

# INTERNATIONAL MOTH 1980



25p to Non Members

# Officers of the Association

---

*President: John Butler.*

153A Shrewsbury Road, London E7 8QA. Tel: 01 470 3123

*Secretary: Mrs. Shirley Cottrill.*

97 Station Road, Wombourne, Wolverhampton, West Midlands.

*Treasurer: Jim Prower.*

98 Iffley 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

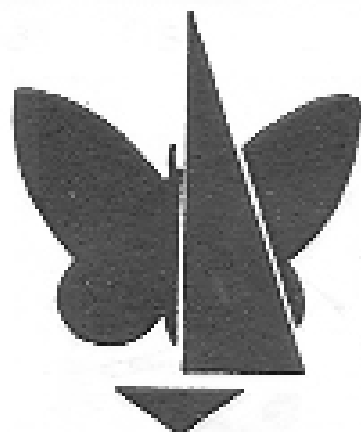
*Newsletter Editors: Tim & Claire Burgess.*

40 Pine Crescent, Highcliffe, Dorset. Tel: Highcliffe (04252) 3101

## Area Presidents

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1. *Scotland - Vacant*
  2. *Yorkshire, Northumberland, Durham, Tyne & Wear, Cleveland, Humberside.*  
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  3. *Lincoln, Derby, Leicester, Cheshire, Nottingham.*  
Gordon Hawkesworth, 139 Ashworth Park, Knutsford, Cheshire.
  4. *Northampton, Oxford, Bedford, Hertford.*  
Dave Hall, 'Mountview', Danesbury Lane, Welwyn Garden City, Herts.
  5. *Norfolk, Suffolk, Cambridge.*  
John Meachen, 15 Impala Close, Sprowston, Norwich, Norfolk. (0603 411292)
  6. *Greater London, Surrey, Berkshire, Buckinghamshire.*  
Mick Wood, 65 Cobham Road, Kingston-on-Thames, Surrey (01 546 1803)
  7. *Kent.*  
David Barnes, 1 Walmers Avenue, Higham, Rochester, Kent. (0474 82 3227)
  8. *East Sussex, West Sussex.*  
Bill Cole, 'Cleverley', Littlehampton Road, Ferring, Sussex.
  9. *Hampshire, Isle of Wight, Dorset.*  
Alf Claridge, 25 Woodside Avenue, Lymington, Hants. (Lymington 73361)
  10. *Essex.*  
Chris King, 5 Trinity Road, Halstead, Essex. (Halstead 5633)
  11. *Cornwall, Devon.*  
Barry Cox, 4 Claremont Terrace, Falmouth, Cornwall (0326 313882)
  12. *Gloucester, Somerset, Avon, Wiltshire.*  
Stuart Deas, 5A Waterloo Street, Clifton, Bristol BS8 4BT (Bristol 33880)
  13. *Gwent, Glamorgan, Dyfed, Powys.*  
Colin Evans, 2 Tre-Honddu, Lanvihangel, Cruorney, Abergavenny, Gwent.
  14. *Salop, Stafford, Hereford, Worcester, West Midlands, Warwickshire.*  
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  15. *Cumbria, Lancashire, Greater Manchester, Merseyside.*  
Vacant.
  16. *Northern Ireland - Vacant*
  17. *Clwyd, Gwynedd.*  
Steve Ashton, 29 Wirral View, Connahs Quay, Deeside, Clwyd.
-



**IMCA (U.K.)**

## **INTERNATIONAL MOTH CLASS ASSOCIATION**

### **PRESIDENT'S REPORT**

It is my privilege to be able to guide the class into the 1980's, and I forecast a very interesting decade for the class. The boat has evolved throughout the 1970's into a superb racing dinghy, and I am sure that Moths are gaining a reputation that will appeal to the next generation of young sailors.

I offer my thanks to all Mothists who have contributed their time and enthusiasm during 1979, in particular my Committee and Area Presidents.

It is my fervent hope that you will all help further the growth of our Association by contributing to, and sharing in, the unique experience that is Moth sailing.

Best Wishes and good sailing.

**JOHN BUTLER.**

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We would like to wish The International Moth Class every success in 1980

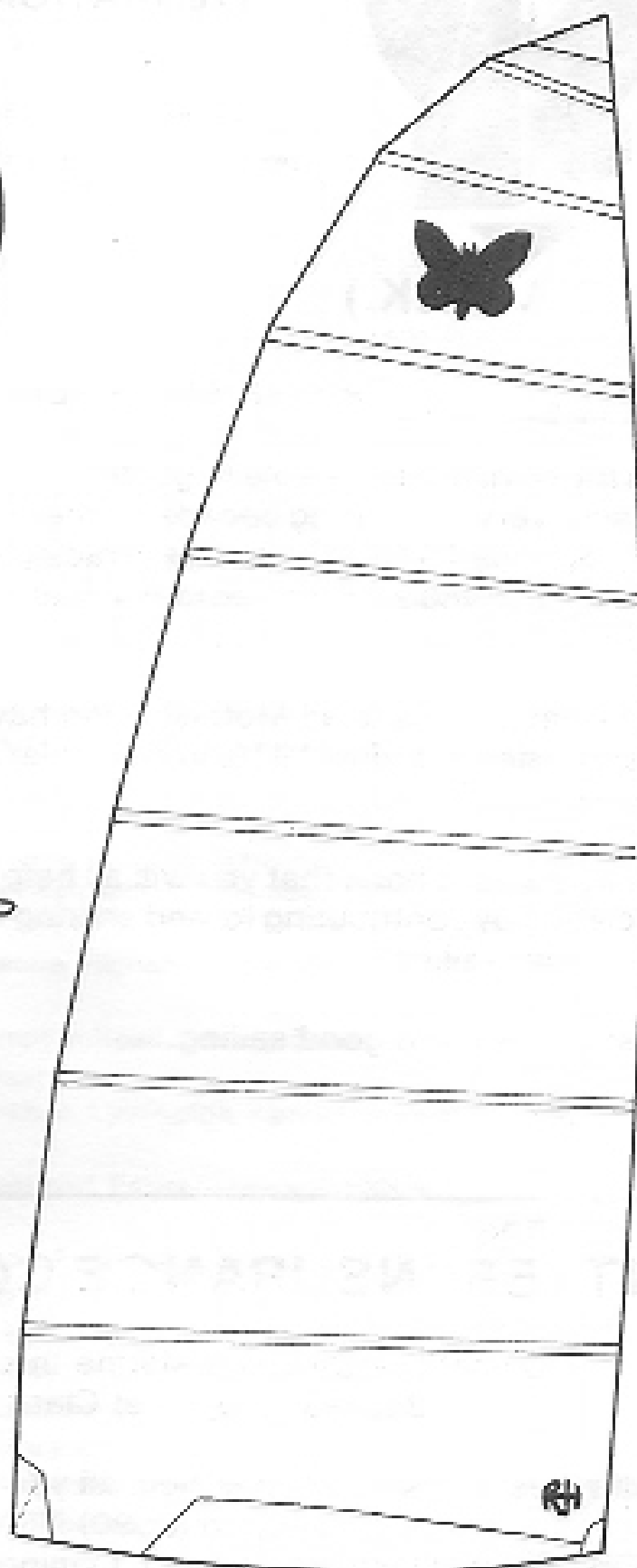
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# Class Association Membership

