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1976

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Ross and Nev discuss the various designs at the Nationals.

President's report:

Looking back on 1975 I suppose it will be the year that all helmsmen (or should I use that word in the year of the Sex Discrimination Act?) will remember as the year in which inflation meant more than the cost of buoyancy bags! What with 25 per cent VAT on top of ever increasing prices our association suffered along with all other associations and clubs. Despite all this we managed to end the year financially viable and our membership remained pretty constant.

The number of new boats was slightly lower in 1975, and apart from costs this was probably due to many members waiting to see just how the various new designs were going before actually ordering or building. *And how they did go!*

On the water we had a very good year. John Claridge deserves the congratulations of all of us on becoming European Champion, and to show just how strong we are becoming in Europe John Pearce was third. In addition John Clardige also became U.K. National Champion and won our Travellers' Trophy and started off 1976 by winning the Burnham Icicle—the first time our class has ever won this event!

The current season should be a full and exciting one, details of our programme are printed in this book so how about putting a few dates in your diary? This is the build-up year for us hosting the Worlds in 1977, so let's see bumper turn outs for all Opens and the best Nationals ever!

Finally I would like to thank both Geoffrey Frankcom and Alec Clifton for all the work they did on our Newsletters, etc, for without their efforts our subscriptions would have risen for the current year.

IMCA (UK) Officials for 1976

PRESIDENT:

Ross Elliston,
14 Roxeth Grove,
South Harrow, Middx.

SECRETARY:

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TREASURER and YEAR BOOK EDITOR:

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CHAIRMAN MEASUREMENT AND TECHNICAL COM.:

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PUBLICITY, FIXTURES SECRETARY, NEWSLETTER EDITOR:

Geoffrey Frankcom,
3 Hollingsworth Road,
Croydon, Surrey.

COVER by David Barnes

Area Presidents

AREA 1: Scotland.—D. Parkin, Rock Cottage, Corrie, Isle of Arran.

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.—R. Stevens, 4 White House Gardens, Beccles, Suffolk.

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

AREA 7: Kent.—Mick Brill, 43 Crockham Way, Eltham, S.E.9.

AREA 8: Sussex.—P. Dives, 47 Lenham Road, Thornton Heath.

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

AREA 10: Dorset.—Vacant.

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

AREA 12: Gloucestershire, Somerset, Wiltshire, Worcs.—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 Broadoak Cres., Bayston Hill, Shrewsbury, Salop.

AREA 15: Cumberland, Westmorland, Lancashire.—Nev Grindley, 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.

The purpose of the Area Presidents is to help promote Moth sailing in their particular area, therefore, if you require any information or help regarding Moths please contact the Area President concerned first as he should be in a better position to inform you about clubs and regattas, etc., in your area than the Secretary. If your club wishes to put on an Open Meeting for Moths arrange it through your Area President who will have some idea of the kind of support you could expect.

IMCA (UK) membership

Full Member: Full membership starts on January 1st after member's 19th birthday—£3 p.a.

Junior Member: Junior membership runs from January 1st after member's 15th birthday, till December 31st after 19th birthday—£2.50.

Cadet Member: Members are classed as Cadet Members till December 31st after their 15th birthday—£2.

Associate Member: Any person interested in IMCA (UK) who does not own a boat—£2.

Annual subscriptions are payable on election, and on 1st January each subsequent year, except that any new member enrolled after 1st October who has paid subscription in that year shall not be required to pay a subscription for the following year.

Payment of membership subscription entitles member to a copy of the IMCA (UK) Year Book and all Newsletters and Class literature. No persons may sail in any event organised by IMCA (UK) unless they are members. Measurement certificates are not valid unless held by a member of IMCA (UK).

Membership forms available from Secretary.



Ross sailing at Lymington during Easter Regatta 1975

J. G. CLARIDGE

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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. British boats did well again in Europe in 1975, producing the European champion and third overall. Unfortunately we were unable to send a representative to Japan for the World Championships.

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 of helmsmen has progressed to IMCA (UK) as we know it today with Moths sailed in all parts of the United Kingdom. Unlike other small classes which tend to congregate in specific areas Moths are sailed from as far apart as the Isle of Arran in Scotland to Penzance in Cornwall.

