

**INTERNATIONAL
MOTH
1983**



IMCA (U.K.)



30p to Non-Members

Officers of the Association

President: Duncan Surridge.

16 Lordswood, Silchester, Berks. Tel: Silchester 700683

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IMCA (U.K.)

**INTERNATIONAL MOTH
Class Association Membership**

Full Member £9.50 per annum:	Full Membership starts on 1st January after the Member's 19th Birthday.
Junior Member £7.00 per annum:	Junior Membership runs from 1st January after Members 15th Birthday until 31st December after their 19th Birthday.
Cadet Member £6.00 per annum:	Cadet Membership applies until 31st December after the Member's 15th Birthday.
Associate Member £6.00 per annum:	Any person interested in I.M.C.A. (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).

The committee reserves the right to charge extra for members overseas, in order to defray increased postal charges.

President's Report



Well here we are again at the start of another sailing season and my second term of office. The only casualty of the committee this year is Toby Collyer who retired from the post of Fixtures Secretary as he said all the writing was having adverse effects on his "Green Fingers". I would like to express the Class' appreciation for his contribution over the last few years and am glad that he is still very active on the sailing scene.

Looking back, the year has been one of marking time in the class on the majority of fronts. The number of members has remained nearly the same as the previous year and no new startling innovations have been forthcoming. John has succeeded in making his Magnums even lighter without losing stiffness, the majority of top sails are now made of Melinex and have proved to be durable, but these are only refining proven design. Where have all you budding yacht designers gone? The only new design to be seen on the open meeting circuit was Richard's Phoenix Mk. 3 "Tigger" which was competitive with the Magnums in certain conditions and proved that they are not invincible. So come on. Don't let J.C. have it all his own way. The time is ripe for a new design or innovation.

On the sailing scene this year, things have however changed. This time last year Dave Iszatt was the undisputed king of the International Moth Class, holding all the titles and uncatchable. Slowly the rest of the top U.K. helms learnt Dave's secrets and began to overhaul him. At one point three different British helms held the top titles; Dave was the World Champion, Robin Wood the European and Roger Angell the National Champion. This goes to show how close the racing now is at the front of the fleet between the top sailors and hopefully, this competitive racing will ensure more titles to come this season.

Unfortunately, Dave has now lost his World title when it was sailed in Australia in very heavy winds at the beginning of the new year, but he must be congratulated on an outstanding run of successes, holding the World title for 3 years, and let's hope somebody will bring it back to the U.K. this year.

Talking of the '83 World Championships, brings us the highlight of the U.K. sailing calendar. This year we are hosting the series which is to be sailed at Eastbourne. Already this year several new boats have been built and launched in preparation for the Championships and I have heard talk of several others in the planning stages. Hopefully, the holding of the Championships in England will give the Class a much needed boost, especially as there will not be any qualifying to enter. So, if you fancy your chances, just want to rub shoulders with the experts in the hope that something will rub off, or just want to be able to boast that you were in the 1983 U.K. World Team, then get organised - it should prove to be a great week.

I hope to see you all on the water during the year, I'll try and keep out of the way as you lap me!

Best of luck and good sailing.

Clubs, Areas & Open Meetings

- A. Blue Circle
- B. Burnham on Crouch
- C. Blithfield
- D. Chester
- E. Elton
- F. Errwood
- G. Greenwithens
- H. Hollowell
- I. Hoo Ness
- J. King George
- K. Leigh on Sea
- L. Lowton
- M. Lymington
- N. Llandegfedd
- O. Llangorse
- P. Marconi
- Q. Queen Mary
- R. Ruistip
- S. Restronguet
- T. Sovereign
- U. Welwyn Garden City
- V. Wyboston
- W. Largs
- X. Sandwich Bay
- Y. Whitstable
- Z. Llyn Aled



Regional Organisation

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M. Toby Collier, 25 Avenue Road, New Milton 0452 013435.

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M. A. Ireland, 23 Fredington Grove, Milehouse, Plymouth, Devon.

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

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Footnote: Regrettably Barry Cox is precluded by the IYRU from measuring boats, sails, masts or gear designed or manufactured by Sean Cox.

