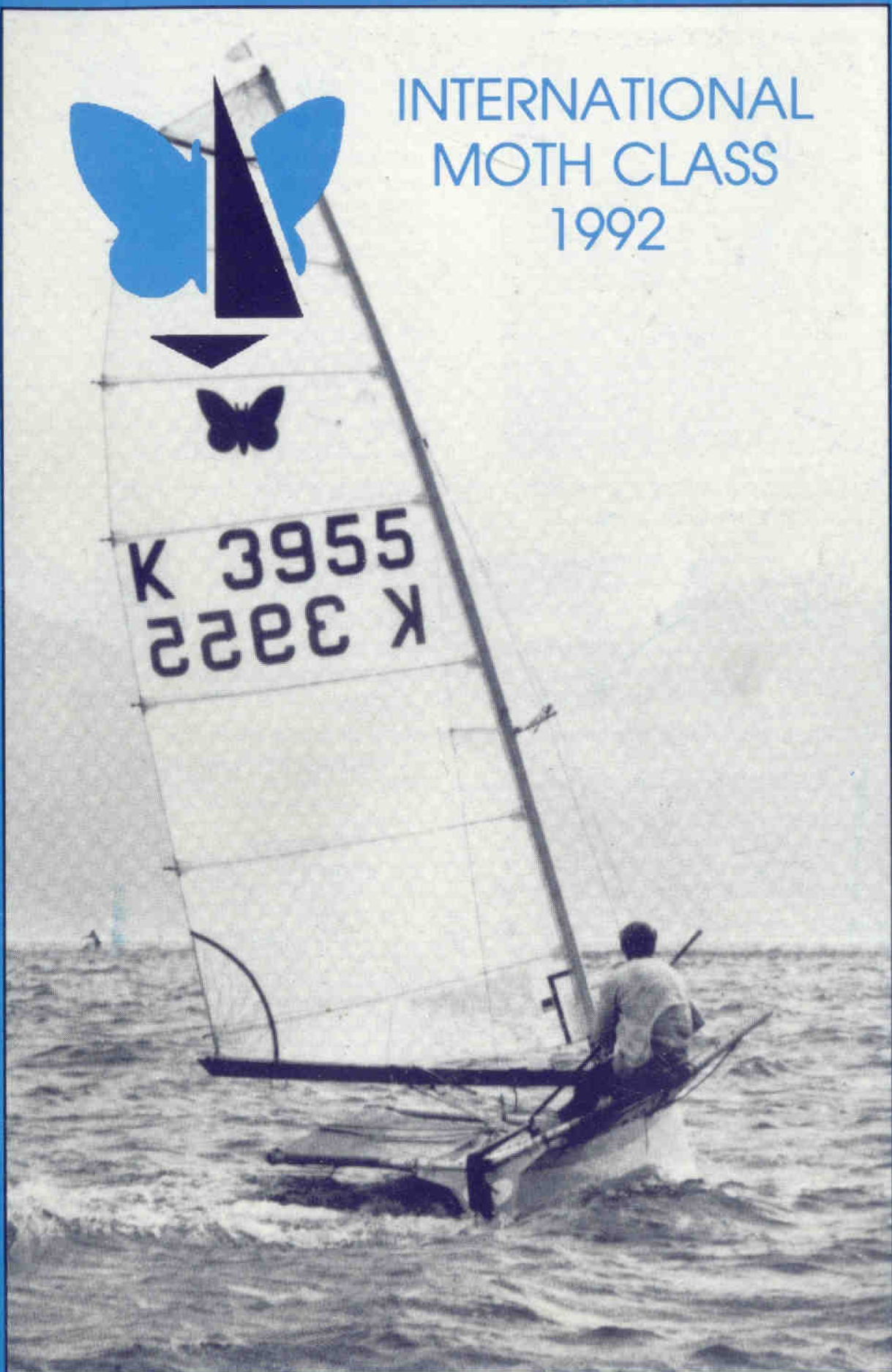


INTERNATIONAL  
MOTH CLASS  
1992



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## A FEW WORDS ' A LA PRESIDENT UK'

It is customary for the President to report on the state of the Class - Well, I can report that the UK class is very much alive and kicking and will be remaining the same for a very long time to come!

Well done Taby, for winning the Nationals, but more importantly for putting on a good show and only narrowly missing the World title in Japan.

With all this effort that has gone into the design and construction of the new breed of narrow boat, the UK Class enters '92 looking very strong for the Europeans in Sweden, and the Worlds in Highclife, U.K. 1993.



The MOTH is truly unique, being the most popular International development class. Whilst having the least restrictions of any International Class it also boasts extremely tough competition.

These small craft have incredible power to weight, which provides plenty of challenge, spills and excitement in all wind conditions, even for the most experienced sailors.

In spite of their light weight, modern Moths are extremely robust, maintain good resale value and are readily built at home or by the professionals.

"The International Moth is a single handed development class boat. The intention of the rules is to give the designer and builder the fullest liberty in design and construction to develop and produce faster boats".

### THE ASSOCIATION

The aim of the association is to promote and administer Moth sailing and to foster a high standard of competition at club, European, National and International levels.

