



INTERNATIONAL
MOUTH 1978



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President's Report



by John Butler

- (PRESIDENT:) John Butler, 18 Aberdare Gardens, Mill Hill, London, NW7.
- (SECRETARY:) Shirley Cottrill, 97 Station Road, Wombourne, Wolverhampton, WV5 9EW.
Tel: Wombourne 6224
- (CHAIRMAN: MEASUREMENT & TECHNICAL COMMITTEE:) Peter Conway, 8 Tewkesbury Avenue, Pinner, Middlesex.
- (TREASURER:) Jim Prower, 98 Iffley Road, Hammersmith, London W6.
- (FIXTURES SECRETARY:) Peter Dives, 6 Malvern Close, Mitcham, Surrey.

1977 could be regarded as yet another year of change.

Looking at our 1977 Year-book I find only two Officers of the Association remaining from a year ago. I must pay tribute to Ross Elliston, Pauline and Mick Green as well as Geoffrey Frankcom, who all stood down after providing 3 years of devotion and enthusiasm to the running of the Class.

Equally important was our performance on the water. Having the first 3 and eight out of the first ten places in the World Championship is pretty impressive even for the host country. Bill Short needs to be congratulated once again for his World and National Championship wins, and he reflects the "new" approach of preparation and practice which has brought us the improvement in results this year.

It has been said by certain yachting journalists that 1977 was a year of drift to the one designs, and although our numbers have been fairly static and turnouts at Open Meetings disappointing, I still feel the class is moving forward.

I think it is fair to say that the class has now inherited a young committee, one typical of the class in this country, with new ideas and a will to see the class succeed. We will all need your support and encouragement to guide Mothling along the right lines during 1978, and it is essential that the National and European Championships are both a success if the class is to strengthen in years to come.

I hope that I will have the opportunity to meet you all in 1978. Watch out for me. I do an exhibition of the breast stroke by the gybe mark!!!

- (NEWSLETTER EDITOR:) Jan Evans
2 Tre-Hyddu,
Llanvihangel Cucorney,
Abergavenny, Gwent.

Fixtures 1978



The events marked TT count for the UK Travellers' Trophy. Events marked I are Official Indicator Trials for the European Championship Team.

FEBRUARY

25th/26th: Hoo Ness S.C.
HOO FREEZER.

MARCH

5th: Thamesmead S.C.-TT.I.
12th: Ruislip S.C.-TT.I.
19th/20th: Dinghy Exhibition
Pickett's Lock.
26th/27th: Royal Lymington
Easter Regatta.-TT.I.

APRIL

9th: Reedham S.C.-TT.I.
16th: Himley Halls S.C.-TT.I.
22nd/23rd: Leigh on Sea S.C.
-TT.I.

MAY

6th/7th: Blue Circle S.C.
-TT.I.
20th/21st: Greenwithen S.C.
(formerly Wakefield & Distr.)
NORTHERN CHAMPIONSHIPS
-TT.I.
28th/29th: Marconi S.C.
EASTERN CHAMPIONSHIPS
-TT.

JUNE

10th/11th: Lymington Town
S.C. SOUTHERN CHAMPIONSHIPS
incorporating Flavel Trophy.
-TT.

JULY

1st/2nd: Royal Cinque Ports
Y.C. Dover Regatta.
2nd: Clyedog S.C. Punch Bowl
Regatta.
16th/21st: Sovereign S.C.
EUROPEAN CHAMPIONSHIPS.

AUGUST

6th: Dudley S.C.-TT.
19th/20th: Hoo Ness S.C. TT.

SEPTEMBER

1st/3rd: Tenby S.C.
NATIONAL CHAMPIONSHIP.
16th/17th: Clyedog S.C.
WELSH CHAMPIONSHIP.-TT.
23rd/24th: Vauxhall Motors S.C.
MIDLAND CHAMPIONSHIP.-TT

OCTOBER

14th/15th: Hoo Ness S.C.
CHANDY TROPHY-TT.

