



Introduction to Cherubs

Australian Cherub Fact Sheet No 1

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Australian Cherub Fact Sheets

Stepping into a new class or even upgrading your existing equipment can be a daunting experience if you do not have good information to help you with decisions on the design and sourcing of gear. This fact sheet is part of a series of documents that have been developed by the Cherub National Council of Australia to assist new Cherub sailors to make decisions about their boats and equipment.

The series includes:

- No 1 Introduction to Cherubs
- No 2 Hull Design
- No 3 Deck Layouts
- No 4 Construction Methods
- No 5 Sails
- No 6 Rig Tuning

The full series is available free of charge from the Cherub web site [Cherub Central](#). If further topics are required the series may be expanded and updated.

If you need further technical information about your Cherub you can contact one of the people listed at the bottom of this page.

Cherub Technical Contacts

NSW	Wayne Torpy	02 4950 4422
WA	Rob Burvill	08
SA	Duncan Groome	08 8242 1140
Qld	Andrew Triggell	07 3883 3464
Tas	Mike Fuller	03 6266 7109
Vic	Brent Frankcombe	03 9807 9607

What makes a Cherub

The Cherub is a 'restricted' class as distinct from a 'one design' class. The measurement rules for the class set maximum and minimum limits on most of the key dimensions of the boat. This feature of the class allows amateur designers and builders flexibility to develop designs that allow the boat to be tailored to the needs a wide range of crew sizes and sailing conditions. Being a 'restricted' class also allows Cherub owners to choose their own gear from a wide range of suppliers of spars, sails, foils and fittings and to individually tailor they way that they set out their control systems.

Measurement Rules and Restrictions

Cherub measurement rules are set out in the Cherub National Council of Australia's *Rules and Restrictions 2006*. A copy of this document can be found at Cherub Central. The rules change from time to time but usually only in minor ways.

When the rules do happen to change boats built to the older rule usually continue to be recognised with any features non compliant with the new rule "grandfathered". This slow pace of change means that Cherub hulls can retain their value over a long period of time.

The rule changes that introduced asymmetric kites and self draining hulls were introduced in 1997. These changes effectively created the boats that we now recognise as Cherubs.

UK Cherubs

The Cherub class as sailed in Australia is now a very different boat to the UK Cherub. While the class once conducted regular World Championships involving boats from Australia, New Zealand and the UK, the situation is now quite different. The UK class decided to go down a different development path in the late 1980s. The results is that today their boats are narrower, have larger sail plans and carry twin trapezes and lifting foils. While the two streams of Cherubs now differ considerable, Cherub sailors in the two countries still keep in touch and share ideas and experiences.

Cherub basics

Cherubs have been built and sailed in Australia since the early 1960s. At present there are several hundred Cherubs actively sailing at venues across Australia. Each of the boats currently sailing can be grouped into one of three categories.

Modern Cherubs

Cherubs designed and built following the rules changes of 1997 that introduced asymmetric kites and self draining hulls. Boats in this group will have sail numbers above 3055. The boats that have filled the top 25 places in each of the last 5 National Championships have come from this group of boats.

Pre 1997 Cherubs

Boats designed and built for the old rules but converted to asymmetric kites. Converted older boats can still be effective boats for local club racing and are often the entry point to the class.

Classic Cherubs

Old schools Cherubs with pole kites, often timber. Some of these boats as still sailing, a number of timber examples have been lovingly restored and represent an important part of the heritage of the class. They are rarely raced.

Second hand Cherubs

Most Cherub sailors start by purchasing a second hand boat and sailing in the class for a period of time before upgrading their boat or building a new one. The Cherub Class Association operates an active second hand Cherub list at Cherub Central.

To list you Cherub on the web site contact Wayne Torpy at Cherub Central.

The restricted design nature of the class and the high proportion of home building means that there is quite a deal of variation in the quality of second hand Cherubs as they hit the market. It also means that the prices at which Cherubs trade in each of the categories above vary significantly.

Boats in the Modern Cherub category can trade for up to \$14,000 for an example that is virtually as new with good quality gear and essentially ready to race at the very top level of the Nationals fleet. Other boats in this group will vary across a wide band depending on design, age, condition and the type and quality of the foils, sails and spars.

Pre 1997 boat that have been converted often trade for \$2,000 to \$3,000 with the best examples, that may have carbon spars, slightly higher.

Sail numbers

Cherub sail numbers, which are the boat's registration number, are part of an international numbering system that is shared across Australia, the UK, New Zealand, France and even Italy. The system covers both International Cherubs as raced in Australia and the UK Cherubs. Under the international system each country is assigned a block of numbers and issues individual numbers sequentially when each new boat is built, measured and registered.

The sequential numbering means that within any one country the sail number is a good indicator of the age of the boat. It also means that boats of similar age in two different countries will have very different sail numbers.

Some time in the early 1980s Australia was assigned the block of numbers from 2800 to 3000. Italy was then given the numbers 3001 to 3050. In 1995 Australia moved on to the block from 3051 to 3200 and it is this block that is used for new boats in Australia today.

While UK Cherubs are now very different boats to Australian and New Zealand Cherubs, they still share the same numbering system. For some time the UK has been using the block from 2601 to 2700. They also share this block with the small number of UK Cherubs recently built in France. With a spate of new boat building in the UK, and their most recent boat numbered 2996 the Poms have been coming to the end of their block and they have now been assigned the new block 3201 to 3300.

The number sequence started when the first Cherubs were built in New Zealand in the early 1950s. Frank Bethwaite brought one of these boats, number 47, to Australia in 1959.

This number allocation history means that there are no Cherubs in Australia with numbers between 3001 and 3050. It also means that Cherubs numbered 2999, 3000 and 3151 were all built and registered in the same season 1995.



Above: A top line modern Cherub will typically be equipped with all carbon spars, a self tacker for the jib, a carbon or stainless steel tube rudder gantry and foils with a very high quality finish.

Supplier Directory

Business	Contact Details	Products
Brenmark Industries Brendan Matthews Ph: (07) 3274 5751	18 Annie St Coopers Plains Qld 4108	Hull Shells Foils Rudder Gentries
Windrush Yachts Brett Burvill Ph: (08) 9314 1317 M: 0407 944 060	1 Stockdale Rd O'Connor WA 6163 www.windrushyachts.com.au brett@windrushyachts.com.au	Carbon Mast Carbon Boom Carbon Bow Poles
CST Composites Chris Dixon Ph: (02) 9668 8488	78 -80 Tasman St Kurnell NSW 2231 sales@cstcomposites.com www.cstcomposites.com	Carbon Masts Carbon Booms Carbon Bow poles
Fasta Craft John Ilett M: 0419 907 923	43 Magnolia Gardens Yangebup WA 6164 john@fastacraft.com	Foils
Dixon Foils Ian Dixon Ph: 02 9525 0821 M: 0409 911 905	dixonboats.com	Foils
Ben Lawrie		Foredecks Rudder Gentries Bow Pole Assemblies
For Sailmakers see Fact Sheet No 5 Sails		