### RESTRICTIONS

- Length 3355mm (11')
- Beam 2259mm (7'4")
- Sail Area 8.0sq m. (86 sq')
- Luff Length 5185mm (17')
- One person
- One Sail
- Catamarans, multihulls, trapezes, sliding seats and sailboards prohibited.





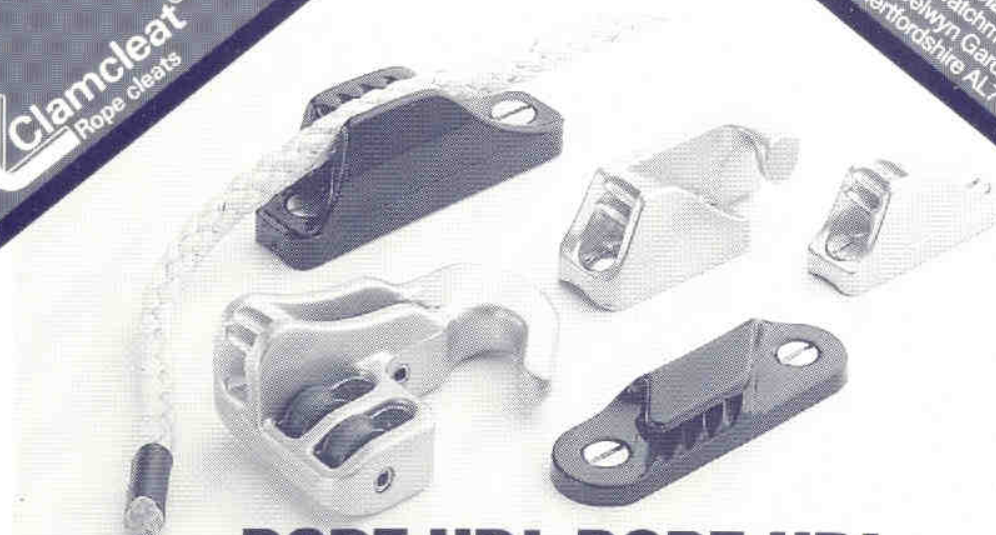
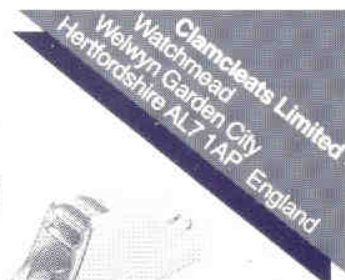
## FIXTURES 1992

April	18-20	Royal Lymington Regatta	
	25-26	Datchet Water,	Inlands
May	16-17	Bartley Green	
	23-25	Marconi Regatta	Easterns
June	6-7	Notts County	Northerns
July	11-12	Lee on Solent	Southerns
August	9-14	Stockholm, Sweden	Europeans
	14-16	Loch Venacher	Scottish
September	5-6	Draycote Water	Midlands
	10-13	Thorpe Bay Y C	Nationals
October	10-11	Greenwithens	
	Late	Bowl Valley Regatta	



## FIXTURES 1993

July '93      16-24 Highcliffe, England      Worlds



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# UK NATIONALS

A large fleet of 45 helmsmen (up 25% on last year), enjoyed some excellent sailing on the Pembrokeshire coast.

Ultra narrow boats were on the increase with new designs being sailed by Roger Angell, John Pearce, Andy Patterson and Kevin Hope. It was also good to see some other familiar faces returning to the class, notably Ian Fryett and Roderick Harris, both sailing Magnum 9's.

The 1990 national champion Roger Angell defended his eighth title bid by launching his new ultra-narrow Magnum 10 design exactly eight days before the championship started but was eased into the runner-up position by Toby Collyer. Collyer, sailing a Magnum 9 design from Lymington Town SC, scored an impressive series of points winning five races and discarding a second place to earn the title.

The first race of the series was sailed in a force 4-5 and was won convincingly by Collyer, followed in by Jason Belben, narrowly beating Melvyn Cooper into third place.

Race two again found Collyer dominating the race closely challenged by Ian Fryett and Angell - with the race finishing in that same order. In race three Collyer and Angell duelled around the course with Frazer Hayden locking into third position.



Two up?

In the fourth race Angell made no mistakes, showing his championship style by sailing into a commanding lead from Collyer and Pearce. Behind there was a close tussle resulting in Harris fourth and Nick Spence fifth, sailing in his first championship.

Angell led the fifth race until the final beat which turned into a reach, leaving Collyer to tack first from the leeward mark straight to the finishing line to take first place and the championship with a day to spare. Fryett edged into third position overtaking Cooper who lost fourth to Harris, Pearce was fifth.

In the final race Cooper, Belben, Angell and Collyer were ahead of the fleet in the first half of the race but the results were reversed as the race progressed with Harris fifth and Pearce sixth.

Both Melvyn Cooper and Frazer Hayden sailed well through the week in their Magnum 8 and Gentleman Jim designs, but were no match for the narrow designs which look as though they are here to stay, totally dominating the racing in all conditions.

Also sailing well and finishing 10th overall was the junior champion Nick Spence, perhaps a force to be reckoned with in the future.



Left: Steve Reece, above: Melvyn publicising himself.