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|                                      |   |
|--------------------------------------|---|
| Full Member<br>£5 per annum:         | Full Membership starts on 1st January after the Member's 19th Birthday.   |
| Junior Member<br>£4 per annum:       | Junior Membership runs from 1st January after Member's 15th Birthday until 31st December after their 19th Birthday. |
| Cadet Member<br>£2.50 per annum:     | Cadet Membership applies until 31st December after the Member's 15th Birthday.                                      |
| Associate Member<br>£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

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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.
- 
-

# WHERE MOTHS ARE SAILED

- A. Bala.
- B. Blue Circle.
- C. Broxbourne.
- D. Burnham-on-Crouch.
- E. Clywedog.
- F. Dover.
- G. Greenwithens.
- H. Hollowell.
- J. Hoo Ness.
- K. Leigh-on-Sea.
- L. Lowton.
- M. Lymington.
- N. Marconi.
- P. Ruislip.
- Q. Sandwich Bay.
- R. Sovereign.
- S. Thamestead.
- T. Welwyn Garden City.





Roger Stevens

## FIXTURE LIST 1980

| DATE           | CLUB                          | EVENT                              |
|----------------|-------------------------------|------------------------------------|
| <b>March</b>   |                               |                                    |
| 2nd            | Thamesmoor                    | Open T.T.                          |
| 22/23          | London Dinghy<br>Pickets Lock | Exhibition                         |
| 23rd           | Ruislip                       | Open T.T.                          |
| <b>April</b>   |                               |                                    |
| 5/6/7          | Royal Lyminster               | Easter Regatta                     |
| 26/7           | Blue Circle                   | Open T.T.                          |
| <b>May</b>     |                               |                                    |
| 3/4/5          | Leigh-on-Sea                  | Open T.T.                          |
| 24/5/6         | Marconi                       | Eastern Champs<br>T.T.             |
| <b>June</b>    |                               |                                    |
| 7/8            | Sovereign S.C.                | Southerns T.T.                     |
| 21/22          | Dover, RCPYC                  | Dover Regatta                      |
| 27/9           |                               | Dutch Nationals.                   |
| <b>July</b>    |                               |                                    |
| 6th            | Broxbourne                    | Open T.T.                          |
| 17/21          | Lake Schlsee                  | Swiss Nationals                    |
| 19/20          | Lymington                     | Flavel Trophy                      |
| 25-2 Aug       | Lake Neuchatel                | European<br>Champs.<br>SWITZERLAND |
| <b>August</b>  |                               |                                    |
| 8/9/10         | Sandwich Bay                  | NATIONALS                          |
|                | Burnham/Crouch                | Burnham Week                       |
| <b>October</b> |                               |                                    |
| 18/19          | Hoo Ness                      | Chandy Trophy                      |



Toby Collier



John Clandge  
and  
John Pearce

# DO YOU

- \* Want to buy a moth.
- \* Want to build from a kit.
- \* Want to buy a mast, sail etc.
- \* Want to improve your boat.
- \* Want to get free advice.
- \* Want to win.
- \* Want to get details of Phobia's and Magnum's.

## THEN SEND A S.A.E. TO:-

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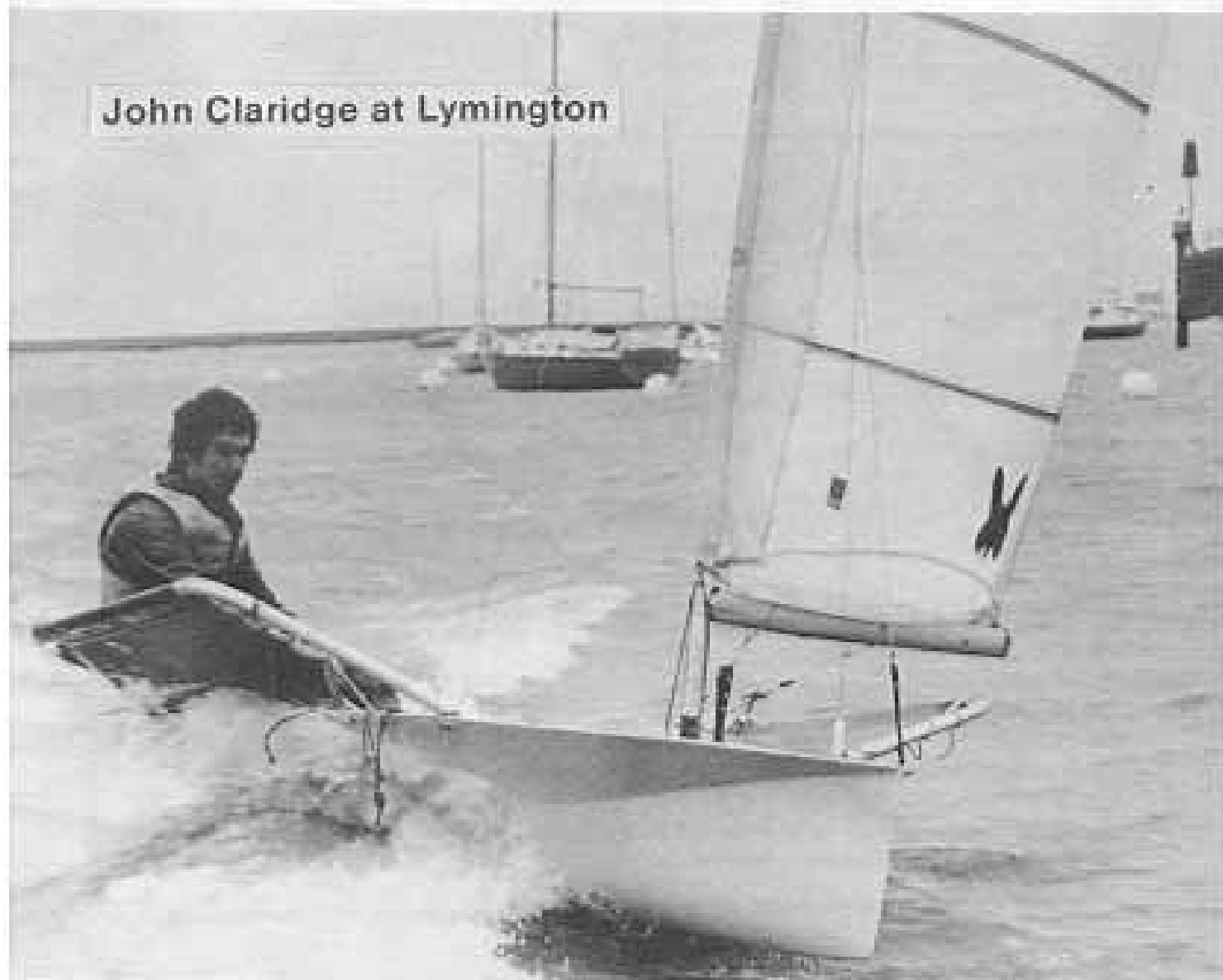




## MAGNUM

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John Claridge at Lymington



1979. The Year of the Magnum. This was by far the most numerous design, causing Open Meetings to become almost One Design. Due to similarities in boat speed the Magnum made racing extremely close. Magnums helmed by David and Michael Iszatt, Chris Cottrill and Richard Hargreaves, took the first four places in the Nationals. David Iszatt also won the Worlds. A very popular design with the beginners due to its monopoly of the Class. However, the Magnum is not an easy boat to sail. The Magnum was superior in all conditions and winds, proved by numerous Open Meeting successes.

