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When your windscreen looks like this
don't buy the complete blade,
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WIPERS NEW 10"
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BEDRAGGLED BILL I

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John Butler at Clywedog

It is customary for the President of the day to comment on the successes, failures and humorous moments of the year previous. Although 1978 can be described as a good year for Mothling in this country, I would prefer to say that it was a year of consolidation rather than growth. Worthy of mention, however, was the success of the Magnum Raffle, and the British performances in both the European and World Championships.

I am delighted to be able to report a noticeable upturn of interest in the class, and for once the enthusiasm at the beginning of this year is clearly evident.

My opinion is that 1979 will be one of our best years for a long time, with the early Nationals at Lymington and the Worlds in West Germany proving to be major attractions. I do not doubt that the competition will be tougher, but if this makes us all think, prepare and practice a little harder, then so much the better. The foundation has been laid for the growth of a very strong fleet in this country, the time is now right for us to go forward and achieve it.

I look forward to the opportunity of meeting you all this year, and wish you a successful season's sailing.

John Butler.

Fixtures List 1979



Colin Evans in his Magnum II



The Design of 1979.
Julien Spencer-Smith's
Orone.
The one and only
Pros Moth.



DATE	CLUB	EVENT	AREA
March			
4th	Thamesmead	Open T.T.	6
17/18th	Picketts Lock	Dinghy Exhibition	6
April			
1st	Ruislip	Open T.T.	6
13/14	Royal	Easter	
& 15th	Lymington	Regatta T.T.	9
28/29th	Blue Circle	Open T.T.	7
May			
12/ 13th	Leigh on Sea	Open T.T.	10
19/20th	Greenwithens	Northerns T.T.	2
26/27 & 28th	Marconi	Easterns T.T.	10
June			
9/10th	Sovereign	Summer Regatta	8
16/17th	Clywedog	Punchbowl Regatta	13
June 29th/30th & July 1st	Lymington Town S.C.	National Championships	
July			
	Broxbourne	Open T.T.	4
21/22nd	Sandwich Bay	Southerns T.T.	7
July 27th/August 4th	Travemuende	World Championships	
September			
1/2nd	Bala	Midlands T.T.	17
15/16th	Clywedog	Welsh T.T.	13
October			
20/21st	Hoo Ness	Chandy Trophy T.T.	7
December			
26/27th	Lymington Town	Frostbite Trophy	9

Officers of the Association

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18 Aberdare Gardens, Mill Hill, London, NW7 Tel: 01-203-0466 Ext. 296

Secretary: Mrs. Shirley Cottrill.

97 Station Road, Wombourne, Wolverhampton, West Midlands.

Treasurer: Jim Prower.

98 Ifley Road, Hammersmith, London, W6 Tel: 01-741-1174

Measurement and Technical Chairman: Peter Conway.

8 Tewkesbury Avenue, Pinner, Middx.

Fixtures Secretary: Simon Allen.

'Windward Spirit' Fawkham, Kent, Tel: Longfield (0474) 73128

Newsletter Editor: Mrs. Jan Evans.

2 Tre-Honddu, Llanvihangel, Crucorney, Abergavenny, Gwent.

Tel: Crucorney (087382) 482

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17. *Clwyd, Gwynedd.*
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Class Association Membership

Full Member £5 per annum:	Full Membership starts on 1st January after the Member's 19th Birthday.
Junior Member £4 per annum:	Junior Membership runs from 1st January after Member's 15th Birthday until 31st December after their 19th Birthday.
Cadet Member £2.50 per annum:	Cadet Membership applies until 31st December after the Member's 15th Birthday.
Associate Member £2.50 per annum:	Any person interested in IMCA (UK) who does not own a boat.

Annual subscriptions are payable on election and on 1st January each subsequent year, except that any 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 Moth sailors to a copy of IMCA (UK) Yearbook, all Newsletters, Class Literature and a car sticker. Measurement Certificates are not valid unless held by a Member of IMCA (UK).

Newsletter Information

1. How many copies? 4
2. Dates issued February, May, August, November
3. What is required
 - a. Advance notices of Open Meetings, giving start times, entry fee, route details.
 - b. Information regarding handicap meetings.
 - c. Reports and results and photographs sent at the earliest possible opportunity to the Newsletter Editor.
 - d. Ideas, experiences, opinions, articles etc.
4. Advertising Contact the Newsletter Editor regarding boats for sale and wanted.
Business advertising — Rates on application.