<b>RESULTS</b>	1st	Toby Collyer	Magnum 9	Sanders
	2nd	Roger Angell	Magnum 10	Sanders
	3rd	Jason Belben	Blitz	Caws
	4th	Roderick Harris	Magnum 9	Sanders
	5th	John Pearce	P 5	Sanders
	6th	Ian Fryett	Magnum 9	Sanders
	Junior Champion	Nick Spence		
	Ladies Champion	Belinda Swain		



## MAGNUM from JOHN CLARIDGE

If you are into MOTHS then it won't escape your notice that the MAGNUM design has been winning Championships for the last 14 years! It's not luck that it always wins but continuous design update and development of new, stronger and lighter materials - and that's why all the fast sailors use them.

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## SIGN OF THE TIMES

1991 saw the truly ultra narrow Knife boats hitting the water with a splash. Designed on the principle that going smaller means going faster, then does going really small mean going warp factor?

I think that we have seen the last of the edges - or have we? Ian Ward's latest edge was the narrowest, and mega-fast, winning the last race of the World's. Will future development make these boats easier to sail?

The exceptional conditions of the Japanese Worlds highlighted the weakness of designing for specific conditions. The best placed helms in the final results all sailed proven designs over some considerable time, with multi rig and rake options.

The Magnum 9 has shown itself to be the best all-round option last year, and with the new developments in wing bouyancy, carbon masts, lightweight spectra and kevlar sails, the narrow boats should become much easier to sail.

### MAGNUM 9

Designer/Builder	Claridge/Angell
Year	89/90
Materials/Construction	Ply hull, SP glass epoxy sheathed female mould. Bulkhead, gooseneck, raised foredeck with flares. Cantilevered stays.
Deck layout	
Max WL beam	370mm
Rocker	75mm max under mast, straight run aft.
Weight all up	37kg.

Winning the National's and 2nd in the World's in '91, the bulbous bow is only immersed in displacement mode to provide extra bouyancy. The addition of bouyant wings has made the boat much easier to sail.





## MAGNUM 10

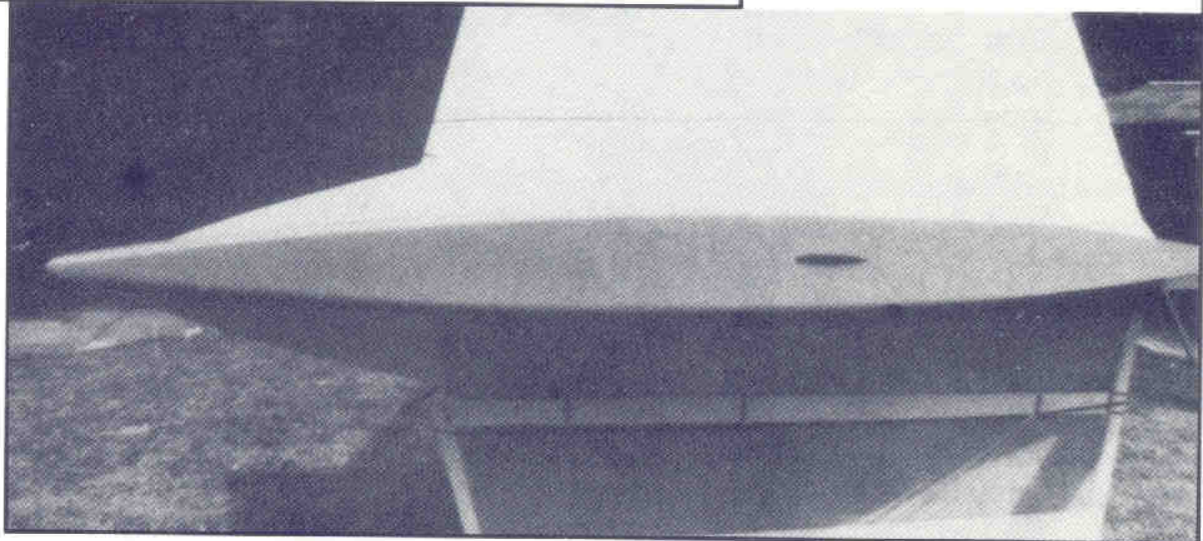
Designer/Builder  
Year  
Materials/Construction  
Deck layout  
Max WL beam  
Rocker

Claridge/Angell  
1991  
Polystyrene/carbon/epoxy.  
Through, self drain,  
312mm  
75mm max in middle in  
even curve.

Weight all up

28kg.

The Magnum 10 follows the general design trend of the preceding Magnum's, keeping the bulbous bow and narrow 'U' section hull. Main departure is the 3" wide transom which fairs into the rudder stock in an attempt to reduce drag. The hull is carved from a solid polystyrene block and then sheathed with 100gm carbon/epoxy.