This is probably because the relatively low cost and ease of home building has 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 membership. The growth of the class all over the world is remarkable when thought is given to the fact that it is not really a commercial proposition for a boat builder because nearly every Moth is different and they cannot offer 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, as always in the past, several different designs have won open meetings. Of course as development takes place the older designs are left behind but this is the whole purpose of the class—to develop faster and better boats. But it is a gradual process 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—far from it! But it is nice in this mass-produced, computer-orientated world that we live in today to have one bit of *individuality*!

The 1975 champions

The World Championships in 1975 were again won by an Australian, Peter Moor sailing a scow. Peter, who apparently is called "Snubby"—the same as his boat—beat Fob O'Sullivan, 1974 World Champion into second place. Both were sailing scows. Third place went to Ian Brown sailing his "wedge" type skiff. The championships were held in Japan and unfortunately we were unable to get any entrants across the other side of the world, for apart from it being very expensive, we had virtually no prior information of the event. Congratulations must go to the Australians once again but we are sure they will find it much tougher in America next July—we have already made arrangements for John Claridge, at least, to represent us.

IMCA (U.K.) once again got back to winning form in Europe with John Claridge winning and John Pearce third. We sent a large team to Switzerland for the 1975 championships and indications are that an equally large team will be heading for Denmark next summer.

On the home front it was practically a John Claridge benefit year—he won the Nationals, the Travellers' Trophy, the Chandy Trophy, the Eastern Championships, the Midland Championships, in fact it is quicker to name the trophies he did not win! Congratulations John, but rumour has it that a lot of helms will be going a lot faster in '76 so it could be that much tougher.

Peter Conway managed to retain his Southern Championship title and no doubt John will be watching him carefully.

It was nice to see R. Heseltine winning the Northern Championships, it's about time they held their own pot and it was one of the few major meetings where John was well and truly beaten.

Why sail a Moth?

Most of the dedicated helmsmen will tell you that the reason they sail Moths is that although there are faster designs than the Moth, cheaper designs (but not many), no other design gives that oneness between helmsman and boat, that breathtaking, exhilarating sensation of a boat that probably planes before any other type of boat. The Moth requires fitness, agility, nerve, and quick reflexes, but if you acquire the initial skills, you will have a boat you can play like a violin, wear like a pair of skis, drive like a formula one car, and love like a mistress (but like all good love affairs you'll *fall out now and again!*).

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.

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.

We have had our failures but how can anyone experiment and not have a certain degree of failure? Over the years a number of ideas that sprung from development classes has steadily been accepted and are now used on anything from latest centreboard one-design dinghies to quarter-tonners.

Basically the International Moth is a lightweight boat (usually between 50lb. and 80lb.), 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 down costs.

While on the question of cost, very few Moths are bought complete, they are usually either built from plans or kits with some helmsmen even making their own sails. This way the cost can be kept very reasonable. A Moth will not appreciate in value for you turned upside down in a dinghy park, but you will appreciate a Moth (once initial skill is acquired) on the race course—even if it does turn you upside down now and again, for the main difference between a development class and one-design is that you have to think when ashore as well as when afloat.

How to register your boat

The Royal Yachting Association, Victoria Way, Woking, Surrey, GU1 1EQ, have taken over the allocation of sail numbers and the issue of certificates.

For new boats or any International Moth without sail numbers please send £2 building fee to the Class Secretary who will complete the necessary form and send it to the RYA, who will then send the number direct to the owner. This sometimes takes a week or two so please don't beef to the Secretary.

To obtain a racing certificate please send 35p to the Class Secretary for a measurement form and a list of official boat measurers (list is also printed in this book). Contact your nearest measurer and get your boat measured and the form duly completed and signed. **Send the form direct to the RYA.** Remember do not send it to the Class Secretary. If you are an RYA member your certificate will be issued free, otherwise the charge is £4.

Transfer Certificates. Transfer of ownership invalidates a certificate. Send the old certificate to the RYA. Charges are the same, £4 or free to members. Note again, it is no good sending any certificate to the Class Secretary.

A way to save time and money: When registering a boat, please send the £2 plus 35p for measurement form at the same time. This will save both you and the Class Secretary time and postage. Builders should pass the measurement form and the 35p cost on to the purchaser.

How to get started

The problem of knowing which design to choose is the cause of more difficulty to would-be Mothists than any other, when they are new to the class.

Probably the best advice we can give people who are interested is to study the boats described in this book, study friends' boats, ask around at Open meetings and try to borrow various designs to try. Then buy a secondhand boat for the first season. During that time consideration can be given to the finer points of each design and, if necessary, a new boat can be built, bought or even designed to suit your own particular requirements.

