

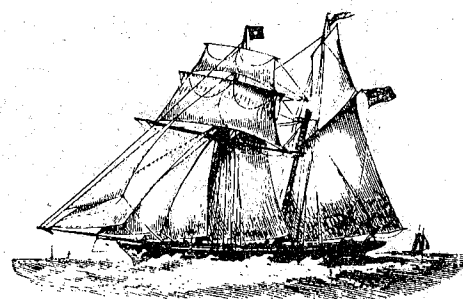
# INTERNATIONAL

# MOTH 1975

15p

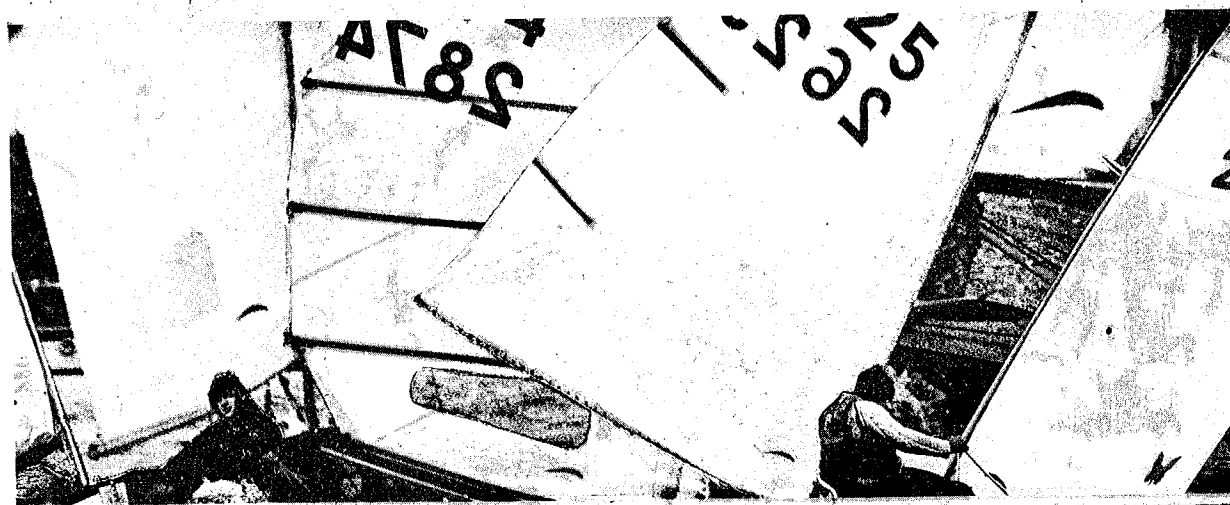


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## President's report:

by

**ROSS ELLISTON**

14, Roxeth Grove,  
South Harrow,  
Middlesex.



Times must be hard—Ross drinking tea!

Dear Members,

1974 was a 'transitional period for us, as all existing members know. We started the year virtually committee-less as far as experience was concerned and then, due to the 'three-day week and printing difficulties, could not produce a Year Book or Fixture Cards and had troubles with the Newsletters.

1975, I am pleased to say, should see the solution to most of our problems (proof of this is the fact that you've got this book). We have a new President, new Secretary, new Treasurer, new Publicity Officer and a new printer. Thanks to the prudence of our predecessors we are financially viable, so therefore should administratively speaking have a successful year.

Now let's come to what it all about—SAILING! In these days of 'hyper-inflation the International Moth is still cheap for a thoroughbred racing boat, and as a single-handed development class is virtually unrivalled. Two or three exciting new designs appeared in the U.K. last year and even more were seen at the Worlds in Sweden—where me managed to send a full team. Therefore I look forward to '75 with anticipation and excitement.

Throughout this book you will find the how-which-why-when and wherefore of Moth sailing which I hope will be useful not only to new members but to existing members as well. In the meantime your Committee will be doing everything they can to make the class successful, the rest is up to YOU! Remember Moths only go fast on the water! So sail your boat! Support Open Meetings! Get out in handicap meetings and show them what Moths can do! But most of all, help us take this opportunity to make the International Moth a much better class.

which - where - how - why - when - what - WHO  
WHO'S WHO ?