DECEMBER

26th: Lymington Town S.C.
Frostbite Race.



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INTERNATIONAL MOTH WORLDS 1977
1st AND 2nd

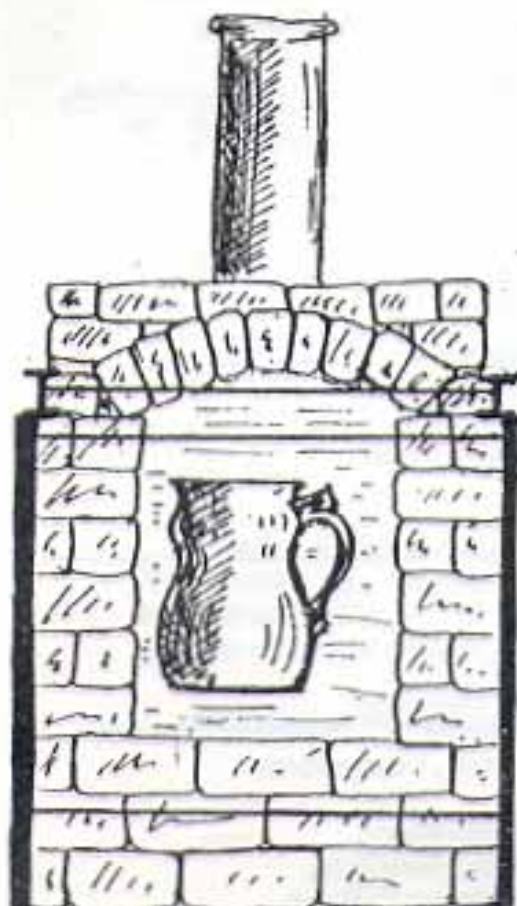
INTERNATIONAL MOTH NATIONALS 1977
1st AND 2nd

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AT LEAST 4 WEEKS ADVANCE NOTICE NECESSARY

AREA PRESIDENTS

Your Area President is the local representative of the Moth class and is elected to help promote the class, clubs and regattas etc. in your area. If you are interested in forming a fleet, organising a regatta or just joining a club, he is the person who will be in the best position to help you.

AREA 1: Scotland

David Parkin, Rock Cottage,
Corrie, Isle of Arran.

AREA 2: Yorkshire,

Northumberland, Durham,
Bob Heseltine, 36 Clarkson Avenue,
Heckmondwike, West Yorkshire.

AREA 3: Lincoln, Derby,

Leicester, Cheshire, Nottingham.
Gordon Hawkesworth,
139 Ashworth Park,
Knutsford, Cheshire.

AREA 4: Northampton, Oxford,

Bedford, Hertford.
Duncan Surridge, 24 Willowfold
Yateley, Camberley, Surrey.

AREA 5: Norfolk, Suffolk,

Cambridge.
John Meachen, 15 Impala Close,
Sprowaton, Norwich, Norfolk.

AREA 6: London, Surrey, Berkshire,

Buckingham.
President: John Butler,
18 Aberdare Gardens, Mill Hill,
London, NW7.
Vice President: Mick Wood,
65 Cobham Road, Kingston on
Thames, Surrey.

AREA 7: Kent

Mick Brill, 43 Crockham Way,
Eltham, London, SE9.

AREA 8: Sussex.

Peter Dives, 6 Malvern Close,
Manor Place, Mitcham, Surrey.

AREA 9: Hampshire, Isle of

Wight.
Aif Claridge,
25 Woodside Avenue,
Lymington, Hampshire.

AREA 10: Essex.

Chris King, Holly Cottage,
Eves Corner, Danbury, Essex.

AREA 11: Cornwall, Devon,

Dorset.
Barry Cox, 4 Claremont Terrace,
Falmouth, Cornwall.

AREA 12: Gloucester, Somerset

Wiltshire.
Colin Evans

AREA 13: Gwent, Glamorgan,

Dyfed, Powys.
Colin Evans, 2 Tre-Honddu,
Llanvihangel Crucorney,
Abergavenny, Gwent.