Another good piece of advice is to buy a boat with a sail that can be reefed or with a storm sail—because during the early days of Moth sailing those strong winds will keep you ashore instead of afloat getting all that vital experience.

Finally once you've got a boat, join IMCA (UK) and go to as many Open meetings as possible, this way you can tell how you and your boat shape up to the rest of the fleet, and get to know other Mothists and their various theories on what makes a Moth go fast!

How important is boat weight?

A great deal of discussion takes place every time Mothists get together over this problem and Mothists have always stressed how light their boats are. But remember your boat should not only be light it must also be strong! Your boat must stay together, otherwise it is impossible for you to win.

We live in a country where on many weekends of the year very strong winds prevail and time and time again we see strong boats with reefed sails up among the winners because they survived! And our President, who is often up among the winners, weighs 13st. plus, so weight is not that critical.

Remember this, if you build your boat so weak that it doesn't stay together you not only lose all chance of winning, you also cause bad feeling at the clubs concerned and get the class bad publicity. We sail a high performance boat and the stresses that this high performance can cause must be taken into account when building a Moth!

The main area of trouble is not usually the hull (unless it is badly handled when launching or beaching) but particular care should be taken with the transom and the part of the hull where shroud plates are going and wings when these are fitted. If you do not get the tubes used for wings bent properly and use strong corners you are risking these breaking up.

Before going afloat each time check that all shackles, screws, fittings, etc., are tight. Watch the helms at the top of the fleet—they always check. Particular attention should be paid to the rudder, and tiller extension, and mast steps (these two items are the largest cause of trouble). If you get involved on a port/starboard collision with a Dragon or some such class there is a reason for your boat to break up, otherwise it is due to carelessness or inefficiency.

Latest designs

I suppose 1975 will become known as the year of the "wedge" designs! These very flat designs were first seen by us at the 1974 Worlds in Sweden when Ian Brown brought one from Australia and immediately started the UK designers buzzing. Late '74 and early '75 saw several of these designs (all described in later pages) and the thing most of them have in common, apart from the "wedge" shape, is detachable tube wings with canvas trampolines. This makes boat manufacture easier (not to mention transportation) and boats can be built lighter than those with integral wings.

Other designs that have been successful but are not "wedge" design include the Dart by Alec Clifton and the Womble by Peter Conway. Finally we still cannot ignore the scow design, for once again an Australian sailing a scow is world champion. In the UK we still have not had a really competitive scow and it will be interesting to see just how well the Aussies do next year in America and here in 1977 in the Worlds against the latest European skiffs.

Open Meetings for 1976

The following are the official fixtures for 1976. Please note that last AGM agreed that first three in '76 Nationals and the first three in the '76 Travellers' Trophy automatically qualify for the IMCA (U.K.) team for '77 Worlds. In the event of names being same (i.e. winner of Nationals and Travellers' Trophy) then place goes to next on Travellers' Trophy. Rest of team will be selected as decided at this year's AGM to be held at Plymouth during '76 Nationals. Travellers' Trophy is decided on your best SIX positions from our nominated Open Meetings.

MARCH

7: Thamesmead SC (Sun. only).

21: Ruislip SC (Sun. only).

APRIL

4: North Herts and East Beds SC (Sun. only).

10-11: Blue Circle SC (Sat. and Sun. meeting).

17, 18, 19: Royal Lymington YC Easter Regatta (3-day event).

24: Turks Head SC (Sat. only).

MAY

1-2: Leigh-on-Sea SC (Sat. and Sun.)

8-9: NORTHERN CHAMPIONSHIPS Elton SC (Sat. and Sun.).

29, 30, 31: EASTERN CHAMPIONSHIPS Marconi SC (3-day event).

JUNE

5-6: SOUTHERN CHAMPIONSHIPS Sovereign SC (Sat. and Sun.).

19-20: Hoo Ness YC (Sat. and Sun.).

JULY

3-4: Dover Regatta* (Sat. and Sun.).

11: Dudley SC (Sun. only).

JULY (continued)

15, 16, 17, 18: Medway Regatta* (4-day event).

AUGUST

1 to 8: EUROPEAN CHAMPIONSHIPS* Denmark.

21: Lymington Borough Regatta* (Sat. only).