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## PHOBIA

The Design of 1980? The Phobia was designed to be a more stable 'build at home' version of the Magnum. After Tim Burgess had won the Southern Area Championship, the design went from strength to strength, becoming very popular towards the end of the season. In the World Championships, John Claridge sailed one to second place and Jim Prower to fourth place. Due to the great reduction in weight, the design is hoped to have superior light weather performance and a quicker planing ability than the Magnum. This, however, has yet to be proved.



A black and white photograph of a man with a beard and a dark beanie, wearing a light-colored jacket, sitting on a small, white, wedge-shaped boat. The boat is on a body of water, and the man is looking towards the camera with his hand raised. The background shows a shoreline with some trees and a building.

Peter Conway at Blue Circle

A black and white photograph of a man in a dark jacket and dark pants standing next to a large, white, wedge-shaped boat. The boat is on a body of water, and the man is looking down at it. The background shows a shoreline with some trees and a building.

Dave Hall at Lymington

## WOMBLE

The Womble from its peak year of 1977, when it took World and National Titles, has been slipping gradually down from the top spot. This design is still very fast in light winds, winning Thamesmead and Ruislip Open Meetings. In the Worlds, a Womble Mk. 11 took third place. The design has been modified with bars instead of solid wings. This has not proved as successful or as popular as expected.



Bill Short at Lymington

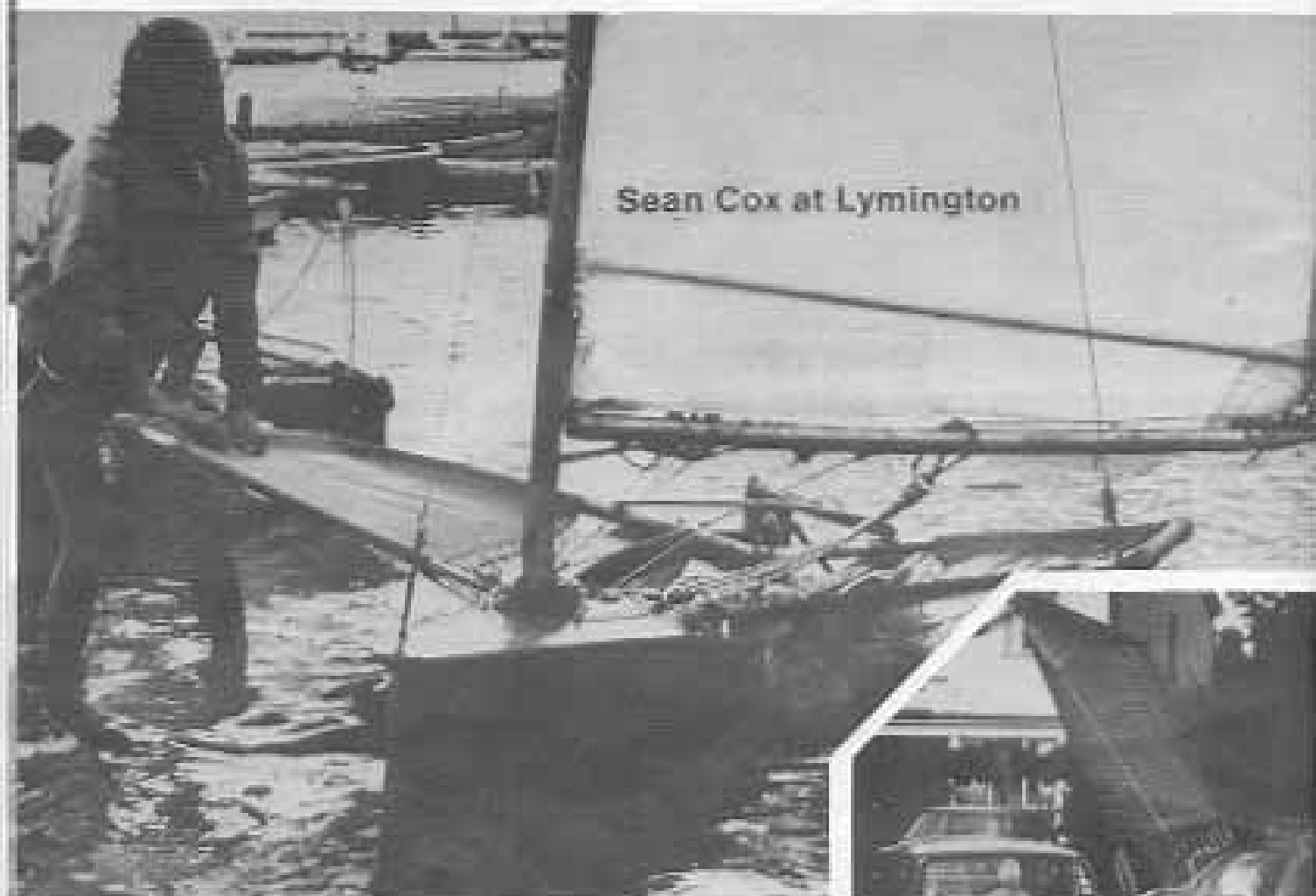


## GROCKLE BASHER

A nice looking design which floats very high and lacks on a sixpence.

Last year only one was sailed by Bill Short in the Nationals. The design had some encouraging results taking eighteenth place overall.

The boat is designed to be built at home for the heavyweights.



Sean Cox at Lymington

## DRAGON

A highly sophisticated design built as light as possible in glassfibre. The fact that this boat appears to look unstable has hampered its popularity. However, Sean Cox, the designer, insists it is stable. Sean managed to sail his round the course in all conditions last year. Sean came second in the Northern Area Championships.