Open Meeting Results 1982

Clubs/Events	Placings	Design
Ruislip Open	1 - Peter Conway 2 - Dave Iszatt 3 - Peter Iszatt	Womble III Magnum V Magnum V
Lymington Eastern Regatta	1 - Dave Iszatt 2 - Roger Angell 3 - Toby Collier	Magnum V Magnum V Magnum III
Blue Circle Open	1 - Dave Iszatt 2 - Steve Reece 3 - Peter Iszatt	Magnum V Womble III Magnum V
Leigh-on-Sea Open	1 - Dave Iszatt 2 - Roger Angell 3 - John Butler	Magnum V Magnum V Phobia
Marconi, Eastern Championship	1 - Dave Iszatt 2 - Roger Angell 3 - Toby Collier	Magnum V Magnum V Magnum III
Queen Mary Open	1 - Dave Iszatt 2 - Robin Wood 3 - Simon Allen	Magnum V Magnum V Magnum III
Llandegfedd, Welsh Championship	1 - Robin Wood 2 - Roger Angell 3 - Dave Iszatt	Magnum V Magnum V Magnum V
Segal Sailskap European Championship	1 - Robin Wood 2 - Dave Iszatt 3 - Roger Angell 4 - John Clandge	Magnum V Magnum V Magnum V Magnum V
Cumbrae Regatta	1 - Roger Angell 2 - Melvin Cooper 3 - Stuart Black	Magnum V Magnum III Magnum V
Hayling National Championship	1 - Roger Angell 2 - Tony Phillips 3 - Toby Collier 4 - Richard Hargreaves	Magnum V Magnum III Magnum III Phoenix III
Greenwithers, Northerns	1 - Roger Angell 2 - Chris Golding 3 - Paul Longworth	Magnum V Magnum III Magnum III
Travellers Trophy	- Roger Angell	

FIXTURES AND OPEN EVENTS 1983

March	20th	Ruislip Open Meeting	T.T.
April	2/4th	Bala Easter Meeting	
April	2/4th	Lymington Easter Regatta	T.T.
April	23/24th	Llandegfedd, Welsh Champs.	
May/June	28/3rd	Saundersfoot S.C. Coppet Week.	
June	4/5th	Clyde dinghy Weekend, Largs. S.C. (Scottish Championships)	T.T.
June	25/26th	Queen Mary Open	T.T.
July	2nd	Bala Long distance race	
July	3rd	Royal Sovereign Long Distance Race.	
July	9/10th	Leigh-on-Sea Open	T.T.
July	24/25th	Flavel Trophy (Lymington Town)	T.T.
July/Aug	30/5th	Sovereign S.C. (National World Ch.)	
August	20/21st	Lymington Summer Regatta (Royal Lymington)	T.T.
August	27/29th	Bala Regatta	
August	27/28th	Cumbrae's Weekend Regatta Largs SC (Inc. Round island race)	
September	3/4th	Clyde canoe club, Loch Lomond	
September	17/18th	Polaris Regatta	
September	24/25th	Greenwithers SC Open (Northerns)	T.T.

T.T. = Travellers Trophy - BEST 5 EVENTS

Mike Hudspith
your fixtures
secretary



John Butler our past president



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MAGNUM III

Designers:
Mervin Cook &
John Claridge



Tony Phillips walloping around at QMSC.

The battle between Magnum III's & V's continued throughout 1982. The V appears to have a slight edge overall. The Magnum's easily topped the bill in all but one open meeting.


Magnum V's sailed by Robin Wood, Dave Iszatt, Roger Angell and John Claridge took the first four places in the Europeans at Rastaholm, Sweden. Also Angell, Tony Phillips, and Toby Collier (both sailing II's) took 1, 2, 3, in the Nationals at Hayling.

The Magnum dominates all events only losing out fractionally to the more displacement orientated designs in the light stuff. And to the Aussie Scows when its honking good and proper. The Magnum so far has proved to have the best compromise on light medium and heavy air speed to be a consistent championship winner. Available from Kit to Complete from John Claridge.

Angell's new Magnum V.

Phillips and Angell at Ruislip.





**CLARIDGE
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Europeans

1st, 2nd, 3rd, 4th, 5th.

Nationals

1st, 2nd, 3rd.

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WOMBLE III

Designer:
Peter Conway.

Only a couple of Wombles seen this year. Peter Conway (K3711 seen here) winning his home open meeting at Ruislip against the stiffest competition showing the Wombles excellent light air performance. Steve Reece's new boat sported a Magnum type open transom layout with tubes and tramps.

Plans available from Peter.

Steve Reece's Womble at Ruislip

Seen here at Ruislip built in plywood available P. Conway

John Butler sailing his Phobia Dark Horse



PHOBIA

Designers: Mervin Cook & John Claridge

Still plenty of Phobia's around and still an excellent design. In certain conditions especially flatter water it can give the Magnum's a good run for its money. Very quick to windward. A very good first boat due to its stability compared to other designs (don't forget no moth is stable).

Available from kit to complete boat from John Claridge.