28-29: Royal Lymington YC Regatta* (Sat. and Sun.).

SEPTEMBER

4: WESTERN CHAMPIONSHIPS Mayflower SC (Sat. only).

5, 6, 7: NATIONAL CHAMPIONSHIPS* Mayflower SC (3-day event).

18-19: WELSH CHAMPIONSHIPS Vauxhall Motors SC, Bala Lake.

25-26: Team Racing Lymington Town SC* (Sat. and Sun.).

NOVEMBER

CHANDY TROPHY Hayling Island SC (Sat. and Sun.).

DECEMBER

26: Flavel Trophy Lymington Town SC* (Sunday only).

PLEASE NOTE: Meetings marked * will NOT count for Travellers' Trophy.

The meetings above without * plus the Midland Championships—yet to be finalised—will be the only ones that count in 1976 Travellers' Trophy.

National Championships 1976

This is our premier event of the year and we ask everyone to make every effort to attend and to enter early! We are going to one of the finest sailing centres in the world and the championships will be held under the burgee of Mayflower S.C., Plymouth on Sunday, Monday and Tuesday, 5th, 6th and 7th of September. The club have tremendous experience at running championships and are part of the Port of Plymouth Sailing Association.

The organisation seems to be the kind for which we have been asking for years. Free car parks, a controlled dinghy park, Beach Master, good changing facilities with showers and drying, etc. Food provided by outside caterers plus a West Country welcome for girl friends and families. The City of Plymouth will be giving free tickets for leisure facilities (swimming, bowls, putting, etc.).

The sailing should be superb. Launching is very easy down a concrete ramp into deep water, with the course set in Plymouth Sound.

Full details will follow in Newsletter but please note Western Championship will be held on Saturday September 4th at the same club so you can use previous day as practice race! We have great sponsorship for both events. So put the dates in your diary NOW!

Travellers' Trophy results for 1975

As said previously, John Claridge won this with a total points count of only 53 points for his six meetings! Simon Allen was second with 31 points. Simon unfortunately broke his leg rather badly at the end of '75 but should be back on the water with a new boat early this year. Third was Mick Green! Shows what can happen if you just finish enough races!