PAULINE

## IMCA (UK) Officials for 1975

### SECRETARY:

Mrs. Pauline Green,  
11 King Harold's Way,  
Bexleyheath, Kent  
Tel.: Erith 39065

### HON. TREASURER and YEAR BOOK EDITOR:

Mick Green,  
11 King Harold's Way,  
Bexleyheath, Kent  
Tel.: Erith 39065

### HON. FIXTURES SEC.:

Terry Kingston-Minnis,  
26 Harley Street,  
Leigh-on-Sea, Essex.

### CHAIRMAN MEASUREMENT AND TECHNICAL COM.:

Peter Conway,  
8 Tewkesbury Avenue,  
Pinner, Middlesex.

### NEWSLETTER EDITOR:

Kim Cardell,  
Morgan Grampian Ltd.,  
30 Calderwood Street,  
Woolwich,  
London SE16 6QH.

### PUBLICITY OFFICER:

Geoffrey Frankcom,  
2 Greencourt Gardens,  
Shirley Park, Croydon,  
Surrey.



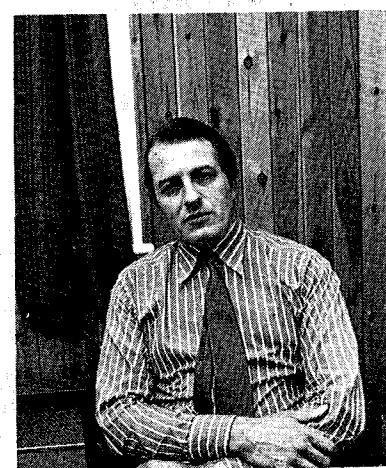
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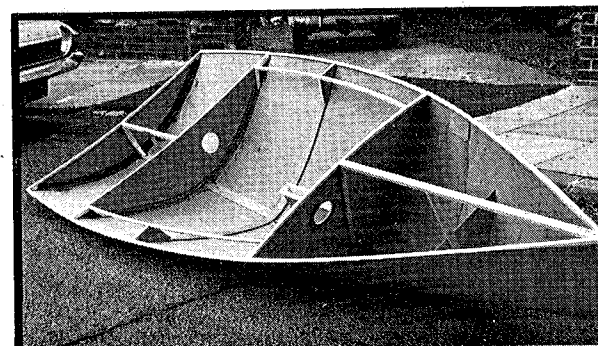


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Cover and cartoons by David Barnes.



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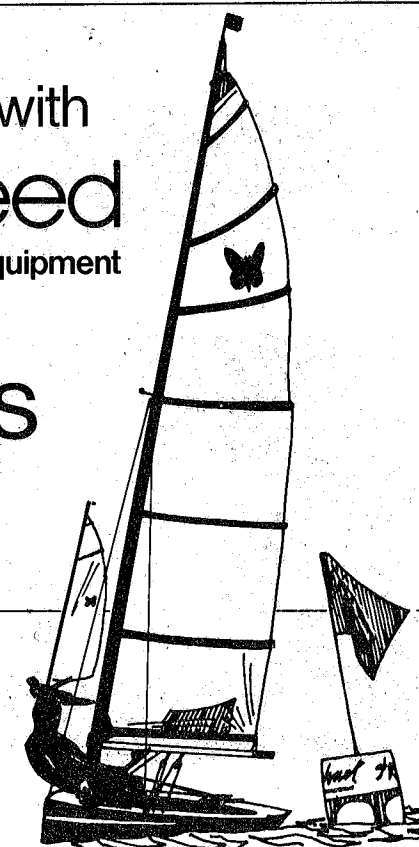
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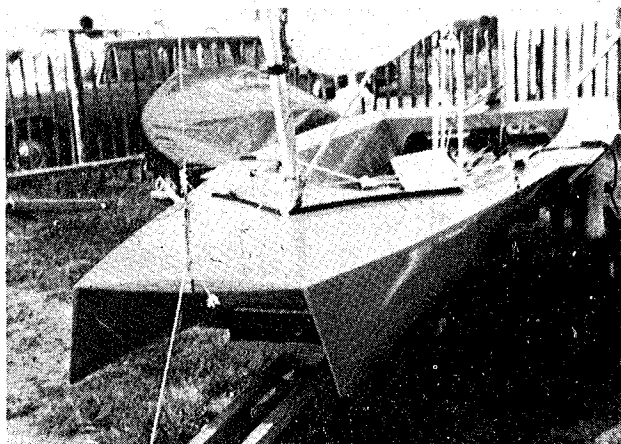