DRAGON

Designer: Sean Cox

Sean has demonstrated the design's potential however only a couple seen on the circuit this year with disappointing results. (Sorry no picture available).

Available from kit to complete boat. Sean Cox.



OVERALL CLASS DEVELOPMENT

There has been no major development now since the advent of the Magnum concept as far back as 1973 and the addition of the Magnum flares in 1975 making the narrow hulls more seaworthy and much easier to sail in a blow. These last 10 years has seen steady development of construction techniques and building materials.

Hulls today are simpler, stronger, more durable and much lighter. The most significant development during 1982 was the use of better lighter plywoods combined with some internal glass sheathing. This has resulted in bare hull weights of 35-40 lbs.

Rigs have also improved in the same manner with slow refinement and improved materials. The melinex material despite initial teething troubles does seem to be faster than conventional sail cloths. It is well suited to the high aspect moth rig.

Daggerboards and rudders are also lighter and stronger than ever before taking full advantage of modern epoxy sheathings and coating techniques, the most common core materials used are either cedar or beech.

Where to Now!

Hulls - The design concepts haven't moved for years, will the Magnum dominance ever be broken within the class? Weight will continue to reduce but how far can we go? With present weights a reduction of say 25% hull weight i.e. 10 lbs represents only 4% approx. of the all up-helm/hull/rig weight. This would represent a relatively marginal improvement in overall speed. This is assuming a 10 lb hull weight reduction is possible.

The same argument must apply to rigs and equipment. All in all a very slow process.

How can we go faster?

Hulls - Has the Scoow potential ever been fully realised? A proa, moth should have double the power of a Skiff. (How a proa could be practically raced is another story).

Rigs - Will a wingsail ever be a practical proposition? How about a kite rig, (suitable for someone with wind) bad luck if the wind dies, you could always stop someone to help you relaunch! Who will be first to try a windsurfer type wishbone rig and why we ask ourselves.

Daggerboards - Gybingboards / Trintaps? All tried but perfected? There must be a faster way than used at present. How about a deforming centreboard which automatically adopts an asymmetrical shape upwind. This would allow the hull to be driven to windward without 3/4' hull leeway required for a conventional daggerboard to operate.





CAPSIZING

In order to practice righting the boat it is first necessary to capsize, this can be achieved in many ways - to leeward/windward, bow-over-stern, stern-over-bow however, for the beginner simply sitting in the boat will soon have the desired effect.

After capsizing climb over the boat using the boom and mast to stand on and get yourself on the daggerboard. Tony Phillips demonstrates the rest admirably.



HOME BUILDING

- 1) Design the boat (5 minute job eh).
- 2) Build it. The shape of the hull will determine the method of construction and material most suited to the design.

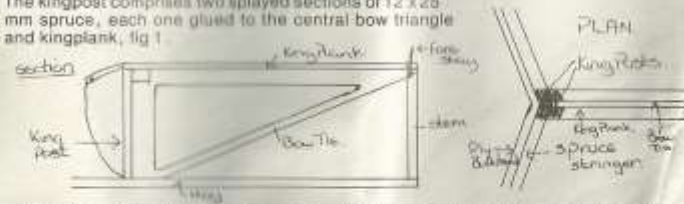
Plywood is the most common building material, there are a variety of ways of forming a hull in ply, most common are:-

- Stitch and glue - e.g. Womble
- Stress & scarf over male mould - e.g. Magnum
- Chined hull in female mould - e.g. Phoenix
- Also fully mould grip hull - e.g. Dragon

Stitch and glue is obviously the cheapest for one of home construction.

Having formed the hull shell you need to fill it with a few odds and sods to carry the mast, wings and a few other sundry non essentials. The following explains (I hope) a few.

Mast Bulkhead - This takes the form of two identical shaped panels joined together in the centre onto a fabricated kingpost, forming a shallow 'V' on plan, which should correspond with the staying angle. The top edge of the bulkhead will be reinforced with a spruce stringer, and the curved edge which abuts the hull will need a triangular fillet of microballon each side prior to open weave glass tape. The kingpost comprises two splayed sections of 12 x 25 mm spruce, each one glued to the central-bow triangle and kingplank, fig 1.



The kingpost should bear a hog piece, which on a Magnum takes the form of 12 x 25 mm spruce member running the full length of the boat. The selfdraining floor, incidentally can be built off such a hog by virtue of several support pillars, as can the base of the daggerboard case.

MATERIALS AND GLUES

3mm Gaboon ply with spruce and or cedar softwoods are the most commonly used. Virtually all hulls are now constructed using epoxy systems these are well suited for moths and are used for sealing and glueing all wood joints etc., also with the addition of microballons to form a paste they are used to fillet all joints, this serves to spread loads and therefore strengthen.