AREA 14: Salop, Stafford,

Hereford & Worcester,
West Midlands, Warwick.
Chris Cottrill, 97 Station Road,
Wombourne, West Midlands.

AREA 15: Cumbria, Lancashire,

Greater Manchester, Merseyside.
Nev Grindey, 60 Half Edge Lane,
Eccles, Lancashire.

AREA 16: Northern Ireland.

Vacant.

AREA 17: Clwyd, Gwynedd.

Mal Shepherd,
114 Uplands Avenue, Connahs Quay,
Deeside, Clwyd.

World President.

Aif Claridge, 25 Woodside Avenue,
Lymington, Hampshire.

World Secretary.

Geoffrey Frankcom,
3 Hollingsworth Road,
Croydon, Surrey.

THE CLASS ASSOCIATION MEMBERSHIP

FULL MEMBER: Full Membership starts on January 1st after member's 19th birthday. - £4 p.a.

JUNIOR MEMBER: Junior membership runs from January 1st after member's 15th birthday, until December 31st after 19th birthday. - £3.50 p.a.

CADET MEMBER: Members are classed as Cadet Members until December 31st after their 15th birthday. - £2 p.a.

ASSOCIATE MEMBER: Any person interested in IMCA (UK) who does not own a boat. - £2 p.a.

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

Payment of membership subscription entitles members to a copy of the IMCA (UK) Yearbook 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 are available from the Secretary.

1977 was a historic year for the UK Moth Association. In Jubilee year we hosted our first ever World Championships. This caused many helms to organise all their sailing about this event alone, and there has been a period of stagnation since, shown by turnouts at the Nationals and at Open Meetings.

During 1978 we are hosting the European Championships at Eastbourne and there will be qualification meetings for the places available. It is intended to restrict UK entries to only those who qualify, thereby making the Nationals the main event of the year for the majority of UK mothists. Good turnouts are needed this year, particularly at Tenby, and at Open Meetings and Area Championships.

We still need the ever important action photographs for your next Yearbook. If you want to improve the standard of our publication remember your camera on the next windy day.

Finally a word about the people who do all the work! All the Officers of the Association are unpaid volunteers, and we are always in need of new blood to fill executive positions. If you want to put back into the Class a little of the enjoyment that you have gained from it, give this suggestion some thought.

The Class Association works in your interest,

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MOTH BUILDER

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**25 Woodside Avenue
Lymington, Hants.**

Womble

- designed by Peter Conway.



The design which carried off the World and National titles during 1977. Construction is by stressed 3mm ply, featuring integral box ply wings, parabolic bow sections, moderate rocker with "tucked" parallel chines developing from mid-section, and a self draining cockpit. Fastest offwind, it gives an excellent performance in all conditions.

Built professionally by John Claridge. Plans available from Peter Conway.

Magnum

- designed by Mervyn Cook.



Although just missing the top honours this year, the Magnum was 2nd & 3rd in both major Championships and is by far the most popular competitive design. "Wedge" shaped with little rocker and "U"ed sections, it has a built in flare to give the fine entry greater seaworthiness and also widen the staying triangle. Mast and daggerboard well aft with cockpit drained by bailer and transom tube. Wings are of aluminium tube and trampoline type. Exceptional reaching performance, at best in moderate to heavy weather. Can only be obtained in shell to complete boat stages from John Claridge.

Warrior

- designed by David Barnes.



A very successful year for this design which is a refinement of the earlier Sprite. Built with greater freeboard and rig moved further aft, it has a shallow V underwater shape with a moderate amount of rocker and a single hard chine above the waterline. Wings are tubes and trampolines and there is a foot well cockpit with bailer. A good boat in all weathers, it is exceptional upwind in the stronger breezes.

Plans available from David Barnes.

Sprite

- designed by Chris Eyre.

Designed back in 1968, this design is the forerunner of the Warrior, still capable of a good performance in the right hands and is relatively stable. A popular beginner's boat, it has been absent from the prizewinners this year.