which - where - how - who - why - when - **WHAT**

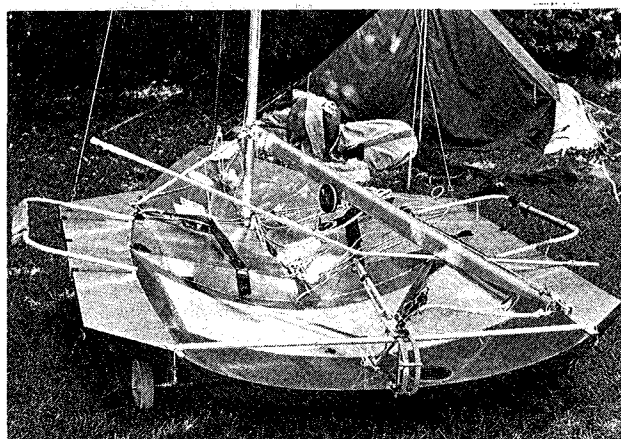
*These are for a start!*



Andy Francis's Duflos



Julian Spencer-Smith's Twin Tub—and it measures!



A New Zealand skiff.

## WHAT IS A MOTH?

The International Moth is a development class singlehander. It has a maximum overall length of 11ft and a maximum width of 7ft. 4in. Sliding seats and trapezes are not allowed. It must be una rigged and there is a spar and sail restriction. These are practically the only restrictions on design.

From rather humble beginnings in 1929 when the class started quite separately in both Australia and America, various national associations gradually joined up to make the International Moth one of the most active development classes in the world. More than 7000 boats are registered by the national associations, and although the U.K. association is really not very large numerically over the years we have made steady progress in both European and World championships reaching a peak in 1972 when British helmsmen won the Europeans and came second and third in the Worlds in British designed and built boats.

The Class in the U.K. started when a group of British Moth helmsmen decided in the early sixties to take up the development side of Moths when the British Moth Association decided to stay one-design and not go "international." This small band has progressed to IMCA (UK) as we know it today.

The relatively low cost and ease of home building have made the boat very popular among aspiring dinghy designers, who have assured that the class has stayed up to date and allowed the class to stress high performance and remain completely flexible.