Yearbook 1980

Photographs of every major Open Meeting and every design sailed in 1979 are required for the 1980 Yearbook. These should include helms other than the top few. Please send any good negatives or prints to Michael Iszatt, Merryweathers Farm, Epping Road, Roydon, Essex. (Negatives will be returned unharmed). Articles, cartoons, and ideas would also be greatly appreciated.

***THERMAFLOAT Buoyancy Aids
Designed for Moth helms.
Light, Comfortable,
Floats indefinitely.***

Available from John Claridge. TEL 0590 74821.

Bill Short chases
Peter Conway, John Bull,
Jim Prower, Simon Allen,
and Chris Cottrill down a
reach during the 1978
European Championships.



CAN YOU TREMBLE TOO

MIDNIGHT NÉE TREMBLER - A NEW IDEA.

The 1979 design from John Butler. Plans

18 Aberdare Gardens, London NW7. £10

MAGNUM III

THE ULTIMATE MOTH EXPERIENCE

For details of this and other successful designs ; Send S.A.E. to :

JOHN CLARIDGE, Boat Builder,

Sadlers Farm, Lower Pennington Lane,
Lymington, Hampshire, England.



John Claridge sailing to victory at the Europeans



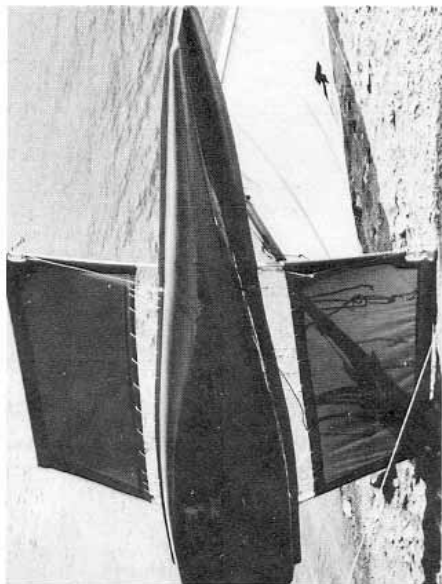
MAGNUM

Designed by Mervyn Cook. Most of the top helms were sailing self draining Mk 3 Magnums in 1978. This showed in the results, Magnums taking most of the open meetings including the Europeans and Nationals. Suitable for helms 9 to 11 stone it has a fine bow and wide transom with little rocker, flared topside to give wide staying base and greater apparent beam. Mast and dagger board are set well aft. The latest Mk 3's have self draining cockpits. Strong points of sailing are beating in medium winds, and reaching in strong and medium winds. Weak points are light winds, running, and beating in strong winds. Mk 2 and 4 seem to be competitive also, but were poorly represented this year. Built in plywood by John Claridge, available in various stages from shell to complete boat.



WOMBLE

Designed by Peter Conway. A few Wombles were campaigned this year. Peter Conway in his Mk 3 was the most impressive, winning the Northern and taking 3rd in the Nationals. Suitable for 8 to 11 stone helms. Has a fullish bow with narrow parallel waterline and a 'tucked' stern, medium rocker. Solid wings with wings stayed at root. Peter's new boat has a less 'tucked' stern and slightly wider waterline. Self draining cockpit. Strong points of sailing are light winds. Weak points are beating in strong winds. Plans from Peter Conway, built in plywood by John Claridge.



DRAGON

Designed by Sean Cox. Only the prototype sailed this year, had some teething troubles but was runner up in two open meetings and had some good results in the Nationals. Narrow decked hull with very fine 'bulbous' bow, low very flat medium width transom and 'U' mid-section. Medium amount of rocker suitable for 8 to 11½ stone helms. Alloy wings with 'trampolines', mast stayed from end of wings. Self draining cockpit. Strong points of sailing, light winds, reaching, running, beating in strong winds. Weak points beating in medium winds. Built with glass hull and wood decks by Sean Cox, available in various stages from shell to complete.

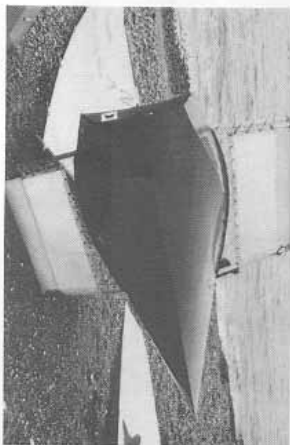
Grockle Basher



GROCKLE BASHER

Designed by Bill Short. Bill sailed his boat at the Europeans where it achieved some encouraging results. The wide tortured ply hull has a fat bow compared to recent Moth designs. The chines begin at the mid section and form wide bottom panels. There is very little rocker. Designed for the amateur to build easily. The boat has more free-board than the Womble to keep the wings out of the water in rough weather. The roomy cockpit is self draining throughout and the layout is similar to the Mk IV Magnum without the full flaire.