### Barnes at Blue Circle

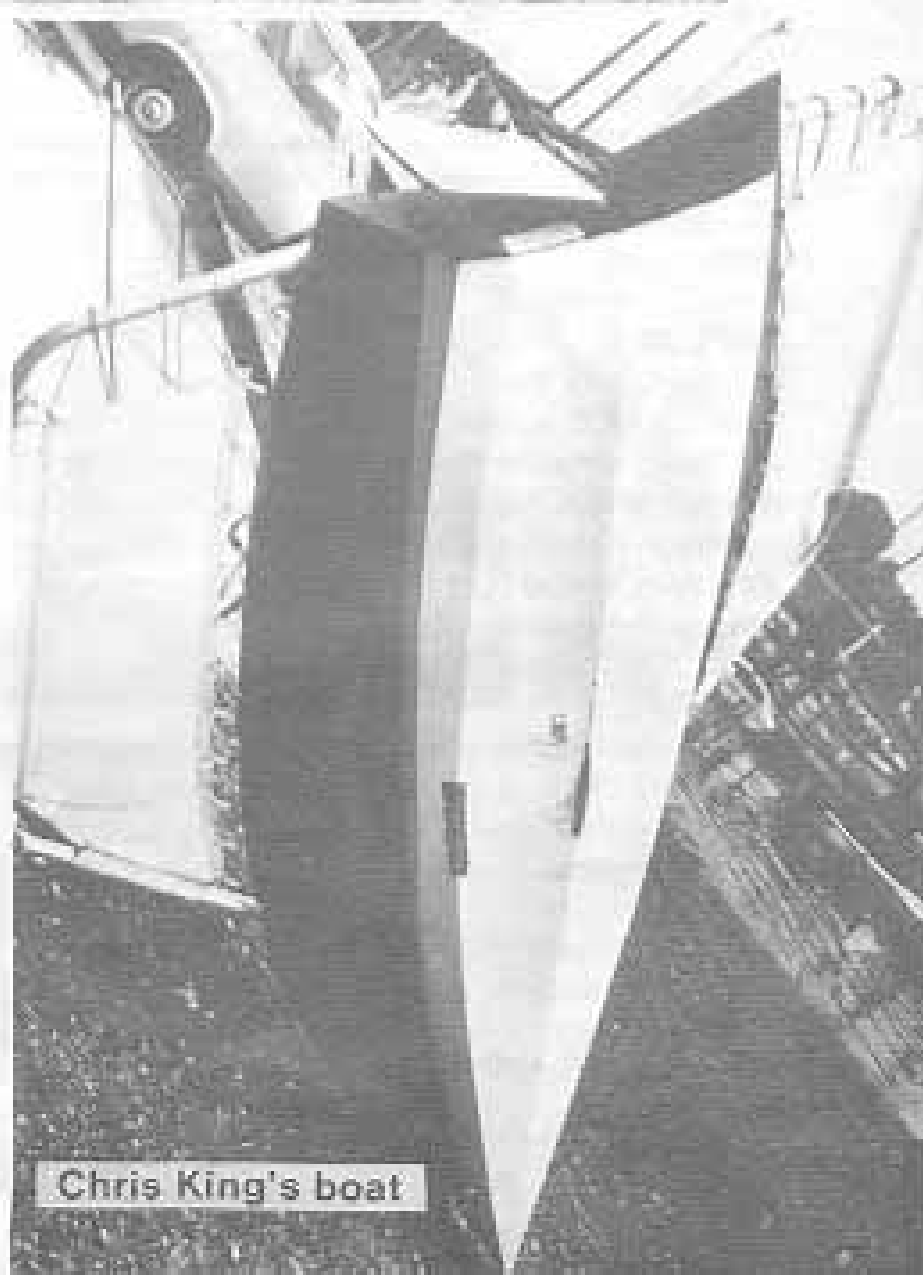


## WARRIOR

A modified version of the Sprite. This design after a promising start in 1978 did not gain any notable successes in 1979. The design would be an ideal beginners' boat, having stability and enough speed to do well at Club level.

## PHOENIX

Not a very popular design. The design made a good start in 1978 with Richard Hargreaves boat which went out with a bang. In 1979 one was campaigned, achieving poor results.



Chris King's boat

## DUFLOS



## BEGINNERS BOATS

These designs are no longer seriously campaigned around the Open Meeting circuit and so there are no pictures of them available. However, these designs are sailed at Club level all around the country and are readily available on the second-hand market.



## SKOL

Must be the ideal beginners' boat. All the Iszatt brothers started their Moth careers in Skols. The Skol is an all glass-fibre self-draining Moth which requires little maintenance, sailable in all conditions and is easily handled in a blow when fitted with bars.

## STOCKHOLM SPRITE

A good all round design, especially good at beating. Sailable in all winds on the coast and inland, but due to the presence of a cockpit, it is at a disadvantage in big waves.

## DUFLOS

The Duflos is the type of design which branded the Moth with the saying "Horses for Courses". This design is exceptionally fast in flat calms, when it will keep up with the modern designs. However, in a blow it is extremely difficult to sail, being notorious for nose-dives. So, if the beginner wants the occasional thrill of walking away from supposedly faster classes, the Duflos is for him. David and Michael Iszatt graduated from the Skols to the Duflos later in their sailing careers.

## MISTRAL

A very similar design to the Duflos but fatter, giving it more freeboard and therefore a good heavy weather performance as well as a light weather performance. This design ousted the Duflos from the scene due to its good all round performance and its ease of construction.

## CHELSEA MORNING

Like the Duflos in some respects in its "Horses for Courses" performance, this time being very fast in strong winds, especially on the sea. This design was one of the first "planing moths", flat sections being present rather than the typical rounded sections. It is a good beginners' boat, especially if sailed on the sea.

# FOREIGN DESIGNS

## SCOW

Puzzle Time.  
Greg Hilton's tilting Daggerbox.



There are various Scow designs. The Australian Moth Fleet consists almost entirely of Scows. The Australian Scows are by far the fastest in heavy winds. Scows took the top three places in two races in the Worlds in the stronger winds. Fastest beating and reaching but very slow running, in all winds, especially in heavy winds, when they nose-dive unless broad reached back and forth along the course.



Casper de Graaf's  
answer to the Dragon.



