

## 1972-1973 Australian National Cherub Championships and 1973 Interdominion Championship

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### Botany Bay, Sydney, NSW

In the Australian Cherub championship held on Botany Bay, 14-year-old Ian Murray and Richie Brown (15) sailed *Hush Power* to a convincing win. A combination of consistently good boatspeed and handling in all conditions and successful tactics sailing (especially on the starting line) was demanded of the winners, and Murray had this from the outset.

Runner-up Grant Simmer (16) and Ian Hobbs in *Rock-n-Roll* found this form late in the series, when they won the final three heats, and carried this through to beat Murray for second placing in the Interdominion series held immediately afterwards. Several Cherubs shone in the conditions which suited them best, but were inconsistent in the variety of breezes.

*Hush Power* is Murray's own design and has a fine bow, widens substantially amidships and narrows and flattens out at the transom, although gunwales here are very wide. The mast is a De Havilland Moth section with 18in aerofoil spreaders. With relatively flat Blue Peter working sails, a loose-foot mainsail, barber haulers for jib and radial-head spinnaker. *Hush Power* was fastest on all legs of the Olympic course in moderate breezes. Thus he won heats one, two and four in winds from 5-15 knots, and also placed well in the extreme conditions. *Rock-n-Roll*, a Peden hull with a fine bow, narrow beam and flat transom, performed best in fresh breezes but did well enough in lighter conditions to be placed no worse than fifth in each heat, and win the light morning heat.

*Gladys Victoria*, sailed by Jeanine Wilmot and Geoff Davidson, was placed third overall. The deep-vee hull, designed by Bob Miller, was teamed with a Speedspar with long aerofoil spreaders as on *Hush Power*. Jib barber-haulers and use of mainsheet traveller gave her the best pointing ability in the fleet. With Blue Peter radial head spinnaker she was among the fastest on square runs.

*Eugen* (Drew Thomson and Frank O'Rourke) was a heavy-weather flier with the jib luff set 8in back from the stem. She won heat three from *Hush Power* and another good heavy-weather performer, *Blue Peter III* (Peter Shack and Terry Arcus from WA). Other WA boats *Bizarre* (Jim and Frank Whitton) and *Lovable II* (Maurice Raphael and Trevor Hookway) displayed prowess in the fresh southerly in the final heat to finish second and third respectively behind *Rock-n-Roll*.

Murray would have taken Cadet, Junior and Open titles as did Gordon Lucas at Humptybong. Since then however, the constitution has been amended to prevent a winner taking both Cadet and Junior titles. Murray took the Cadet and Open titles and the Junior section went to Grant Simmer.

### Interdominion Series

To contest the Interdominion championship, Australia's top 25 Cherubs, including defending champion Ian Lindsay in *GLV*, met the 12-strong New Zealand team headed by Graeme Duncalf and Neil Strom with *Chameleon*. All NZ Cherubs had been built and tuned expressly for last season's World Championships in Auckland. As a result, they brought no innovations in design and rig.

The first heat went to *Chameleon* in a shifty light south-easterly, followed by *Rock-n-Roll* and *Harem Scarem* (Chris Granger). Australian boats commanded heat two, the win going to *Vitamin C* (Ken Baddiley), followed by *Rock-n-Roll*.

Heat three went to *Hush Power*, heat four *Vitamin C*, *Rock-n-Roll* led in heat five, and Baddiley in *Vitamin C* the gear-busting heat six. The final heat was cancelled because of an expected 40-knot gale, and Baddiley took the title.

Queenslander Ken Baddiley (21), who won the Interdominion by a healthy margin from *Rock-n-Roll* and *Hush Power*, is certainly not new to Cherubs. During his seven seasons in the class he has contested five national titles and won two. He attributes much of his success to long-standing crew Rhys Jeffries (21).

*Vitamin C*, designed by Ken, is much like the Mark VII but with a few inches less spring. Although two seasons old it is minimum weight. All gear was chosen for strength e.g. the strong Cherub section De Havilland mast with fixed spreaders and preventer. Cassidy working sails have the drive well forward. The flat spinnaker was only successful on tight runs. Ken relied less on outstanding boat speed and more on boat strength combined with experienced handling and consistently successful tactics.

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