatless again we sat down and decided upon the following:

- 1) To do what we want in 2006 we were going to have to be on the water for March.
- 2) Most people spend at least a year building their boats, and we had 7 months.
- 3) We hadn't even decided on the most basic things about our new boat.
- 4) We think that for us time on the water is the biggest determinant of boatspeed.

Decision 1: The hull was going to be a Slug. It's a good one which I've sailed a lot with it, and neither

Dangerous Beans nor Nautilus Pompilius have had any controllability problems with large rigs on slug hulls. However, the real reason was that the plug was available and that would save loads of time.

Decision 2: The rig will be C-Tech + Fyffe's. This decision was reached after sailing Dangerous Beans, Nautilus Pompilius and Halo Jones.



Decision 3: While we were busy wondering how we were going to get the job done in the time Andy sent us an email suggesting he do some of it, and a deal was done. Bloodaxe Boats will build the shell, centreboard, case, bulkheads, spine, back half of the floor, and fair the outside of the hull.

Decision 4: The boat was going to be narrowish with tubes. We loved

that aspect of Aqua, and we hoped it would be easier to build.

Decision 5: The board will be positioned moderately, neither as far back as Aqua, nor as far forward as Norwegian Blue.

Decision 6: The gantry will be integral with the spaceframe and trapezing tubes to allow for extreme T-foilage, something we found to be very quick in Aqua in a breeze. The gantry will not be very long (340mm) to allow for trapezing in line with the T-foil.



Decision 7: The mast will be moved back far enough so that Dangerous Beans' jib would be able to go on a self tacker. This basically means moving the mast back 120mm. The rig will have a stump, solid lowers and an ordinary kicker.



Decision 10: The boat will have Sh-ock footloops. We bought them for Norwegian and for Aqua and they were completely worth it.

The boat will be called Atum Bom (which is Portuguese for Good Tuna). We're not sure what colour it will be, but it is likely to be very bright for increased visibility!



Decision 8: The mast position means tacking in front of the mast for the crew a lot of the time, so the boat will have no foredeck, but be made to drain out of the stern by having a steep gradient sternwards.

We hope that Atum Bom will be a moderate step in the right direction. We have gone for reliable established technologies where we can, even at the expense of theoretical speed to maximise time on the water and hopefully speed around the course. We hope Atum



Decision 9: The shrouds will be on the point of a pair of tubes, like a Moth, for extra stiffness. They will be clear of the hull sides, and not at max beam. The idea is that if you stack really severely there is reduced potential for hurting yourself on the shrouds as you fly by.

Bom will be a vehicle for advances in techniques such as foiling and wingmasts, but that comes later. The most important thing for us is a boat which connects the foils, the rig and the people together reliably, is stiff, down to weight and doesn't leak. Everything else is jam!



## Should the "DIY Class" have a DIY Website?



=====[Wiki Website](#)=====

You may have noticed a new section of the website appearing recently and wondered what it is all about. Well here's your explanation...

Administering a website is a long and laborious job especially once it gets to the size of the Cherub one. To make a new article not only does it have to be written, it then has to be coded into HTML. Adding the links and pictures and editing other pages on the site so that people can find it needs to be done, then finally you can upload it. After battling with the FTP program, the page is uploaded and you look at it, it looks great. Everyone else looks at it and thinks 'what a lot of spelling and grammar mistakes', 'it would be so much better if there were more/less headings' and 'I have a much better picture for illustrating that'. But there is nothing that they can do about it.\

=====[Until now!](#)  
=====

What has been created is a site where every page can be edited by class association members easily and in real time. A simple mark up coding system is used: this text has been written using the code so you can see how simple it is. This system for creating open websites is called "Wiki" which comes from the Hawaiian for quick and by using it, it is possible to build a large website quickly and for it to grow and improve organically. \

=====[So what can you do?](#) =====

You can add pages. You can have a page giving information on your boat, showing what you've been up to and what you plan to do. You can upload and insert pictures to show everyone the latest modification to your boat. You can edit pages. This means that experienced users can fix pages that don't look quite right and need a bit of a tweak. You can edit and add to race reports; after

all the person writing the report only knows what went on where they were and might have missed an important bit of action somewhere else on the race course. You can edit technical articles, so for example; you could look at the article on building a `[[mast]]` and think that it needs a bit on building spreaders. Maybe you have just built a set and have pictures, so now you can write a paragraph on how you did it. The next person who looks at it realises that you have said you used 30 layers of 200g carbon instead of 3 and they can edit it to fix the problem.