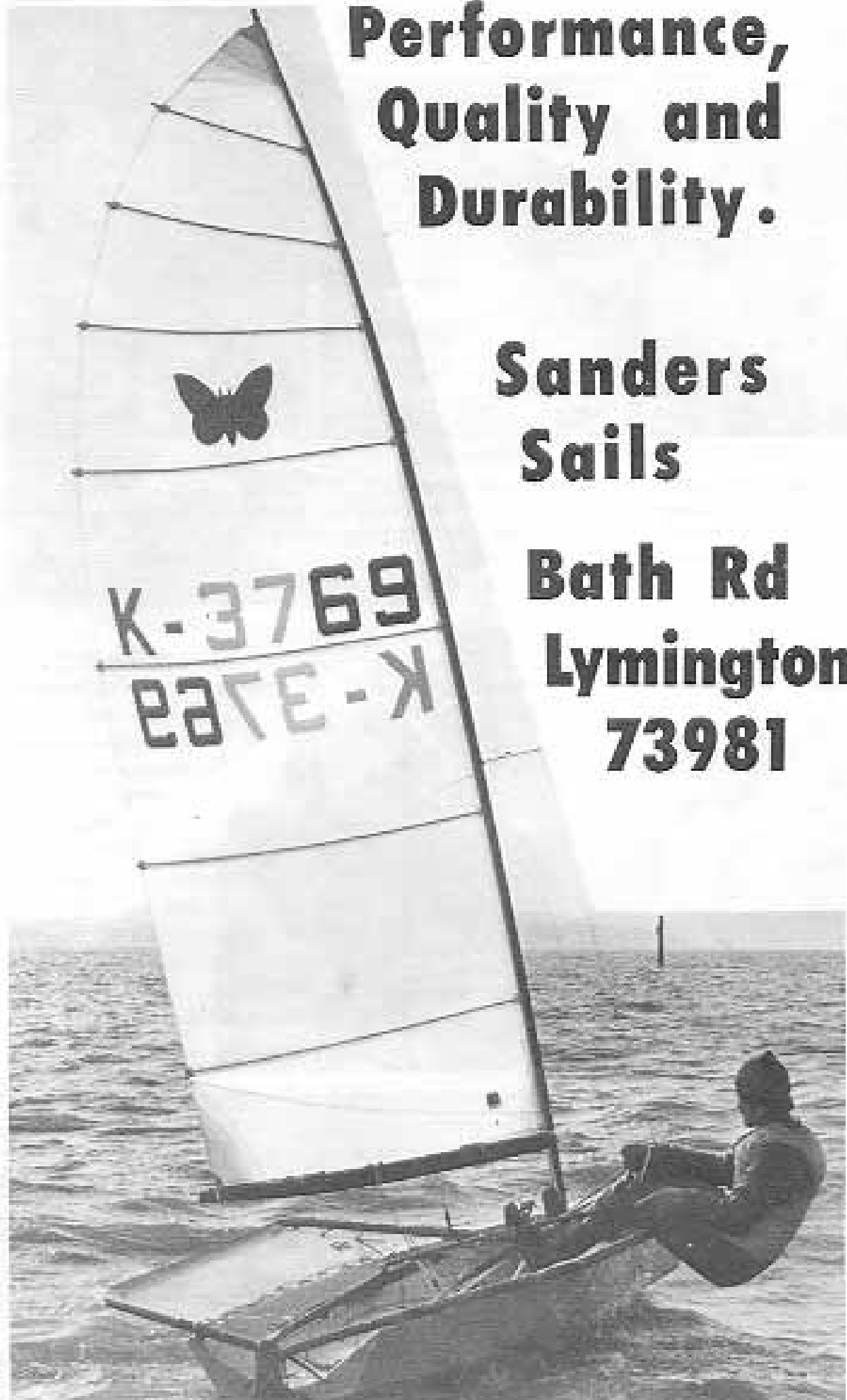
A German 'odd' design made from  
foam glassfibre by  
Eduard Glöggler.

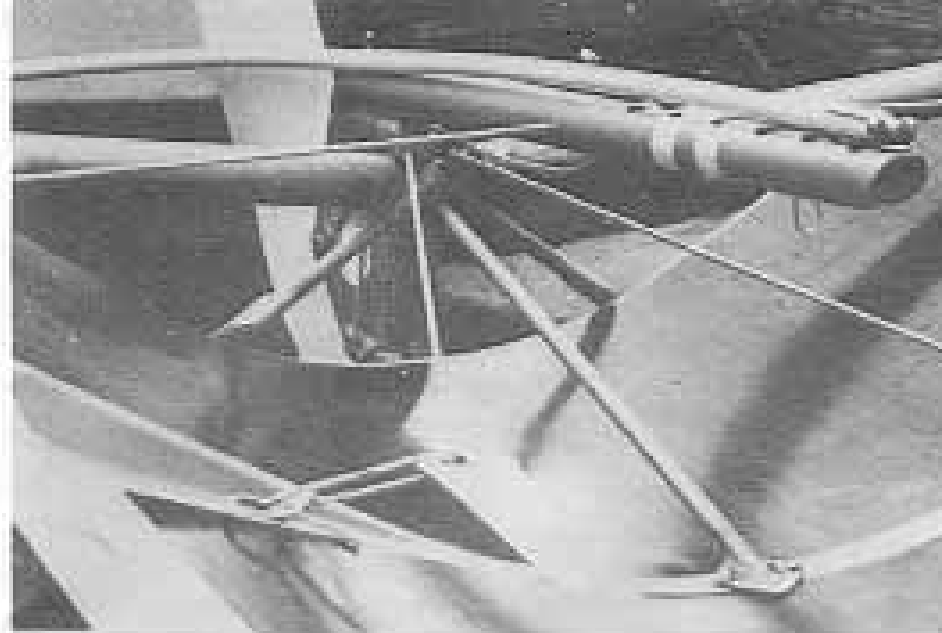


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**DEVELOPMENT**



**THE DECK LAYOUT**



## DEVELOPMENT

**Deck Layout** - (see pictures). All top Moths are self-draining. To allow rapid draining, an open transom is becoming popular. To reduce weight, Richard Hargreaves has drilled holes in low stress points. This is not done by many helms. David Iszatt, like many others, has kept things as simple as possible, positioning fittings in out of the way places. This is to keep ropes out of the way, preventing them hindering the helm.

**Masts** - The trend towards bendy  $1\frac{3}{4}$  and  $1\frac{1}{2}$  masts which give great rig control is continuing to prevent breakages. Spreaders and a prodger have to be used.

**Booms** - Large, lightweight, thin-walled booms are most popular.

**Sails** - Hargreaves and Sanders sails are most popular. To prevent creases, a glassfibre bottom batten is used in all conditions. Plastic electrical tubing is used for the other battens in light winds to put fullness into the sail and in heavy winds glassfibre battens to flatten the sail are used.

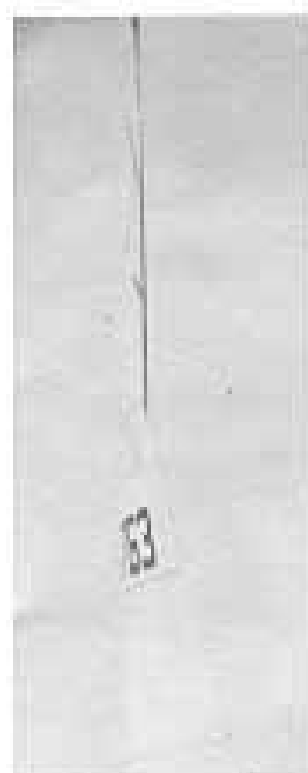
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**Clockwise- Top Left**

Toby Collyer,  
John Claridge,  
Richard Hargreaves,  
Richard Gray,  
David Iszatt.

When beating, the Moth helm can head as high as possible, pinching in the gusts, or sailing free, bearing away in the gusts to plane on the beats. On open water, the former method is used because it requires less effort and gives better results. Inland, the latter method is often used to reduce the risk of a backwind capsize.

## BEATING





## REACHING

To maintain control and achieve the fastest speed sit back on the wing, keep the boat flat, and ease the sheet in the gusts to keep the trim right.