## AXEMAN II

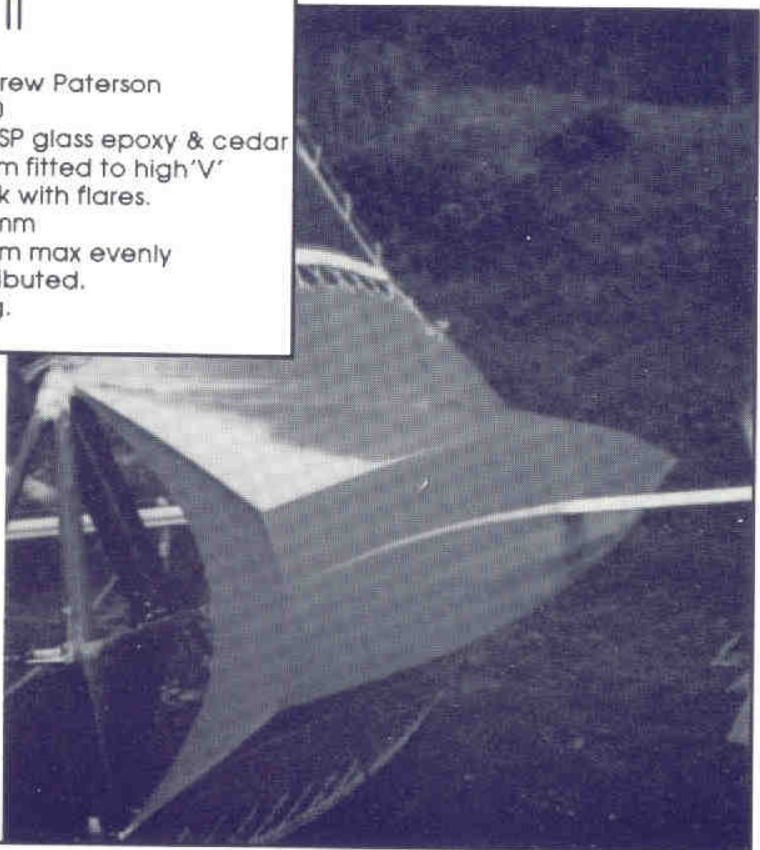
Designer/Builder  
Year  
Materials/Construction  
Deck layout

Max WL beam  
Rocker

Weight all up

Andrew Paterson  
1990  
Ply, SP glass epoxy & cedar  
Boom fitted to high 'V'  
deck with flares.  
360mm  
50mm max evenly  
distributed.  
30kg.

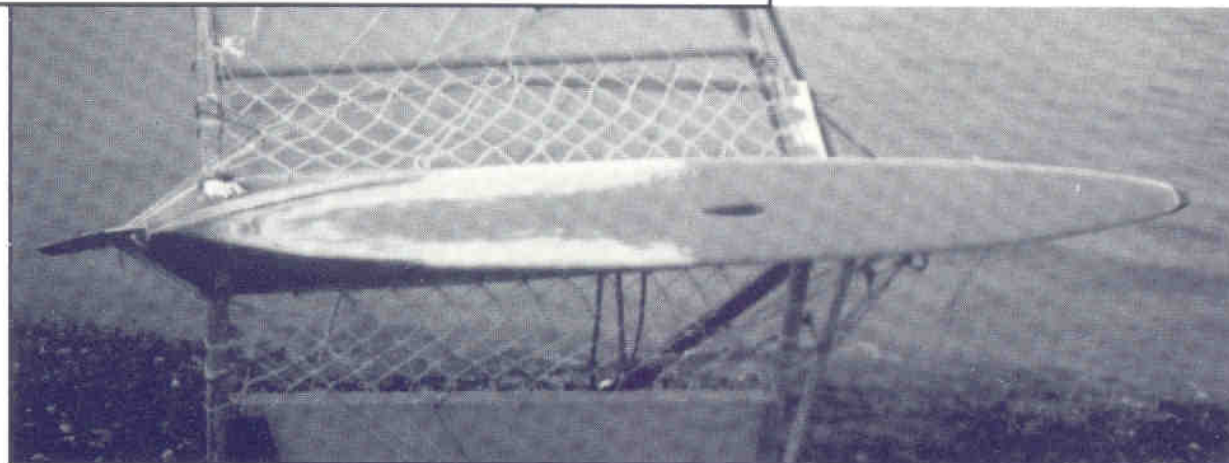
The bow is very fine, leading to the max waterline width of 360mm at the daggerboard case, and narrowing to the transom. This gives a very easily driven hull which is sailed with substantial bow down trim in light winds to reduce transom drag. The bows are lifted when planing in strong winds to reduce nose diving. It is difficult to sail in very light winds but excellent upwind and on a reach.



## AXEMAN III

Designer/Builder	Andrew Paterson
Year	1990
Materials/Construction	Ply hull, glass epoxy, kevlar, carbon, polystyrene foam.
Deck layout	Bulkhead, gooseneck raised foredeck with flares.
Max WL beam	240mm
Rocker	50mm all at front.
Weight all up	25kg.

This latest version is extremely narrow with reverse flair on the topsides. This gives high volume and very fine waterlines. The canting daggerboard is another feature with 15° of sideways heel allowing the board to be vertical when the boat is heeled to windward. Very quick upwind, especially in light to medium conditions



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## P 6 LADY JANE

Designer/Builder  
Year  
Materials/Construction

John Pearce  
91/92  
Ply topsides, SP carbon hull, all glass epoxy male mould, raised foredeck, stayed outboard wing 370mm  
60mm max under mast, straight run aft.

Max WL beam  
Rocker

Weight all up

30kg.

This boat was built with ease of construction and home build in mind. No compromise on shape, it is based on the P 5 with the additional freeboard in the stern. Polyethylene flotation in the end of the wings make the boat very light and comfortable to sail.