Demon King



DEMON KING

Designed by Sean Cox. Only one Demon campaigned this year, by Tim Barclay, but managed to win two Open Meetings. The only modern design that is fast with 12 stone plus helms.

Narrow developed ply hull very fine bow with medium flat transom, fairly large rocker. Mast stayed from end of wing, probably the lightest of designs due to simple construction. Self-draining or cockpit layout with long fore deck. Strong points of sailing light winds, beating, running. Weak points reaching in strong and medium winds. In plywood from Sean Cox in stages from shell to complete.

Wakehurst



WAKEHURST

Designed by Colin Walker. The plywood hull has a slim 'U' bow flowing into a flatish chined stern. The boat is designed for ease of home construction. The large amount of freeboard makes it a good sea boat in medium to heavy winds. This style is still competitive but needs to be updated to achieve the top honours. Plans are available from Colin Walker.

Warrior

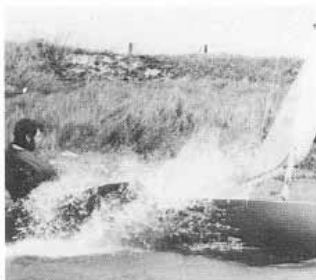


WARRIOR

Designed by David Barnes. Only one Warrior was sailed around the Open Meetings in 1978, by Barney. In the stronger winds, David was rarely out of the prizes, proving that the design was up to top standard. The hull is of ply construction with a fine 'V' bow

which flattens out creating a shallow veed underwater shape. There is a moderate amount of rocker and a hard chine above the waterline. Strong points are beating in medium to heavy winds. Weak points are reaching in medium. Plans are available from David Barnes.

Mistral



MISTRAL

Designed by Derek Chester. Not seriously campaigned this year but still a fairly competitive design. Suitable for 9—13 stone helms. Developed ply with full bow, wide decks and large rocker. At it's fastest in light winds. Easy home construction. Plans from Derek Chester.

Duflos



DUFLOS

Designed by Benoit Duflos. Had some good results in light winds this year and is still one of the fastest light weather boats, but must be considered to be outclassed by the modern designs as an allrounder, though it is more 'boaty' and less of a projectile! Medium bow width, parabolic section and large rocker suitable for helms 9 — 14 stone.

Scow



SCOW

Various designers. The scow seems to have died the death in Britain. No doubt scows can be made to go very fast, but they require a very high level of skill to be competitive with skiffs in average British conditions. The scow is fastest in windy conditions because of it's stability and ability to tack quickly. Strong points are reaching in medium to heavy winds and beating in heavy winds. Weak points, running in heavy winds and all points of sailing in light winds. In the Worlds, scows took the first eight places.



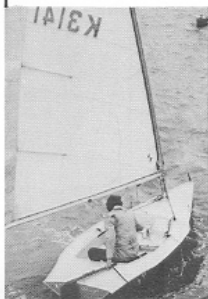
TRUFFLES

Designed by John Butler. Only the prototype was campaigned this year. John sailed his boat extensively achieving some very good results but not gaining overall honours. John has recently developed a new design from Truffles and plans for the Midnight Nee Trembler are now available from him.



CHELSEA MORNING

Designed by Mervyn Cook in 1970. The hull is a deep veed, narrow planing shape with box wings. This design, which used to be very popular, was not campaigned seriously this year.



SKOL

The MK II is the most popular. It has a slim bow, round bilgeshaped, which flattens aft. The MK III has a wider transom. The Skol in past years was the only successful all glass Moth. Today as an all-rounder the Skol is outdated by the modern designs. However, the Skol is an ideal beginners boat because it requires little maintenance and is relatively stable. When fitted with wings it's still competitive in heavy winds. There are a lot of Skols around the Clubs but none were seriously campaigned last year.

STOCKHOLM SPRITE

Designed by Chris Eyre in 1967. Although a numerically strong design, the Sprite was not much in evidence this year. Similar to the Warrior in shape, but with less freeboard. Plans are available from Chris Eyre.



SANDERS SAILS

BATH ROAD LYMINGTON

HAMPSHIRE ENGLAND

THE MOTH SPECIALISTS



Development — The Rig

David Iszatt the National Champion uses a Standard Hargeaves sail on a $1\frac{3}{4}$ inch needle-spar mast. In heavy winds David does not reef but flattens off his sail by tightening the kicking strap and bending his flexible mast. This enables him to control the boat on the beats and sail at full speed on the runs and reaches. David has not yet had to reef but he has had to replace numerous broken masts. In medium winds David prevents excess mast bend and flattening of the sail by loosening the kicking strap and increasing the deflection of the forestay by the prodder.