The rule in heavy winds is to bear off in the gusts and head up in the lulls, as maintaining control of the boat is top priority.

## REACHING

THREE MOTHS AT SPEED:-

Peter Conway.

John Pearce.

John Claridge.



## RUNNING

In heavy winds sit as far back as possible with mainsail in as if broad reaching. Movements of the rudder, not helmsman, made to correct heeling keeping as close to a dead run as possible.

**K-373**



Top - Richard Gray at Burnham on Crouch  
Left - Michael Iszatt at Burnham on Crouch  
Right - Dave Barnes at Burnham on Crouch



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## GYBING

Alistair Bird, the Moth Cadet National Champion, sailing his Skol at the Nationals.

(1). When approaching the mark the boat should be travelling as fast as possible. This may mean heading above the course to the mark.

(2). This speed will reduce the wind pressure on the sail so the boom will come across slowly as if sailing in calmer conditions; Just before the gybe the hand holding the tiller should be changed behind the back and the mainsheet let off, but never fully if in strong winds.

(3). Keeping in the middle and watching where you are going, the boat can be kept on the course to the next mark. If gybing in a big sea, keeping the boat on a dead run prevents a wave pushing the boat straight over.





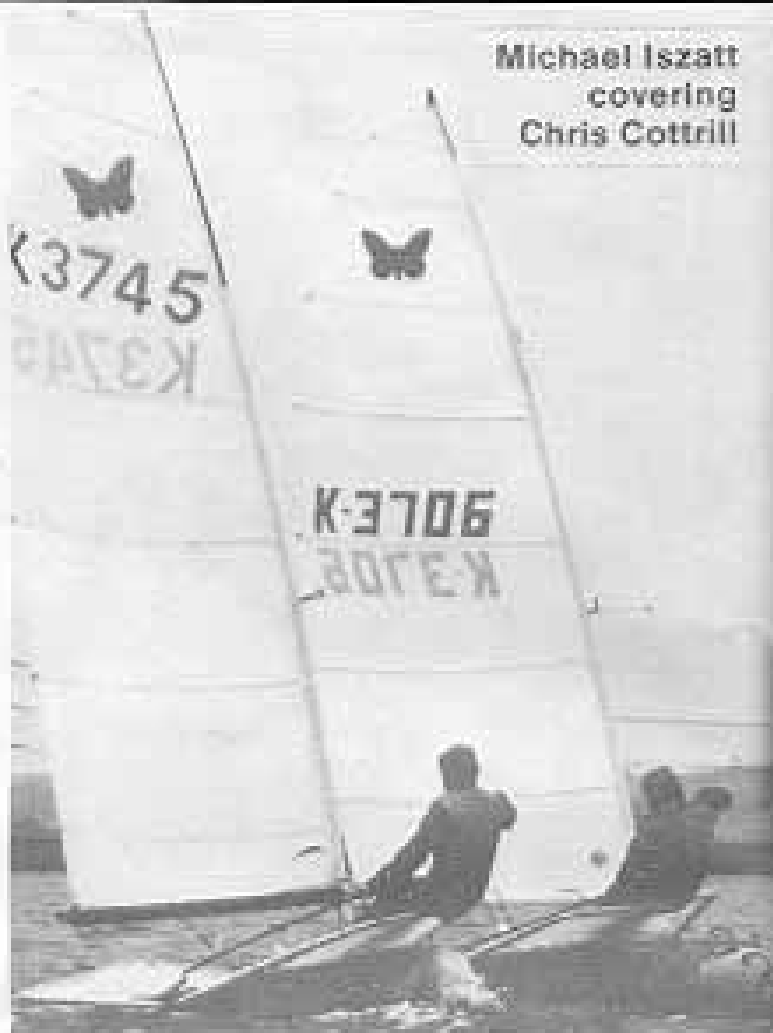
## MARK ROUNDING

Jim Prower, who came fourth in the Worlds, prevents John Stephenson having any chance of getting to windward up the beat by leaving the mark wide and then with a lot of speed cutting in on it. By raising the wing over the mark he cuts it even finer.

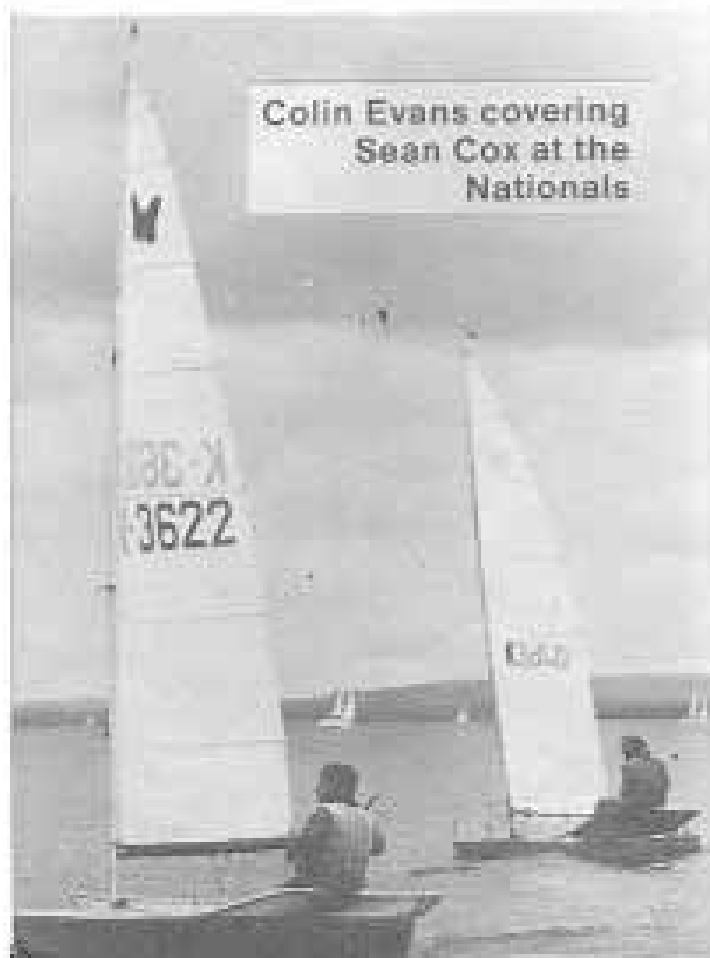
## COVERING

By keeping the boat behind in dirty wind it is impossible for him to overtake. Tacking in front slightly to windward of the boat behind is the best way to cover and then by pinching or freeing off, the boat can be kept in dirty wind. To break cover the covered boat has to tack. The best time to tack in strong winds is during a lull. In light winds just before a stronger breeze to give a fast pull away.

Michael Iszatt  
covering  
Chris Cottrill



Colin Evans covering  
Sean Cox at the  
Nationals





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## LIGHT WEATHER



Chris Trainor  
at Burnham-on-Crouch.



Peter Iszatt  
sailing at Broxbourne.