## MURF MACH 1

Designer/Builder  
Year  
Materials/Construction

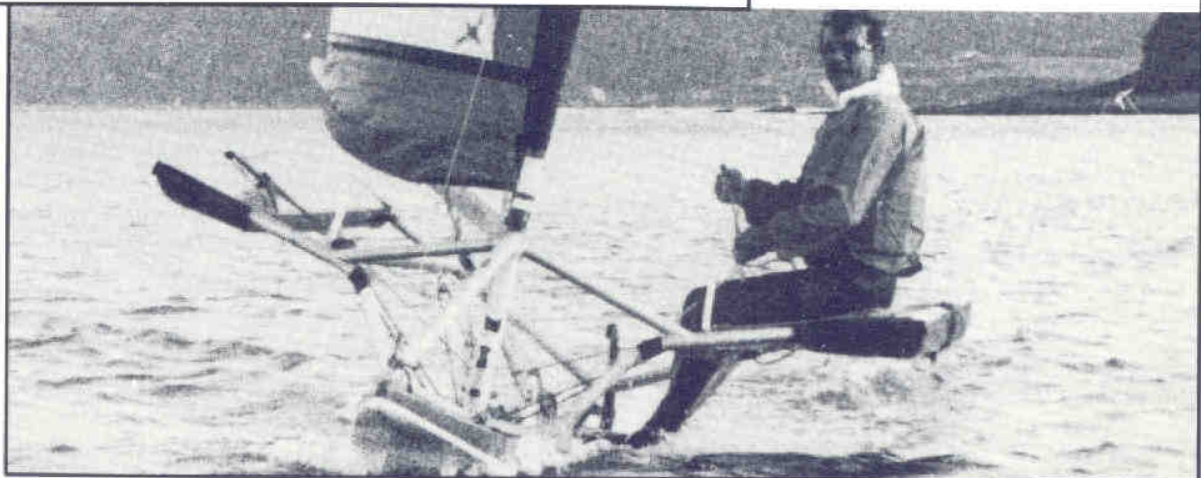
Jim Hill-Jones  
91  
Clarke foam, carbon/kevlar/epoxy  
Open, self drain with space frame.  
550mm  
Slight to a double flat Vee in stern.  
37kg.

Deck layout

Max WL beam  
Rocker

Weight all up

The Murf features a scooped bow, pintail stern, and rudder assembly which is magazine loaded. The centreboard can also be raked forward and back whilst sailing. Windsurfing technology is dominant with a fully battened rotational sail. The hull can plane to windward and surf downwind even in light airs.



## GARGLE BLASTER MK 1.5

Designer/Builder	K Hope/ P Shore
Year	91
Materials/Construction	3mm Ply hull, glass sheathed and carbon/kevlar internally.
Deck layout	Raised foredeck, high gooseneck, self draining
Max WL beam	350mm
Rocker	25mm max under mast, straight run aft
Weight all up	40kg.

The design has undergone continuous development over the past year with good results. The latest mods. include removal of the gantry, less rocker at the back end, and new look Vee'd transom.



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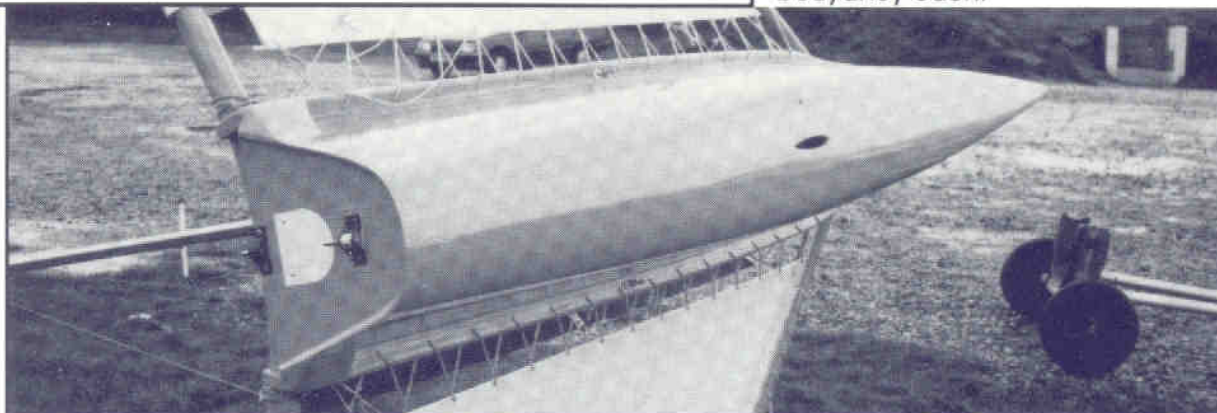
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## VICTIM OF FASHION

Designer/Builder	Phillip Lee
Year	1991/92
Materials/Construction	Carbon/foam, glass/foam Male mould, sandwich construction.
Deck layout	Domed foredeck, no flares, bouyant wings.
Max WL beam	350mm
Rocker	55mm with even curve.
Weight all up	37kg.