David Iszatt sailing to victory at Bala Open Meeting.

Simon Allen — National and European Junior Champion



Simon Allen, the National and European Junior Champion uses a Sanders sail on a 2 inch Bavestock mast. In heavy winds Simon tightens his outhaul and kicking strap to flatten his sail. However, because of his stiffer mast, the flattening effect is reduced and the sail has to be reefed earlier to be able to control the boat on the beats. By reefing the sail shape is not distorted and the boat is easily controlled. When survival becomes the first priority and extra speed on the runs and reaches is not necessary because of increased likelihood of nose diving, gear failure, nervous breakdowns or simple capsizes, a stiff mast and a reefed sail achieve best results.

The run is the most difficult point of sailing in strong winds especially when accompanied with a rough sea. Nose diving becomes a major problem as the picture shows. This problem can be overcome by reducing sail area or by increasing mast rake. However, reducing sail area reduces speed and increased rake can create uncontrollable weather helm. A simple solution is to head up in the gusts to lift the bow and bear away during the lulls, since nose diving tends to occur when the wind is at its strongest.

Sean Cox sailing his Dragon at Clywedog



On the run the smallest of movements can have disastrous effects. At Vauxhall Motors S. C. Open Meeting, Sean Cox (Dragon) whilst leading, nose dived and broke his understay, wing and mast. Chris Cottrill and Mike Iszatt (Magnums) following close behind were forced to bear off. Both nose dived Chris breaking his mast and Mike capsizing to windward.



Light Weather

By heeling the boat wetted area can be reduced considerably. The perfect angle is difficult to achieve because as wetted area is reduced the boat becomes more unstable and also it is important to keep the transom clear of drag by sitting forward.

Concentration and 'awareness' of wind direction by frequent scans of the horizon are important factors in successful light weather sailing.



Dave Hall sailing his
Magnum MK 4

Heavy Weather



On the run in windy conditions even the best helms cannot afford to relax their concentration for a second.



A slight lapse in concentration can have nasty consequences, one of the worst being a wet windward capsize.

NEW ROTATING MAST from PROCTORS

This new development from PROCTOR MASTS incorporates several significant advantages over previous International Moth masts, these are:-



1. It is made from an extrusion specifically designed as a dinghy mast (the luff groove is integral and not added to a round tube).
2. The alloy used is H.E. 30 TF, probably the finest aluminium alloy available for dinghy spars, enabling us to produce a thin walled section which uses it's weight advantage to the maximum.
3. Minimal weight rig.

4. The lower centre of gravity decreases the pitching moment to great advantage specially in a boat with such a short waterline.
5. A very powerfull but simple rig without prodders or spreaders giving automatic sail control.
6. Reduced aerodynamic drag, resulting in better pointing ability coupled with improved reaching performance.
7. New ball and socket for lower end made of machined tufnol for long life but low friction.

Mast — £80.20 (includes mast step)
Boom — £29.57



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Beating

BEATING

In medium to strong winds the boat has to be kept as flat as possible. The picture shows Richard Hargreaves sailing at the Europeans. As can be seen, fitness is required to be able to sit out as far as Richard does for long periods. This is one of the reasons why Richard is so good when it blows.



Dave Martin of Australia tuning up for the 1976 World Championship. His sail has a lot of twist resulting in a backing of the top battens, and in order to improve windward speed, it would be essential for him to exert far more kicking strap tension.

Reaching

REACHING

Chris Cottrill demonstrates how a Moth should be sailed on a reach in strong winds. By sitting as far back as possible and keeping the boat level, maximum speed is achieved.



Get the performance you pay for...



1977				
Worlds	1st	2nd		
Nationals	1st	2nd		
1978				
Worlds	Top	Overseas	Boat	
Europeans	2nd	3rd	4th	etc.
Nationals	1st	2nd		
Swiss Nationals	1st			

For a quotation contact:

RICHARD HARGREAVES SAILS

Homestead Farm, Jackson's Edge Road, Disley, Cheshire



The Mysterious J. C. slips out to sea.

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DRAGON

New concept for the 80's.
Sophisticated glass hull, ply decks. Light and strong.

CAN YOU WIN WITHOUT ONE IN '79?

DEMON

Proven winner. Fast with
helms up to 12½ stone. The cheapest fast Moth.

Both available as shell, kit, hull and complete. LOW PRICES.
Also sails and accessories.