In light winds, by sitting forward and leaning the boat, wetted area is reduced, thus reducing drag. By keeping up speed the boat can be tacked easily when the wind changes.

DESIGNED BY SEAN COX FOR  
ALL ROUND PERFORMANCE & STRENGTH

### DRAGON

New Mk.II for 1980 season.  
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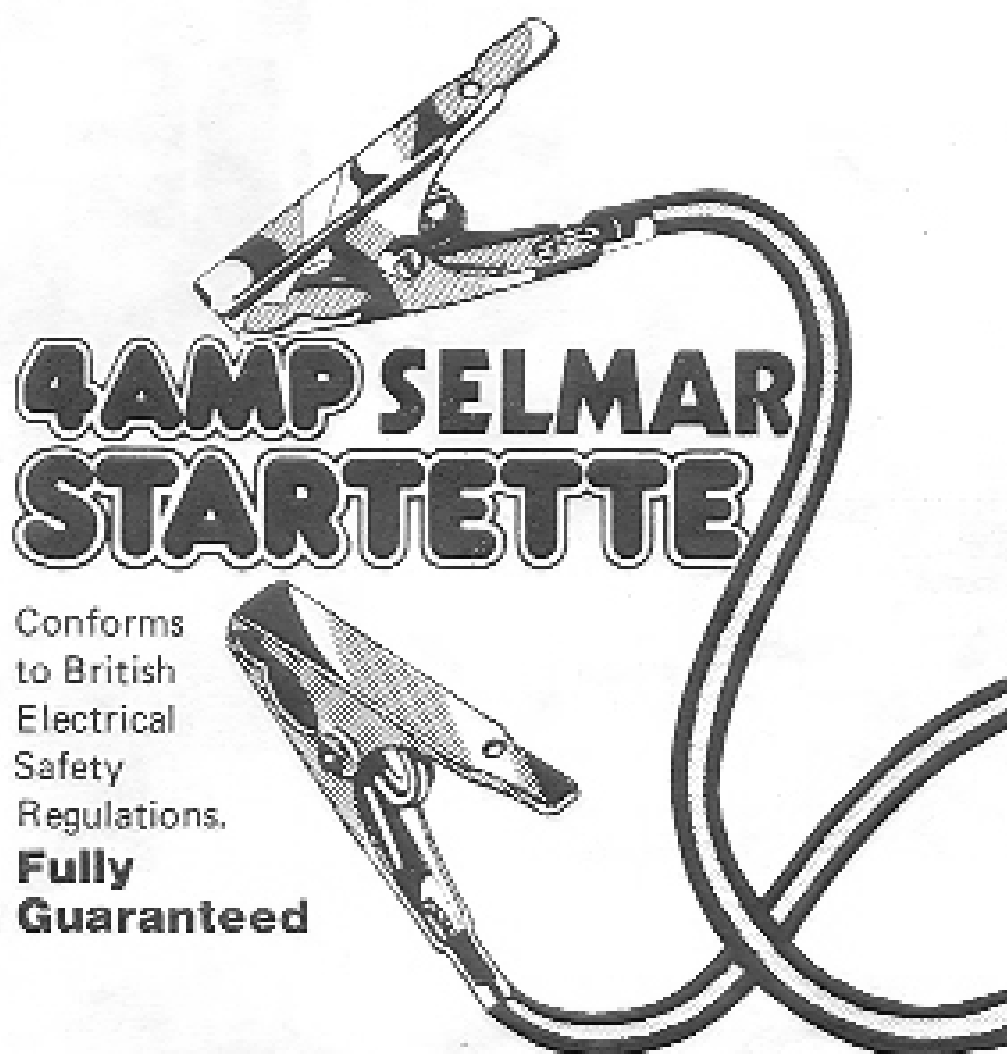
### DEMON

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## NATIONALS 1979



### Clockwise:-

Sail measurement, an exciting part of every Nationals.

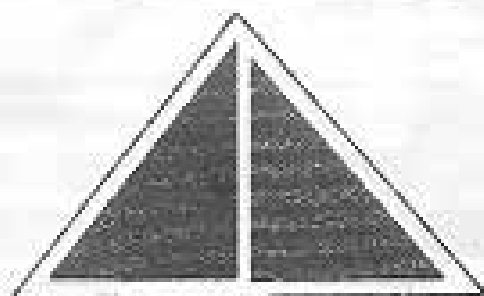
David and Michael Iszatt, first and second in the Nationals.

Dave Barnes waiting for a lift.

Roger Stevens helps one of the many foreign competitors.

Chris and Shirley Cottrill - wash-day!

## NATIONALS 1979



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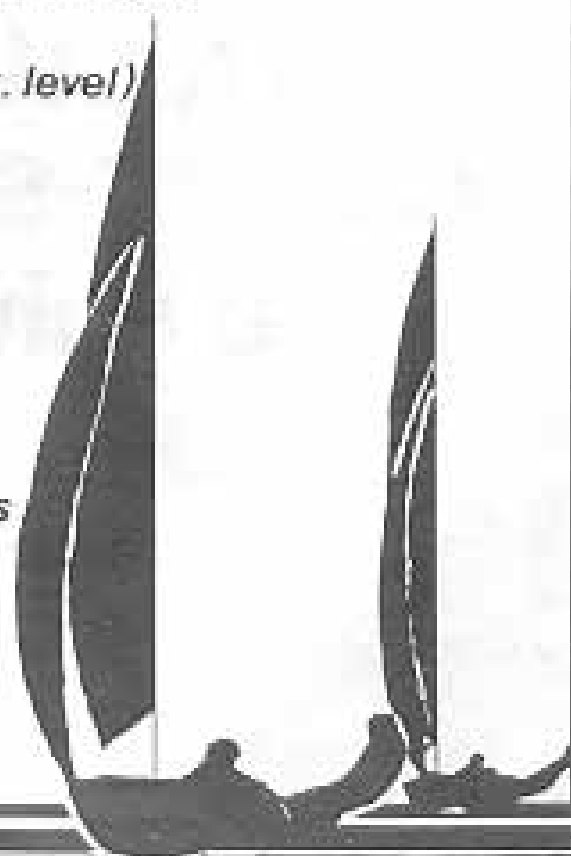
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Left to right, top to bottom.  
 Roger Stevens, Andy Francis,  
 Toby Collyer off to a flyer.  
 Jim Prover leads  
 Roger Stevens.  
 Dave Hall well to windward.



## AROUND THE MEETINGS



## DISASTERS

Mike Woods whilst avoiding Toby Collyer looks set for a swim. Toby has trouble finishing in his normal sailing position, which varies greatly depending on wind strength



John Clardige performing well for the camera at Lymington.



Michael Iszatt does a backward somersault on to the centreboard at the Nationals.

Paul Mackness with his Blxxxxy thing, the ultimate in wedge shapes.



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# 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. The Building Fee will be increased by the IYRU in July, to approximately £7.