Wakehurst

- designed by Colin Walker



Always in contention, the Wakehurst ended the year with a seventh place in the Worlds to its credit. Designed to be built by the stitch and glue method at home, the Wakehurst has parabolic bow sections and plenty of freeboard which make it a good sea boat, and it develops a hard chine at mid-length for a stable planing performance. Wings are generally tubes and tramps and the cockpit is designed to be drained by bailers. At its best in the stronger breezes. Plans are available from Colin Walker.

Chelsea Morning

- designed by Mervyn Cook.

Although not much in evidence last year, it has proved to be an ideal design for the beginner, and is numerically strong in the UK. It has a narrow deep V'd entry, with plenty of rocker and a hard chine above the waterline. Construction is in plywood with a footwell cockpit, and buoyant wings of ply construction are most common but tubes and trampolines have been used with success. Still capable of top honours, it is good in choppy seas. Available as plans as well as in other stages from John Claridge.

Demon King

- designed by Sean Cox.

Although scarcely seen during 1977, Tim Barclay won the Junior Title and 8th place in the Nationals with his boat. Narrow conical development with a fine bow and short chine at the stern, it has a large rocker most out of vogue with current trends, and tube and trampoline wings. Fastest to windward, it excels in light to medium breezes. Plans from Sean Cox.

Poacher

- designed by Colin Brown & Chris Eyre.

This successful U sectioned design with a long fine entry, short chine at the transom and medium rocker well aft, was originally built by cold moulded methods although later in stressed ply. Box wings are standard. A modified Poacher was the 1976 World Champion's boat, and they are especially fast upwind in any weather. Not seriously campaigned during 1977.

Duflos

- designed by Benoit Duflos.

The almost conical development with round sections and large rocker. Still sailed in the UK but looks outdated compared with modern designs. Built in glassfibre and wood with tubes and trampoline wings, it is at its best in light winds and choppy seas. It is a difficult design to sail well and not recommended for newcomers to the class.

Mistral

- designed by Derek Chester.

Similar to the Duflos but built by stitch and glue methods, it was very popular in the early 70's especially with the heavier helms. Solid wings are generally favoured due to its instability. It has a deep cockpit which require two large bailers.

The Scow

- designed by various Australian helms.



Cliff Burton showed the scow's potential in British waters yet again in 1977, and his speed in the strongest gusts was astonishing. Never seriously campaigned by a "Brit", the Aussie performance has yet to be emulated by UK scow protagonists who find building the boat light enough and nose diving a problem. Imperiums are the commonest of those currently available secondhand, and plans for the Redwing design can be obtained through Mick Green if home construction is desired. Most scows are flat throughout, with a slight hollowing in the bow sections, self draining cockpits are universal, and during 1977 there was a continuance of the scow trend towards 'dinky' well angled wings.

BACK TO THE DRAWING BOARD PART II

Even well known designers have their failures. Chris Eyre's special design for the Worlds didn't quite work out right. He has now taken to managing a punk rock group instead! :



Champions of the World

BILL SHORT

This was the year that Bill Short cut his niche in Mothing history by winning both World and National titles in the same year. He has always been in contention when sailing a Moth, and from his early days in a Sprite and later with his Womble, has shown a blend of preparation, fitness, skill and competitiveness that came together in his finest year. Bill has done his share of sea sailing, at Worthing as well as Sovereign Sailing Club where he is part of a small but high quality fleet. To cap his year in Moths, Bill was also Champion crew in the National 12 class.



ROBERT ANDIL

Robert arrived on the Moth scene with his first significant win at the Europeans in Denmark last year, when he secured the Junior Title. He is one of the handful of talented Czechoslovakian sailors who despite outdated boats and difficulty in attending major championships, manage to turn in performances like Robert's World Junior success during 1977.



YVONNE WOODWELL

Yvonne followed her success in the Europeans with yet another consistent series which gave her the World Ladies Moth Championship. She started in Moths at Lymington, and has gained most of her successes since the acquisition of her Shelley Mk III 'Scapha'.