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Sean Cox sailing his Dragon
design Moth at Clywedog
in the Welsh Championships.
Sean came second.





FROM LEFT TO RIGHT:

RICHARD HARGREAVES

Richard is not only known for his sailing ability but his sails. Richard is one of the best heavy weather helms, only his light weather performance keeps him from over-all honours.

SIMON ALLEN

Simon is one of the fastest improving helms. He achieved 4th place in the Nationals and 8th place in the Europeans, becoming Junior Champion in both events against some very strong competition.

DAVID ISZATT

David joined the Moth Class last season and already he has won the National Championships and numerous Open Meetings. This is due to his ability to perform well under all conditions. David also came 3rd in the Europeans.

JOHN CLARIDGE

John, the European Champion must be the best known UK Moth helm. John's National and International successes both range over the years. John is one of the most constant helms.

CHRIS COTRILL

Chris has not yet achieved overall honours in any major event. He is however, constantly one of the prize winners coming 2nd in the Nationals and 4th in the Europeans.

Open Meeting Results 1978

Club	Event	Placings	Design	Entry
Thamesmead	Open Meeting	1st A. Clifton 2nd M. Iszatt 3rd J. Butler	Duflos Duflos Truffles	15
Ruislip	Open Meeting	1st C. Cottrill 2nd R. Hargreaves 3rd S. Allen	Magnum III Magnum III Magnum III	23
Royal Lymington	Easter Regatta	1st J. Claridge 2nd C. Evans 3rd S. Allen	Magnum III Magnum III Magnum III	18
Redesmere	Open Meeting	1st T. Barclay 2nd A. Potter 3rd C. Cottrill	Demon King Sprite Magnum III	7
Himley Hall	Open Meeting	1st T. Barclay 2nd S. Allen 3rd P. Conway	Demon King Magnum III Womble III	15
Leigh on Sea	Open Meeting	1st J. Claridge 2nd C. Evans 3rd P. Conway	Magnum III Magnum III Womble III	
Blue Circle	Open Meeting	1st J. Claridge 2nd P. Conway 3rd S. Allen	Magnum III Womble III Magnum III	18
Green Withens	Northern Championships	1st P. Conway 2nd C. Cottrill 3rd D. Iszatt Jun. M. Iszatt	Womble III Magnum III Magnum III Womble I	20
Marconi	Eastern Championships	1st J. Claridge 2nd S. Cox 3rd S. Allen	Magnum III Dragon Magnum III	
Lymington Town	Southern Championships	1st J. Claridge 2nd S. Allen 3rd C. Evans	Magnum III Magnum III Magnum II	
	Flavel Trophy	1st J. Claridge 2nd S. Allen 3rd P. Conway	Magnum III Magnum III Womble III	
Royal Cinque Ports	Dover Regatta	1st J. Prower 2nd D. Barnes 3rd M. Iszatt	Magnum III Warrior Womble I	

1978 Results (continued)

Club	Event	Placings	Design	Entry
Sovereign	European Championships	1st J. Claridge 2nd R. Hargreaves 3rd D. Iszatt 4th C. Cottrill 5th P. Conway	Magnum III Magnum III Magnum III Magnum III Womble III	49
Dudley	Open Meeting	1st C. Cottrill 2nd J. Butler 3rd C. Evans	Magnum III Truffles Magnum II	9
Hoo Ness	Open Meeting	1st 2nd 3rd		
Tenby	National Championships	1st D. Iszatt 2nd C. Cottrill 3rd P. Conway 4th S. Allen 5th M. Iszatt	Magnum III Magnum III Womble III Magnum III Magnum III	37
Broxbourne	Open Meeting	1st D. Iszatt 2nd M. Iszatt 3rd P. Iszatt	Magnum III Magnum III Magnum II	10
Clywedog	Welsh Championships	1st C. Evans 2nd S. Cox 3rd N. Warrington	Magnum II Dragon Womble I	
Vauxhall Motors	Midland Championships	1st D. Iszatt 2nd M. Iszatt 3rd C. Cottrill	Magnum III Magnum III Magnum III	
Hoo Ness	Chandy Trophy	1st P. Conway 2nd D. Iszatt 3rd M. Iszatt	Womble III Magnum III Magnum III	18
Brisbane, Australia	World Championships	1st B. O'Sullivan 2nd G. Hilton 3rd P. Moor 4th C. Burton	Scow Scow Scow Redwing	84
		UK Placings:		
		9th R. Hargreaves 16th J. Claridge	Magnum IV Magnum IV	



From left to right: Toby Collyer one of our up and coming helms; John Claridge, European Champion using his sleeve luff sail; Mike Iszatt, your Yearbook Editor, sailing his new Magnum MK III; David Iszatt, National Champion, sailing at his worst and at his best at a recent open meeting.