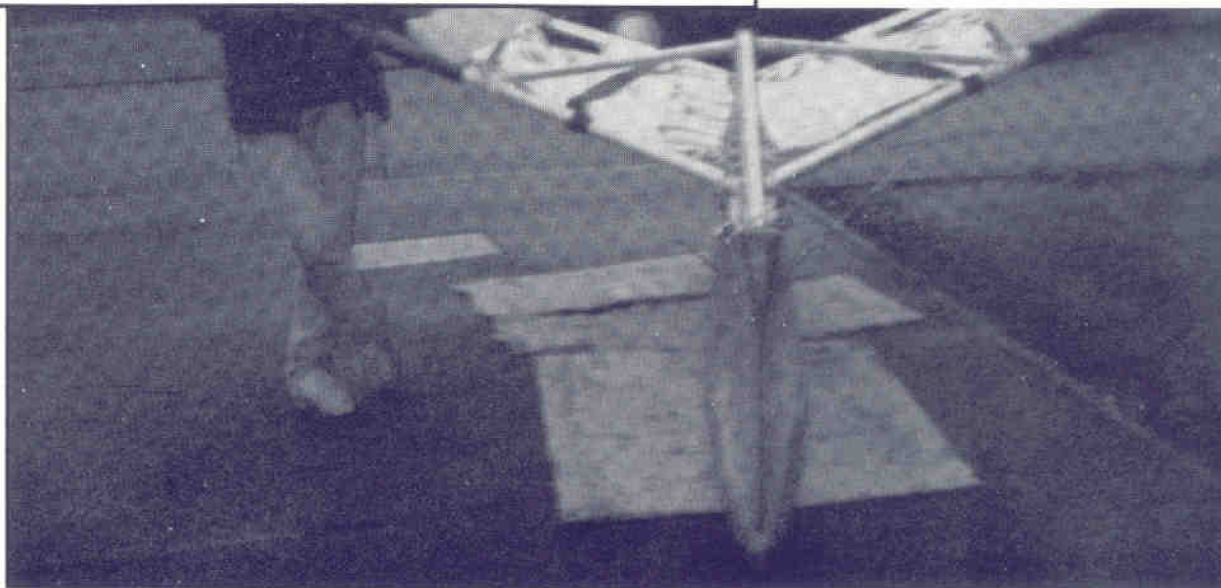
Conservative hull design intended for fast planing with plenty of lift in the forward sections. The wings are built entirely of glass, carbon/kevlar and epoxy. The hull shell has been cooked at 60°C for several hours to improve toughness of laminate and increase panel stiffness. The complete hull ex-wings weighs just 12kg. Bouyant wing beams are styrofoam skinned giving 30kg of bouyancy each.



## BLITZ MKIII

Designer/Builder	R Belben
Year	91
Materials/Construction	Carbon/kevlar, foam sandwich from male mould.
Deck layout	No foredeck - spaceframe
Max WL beam	400mm
Rocker	
Weight all up	

With a waterline width of just 75mm there is little wavemaking, and displacement is gained by the shaped bulb under the surface. The prototype is made from foam for ease of shaping. Volume in the hull is just stuck on as required.



# NARROW BOAT

## HOME BUILD

By John Nixon

construction can be relatively simple. The technique we used requires the bottom of the hull mould to be fully planked to give a fair surface for laminating, but apart from the mould the boat can be easily built.

### MATERIALS:

2 Sheets 3mm ply (or 2mm if available)  
4 Lengths 12' x 3/4" x 1" cedar  
10m 200g Glass fabric  
5m 300g Glass (3m - 45 degrees if available)  
5kg Epoxy

This should cost about £150.

### HULL STRUCTURE

Bottom panel - single skin laminate approximately 100g/sq.m (eg, 3 x 300g + 1 x 200g).

Side panel - 3 (2)mm ply laminated on inside with 200g glass bonded to bottom panel on mould.

Gunwhales laminated cedar bonded on mould to give shape.

Flares (if required) 3 (2)mm ply bonded onto side panels and gunwhales on mould. Filler applied as necessary to fair side panels to bottom and flares (if fitted) into the side panels. A laminate of about 200g glass cloth is applied over the whole hull to finish, double lapped at flare hull joint for strength.

This may not be the lightest or hitech hull building method but it is very simple and relatively cheap. The hulls we built weighed about 12-15lbs. Carbon Nomex is 9-10lbs. Using ply as a core in the laminate and cedar gunwhales keeps everything relatively fair as these bend smoothly round the mould.

Narrow hulls by their nature are very simple in shape and so this type of construction could be used to produce virtually any hull shape. The internal structure can also be kept very simple, transom, centreboard case and a bulkhead to support it under the floor, main bulkhead, king post and bowspar under the foredeck. Most of this can be made from 3mm ply, the decks 3mm ply with glass on the back or 1.5mm if you can get it. Do not underestimate the loads some of this structure will see, especially the main bulkhead - kicker, rig and wing loads, and the transom - wings, cantilevered off very narrow base. The front of the cockpit can get very cluttered - kicker, boom, control lines, cleats, toestraps, wing bars, etc. so do give some thought to the layout and how it is all going to work - I got it wrong!

A NARROW HULL CAN BE BUILT  
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CARE, CHEAPLY!

We recently built two, the hulls taking about 10 hours each and I am just your average bodger!

I used your President's JP6 shape, so the mould was already available, but mould





Whilst talking about narrow boats, there is this season's absolute must fashion accessory, floats. To keep them cheap and simple we opted for standard aluminium tubes with flexible (polyethylene) foam wrapped round the outer bar inside oversize trampoline pockets. People have laminated beams which form a very elegant structure but can be expensive (carbon fibre etc.) and take longer than the hull to build.