Cook/Claridge designs

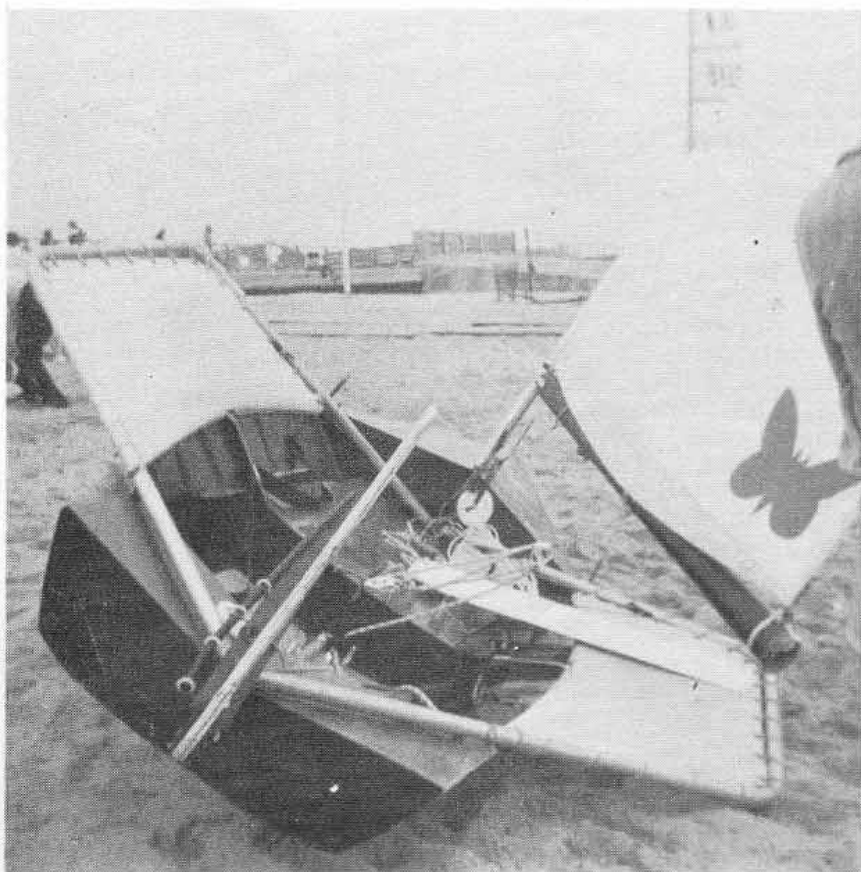


Chelsea Morning

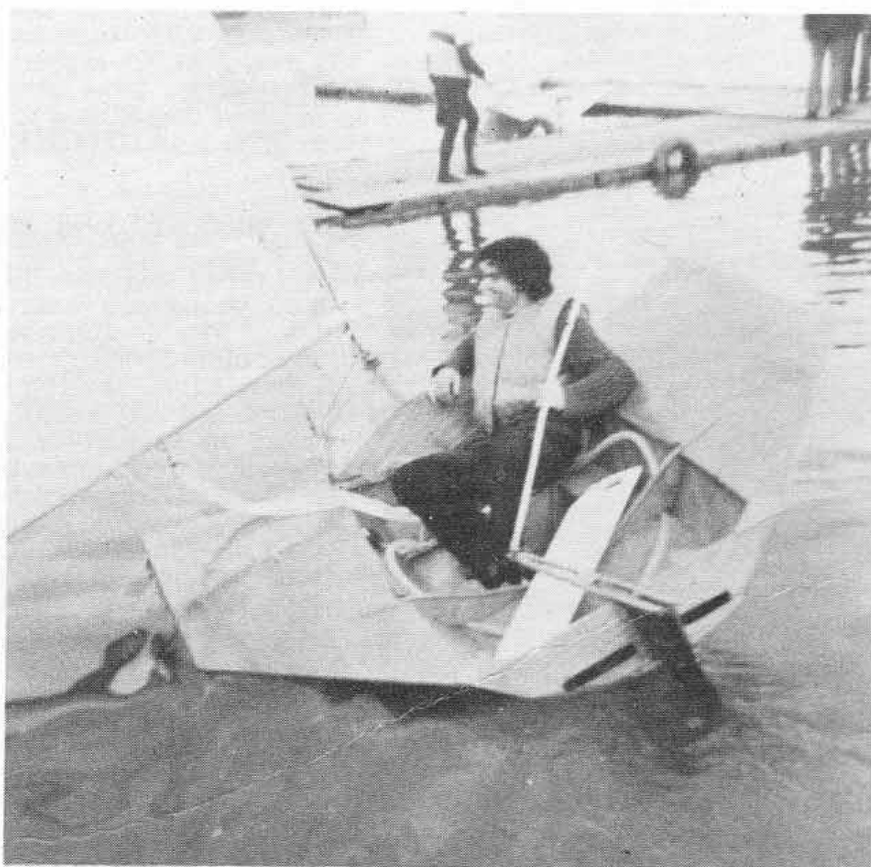
Designed in 1970 by M. Cook it has a hard chine throughout, deep V, narrow entry, flat aft. Suitable helmsmen 8½-12½ stone. Competitive design that consistently shows up well in Open Meetings, particularly in heavy winds and seas. Design came third in Nationals '75 (and junior and cadet champion) in light airs. Also second in '75 Travellers' Trophy. All wood construction. Available complete, bare hull, kit or plans.

Magnum II

Undoubtedly the most successful design in Europe during 1975. The original Magnum I was first seen in 1974 and modified to have detachable wings and tramps. Mk. I version, with built-in buoyant wings, no longer professionally built. Mk. II version won European, National and Travellers' titles in '75 as well as Eastern, Midland and various Open Meetings. All wood construction. Available complete, bare hull or plans.



Eyre/Brown designs



Poacher

Colin Brown sailing this design won the European championship in 1973. Fine U entry, deep throughout, rocker well aft, with narrow chine; this is still a very competitive design but not many have been raced on the Open Meeting circuit possibly due to the fact that it is more difficult for the home builder to make.

Stockholm Sprite

This was designed in 1968. Narrow with hard chine throughout. National Championship won with this design, our highest ever position in Worlds, and well placed in all current Open Meetings. Suitable 8-12½ stone helmsmen. Available complete, bare hull, kit or plans. All wood construction.



Chester designs



The Mistral

Earlier versions modified to make the Mk. II version a competitive boat. Similar to Duflos but with fuller bow, is a competitive boat that has shown up well in all recent Open Meetings. Not an easy boat to sail well. Suitable helmsmen 9½-13 stone. All wood construction and has been designed with home construction in view.