Above: Mick Wood at the Lymington Easter Regatta.

Top Right: Simon Allen flies down the reach at Vauxhall Motors S.C.

Centre: David Iszatt driving hard to windward.

Below: Nigel Warrington, sailing his Womble, just riding easy.

Below Right: Mike Iszatt and Simon Allen tangle at Bala.





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 **HOLT
ALLEN**

Measurement

The International Moth Class Rules are those which were formulated prior to the granting of our International status in September 1972. There have been minor amendments since then, the latest being in 1974, and the full text of the 1976 edition is available from the RYA or the Measurement and Technical Chairman.

THE CLASS RULES

The Class Rules are set out in 12 sections, summarised as follows:

1. GENERAL.

This section lays down the rules for the running of the class and also the intention of the class rules.

"THE INTERNATIONAL MOTH IS A SINGLEHANDED DEVELOPMENT CLASS BOAT. THE INTENTION OF THESE RULES IS TO GIVE THE DESIGNER AND BUILDER THE FULLEST LIBERTY IN DESIGN AND CONSTRUCTION, WITHIN THESE RULES, TO DEVELOPE AND PRODUCE FASTER BOATS."

2. BUILDING FEE.

3. REGISTRATION AND MEASUREMENT CERTIFICATE.

4. MEASUREMENT.

Only a measurer officially recognised by the RYA and IMCA can measure a Moth.

5. IDENTIFICATION MARKS.

a. The class emblem shall be a representation of a Moth and shall conform in shape and size to the pattern held by the IYRU. Copies may be obtained from a National Association, IMCA or IMCA (UK).

b. 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.

c. The sail number, national letter(s) and class emblem shall conform with IYRU Yacht Racing Rule 25. Letters and numbers shall be of the following minimum sizes:

Height 250 mm

Thickness 35 mm

Width 165 mm (excluding number One and letter I)

Space between adjoining letters and numbers: 50 mm.

d. All emblems, numbers and letters should be of a durable material securely attached.

6. HULL.

a. The overall length of the hull, excluding removeable rudder fittings and stern fittings, shall not exceed 3355 mm measured between perpendiculars with hull level transversely and waterline horizontal.

b. The overall beam shall not exceed 2250 mm.

c. (i) 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. In the case of a boat with flexible or hinged transom, this test shall be made with the transom in the fully raised position.

(ii) There shall be no hollow in the underside of the hull more than 75 mm in any section closer than 2700 mm from the aft perpendicular as described in rule 6a. The reference line for this hollow shall be a stringline stretched tightly around the underside of the hull from points immediately below the outer gunwhale (or where the outer gunwhale should be) and the stringline shall be at right angles to the centreline of the boat.

d. Hulls may be constructed with removeable "wings" provided that the boat is always raced with the "wings" fixed in their true position as set out in the current measurement certificate.

7. BUOYANCY.

a. Boats shall have buoyancy tanks or bags firmly attached to the hull sufficient to float the boat's own weight plus 75 kg approximately level when capsized or full of water.

b. Where boats are constructed with a significant amount of non-buoyant material, sufficient rigid foam buoyancy (minimum 0.05 m³) shall securely fixed to the hull to ensure that it is inherently buoyant in the event of failure of all buoyancy tanks and/or bags.

c. Inspection holes shall be provided to enable measurers to check positive foam buoyancy when fitted. Each hole shall have a detachable cover capable of resisting dislodgement, and such covers shall be kept in place at all times when racing. The opening(s) shall not be less than 85 mm in diameter.

d. The measurer shall satisfy himself that the buoyancy compartments are watertight.

8. SPARS.

a. The overall length of the mast shall not exceed 6250 mm.

b. Measurement bands, not less than 15 mm 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.

c. The distance between the bands on the mast shall not exceed 5185 mm.

9. SAILS.

a. The boat shall carry only one sail. No extra sail shall be on board when racing.

b. The sail area measured and calculated in accordance with the Sail Area Measurement Instructions shall not exceed 8.00 m² except that:

i Rule 3(2)(iv) of the IYRU Sail Area Measurement Instructions shall not apply.

ii Only the area of that part of the spars that will not pass through a ring 90 mm in diameter shall be included.

iii For a sail which encloses the mast, an area equivalent to the length of the luff multiplied by 50 mm shall be excluded.

iv For a sail that encloses the boom an area equivalent to the length of the multiplied by 90 mm shall be excluded.

c. Battens shall extend not more than 150 mm from the sail. No attempt at increasing sail area shall be made by the number or size of the battens used.

d. Where the sail is set on spars no part of the sail shall extend aft of the inner edge of the boom band or beyond the lower edge of the upper mast band. The luff of the sail shall not extend below the upper edge of the lower mast band.

e. 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. But if the boom is shorter than the foot, or if the boom is not parallel to the foot, the owner shall declare the maximum foot measurement and shall mark this declared foot length clearly and indelibly on the foot of the sail at the tack in figures 10 mm high.