Development The Hull

During 1977 there was a period of refinement in boat design and layout. In January John Claridge announced the Magnum 3 with drag-reducing lips at the stern to improve lightweight performance. Looking forward to 1978 the Magnum 4 is likely to be self-draining and slightly wider to improve heavy weather performance.

Undoubtedly the most successful design of 1977 was the Womble, although lacking the popularity of the Magnum, this is now established as a World winning boat. It is mooted that in 1978 refinements will include wider waterline beam for improved heavy weather performance.

Wakehursts continue to turn in consistently good performances, although Collin Walker's Superwake never materialised and the Wake-Berg is best forgotten.

Other new designs during 1977 were Mal Shepherd's "Hawkwind" and John Butler's "Truffles" both of which require a little modification to make them prizewinning designs.

Looking at the construction and layout, more people have started to opt for self draining cockpits as they are more seaworthy and are shallower than in the past, due to the flatter designs currently favoured. Generally, gear has been simplified, emphasising the point that the sailing of the boat is more beneficial than the constant adjustment of the rig. Jim Prower used a sheeting system coming forward from the transom through a plastic tube fixed along the underside of the boom. This allows him to control the outboard sheeting angle more effectively and centralise the boom in light weather without tightening and stalling the rig.

Moths have undoubtedly become stronger and stiffer during the past year due to more attention to detail and improved building techniques. The Americans brought some Kevlar boats over to the Worlds, and the true potential of this material has yet to be exploited. Recent developments in new materials yet to be tested include Fabmat & Linromat, a superior woven roving glassfibre, which is stronger than chopped strand mat and lighter by using less resin. 18ft Skiff builders are experimenting with paper cored shells sheathed with resined mat. Both of these methods could lead to a re-emergence of the moulded Moth.

Rigs improved enormously during 1977, with the standard of sail-cutting and the improved shapes. At last the British rigs are becoming comparable with our antipodean counterparts, but we still suffer from lack of experimentation. This is particularly true in the case of masts, with most of us tending to stay with our prodded Proctor, Needlespar or DQ2 masts. Perhaps we could follow the Europeans, and develop wing section glassfibre masts.

Significantly, the major development of the year was in the approach of the top helms. Bill Short trained to a peak of physical and mental ability and his results and skill in heavy weather speaks volumes.

AN IDIOT GUIDE TO GETTING YOUR MOTH MEASURED

This feature is not written by an idiot for an idiot, but simply by a measurer to every Mothist with a new boat or sail.

WHY DO I NEED A MEASUREMENT CERTIFICATE ?

It is assumed that you all like racing Moths, but your average Race Officer cannot spare the time to check that your boat isn't a Mirror, Fireball, 18ft Skiff or Cutty Sark in disguise. Besides, IYRU Rule 19 states that every yacht entering a race must have a Certificate.

WHAT ARE CLASS RULES ?

The few rules that exist are there to ensure that the boat complies with certain standards which define it as a Moth. These are available from the RYA.

WHY SHOULD I CARE ABOUT THE RULES ?

One day you will need to produce a certificate to race in an Open Meeting or Championship. Your boat needs to comply with these rules in order to have a Certificate granted.

WHY DO I NEED TO FIND A MEASURER ?

Because he certainly won't find you ! Write to or phone someone on the list of approved measurers and agree a convenient time and place to have your boat measured.

WHY DO I DETECT A LOOK OF DESPAIR ON THE MEASURER'S FACE ?