ROBIN WOOD
1982 EUROPEAN CHAMPION



NATIONALS
AT HAYLING

Top 1st
R. Angell

Middle 2nd
Junior Champ
Tony Phillips

Bottom 3rd
Toby Collier,
'The Blaggard'

How to obtain a valid Measurement Certificate

First, and most important, JOIN THE ASSOCIATION. Not only does the Association provide you with lots of benefits as a Moth owner, you will also find that your certificate is not valid unless you are a current, paid up member of IMCA.

SECONDHAND BOATS

If your boat already has a certificate, transfer of ownership will, unfortunately, have invalidated it. However all you need to do is send the certificate to the Measurement Chairman, together with the current Recertification fee, a stamped addressed envelope, and a covering letter setting out your full name and address, home sailing club, and the name of the boat (if changed). Your new certificate should come back by return of post.

If your boat does not have a current certificate: first check with the Measurement Chairman to see if it ever had one; if it did, then it can be treated as above. If, however, the boat has never had a certificate, then it will require a measurement as if it were a new boat (See Below).

NEW BOATS

A. First Obtain Building Fee Receipt and Sail Number

If your boat was professionally built, the builder should have paid the building and Registration fee, and the boat should already have a sail number allocated. The builder should provide you with the original official IYRU Building Fee Receipt. If you have built, or are building, the boat yourself, the Building and Registration Fee is theoretically payable at the time the "keel" is laid! However most people wait until the boat is almost completed to ensure that they obtain a "new" sail number.

The Building and Registration fee should be sent to the Measurement Chairman. Please enclose with the fee a SAE and a covering letter incorporating details of the design, builder, name required (if known) and your full name and address. By return of post you should receive your official IYRU Building Fee Receipt, together with a set of Class rules and measurement forms, a list of class measurers, and some guidelines on how to get your boat measured.

B. Measurement

1. First obtain an up to date copy of the rules, together with a set of measurement forms. These can be obtained from the Measurement Chairman.
2. Thoroughly read the rules and check that your boat meets all the requirements. Points to check include:
 - (a) Bands of contrasting colour, at least 15 mm wide, on the spars. These must be permanently marked on: Plastic tape will not do!
 - (b) National letter and boat number marked INDELIBLY on the port side aft in letters at least 30mm high. Drilled, carved, burnt or moulded numbers are acceptable; Painted numbers are not!
3. Arrange with one of the measurers on the approved list to have your boat measured at a mutually convenient time and place. Be flexible and be prepared to travel. Please remember that measurers are not professionals (although they are allowed to charge) and that they are doing both you and the Association a favour.
4. On measurement day, take everything with you as if you were going sailing. Also take with you your wallet (to pay for any out of pocket expenses plus the cost of measurement). Also take with you enough tools to alter the boat in the event that it does not measure.

C. Certification

Send the completed measurement forms, together with the appropriate fee if necessary, the building fee receipt and a covering letter, to the Measurement Chairman. Your certificate should come by return of post.

General Notes

1. When you receive your certificate please remember to sign it; it is a bit like a Driving Licence.
2. Please remember that certificates are not valid if the boat is substantially altered after measurement, is sold, used with sails that are not recorded on the certificate, or if the owner is not a current paid up member of IMCA.
3. Please let the association know if you sell your boat; we can then, hopefully, persuade the new owner of the benefits of joining the Association.

U.K. Scale of Charges as at 1st January 1982

Building and Registration fee: (Incorporates fees payable to IMCA World Association and IYRU, Certification Fee, and cost of all Measurement forms, rules etc.)	£15.00
Certification Fee (Pre K3807) (K3807 and subsequent)	£2.00 Free
Recertification Fee:	£2.00
Copies of Class Rules, Measurement Forms, Lists of measurers etc.	£1.00

If applying for any of the above, please include a stamped addressed envelope. Cheques, Postal Orders etc. to be made payable to IMCA (UK) please. The Association reserves the right to amend these charges at any time without prior notice, and to charge for the cost of postage in the event that a stamped addressed envelope is not supplied.

U.K. MEASUREMENT AND TECHNICAL CHAIRMAN

Mick Wood, Bohannas, Arford, Headley, Hampshire.
Telephone: Headley Down (0428) 714314



Left: Mick your measurement chairman
and Roger applying moor power!
Below:
Boredom at QMSC.



Melvin Cooper
your European
Secretary.

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- 3) Any ideas, cartoons etc.

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The inscrutable Simon Allen