10. CREW.

There shall be one person on board when racing.

11. PROHIBITIONS.

Moving or detachable seats and trapezes.

12. ANCHOR.

An anchor need be carried only when specifically prescribed.

How to obtain a Moth Certificate

1. SECONDHAND BOATS.

If your Moth has been previously certificated, the Measurement and Technical Chairman can issue a new certificate in your name on the receipt of £1.

2. NEW BOATS AND THE BUILDING FEE RECEIPT.

a. Professionally Built. The builder should give you a Building Fee Receipt and the boat will already have a sail number allocated.

b. Home Built. To obtain a Building Fee Receipt you send £2 to the Measurement and Technical Chairman. He will send back to you the receipt and your allocated sail number.

3. MEASUREMENT FORMS.

These can be obtained from the Measurement and Technical Chairman on the receipt of 35 pence. You are advised to send £2.35 when asking for a Building Fee Receipt, and the measurement forms will be sent with your receipt. This saves both you and the Association time and expense.

4. MEASUREMENT PREPARATION.

Before you arrange to have your boat measured PLEASE CHECK THE FOLLOWING MAIN POINTS AT LEAST:

a. That the hull is marked INDELIBLY with numbers and the national letter (k) in figures not less than 30 mm high on the port side aft (only drilled, carved, burnt or moulded letters acceptable).

b. That the correct Moth insignia is on the sail, the right sail letter and numbers of correct size are securely attached, the starboard side numbers highest and the mid point of insignia and the numbers are above half height.

c. That the coloured, bands of contrasting colour to the spars are painted on the mast and boom minimum 15 mm wide, and that the sail will not extend beyond the inner edges when set.

5. CONTACT A MEASURER.

Arrange with one of the measurers on the approved list to have your boat measured. Take with you the boat, mast, boom, sail, battens, Building Fee Receipt and measurement forms. The Measurer is required to charge you £2 for the actual measurement, so remember to take your wallet.

6. CERTIFICATION.

Send your completed measurement forms with a cheque or postal order for £1 to the Measurement and Technical Chairman. He will send you an official Measurement Certificate which will make you eligible to race legally.