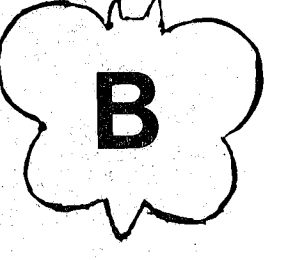
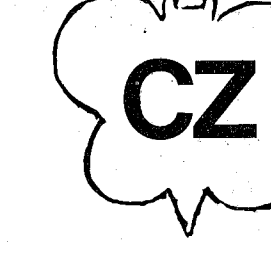
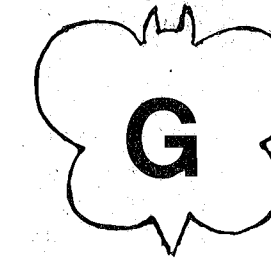
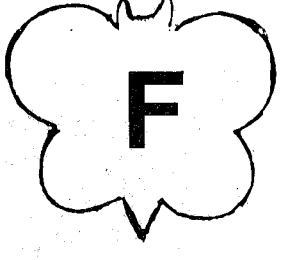
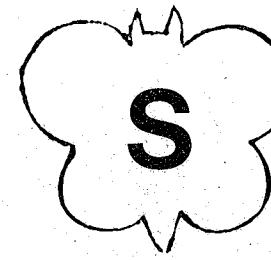
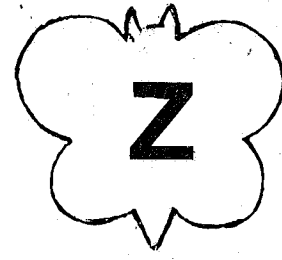
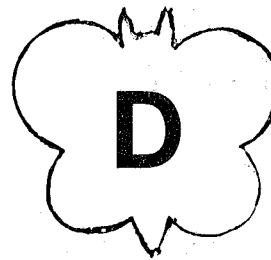
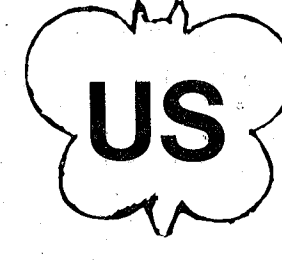
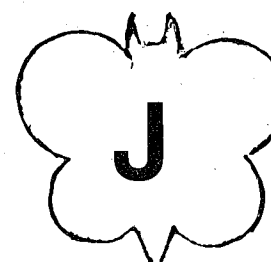
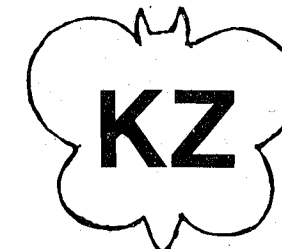
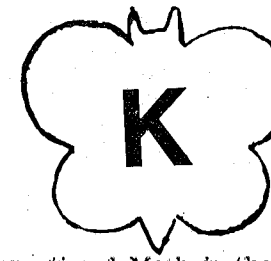
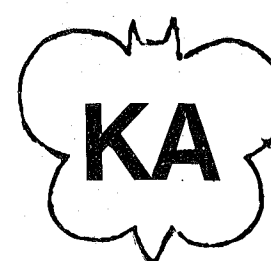
The very nature of the class means that we attract a small band of dedicated enthusiasts rather than a huge great membership. The growth of the class all over the world is remarkable when thought is given to the fact that it is not commercial proposition for a commercial boat builder (because nearly every Moth is different, and they cannot off an "off the peg" boat)

One complaint generally made about development classes is that *you only have to have the right boat to win.* This is just not true. This year, Moth Open Meetings have been won by all the various competitive designs and swapping from one design to another will not enable an inferior helmsman to get to the front of the fleet. There is only one way to do that—practice!

The International Moth is not everyone's answer to all sailing problems, but it is nice in the mass-produced, computer-orientated world that we live in today to have one bit of *individuality!*

who - what - why - when - which - -how - **WHERE**

## WHERE ARE MOTHS SAILED—WORLD?



The International Moth is the only development singlehander on the "A" list for Olympic status. It was finally accepted as a fully international class in 1973 and boat registrations, etc., is handled in the United Kingdom by the R.Y.A.

Among the countries actively sailing the International Moth are: France, Switzerland, Belgium, West Germany, Denmark, Sweden, Norway, America, Australia, Japan, New Zealand, Thailand and Czechoslovakia. In addition several other countries are in the process of forming fleets and joining I.M.C.A.

World championships are held every year. One year they are held in Europe, the following in the Pacific and the third year in America. European Championships are also held every year when Europe is not holding the World Championship.

The Worlds in 1974 were held in Sweden and the ultimate success went to Australia who managed first and second place from the two Australian helmsmen that entered. Ten nations took part and highest placed U.K. competitor was Chas Reeves who finished sixth. Czechoslovakia seems to be emerging as a new force to be reckoned with in Europe with two helmsmen in the first eight.

The worlds in 1975 will be held in Japan, and the Europeans in Switzerland. At the time of going to press full details were not known.

As the number of competitors from each nation is limited to 12 helmsmen, in the U.K. we run a series of selection trials to pick the team. These are usually Open meetings held in various parts of the country during the early part of the season.

In conjunction with the R.Y.A. we try to sponsor the National Champion and/or the leading helmsman at the selector trials for either the Worlds or the Europeans.

The United Kingdom will be host nation for the Worlds in 1977.



*who - what - why - when - which - how - WHERE*

## WHERE ARE MOTHS SAILED—U.K.?

Moths are sailed in most parts of the United Kingdom and below are some of clubs where Moths sail either in class racing or handicap fleets. Of course, changes could have been made since our list was compiled so some changes might have occurred.