## 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 30mm 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.

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# Measurers 1980

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- 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 Kirkby, 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: 153A Shrewsbury Road, London E7 (Area 6)  
TONY GOULD: C/o Glacier Metals Ltd, 368 Ealing Road, Alperton, Middx. (Area 6)  
JIM PROWER: 98 Ilfley Road, Hammersmith, London W6 (Area 6)  
MIKE FITZPATRICK: The Old Vicarage, Dunkirk, Faversham, Kent (Area 7)  
ALAN MOLLATT: 'Alpha', Jubilee Road, Deal, Kent (Area 7)  
CHARLES CAMPION: 20 The Almonds, Bearsted, Maidstone, Kent (Area 7)  
MICK GREEN: 11 King Harold's Way, Bexleyheath, Kent (Area 7)  
HOWARD BETTS: 12 Chelmwood Avenue, Goring-By-Sea, Sussex (Area 8)  
BILL SHORT: 279C Easter Road, Brighton, Sussex (Area 8)  
TIM BURGESS: 40 Pine Crescent, Highcliffe Dorset (Area 9)  
MIKE DENHAM: 8 Church Road, Gurnard, Isle of Wight.  
ALF CLARIDGE: 25 Woodside Avenue, Lymington, Hants (Area 9)  
GORDON TROWER: 20 The Broadway, Grays, Essex. (Area 10)  
CHRIS KING: 5 Trinity Road, Halstead, Essex (Area 10)  
BARRY COX: 4 Claremont Terrace, Falmouth, Cornwall (Area 11)  
GEOFF OSMAND: Treveper House, Newquay, Cornwall (Area 11)  
A. IRELAND: 23 Fredington Grove, Milchouse, Plymouth (Area 11)  
ERIC KENNET: 21 Duchess Way, Upper Stratton, Swindon, Wilts (Area 12)  
COLIN EVANS: 2 Tre-Honddu, Llanvihangel Crucorney, Abergavenny, Gwent.  
(Area 13)  
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, Barnston Hill, Shrewsbury (Area 14)  
NEVILLE GRINDLEY: 60 Half Edge Lane, Eccles, Greater Manchester (Area 15)  
RAY CARTER: 10A Leicester Street, Southport, Lancashire (Area 15)



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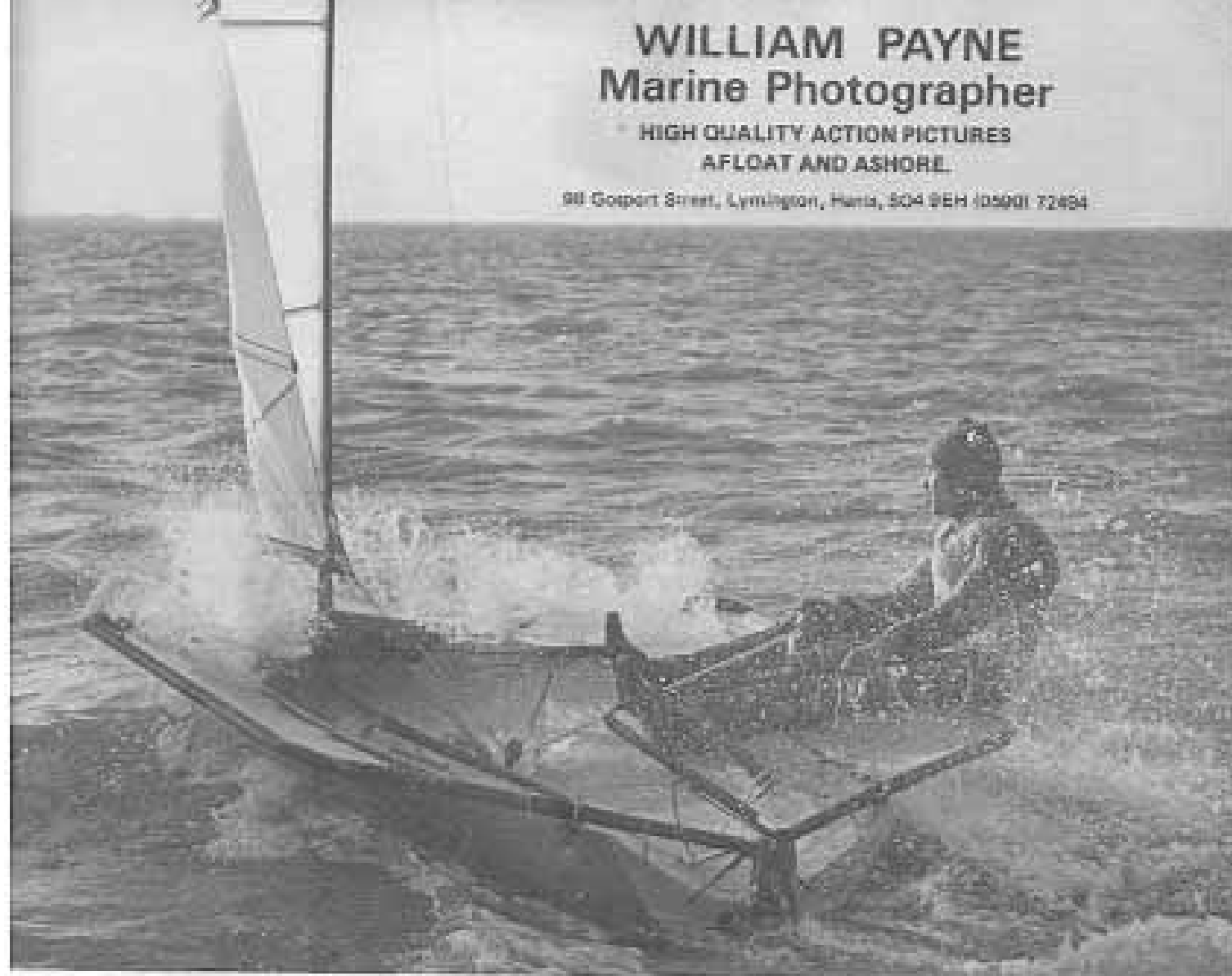
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## **YEARBOOK 1981**

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All members must agree that a Yearbook is essential for the consolidation of the Class, but why must all the work be left to the dedicated few? The Yearbook is faced with hard times and must now struggle for survival. The subsidy from the Class has been cut off, necessitating the production of a self-financing Yearbook. The only way annual Yearbook production will continue is with the Membership's help in raising money for production by finding firms willing to advertise any by send in black and white prints, (about 12 cms. x 8 cms.) The situation is now desperate, so if you want to be a "pin up", then send your prints and negs. to Michael Iszatt, Merryweathers Farm, Epping Road, Roydon, Essex. It would be nice to see new faces in the Yearbook, rather than the same few who sail the Open Meeting Circuit.

## **ACKNOWLEDGMENTS**

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The Editor would like to thank John Butler for general assistance; William Payne and John Butler for photography; Mrs. Linder (Granny Iszatt) for the typing.

Produced and edited by Michael Iszatt.

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By leaning the boat to windward and raising the centre board, weather helm is reduced and downwind speed is increased ?

Toby gives the thumbs up