The Mirage

(not pictured here)

This is a much narrower version of Mistral suitable for light weight helms only. Not many of this design have been built.

Other leading designs

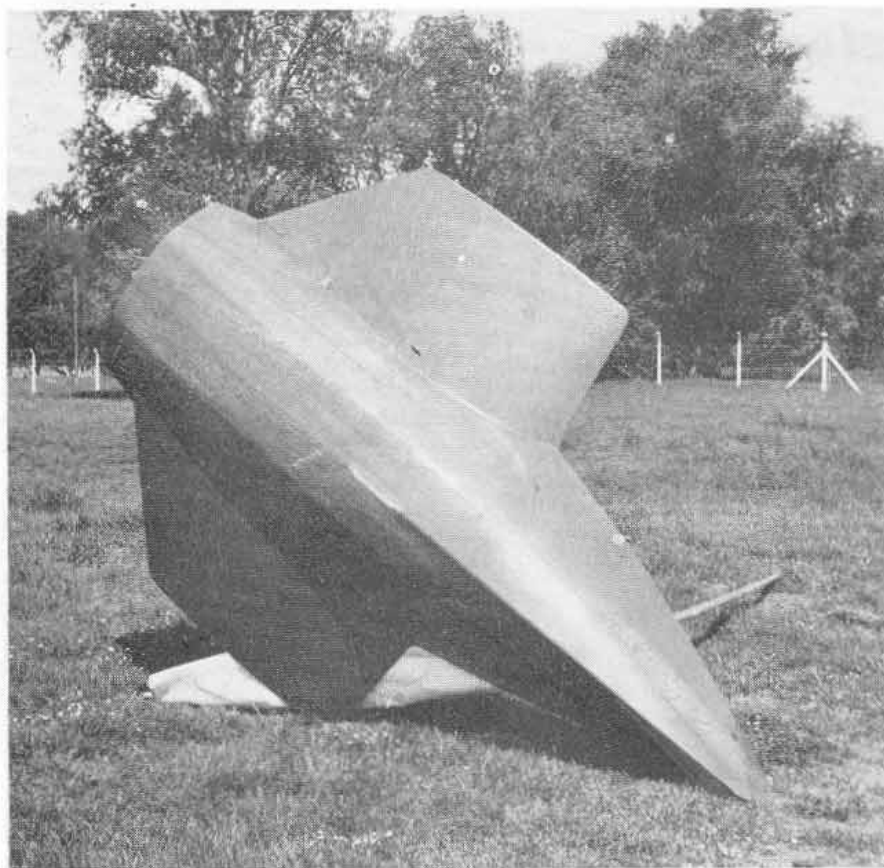
The Wakehurst

This design from Colin Walker has a high freeboard with a low wetted area hull. It has a slim "U" shaped bow section flowing into a flatish chined stern. It has a good all-round performance both on the sea or inland, and Colin won a couple of Open Meetings in '75. The hull is designed for ease of home construction.



The Dart

Alec Clifton designed the Dart during 1974. He completed it in time to take part in the later Open Meetings of that year and was very successful. The boat has also been a contender at all the Open Meetings Alec entered in 1975 and won a couple. Performance at Nationals proved design was up to top standard.



The Womble

At present only one boat of this design on the racing scene. This was designed, built and sailed by Peter Conway. The hull is of tortured ply construction with conical form forward and a chined shape aft of the leading edge of the wooden wings. The cockpit is self-draining through a tunnel in the stern tank but the wings are designed to flood in the event of a capsize. Construction is by the stitch and tape method. Successful in 29 of first 45 races sailed including second in '75 Nationals and winning the Southern at Eastbourne.

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How to get your boat measured

Before an International Moth can be raced it is necessary to have a measurement certificate to show that the boat complies with the class rules and it will have to be measured to confirm this. Measurement can only be carried out by an IMCA approved measurer and a list of measurers is printed in this Year Book.

Before it can be measured a sail number must be allocated by the RYA and this number put on the sail and hull. Both sets of numbers must be in accordance with the class rules (obtainable from Class Secretary or RYA). Stick on sail numbers are obtainable from boat chandlers and the numbers on the hull are most easily done with a series of dimples made with the point of a drill. **Note:** Painted numbers are not accepted to be indelible as required by the rules.