=====[How to Do it](#) =====

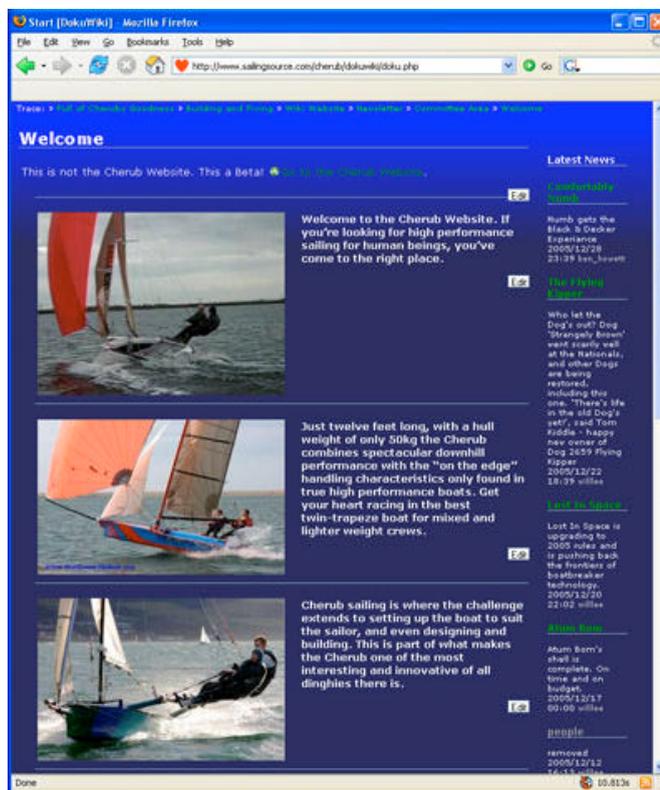
Have a look at the site at `[[http://www.sailingsource.com/cherub/dokuwiki]]`. Remember, this is still at an experimental stage, and will

be changing quite a lot. You can browse around the site just as you would normally. Now login using the username and password (that will be supplied to you) this not only gives you access to the members section but lets you edit and create pages. There is a link to a page showing the `[[syntax]]` that you need. It is possible to get simple formatting (**Bold**, *italic*), different size headings just by pressing buttons on the editing screen. There is a `[[playground]]` were you can have a go at editing and try out your ideas without disrupting any of the important pages!\

To start off with why not visit the boats page? This has a list of most of the boats in the fleet with some details about each one, ordered by sail number. Click on the edit button at the bottom of the page and you can add some

info about your boat: the name, location etc. If you enclose the name in square brackets `[[name]]` this will create a link to a NEW page where you can put more information about your boat. Click "preview" to see what the page will look like, and then if it is all OK click the "save" button.

The link that you have just created will be red. If you click on it, you will be asked if you want to create the page. Hit the 'create this page' button, then write something interesting about your boat, save it and go back to the boat list page. You will see that your link has turned





# Should the "DIY Class" have a DIY Website?



green, showing that it is a link to a page that exists. Give yourself a pat on the back: you have just created a page!

At the bottom of all the pages there is a "Recent Changes" button and this will show up all the recent changes that have been made to the site. You can use this to look for the latest news section or you can compare the current version of the page you are looking at with older versions. What is very clever is that if you think the older version was better you can "revert" the page to a previous version.

====What to do====

\* Think before you edit a page. You should want any changes that you make to be improvements and remember, you can always use the `[[playground]]` or preview before you save.

\* When uploading pictures see the `[[uploading pictures]]` page and respect the size and name conventions.

\* Respect the formatting and layout, the site is the public face of the class so it should look good and be easy to navigate for all visitors.

\* When creating pages think about the name of the page: it should be simple, clear and in keeping with the names of similar pages.