### London & South East Area

Ruislip, King George V, Blue Circle, Hoo Ness, Leigh-on-Sea, Sovereign, Weir Wood, London Corinthian, Bexley, Thamesmead, Metropolitan Police, Erith, Sandwich Bay, Westbere, Benfleet, Old Wilsonians, Thames Estuary, Mengham Rythe, Downs, Kingsmead, Whitstable, Minima, Emsworth, Medway, Clacton,

### Southern Area

Gurnard, Langstone, Lymington Town, Stokes Bay, Fareham, Poole, Warsash, Weston, Worthing, Bognor Regis, Spinnaker, Dell Quay Christchurch Highcliffe, Tudor, Porchester.

### Midlands & Northern Area

Morecambe & Heysham, Royal Windermere, Elton, Ripon, Delph, Denholme, Tees, Scammonden Water, Leeds, Newbiggin, Horbury, Coniston, Bredbury & Romiley, Chester, Turks Head, West Kirby, West Lancs, Errwood, Wakefield, Himley Hall, Chase, Dudley.

### West Country Area

Restronget, Saltash, Newquay, Parkstone, Axe, Wanderers.

### Home Counties Area

North Herts and East Beds., Graffham Water, Horcott & Oxford, Buchenham, Horning, Long Eaton.

### Wales & Adjacent Area

Holyhead, Llandudno, Bala, Chester, West Kirby, Southport, Vauxhall Motor, Llangorse, Llandegfedd, Merthyr Tydil, Mumbles.

### Scotland

Hampton Pier, Clyde Canoe ClubM, Wormit, Isle of Bute, Holy Loch.

If you have any difficulty finding a club in your area and wish to obtain further details for your area please get in touch with the Area President concerned. If your area does not have an Area President please contact the Secretary.



Mick Woods organiser of our stand at Crystal Palace.



Barney—David Barnes our cartoonist and cover artist.

## AREA PRESIDENTS

**AREA 1: Scotland.**—C. Bolton, Windward, Campsie Dene Road, Blane field, Glasgow.

**AREA 2: Yorkshire, Northumberland, Durham.**—John Byrne, 58 Ullswater Road, Dewsbury, Yorkshire.

**AREA 3: Lincolnshire, Derbyshire, Leicestershire, Cheshire, Nottinghamshire.**—Gordon Hawkesworth, 139 Ashworth Park, Knutsford, Cheshire.

**AREA 4: Northamptonshire, Oxfordshire, Bedfordshire, Hertfordshire, Warwickshire.**—A. Clifton, 35 Woodland Way, Stevenage, Herts.

**AREA 5: Norfolk, Suffolk, Essex, Huntingdonshire, Cambridgeshire, Rutland.**—C. Garnett, 10 Buttermere Green, Felixstowe, Suffolk.

**AREA 6: London, Surrey, Berkshire, Buckinghamshire, Middlesex.**—President: Ross Elliston, 14 Roxeth Grove, South Harrow, Middlesex. Vice President: J. Butler, 41 Thong Lane, Gravesend, Kent.

**AREA 7: Kent.**—Derek Chester, 276 Crofton Road, Orpington, Kent.

**AREA 8: Sussex.**—Ivor Edwards, 9 Church Close, Lancing, Sussex.

**AREA 9: Hampshire, Isle of Wight.**—Alf Claridge, 25 Woodside Avenue, Lymington, Hampshire.

**AREA 10: Dorset.**—Vacant.

**AREA 11: Cornwall, Devon.**—B. Cox, 4 Claremont Terrace, Falmouth, Cornwall.

**AREA 12: Gloucestershire, Somerset, Wiltshire, Worcestershire.**—Vacant.

**AREA 13: Monmouthshire, Glamorgan, Radnor, Carmarthen, Cardigan, Brecknock, Hereford, Pembroke.**—Colin Evans, 5 Rectory Field, Fire Road, Llanfapley, Abergavenny, Monmouthshire.

**AREA 14: Shropshire, Montgomery, Merioneth, Staffordshire.**—Gordon Waugh, 41 Broad oak Crescent, Bayston Hill, Shrewsbury, Salop.