When presenting a boat for measurement make sure that the following points have been covered:

(a) A building fee has been paid and the receipt is available for the measurer's inspection.

(b) A measurement form and a sail area measurement form are available for the measurer to fill in.

(c) The hull, mast, boom, sail and battens are available for the measurer to measure.

(d) The sail and the hull are marked with both the boat's number and the national letter (letter K in the U.K.).

(e) "Black" bands have been painted on the mast head, mast foot and boom outer ends. **Note:** Sticky tape is not acceptable but the bands do not necessarily have to be black—any contrasting colour is acceptable.

"Black" bands should be placed so that sail, when racing, will never be extended beyond the inner edges, subject only to a limitation of 5185mm. between the inner edges of the bands on the mast. Bands must be not less than 15mm. wide.

No two boats in the same country may have the same name, so the proposed name should be submitted to the RYA for approval when the sail number is applied for.

Certificates are only valid if the owner is a member of IMCA and application forms for membership are available from the Class Secretary.

Measurers are required by IMCA (UK) rules to charge a measurement fee of £2 and are entitled to charge travelling expenses. In the event of there not being a convenient IMCA measurer in your area an approved RYA measurer may be used, but his fees may be considerably more than IMCA measurers.

Having had the boat successfully measured and the measurement forms completed by the measurer, the form must be forwarded to the RYA and a certificate will be issued.

Queries on interpretation of rules should, in the first instance, be referred to Peter Conway, Chairman IMCA Measurement Committee, 01-578 2300, ex. 288 (business).

If you read the above carefully before taking your boat to be measured you will be saving both yourself and the measurer a lot of trouble!

IMCA (UK) Official Measurers

London and South-East Area

Peter Conway, 8 Tewkesbury Avenue, Pinner, Middlesex. 01-578 2300, ex. 288 (business).

Colin Brown, 41 Wood Lane, Darenth, Kent.

Mervyn and Jacque Cook, 6 Park View, Hollies Court, Addlestone, Surrey. 97 40853.

Andy Francis, 172 Whiteleaf Hill, Whiteleaf, Surrey. 01-660 1376.

Nick Fawcett, 29 Queens Drive, Thames Ditton, Surrey.

Mike Fitzpatrick, 125 Olive Avenue, Leigh-on-Sea, Essex.

Gordon Trower, 20 The Broadway, Grays, Essex.

Nick Alexander, Croft House, Northcroft Close, Engelfield Green, Surrey.

Charlie Camplon, Rosswarren, 20 The Almonds, Bearsted, Maidstone, Kent.

Ross Elliston, 14 Roxeth Grove, South Harrow, Middlesex.

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

Mick Brill, 43 Crockham Way, Eltham, London, SE9 3HD, 01-851 9219

Home Counties Area

Alec Chilton, 35 Woodland Way, Stevenage, Herts. 96 25151 (business).

Southern Area

Howard Betts, 12 Chelmwood Avenue, Goring-on-Sea, Sussex.

John Claridge, 25 Woodside Avenue, Lymington, Hants.

Eddie Dunhill, 15 Lansdowne Close, Worthing, Sussex.

Mike Denham, 8 Church Road, Gurnard, Isle of Wight, PO31 8JP.

West Country Area

Barry Cox, 4 Claremont Terrace, Falmouth, Cornwall.

Geoff Osmond, Trevemper House, Newquay, Cornwall. Newquay 2088.

Midlands Area

Gordon Waugh, 41 Broad Oak Crescent, Bamston Hill, Shrewsbury, SY3 0NE.

Tony Feasby, 23 St Mary's Close, Attenborough, Notts. 258 363 (business).

Wales

Colin Evans, 5 Firs Road, Llanfapley, Abergavenny, Monmouthshire.

Northern Area

Ray Carter, 10a Leicester Street, Southport, Lancs.

Neville Grindley, 60 Half Edge Lane, Eccles, Lancashire. 061-789 6528

John Byrne, 58 Ullswater Road, Dewsbury, Yorkshire. 0924 463020.

Scotland

Colin Bolton, Windward, Campsie Dene Road, Blanefield, Glasgow.

Simon Harrison, 14 Almond Drive, East Kilbride, Glasgow.



Rob O'Sullivan, from Western Australia, sailing the scow in which he won the 1974 World Championships. Rob was second in 1975.



Mark Lucas, aged nine, our youngest active helmsmen, sailing his modified Mistral on Thamesmead lake.