Several people are building their own boats at present and with all the radical developments going on perhaps it is time you had a go too. It cost us about £600 each, less rig, and took about 2 months of evenings and weekends to complete. The narrow boats are fast and not as difficult as you would think to sail, especially if fitted with your 'de rigueur' fashion accessory wing floats.

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## AGONY AND ECSTASY *By Jason Belben*

Having just returned from another bitterly cold winter pursuit race I lie in the bath and ask myself "Why do I sail a Moth?"

The answer to this isn't easy to explain but here are a few words which come to mind: ultra light; exotic; challenging; reckless; fast and exhilarating. Okay, that solved, the next question I pose is "Why don't more people sail Moths?" and "Why isn't it the obvious choice for young sailors?"

Many times I've stood on the Moth stand at the Dinghy Exhibition and overheard familiar misconceptions about the class and the boat. To dispel these myths and answer my earlier questions let's consider the claims:-

### **"They are too difficult to sail"**

Sure they are difficult to sail, I've been in the class 8 years now and still haven't cracked it, but this is all part of the challenge. It is probably the only boat in this country that you don't get the so called "Prima Donna's" jumping into and blitzing the fleet within a year; I know some people have expected to and eventually realise that the Moth is a boat that needs dedication. The challenge to sail the boat is its attraction for me, if I felt that I could get round the course without at least once physically abusing myself then I know it's time to move onto a narrower boat, maybe I'm just a masochist. The experience leaves you with, if not a few bruises, agility and feel for a boat. When I step back into standard boats they present no problems (and no sensations) anything is tame after sailing a Moth.

### **"They are too progressive"**

The development of hull shapes over the last few years has been quite stunning, yet amazingly racing is still very close. A slight alteration in rigs can make more difference than hull shape. If you are off the pace then there is always the chance to try something new without worrying too much about class rules and expense. It is a class where possibly more thought goes into the boat off the water than it does on; a class for exhibitionists where anything goes; weird, wonderful and colourful. Technical advances in hull shape, rig, structures, foils and systems have led the way for many other classes and what's more no one is ever reserved to express their latest ideas and theories, after a few pints! it's an enjoyment going to a championship and seeing the variety and innovative design expressed in such a small dinghy. Such is the size of the Moth that high tech composites can be experimented with, without excessive cost, to produce a light strong hull which will remain competitive for several years - that's several years longer than a 470! The fact that the rules allow the amateur to experiment and build his own designs I find is very fulfilling, if this isn't your scene then a kit/off the shelf boat can be obtained from recognized builders.

### **"There is no competition"**

This comment really shows ignorance. The class has seen many European, World and Olympic sailors within its fleet who have usually come from one design boats with a view to obtaining more fun and excitement out of their sailing along with a tactical and technical challenge. Moths are a stimulant for sailing, for those of you looking towards say Olympic goals there is no way you can do a 4 year campaign without becoming stagnant, the Moth is fresh experience and a perfect break. It offers training for physical, tactical and international ability whilst still being on the level of "FUN", the word some Olympic sailors forget.

There is no denying that the type of sailing is different, it's seat of the pants stuff, the race is never over until you cross that line. Racing a Moth is always a challenge, you can't expect to go out for a casual cruise, once in the boat you've got to give it everything to get it round the course. The thrill is very much like sailing a short board but with the tactics of close dinghy racing, being close to the water and always conscious of the possibility of catastrophe.

### **"I'm the wrong weight for a Moth"**

The average person can never be the wrong weight for a Moth, there will always be a design to suit you, if not you're weird and you'd better start designing your own! The Moth has the power of an 8 sq.m sail, there is no minimum sail size and no restriction on spars; thus by



adapting your rig you can sail in any condition no matter what your weight.

## "I don't have any money at the moment"

The Moth remains one of the cheapest high performance dinghies available. It gives you the opportunity to get a boat on the water for minimal cost which will perform better than other highly overrated and costly classes. By investing in a Moth you will meet new friends who are willing to help (lend you their last bit of epoxy), learn new theories, improve your imagination and never look back - what an investment!

As a final crescendo; it is a class with spirit, variety and forward-looking philosophy. A boat where enjoyment comes from sailing and getting round the course rather than actually winning. The perfect shot for young sailors fed up with sailing due to boredom, lack of money or crew problems.

Well I've managed to convince myself for next weekend's event, but if you are still undecided why not take my word for it, give it a go and if you've already got one - show the others what they are missing!



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## The Worlds in Japan

The International Moth World Championship was hosted by Japan at Miyazu City between October 10th and 20th, 1991. Hospitality and organisation were of the highest order, enabling all competitors to enjoy a well run sailing event and an entertaining and informative social time-table. 51 competitors took part, with representatives coming from Sweden, Australia, New Zealand, Hong Kong, the UK and, of course, Japan.

The weather for the first race was greatly influenced by the receding typhoon 21. Winds of around 25-30 knots and a huge swell took their toll of the fleet with only 11 finishing. Peter Morrison (Australia) led from the start, closely followed by Toby Collyer (UK National Champion). Collyer tired on the third windward leg allowing Tim Webster and Justin Lord (both Australia) into second and third places. However, Collyer pulled back to take third position from Lord.