\* If you see a mistake or an act of vandalism YOU can fix it by going to the page, and hitting the 'old revisions' button, finding the latest non-vandalised page and saving it. The system works best if we all want it to be the best site we can make it.

\* Be creative: the "Wiki" site gives us **\*\*all\*\*** the opportunity to `//contribute//` to the class by making the best web site possible so that even more people from outside the class `__want__` to visit. Once they are here we can convince them that Cherubbing is the way forward.

The text is pretty flexible and will let you do most of the formatting that you would want to do

\* Bullets

Ordered lists

- Of the sort of thing that needs to be in order
- As long as you have more than one thing to list
- You can even have sub lists

- with more than one level



^Tables ^ With ^ Headings ^  
|can |even span columns||  
|or|Just|be normal|

<HTML>This is some HTML to change the <font color="red" size="+1">font colour to red</font></HTML>

Have a look at the `[[syntax]]` page for more details.

==== Extra complications  
=====

\* When you make a `[[link]]`, the text that is red or green is not necessarily the text in the square brackets! If you put a title on the page you are linking to, then it is the title at the top of the page, not the name you gave the page, that will be

shown. This doesn't make too much difference, but it can be useful.

\* There are sub-folders of wiki pages called 'namespaces'. These are done by putting the name of the namespace and a colon before the name of the page. The only important one is members: . Only members can see pages in the namespace called 'members'.

==== Beta =====

The Wiki website is currently just a beta test version, we are trying it out to see if it works. If we can make the whole thing look and work better than the current site, move all the great stuff from the old site to the new the we might make it permanent till then experiment and play nice.

You need a password to edit so contact the webmaster for your login details.

PS: This text has been written in wiki code to show how easy it is



## Auntie Gavro



**Dear Auntie Gavro**

My intelligence staff here at the White House have alerted me to the fact that a mysterious splinter organisation, Uk-Ccoa, under the guidance of the Isle of Wight's most wanted, Osandy Bin-Ludaxe, have been attempting to put together an Atum Bom intended to be moved to London within the next few months. We will not tolerate such behaviour and have indeed despatched the Nimitz battle group to the Isle of Sheppey-White-Dogs to kick some ass. God Bless Epoxy.

**Yours,**

**Worried of Washington.**

**Dear Worried**

Tell your boys to aim at the big black one with Oracle written on the side. Ask questions later.

**Cher Auntie Gavro**

Zank you very much for ze loan of ze plug de slug. We understand zat zere were beacoup de personnes involved in ze move, avec beacoup de voitures and a couple of, how you say, car-ferries. However, things 'ave got very confusing and now that we' ave finished ze slug, it's performance downwind, is, how we say, merde. In fact, ze slug seems to look just like, how you say, an upside down Ford Fiesta, and we wonder if at some point during ze build we 'ave made a grave erreur.

**Merci,**

**Perplexed of Paris**

**Dear Perplexed,**

I would'nt worry yourselves. I'm sure it will still measure, and you can use the back tyres as handy toe-loops.

**Dear Auntie Gavro**

Having won the Tide Ride, a world championships, several National Championships and countless club championships, I heard that steering a 11'9" overweight recycled yellow lardarse of a boat to victory at a well-attended open meeting was going to be the ultimate sailing challenge. However, try as I might not to, I still won the event with a race to spare. Can you suggest a way in which I might be able to push myself a little harder?

**Yours**

**World Champion of Warwickshire**

**Dear World Champion**

Yes. Next year you have to do the event again in a yellow boat, although this time you may start construction of your craft at the 5 minute warning signal. Oh, and you must make it out of margarine.

**Dear Auntie Gavro**

Och aye the noo see you jimmy. My name, wee laddie, is Aquamarina, and right now I am having a wee identity crisis me lad. One day I'm in the bonnie highlands, and the next, cor blimey guvna would you adam and eve it, stone the crows I'm in the big smoke. Then, my dear, I'm down in the south west, avoiding emits and swilling cider, ooo aaaar. Help!!!!

**Yours,**

**Aqua of all over the place.**

**Dear Aqua.**

Look on the bright side, at least you have not been to Wales. Yet....