On presenting a boat for measurement most owners haven't :-

1. Got a building fee receipt to show the measurer.
2. Obtained a measurement form and sail area measurement form.
3. Remembered to bring the boat, sails, mast, boom or battens.
4. Got the correct Moth Insignia on the sail, the right sail letter and numbers conforming with IYRU requirements, stuck the starboard side numbers highest or grouped the mid-point of the numbers and Insignia above half height.
5. Marked the hull **INDELIBLY** with the numbers and the national letter (K) in figures not less than 30mm high on the port side aft. (Only drilled, burnt, carved or moulded letters accepted).
6. Painted the "coloured" bands of contrasting colour to the spars, on both the mast and boom for a minimum width of 15mm.
7. Checked that their sail will not be extended beyond the inside edges of these bands when sailing.
8. Got the £2 measurement fee for the IMCA measurer, or arranged a bank loan in the case of an RYA measurer.
9. Remembered their relevant name, address, name of boat, club and the name and address of the builder.

ASSUMING THAT MY MOTH MEASURES, DO I NOW FILE THE FORMS IN THE WASTE PAPER BIN ?

No, not if you don't want the Mafia around. To pacify the Godfather (Chief Measurer) you should send him your measurement forms and a cheque or postal order for £1. He will send a certificate by return of post.

YOUR MEASURERS FOR 1978.

Measurement and Technical Chairman

Peter Conway

8 Tewkesbury Avenue,
Pinner, Middlesex.
Tel: 01 578 2300 (Business)

LONDON AND SOUTH-EAST AREA

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

Mick Brill, 43 Crockham Way,
Eltham, London, SE9 3HD.

John Butler, 18 Aberdare Gardens
Mill Hill, London, NW7.

Charles Campion, 20 The Almonds,
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Alex Clifton, 60 Bury Lane,
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Mervyn Cook, 6 Park View,
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Ross Elliston, 9 Bede Close,
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Nick Fawcett, 29 Queens Drive,
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Mike Fitzpatrick, 125 Olive Avenue,
Leigh-on-Sea, Essex.

Andy Francis, 172 Whiteleaf Hill,
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Tony Gould, 230 Oldfield Lane,
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Mick Green, 11 King Harold's Way,
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Chris King, Holly Cottage,
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A. Ireland, 23 Fredington Grove,
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Gordon Waugh, 41 Broad Oak Crescent,
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Chris Cottrill, 97 Station Road,
Wombourne, Wolverhampton, WV5 9EN.

Tony Feasby, 23 St. Mary's Close,
Attenborough, Notts.
Tel: Notts. 258363 (Business).

Colin Brown, 16 Kintyre Drive,
Thornaby, Cleveland.

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

Nev Grindey, 60 Half Edge Lane,
Eccles, Lancs.

John Byrne, 35 Oxford Road,
Dewsbury, West Yorkshire.

Simon White, 8 Grange Mount,
West Kirby, Wirral, Cheshire.

THE IMPORTANT THINGS TO REMEMBER WHEN BUILDING AND PREPARING YOUR MOTH

There is no substitute for strength, but in the Moth Class the weight of the boat is also critical. The leading boats are now both light, strong and reliable.

HOW CAN THE NECESSARY STRENGTH BE ACHIEVED ? - Analyse the areas of high stress. These are fairly obvious to those who take the time to think.

1. Mast generated - Forestay and shroud plates should be made in stainless steel and bolted solidly with at least two 3/16" bolts to laminated ply pads or the like a minimum of 3/8" thick. The wider the plates the less the local stressing.

2. Kingpost - This should be always stronger than you think. General rules that apply are to spread the load via ply bulkheads & hog pieces into the widest possible area. A kingpost minimum section 1" x 1", should be totally supported by bulkheads without lightness holes cut in them.

3. Rudder Assembly - It is critical that there should be absolutely no 'play' in the set up. Transom fittings are best bolted through at least 1/2" ply onto an aluminium or stainless steel backplate. These should be of robust construction with at least 4 bolts for attachment on the lower pintle. Rudder stocks are best made from aluminium, but plywood ones should have at least 1/2" thick cheeks of sufficient size to 'envelope' the top of the rudder blade and eliminate twisting. Rudder fittings are best securely bolted on, with one bolt right through the full width of the stock where possible. Rudder retaining clips are best constructed in stainless steel, as plastic ones have a habit of breaking.

