

# **UK Cherub Class Rules 1997**

## **1 Introduction**

The object of these rules is to provide a set of rules to which inexpensive high-performance dinghies may be designed and built.

## **2 Constitution**

### **2.1 Administration**

The Association shall hold an Annual General Meeting, normally at the National Championship. The date and venue of the A.G.M. shall be published at least one month before it is due to be held. The A.G.M. shall elect the following Association Officials: President, Secretary, Treasurer, Registrar, Technical Officer.

It may also elect the following additional Officials:

Magazine Editor, Publicity Officer, Fixtures Secretary.

All these Officials shall be members of the Association Committee. The A.G.M. may elect additional committee members up to a total of ten.

### **2.2 Amendments To Class Rules**

Changes to these Rules may only be made as a result of a 2/3 majority vote in favour in a postal ballot of all paid up members of the association. Proposals for changes to these rules may be submitted to the Association Committee at any time. Such proposals must be signed by five members and must detail the precise wording of the proposed change. The Committee shall consider each proposal and may suggest possible changes to the proposers. The final wording shall be agreed upon within four months of the original submission. The Committee shall, within a further three months, conduct a postal ballot of all members. The ballot shall include the full detailed wording of the proposals, any explanation submitted by the proposers and any comments from the Committee or Technical Officer. The ballot will close one month after the date of posting (this date to be stated in the ballot). The Committee shall decide the exact date on which any change shall come into effect. This shall be not less than three months or more than six months from the closing of the ballot.

## **3 General**

### **3.1 Title**

The class shall be known as the UNITED KINGDOM CHERUB 12ft. DEVELOPMENT CLASS.

### **3.2 Insignia**

The insignia shall consist of a heart shaped silhouette of a size which would approximately be contained in a 300mm diameter circle. The insignia shall be placed on both sides of the mainsail, approximately one third from the top, and shall be of a colour contrasting with the mainsail.

### **3.3 Registration**

On completion of measurement by an authorised measurer and subject to conforming with the class restrictions and payment of the prescribed fee, each boat shall be issued with a registration number by the Class Registrar. This number shall be displayed on both sides of mainsail directly under the insignia and on the spinnaker at approximately half height on both sides, in contrasting colours. The numbers shall be approximately 300mm high and have a trunk width of approximately 50mm.

### **3.4 Crew**

The crew shall consist of two persons. One member of the crew may use a trapeze.

### **3.5 Interpretation**

The CHERUB is a development class and these rules may not cover every eventuality. In cases where doubt exists, account should be taken of the intentions and spirit of the rules and the matter should be referred to the Technical Officer and Association Committee.

## **4 Class Restrictions**

### **4.1 Hull**

4.1.1 Length - Between Stem and Transom shall not exceed 3.70m. (Note: For boats with inset or open transoms this measurement shall be taken from the after extremity of the hull skin at or below the waterline.)

4.1.2 Beam - The maximum beam shall be 1.80m. (Note: Footstops and footloops only may extend beyond this beam.)

4.1.3 Depth of Hull - Depth at mid-length, measured vertically from sheer to the lowest point of the hull, shall be at least 450mm.

4.1.4 Stem - The profile of the stem shall be approximately vertical for a minimum of 200mm from its' bottom.

Bowsprit support - structures to support the bowsprit may extend beyond the stem to a maximum of 4000mm from the transom.

4.1.5 Chine(s) - Chines shall be fair and continuous curves. There will be at least one

chine at least 2000mm long. Any chine at some point shall be at least 450mm from the centreline. No part of the outer skin above a chine shall be inside a vertical line passing through the chine.

4.1.6 Anti-multihull rule - In any cross-section of the hull, no horizontal line shall pass through the hull skin more than once either side of the centreline. (Note: It is not the intention of this rule to prohibit 'tubular wings'.)

4.1.7 Weight - The weight of the hull in dry condition shall not be less than 50kg. The weight shall include all permanently fixed fittings and bowsprit, but shall exclude sails, spars, standing rigging, centreboard, rudder and other loose gear.

4.1.8 Buoyancy - The hull shall be fitted with built-in buoyancy not less than 0.26m<sup>3</sup> contained in at least three separate compartments of at least 0.02m<sup>3</sup> each.

4.1.9 Centreboard and rudder - Centreboard and rudder shall not be ballasted (i.e. shall float). The centreboard shall be fitted on the centreline of the hull.

## 4.2 Spars

4.2.1 Spars - Spars shall be capable of being passed through a 100mm diameter ring when stripped of all fittings. Spars may not be constructed permanently bent. (No spar is built or remains perfectly straight: it is the intention of this rule to prohibit spars being designed and built intentionally bent.)

4.2.2 Spinnaker Pole - Either a Spinnaker Pole or a Bowsprit may be used for setting a spinnaker, but both may not be carried in any race.

4.2.3 Bowsprit - The bowsprit, if fitted, shall be retractable to within 300mm from the outermost support. The outer end of the bowsprit shall be solid or capped. No sail other than a spinnaker may be set from the bowsprit.

## 4.3 Sails

4.3.1 Material - The sails may be constructed from woven fibre cloth, unwoven fibre cloth, flexible plastic film or composite materials consist of any combination of the three. All sails shall be stowable in sail bags of normal dimensions.(for the purpose of this rule, 'long' sail bags for the stowing of rolled up sails are regarded as normal).

### 4.3.2 Mainsail and Jib

4.3.2.1 Sail Area - The areas of the mainsail and jib will be measured in accordance with the IYRU measurement instructions(1979), part IV, measurement and calculation of sail area (printed in appendix 1). The following are excepted:

a) Section 2 shall not apply (i.e. the area of the spars shall not be included in the measure sail area).

b) Section 6, spinnaker, shall not apply.

The combined area of the mainsail and jib shall not exceed 12.50m<sup>2</sup>

4.3.3 The mainsail must be removable without releasing the standing rigging.

4.3.4 Spinnaker - Spinnakers shall be measured in a dry condition. All measurements shall be taken with the sail pulled taut between the relevant points.

The following measurements shall be taken. Length of the Luff, Leech and Foot, and the cross width between the mid points of the luff and leech. The following parameters shall be calculated.

L = Mean of luff / leech length.

DL = Difference of luff and leech.

$F = \text{sq.rt.}((\text{Foot Length})^2 - DL^2)$

$G = \text{sq.rt.}(\text{Cross Width}^2 - (DL/2)^2)$

Area =  $LF/6 + 2LG/3$

The area of spinnaker may not exceed 15m<sup>2</sup>. Only one spinnaker may be carried on board in any race.

4.3.5 I.S.A.F. rules 50.2 Spinnaker Poles, Whisker Poles and 50.4 Head Sails shall not apply.

#### **4.4 Not Permitted**

The following are not permitted:

- a) Any contrivance other than a trapeze extending out board to support the crew. Only one member of the crew may use the trapeze at any one time.
- b) Spinnaker sheet catchers on the stem which may be dangerous to other crew or craft.