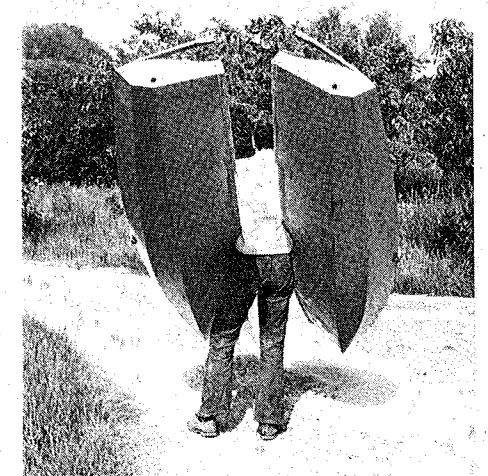
**AREA 15: Cumberland, Westmorland, Lancashire.**—Nev Grindey, 60 Half Edge Lane, Eccles, Lancashire.

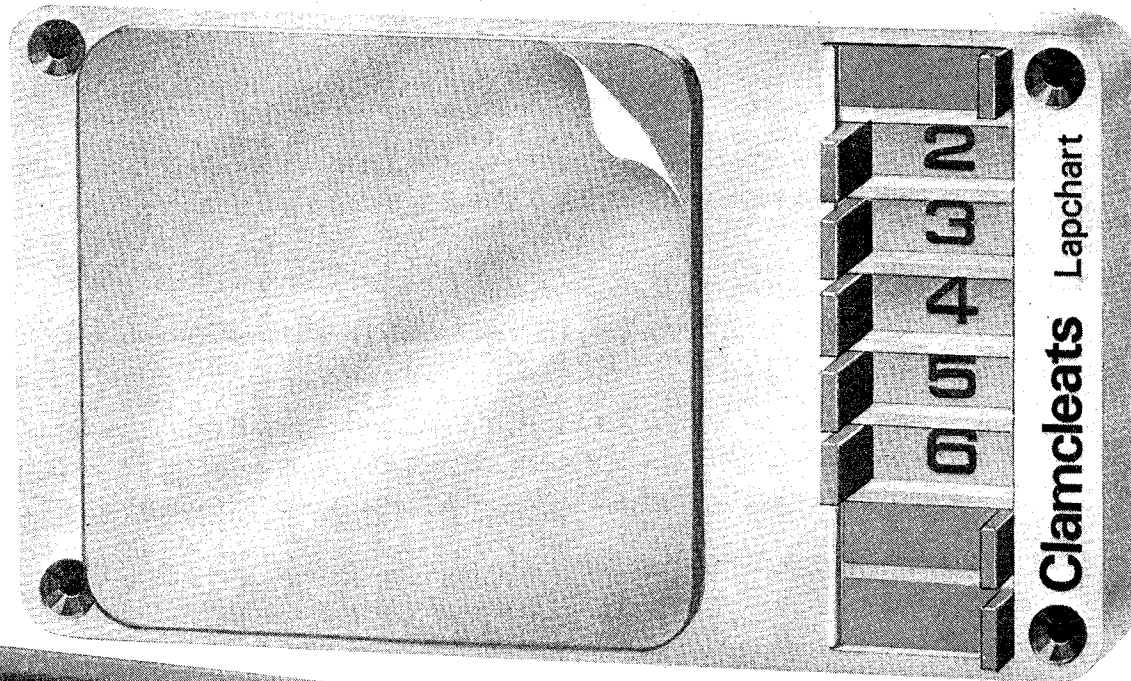
**AREA 16: Northern Ireland.**—Vacant.

**AREA 17: Flint, Denbigh, Caerns, Anglesey.**—Mal Shepherd, 114 Uplands Avenue, Cannahs Quay, Deeside, Flints.



Back to the drawing board!





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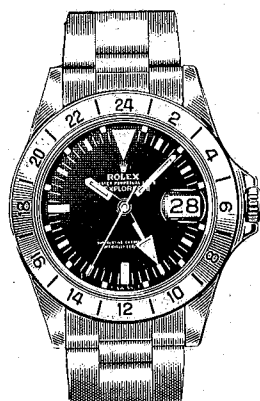
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which - where - how - who - when - what - WHY

WHY CHOOSE A MOTH?