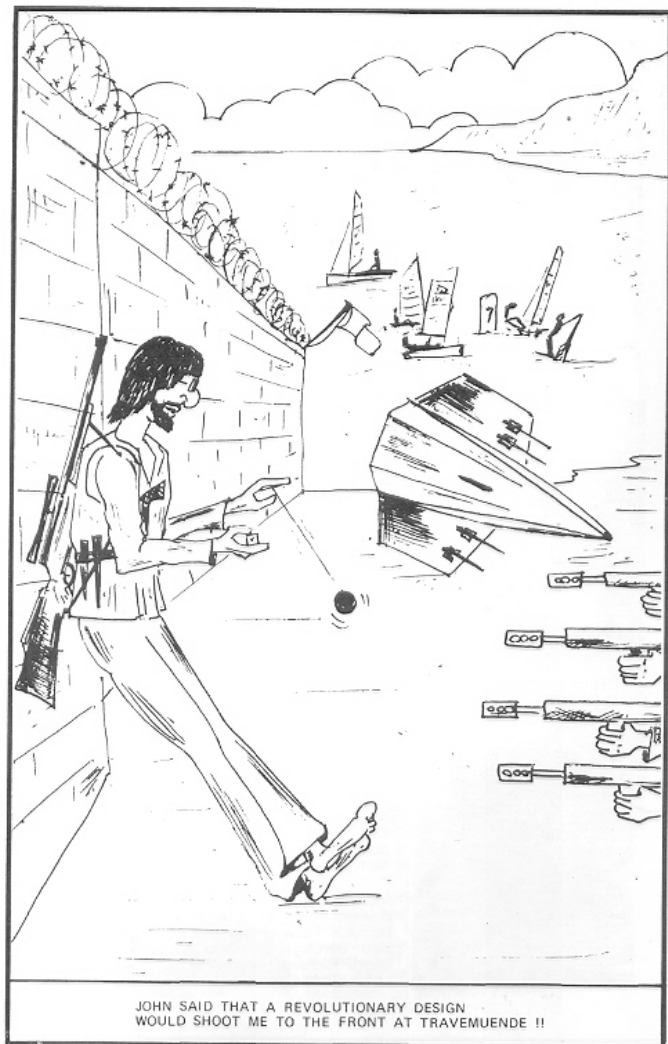
- COLIN BOLTON: Windward, Campsie Dene Road, Blanefield, Glasgow (Area 1)
- SIMON HARRISON: 14 Almond Drive, East Kilbride, Glasgow (Area 1)
- COLIN BROWN: 16 Kintyre Drive, Thornaby, Cleveland (Area 2)
- BOB CROSBY: 40 Patterdale Road, Wood Thorpe, Nottingham (Area 3)
- SIMON WHITE: 8 Grange Mount, West Kirby, Wirral, Cheshire (Area 3)
- ALEX CLIFTON: 'Hawthorns' 60 Bury Lane, Datchworth, Herts (Area 4)
- JOE HOLMES: 16 The Ridgeway, Cuffley, Herts.
- LESLIE SANDERSON: 62 Mill End Road, Cherry Hinton, Cambridgeshire (Area 5)
- PETER CONWAY: 8 Tewkesbury Avenue, Pinner, Middx. (Area 6)
- MERVYN COOK: 6 Park View, Hollies Court, Addlestone, Surrey (Area 6)
- ANDY FRANCIS: 133 Whyteleafe Road, Caterham, Surrey (Area 6)
- NICK ALEXANDER: Croft House, Northcroft Close, Englefield Green, Surrey (Area 6)
- ROSS ELLISTON: 9 Bede Close, Pinner, Middx. (Area 6)
- MICK BRILL: 6 Beanshaw, Eltham, London SE9 (Area 6)
- JOHN BUTLER: 18 Aberdare Gardens, Mill Hill, London NW7 (Area 6)
- TONY GOULD: c/o Glacier Metals Ltd., 368 Ealing Road, Alperton, Middx. (Area 6)
- JIM PROWER: 98 Iffley Road, Hammersmith, London W6 (Area 6)
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- HOWARD BETTS: 12 Chelmswood Avenue, Goring-By-Sea, Sussex (Area 8)
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- A. IRELAND: 23 Fredington Grove, Milehouse, Plymouth. (Area 11)
- ERIC KENNET: 21 Duchess Way, Upper Stratton, Swindon, Wilts. (Area 12)
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- W. H. WALSH: 37 Bratch Lane, Wombourne, Wolverhampton, West Midlands (Area 14)
- CHRIS COTTRILL: 97 Station Road, Wombourne, Wolverhampton, West Midlands (Area 14)
- GORDON WAUGH: 41 Broad Oak Crescent, Bamston Hill, Shrewsbury (Area 14)
- NEVILLE GRINDLEY: 60 Half Edge Lane, Eccles, Greater Manchester (Area 15)
- RAY CARTER: 10A Leicester Street, Southport, Lancashire (Area 15)

Sean Cox — A Dragon in Wales ?



Simon Allen — Practicing at Bala !



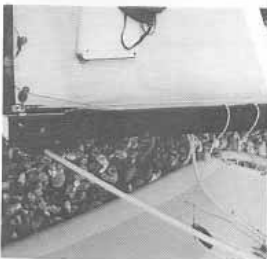


JOHN SAID THAT A REVOLUTIONARY DESIGN
WOULD SHOOT ME TO THE FRONT AT TRAVEMUENDE !!



TOP LEFT:
John Claridge accompanied by Joe and Freda Angelman, Deputy Mayor and Mayoress of Eastbourne, and the rest of the Moth crew.

RIGHT: John Claridge holds aloft the coveted trophy for a second time.
MIDDLE ROW: From Left to Right: Herman Barclay, Ex-World Champion Bill Short, Richard Hargreaves.
LEFT: Chris Cottrill.



TOP LEFT: Clean rig and cockpit layout on Richard Hargreaves' Magnum III. TOP RIGHT: The Micro Tonner Moth belonging to Andreas Gronarz. MIDDLE LEFT: Outhaul and Leech line controls on Hargreaves' boat. MIDDLE RIGHT: Cut away transom on Tommi Nielsen's double chiner. LEFT: Henrik Jensen's flat chined skiff. ABOVE: Novel kicking strap arrangement on John Bull's Womble.



JIM PROWER AT SPEED

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We would like to wish The International Moth Class every success in 1979

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Bill Short — showing the World Champion's technique



Acknowledgment

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Produced and Edited by Michael Iszatt.