British helmsmen sailing in Switzerland during '75 Europeans.

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Newsletters

Five copies of Moth Newsletters are planned for 1976. One you should have received with this Year Book, the second will go to the printers on March 1st, and subsequent editions May 1st, July 1st and October 1st. Last date for inclusion of copy will be one week before Newsletters go to press.

It is important that all Area Presidents, Fleet Captains and individuals make sure that all information about coming events and results are sent to Geoffrey in plenty of time, this means in time to publish not in the Newsletter before your event but in the one previous to that! Then if there is a delay in printing a Newsletter members will still know the full details. All information received about Open Meetings and regattas will be publicised in the two Newsletters prior to the date concerned if we are sent details in time.

Remember the only information we can print is that which is supplied by our members, and it costs nothing to advertise your local regattas, Moth Opens, etc., and is the one sure way to improve your turn out. It is no good complaining afterwards that "nobody knew about our meeting!"

Individual members are invited to supply articles, information, talking points, etc. This particularly applies to Mothists from other countries. It's no good leaving it to others—you must tell us!

ADVERTISING IN NEWSLETTERS: Members may advertise their boats and items for sale at 25p per advert for non-commercial members. Professional builders and suppliers can also advertise in Newsletters or have their own leaflets inserted with Newsletter at very little cost.

In all cases get in touch with Geoffrey Franckom..

RYA

The RYA handles all International Moth boat registrations in the United Kingdom (see article on boat registration) and all transfers of ownership. All registrations and transfers are free to members of the RYA. In addition to generally helping with organising sailing facilities, etc., the RYA gives particular help to the class with regards to sponsoring helmsmen for World or European championships and arranging extra rescue facilities when we are host nation to such events. Therefore, because of this, and because it is cheaper to join than not to join when registering a boat, membership is recommended to all Mothists.

Insurance

WARNING: Insurance is compulsory at most clubs arranging Open Meetings, and usually at all clubs where International Moths are sailed, so make sure you have adequate insurance. Also be very careful to read the small print. Some policies have caused our members considerable expense in the past due to special clauses written in them which members had not bothered to read. Kennings, Insurance Brokers, Scarborough (see advertisement for further details) are the class recommended brokers. We have received no complaints about them to date and in addition to supplying reasonable cover, they also pay commission to IMCA for each Moth insured through them, so you not only get adequate cover you help your association as well! One final word of warning, don't forget that with inflation the price of replacing or repairing your boat should it be damaged has jumped dramatically during the past year due mainly to 25% VAT, so make sure you have insured your boat for the correct amount.

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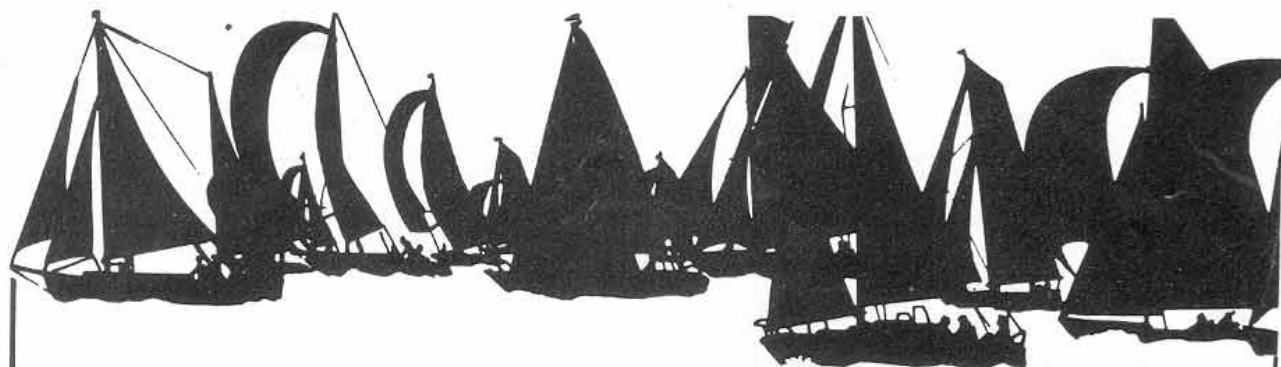
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John Claridge sailing the boat in which he won the European, National and Burnham Icicle trophies. The motor boat carrying the photographer logged John at more than $14\frac{1}{2}$ knots!