If every picture tells a story, perhaps one or two of these can answer the question above!

Why development?

As previously stated, the International Moth is a development class and this allows the helmsman (inside certain limitations) to develop his boat to suit his physical strengths and weaknesses.

This may be hard to accept by a helmsman used to one-design boats, but stop and think! Is there any other form of racing (including athletics) where the competitor has to conform to one design? In racing involving cars, motor cycles, power boats, no one would expect them to be one-design. Like a development class they have limitations and inside those limitations designers can do what they like.

Does it work?

We feel it is illogical to stop this type of development—otherwise, over a period of years, the class must be overtaken by newer class designs. If someone (within the rules) can devise a way to make a boat go faster, it is to the good of all of us—and it works!

Over the years our Portsmouth Yardstick has progressively come down and International Moths have shown up well in all major handicap races.

Of course, we have had our failures. How can anyone experiment and not have a certain degree of failure? But look at the number of ideas that have sprung from development classes that are now accepted and used on anything from latest centre-board one-design dinghies to quarter-tonners.

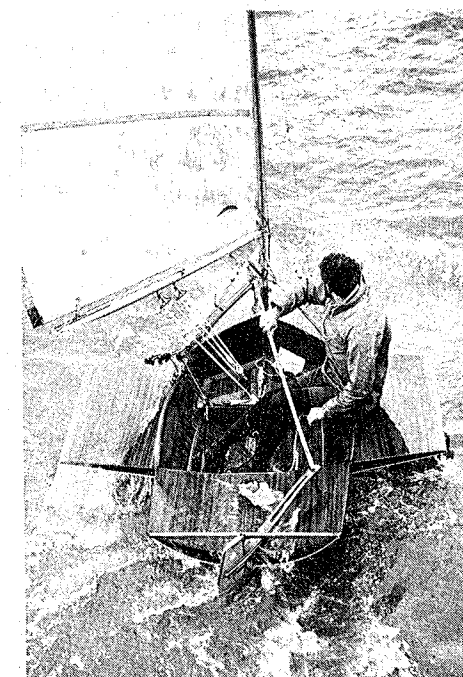
Transportation

Basically the International Moth is a lightweight boat which means it is easy to handle when ashore (usually a lot easier than when afloat!). It is also possible for even a small family car to transport up to three boats (one on roof, two on trailer) to Open Meetings and European Championships—which, in these expensive petrol times, helps to keep the costs down.

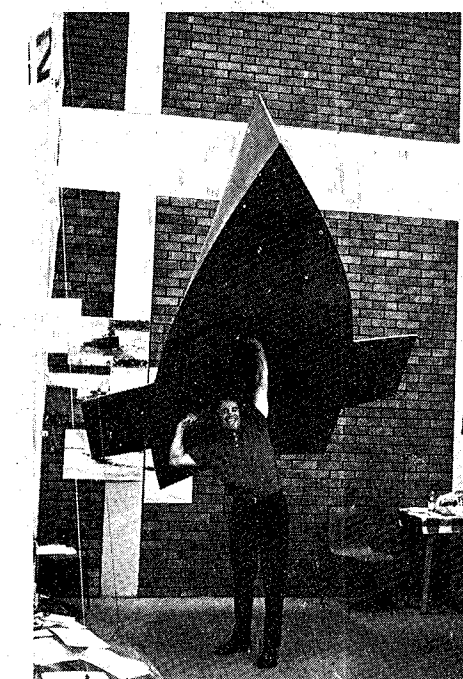
Cost

While on the question of cost, if the helmsman is prepared to make the hull himself, it is still possible to get a top class boat on the water for under £150! In fact, the boat that won the last Open Meeting of 1974 cost less than that when built in the middle of the same year.

Probably the main difference between a development class and a one-design is that you have to think when ashore as well as when afloat.



Ross sailing a Danish Moth.



Gordon Waugh taking his Moth home!