The course for the second race was laid in a more sheltered area. The 25 knot winds persisted, but the surrounding hills caused unpredictable windshifts. Emmett Lazich (Australian National Champion) and Webster fought for first position during the entire race. However, Collyer sailed up the opposite side of the final beat and came in to take second place from Webster. The wind abated to 15 knots, but remained



very shifty for the third race. Lazich sailed a good first beat, leading round the windward mark, and kept his lead to the finish. Collyer worked his way up from a poor first beat to lead Webster and arrive home in second place.

The fourth race was sailed on the same day as the third, in similar conditions. There were many place changes between Collyer, Lazich, Webster and Ian Ward (Australia). Collyer and Ward split off from the other two sailors up the third beat and easily took first and second respectively. Lazich came in third (see lower photo).

The lightest conditions prevailed in the fifth race, with 12 knots of wind dropping off to 5 knots as the race progressed. Roger Angell (UK) defending World Champion, led for much of the race hotly pursued by Lazich, Ward and Collyer. Up the final beat, the wind veering



## The Worlds in Japan

and shifting in all directions, Lazich just pipped Angell to the line with Collyer third and Ward fourth. The wind reappeared for the sixth race, giving squalls of 25 knots and a small, lumpy sea. Lazich sailed flawlessly to win convincingly, with Morrison taking second to Ward third.

With the first two positions settled, Ward sailed very fast in the final race and took line honours from Lazich. Andrew Landenberger (Australia) took third and Webster fourth, just pipping Morrison up the final beat. Collyer having sold his boat decided to sit this one out.

With major developments in boat design in the last 18 months, the narrow boats in the fleet are still proving themselves to be superior and capable of great speed. The Australian Axeman designs are similar in width to the Magnum 9, but have wider transoms and are hard-chined. Ward's own design showed itself to be extremely competitive, with a hull



Mark away up the first beat.



'Oh my Lord'

width on the water-line of approximately 25cm. Angell's Magnum 10 showed extremely good boatspeed to windward in light to moderate conditions, but proved too difficult to sail in heavier winds and larger seas. The Magnum 9 continues to be a boat of all-round capabilities, difficult to beat in all conditions.

### OVERALL RESULTS

- 1st Emmett Lazich (Australia)
- 2nd Toby Collyer (UK)
- 3rd Tim Webster (Australia)
- 4th Peter Morrison (Australia)
- 5th Justin Lord (Australia)
- 6th Andrew Landenberger (Australia)

### OTHER UK PLACINGS

- 12th Roger Angell
- 19th Mark Stead



# WEST SYSTEM<sup>®</sup>

BRAND

## TO BUILD A BETTER WOODEN BOAT YOU NEED A SYSTEM



### 1 PREPARATION

It is important to build with wood that has been adequately dried. The moisture content of wood for composite should be as low as possible, ideally 12%.

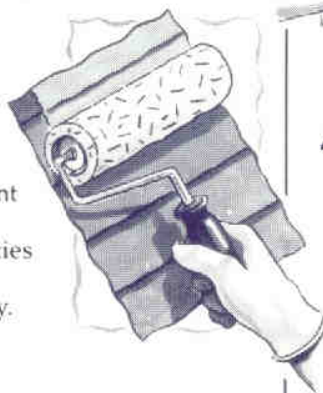


### 3 BONDING

The joint bonded with WEST SYSTEM epoxy becomes stronger than the wood being joined. Little clamping pressure is required to achieve a good bond.

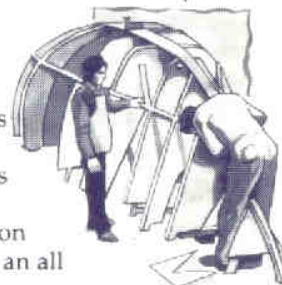
### 2 ENCAPSULATING

WEST SYSTEM resins stabilize the moisture content of the wood, maintain a set standard of physical properties and provide excellent dimensional stability.



### 4 CONSTRUCTION

WEST SYSTEM products eliminate the need for mechanical fastenings such as screws, bolts and rivets and therefore subsequent corrosion problems are non-existent in an all bonded construction.



\*West system is the registered Trade Mark of Gougeon Bros. Inc.



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# INTERNATIONAL MOTH CLASS

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Devon	J. Hill Jones	0803 526636
Bedfordshire	S.J. Reece	0582 418341

## UK SCALE OF CHARGES at 1st Jan. 1992.

Building Fee and Registration Charge.	£25.00
Certification Fee - post K3807	No Charge
Certification Fee - pre K3807	£2.00
Re-Certification Fee	£2.00
Copies of Class Rules, Forms, Lists of Measurers, etc.	£1.00

Cheques etc made out to I.M.C.A. (UK), and please include a stamped addressed envelope.

## UK ASSOCIATION MEMBERSHIP FEES 1992

Family member:	£18.00 (includes children under 19 years)
Full Member:	£15.00 (from 1st Jan. after 18th b'day)
Junior Member:	£12.00 (from 1st Jan. after 15th b'day )
Cadet Member:	£11.00 (until 31st Dec. after 15th b'day)
Associate Member:	£11.00 (anyone interested, not owning a boat)



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