4. Centreboard - Your daggerboard case should be securely built into its designed position by at least one bulkhead and either a central spine or struts at the other end. General sailing and righting during a capsize exerts great strain on this area. Make sure that your daggerboard is a 'close' fit in the case as sloppiness can make steering difficult.

5. Wings - Most failures occur due to owners using ordinary aluminium. Tubes for use with trampolines should be "Marine Grade HT 30" and it is advisable to sleeve these over the area of bearing at the gunwhale. Support at the gunwhale should match the angle and section of the tube, i.e. a round tube should bear on a round seating, preferably a section of slightly larger diameter tube cut in half and screwed to the gunwhale. Remember to 'beef up' the area around these bearing points to take the extra loading, usually by an extra layer of ply on the inside of the hull directly under the bearing area.

6. Hull - Most top boats are remarkably stiff, and have either ply or stringer reinforcement to prevent 'panting' of the hull, especially the bottom panels.

HOW TO BUILD YOUR MOTH LIGHTER.

Water weighs approx. 62 lbs per cu.ft. Most heavy Moths leak, and carry at least 10 lb. in unwanted water. Add to this the water absorbed by the ply and it begins to mount up. Therefore pay attention to making joints watertight. With resin & tape boats, this means putting a fillet of filler into the angle before glassing in a curve from the vertical to the horizontal panels with fine weave tape.

Always use the right glue. Take the trouble to obtain 'brown' resorcinol glue. Aerolite 306 or Cascamite no longer have the bonding strength required for modern Moth construction. One supplier is Champion Boats of Bromley, Kent.

Attention to detail. - Laminate small sections of wood together rather than obtain the larger section. Remember to use light and strong woods such as spruce and obeche. Deal and the like is to be avoided at all costs. Make use of structural engineering principles, i.e. a T beam made from ply and softwood strips is stronger than larger sections of wood and also lighter.

Use the right ply. - 3mm exterior grade ply is almost standard. Some Timber Merchants will try to sell you 4mm as this is their thinnest standard stock. Exterior grade 3mm gaboony ply is by far the most commonly used material by both amateur and professional boatbuilders alike.

Fitting out. - Pay attention to your gear layout. A simple uncluttered cockpit often works the best. Toe straps should be attached to strong blocks which have been securely built onto the boat, by at least $1\frac{1}{2}$ " x 8 screws. Similarly, mainsheet take off points should be either bolted down or screwed on with 'large' screws. Provide pads for the sitting of cleats and control line fittings. Never drill holes in aluminium tubes in areas of high stress, i.e. near the gunwhales.

Hull Finish. - The fastest boats show that smooth but not glossy finishes are required. Hulls should have at least 6 coats of paint or varnish rubbed down each time. Pay attention to the rudder and daggerboard, as these need to be of the correct section and free from chips, cracks, ridges or hollows. It is imperative that the finish be nothing short of excellent if you mean to succeed.

Could this happen to you ??



The Class Rules

The following is a summary of what you will need to know about the International Moth Class Rules. The full text is available from the Royal Yachting Association.

IDENTIFICATION MARKS. The class emblem shall be a representation of a Moth and shall conform in shape size and to the pattern held by the IYRU. The sail number and national letter(s) of the boat shall be cut into, or marked indelibly on the hull, aft on the port side in figures not less than 30mm high. These shall not be removed during the lifetime of the boat. The sail number, national letter and class emblem on the sail shall conform with IYRU Yacht Racing Rule 25. Letters and numbers shall be of the following minimum sizes: Height 250mm, Thickness 35mm, Width 165mm, (excluding number One and letter I). Space between adjoining letters and numbers 50mm. All emblems, numbers and letters should be of durable material securely attached.

HULL. The overall length of the hull, excluding removable rudder fittings and stern fittings, shall not exceed 3355mm measured between perpendiculars with hull level transversely and water line horizontal. The overall beam shall not exceed 2250mm. Catamaran or multihull configurations are prohibited. There shall be no visible air gap dividing the boat longitudinally throughout its length when afloat upright, fully equipped, but without crew. There shall be no hollow in the underside of the hull more than 75mm in any section closer than 2700mm from the aft perpendicular. Hulls may be constructed with removable "wings", provided that the boat is always raced with the "wings" fixed in their true position as set out in the current measurement certificate.