# Dennis J. Trott & Partners

## Racing Dinghy Constructors

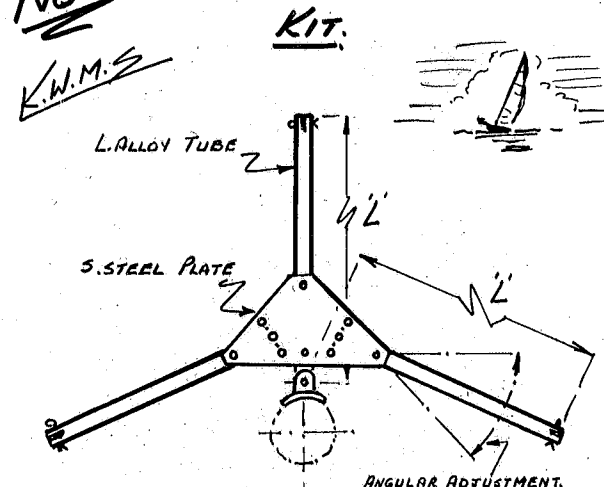
Our building programme for the International Moth Class in 1975 will concentrate on the G.R.P. Duflos, the G.R.P. Poacher and the plywood Stockholm Sprite. We can also build the Nervous Breakdown and Lucky Sixpence to special order.

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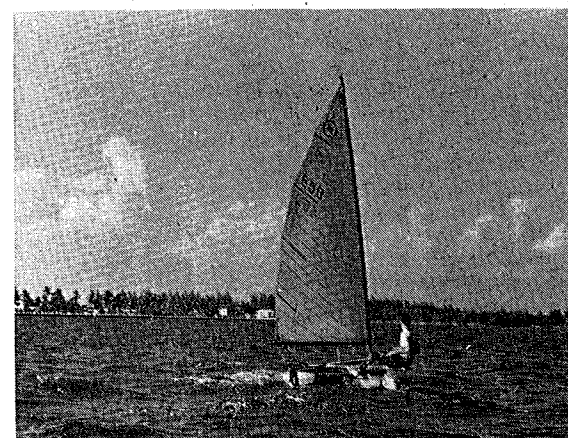
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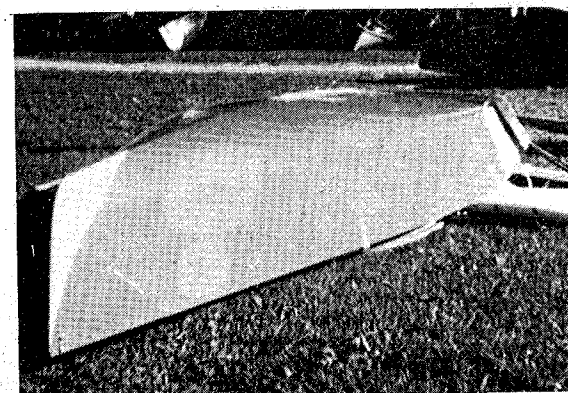


who - what - why - when - which - -how - WHERE

WHERE DO WE GO FROM HERE?



So you think wing's are new? American Moth in 1940's.



Charley Brown's "wedge" skiff.

About a year ago when we discussed this very point, it was agreed that skiff development had probably gone about as far as was likely now that practically all modern designs had gone to maximum width to equal the sitting-out power of the scows. Then along to Sweden came an Australian named "Charley" Brown with a skiff design which we can only describe as "wedge" shaped.

The boat seems to defy many of the fundamental rules of boat design and in a similar manner that the bumble bee shouldn't really be able to fly, the "Wedge" shouldn't be able to sail really fast—but it does! So much so that Charley was very unlucky not to win the World Championship for the second year running.

This design has caused behind the scene activity amongst our designers and so we must wait until 1975 and the new designs are tried before we can even start to answer the question.

What is certain, however, is that our rigs must improve. Australian sails and spars seem much more suited for the demands put on them, and certainly we in the United Kingdom must strive to improve our boats in this area.

Also, for three out of the last five Worlds—in Europe, the Pacific and America—scows have won, yet no-one has managed to make the scow competitive in Great Britain, other than in very heavy weather. Surely, someone will get the right outfit together (with wings) and make the skiff helmsmen really work that much harder.

I don't know where we go from here, but where ever it is, it looks like being exciting!

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