BUOYANCY. Boats shall have buoyancy tanks or bags firmly attached to the hull sufficient to float the boat's own weight plus 75kg approximately level when capsized or full of water. Boats made of a significant amount of non buoyant material shall have sufficient rigid foam buoyancy (minimum 0.05 m³) fixed to the hull. Inspection holes, minimum 85mm diameter, shall be provided to enable Measurers to check this buoyancy and shall have covers capable of resisting dislodgement.

SPARS. The overall length of the mast shall not exceed 6250mm. Measurement bands, not less than 15mm wide, shall be marked on the spars so that they are clearly discernible when racing. The inside edges of these bands define the limits to which the sail may be set. The distance between the bands on the mast shall not exceed 5185mm.

SAILS. The boat shall carry only one sail. No extra sail shall be on board when racing. The sail area measured and calculated in accordance with the Sail Area Measurement Instructions shall not exceed 8.00m². Battens shall not extend not more than 150mm from the sail. A loose footed sail, with boom parallel to the foot and with the boom projecting beyond the clew, shall be counted as a sail set on a spar. If the boom is shorter than the foot, or not parallel to the foot, the owner shall mark the maximum foot measurement clearly and indelibly on the foot of the sail at the tack in figures 10mm high.

CREW. There shall be one person on board when racing.

PROHIBITIONS. Moving or detachable seats and trapezes.

ANCHOR. An anchor need be carried only when specifically prescribed in the sailing instructions.

General Information

BUILDING FEE RECEIPTS/SAIL NUMBERS

When you require a new sail number for your latest Moth, it is necessary to send a cheque or postal order for £2 with your letter of application. This should be sent to the Measurement & Technical Chairman, currently Peter Conway.

MEASUREMENT FORMS

These are also available from the Measurement & Technical Chairman at a cost of 35p. It is worthwhile to obtain both the Building Fee Receipt and the Measurement Form at the same time to save both time and expense. In this case you should send £2.35p.

NEWSLETTERS

It is intended that 5 editions of the Moth Newsletter will be printed during 1978. It is essential that all advance notices of Open Meetings, reports on racing, comments on opinions and any snippets of information are sent to Jan and Colin Evans at the earliest opportunity. If you require publicity of your Open Meeting, send as much preliminary information as you have available for inclusion in TWO Newsletters before the date concerned. The purpose of the Newsletter is to act as a means of communication between members of the Moth Association as well as a forum for discussion of ideas. Members are invited to send details of their own experiences in designing, building, sailing or swimming with Moths, both humorous and objective. Each Newsletter will contain an article by a top Mothist on something to do with Mothing. You are invited to express your opinion on their views, and it is hoped that the flow of information and discussion will be beneficial to everyone, leading to better built, prepared and sailed Moths.

ADVERTISING

ADVERTISING IN NEWSLETTERS. Members may advertise their boats or items for sale in the newsletters at a rate of 25p per advert. Jan and Colin Evans keep an up to date list of secondhand boats that have been advised to them in this way between Newsletters. Professional builders and suppliers can also advertise in Newsletters or have their own leaflets inserted with the Newsletter at a very low cost.

THE GREAT "MAGNUM" RAFFLE

The Class Association has been donated a Magnum, fully kitted out by the major builder, sailmakers and suppliers to the Class. It is intended that the Draw will be at the European Championships in July, and all members are asked to make as much effort as possible to ensure its success by the selling of their allocation or more, of the tickets. The purpose of the Raffle is to sponsor the younger promising helmsmen to compete in Major Championships both in the UK and Overseas. You are also asked, whenever possible, to aid the youth of our class in attending Open Meetings by taking their boats along, possibly doubling up on your trailer.

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