

INTERNATIONAL **Moth Class**

1994



IMCA (UK)

TOBY COLLYER
THE INTERNATIONAL MOTH
WORLD EUROPEAN AND
NATIONAL CHAMPION

£2.50
for Non
Members



I.M.C.A.
(UK)

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UK Association Membership Fees 1994

Family member: _____ **£30** (includes children under 19 years)
Full Member: _____ **£25** (from 1st Jan. after 18th b'day)
Junior Member: _____ **£20** (from 1st Jan. after 15th b'day)
Student (in full time education): _____ **£20** (from 1st Jan. after 15th b'day)
Cadet Member: _____ **£10** (until 31st Dec. after 15th b'day)
Associate Member: _____ **£19** (anyone interested, not owning a boat)

The association reserves the right to charge increased membership to overseas members in order to defray postal charges.

COVER PHOTO: "AQUASNAPS", Jim Hill Jones, Toby Collyer relaxes between races.

President's Report 1994 — by Melvyn Cooper



I.M.C.A.
(UK)

Welcome to Mothing 1994. This yearbook is a record of events and people and boats from 1993 - and what a year it has been!

Reflecting on the season it has been an exciting and successful one for the UK class. The year was dominated by Highcliffe Sailing Club hosting the World and UK National Championship. Congratulations and thanks to all those concerned at the Club in organising a very enjoyable and smoothly run event. Special thanks to mothies Toby and Wendy Collyer for their major contribution too. Everyone's efforts were rewarded with a world wide entry of 75 boats and helmsmen. Competitors travelled from Australia, New Zealand, Japan, Sweden, Germany, Holland and Switzerland.

Toby Collyer is the number 1 Moth Helmsman across the globe winning the World, European and UK titles - CONGRATULATIONS! The Magnum design has an impressive record of undefeated titles 16 consecutive years in the UK Nationals! John Claridge must keep a weather eye on the competition, especially the high profile 'Skippy' and 'Axeman' designs.

Boat, rig and foil ideas have continued to develop through 1993 as featured through this yearbook.

Each year we witness more and more 'plastic' boats entering our dinghy world. Disposable Sailing. Rig - sail - Go home. The International Moth class has many advantages over these single handed boats - Innovative designs, progressive and enthusiastic members and a comprehensive racing programme across the UK. Success breeds success, but lets not be complacent we all must strive to help the Association become the ultimate choice of singlehanders - for example persuade existing moth owners at your Club to become Association members. Inform potential Moth buyers at open meetings of our starter pack - details from the Class Secretary.

1993 was the RYA Year of Youth. Moth sailor Adam May is the RYA UK National Junior Match Racing Keelboat Champion - CONGRATULATIONS. Encourage youngsters and juniors to take a closer look at the Moths, after all they are our future.

The Grand Prix of open meetings is launched this year at Weston Sailing Club, Southampton on 1st April. Prizes for best junior and veteran will be awarded. The winner of the 1994 circuit will receive free entry to the Nationals at Eastbourne on 3-6 September 1994.

The message is clear - the Moth Class is alive and kicking, spread the word!

Good sailing to everyone for the 1994 season.

Melvyn Cooper
President of the International Moth Class.



■ Melvyn Cooper (President)
Photo by: "Ocean Images"



UK Class Association

The International Moth is one of the oldest established but most progressive dinghy classes.

It is the most popular international development class and the craft have incredible power to weight which provides plenty of challenges, spills and excitement in all wind conditions.

Even the most experienced sailors need to draw on all their skills and fitness resources to race.

The dinghy is considered to be a true flying machine in the world of sailing, with its needle like hull and wing outriggers making for high speed racing.

The development status of the class has ensured a steady improvement of design and performance giving the helm a breathtaking and exhilarating ride.

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.

During the 65 years of development the International Moth has given birth to other classes - e.g.: the "British Moth" and the "Europe" now used as the Ladies Olympic Dinghy throughout the world.

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

THE ASSOCIATION

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



■ Back - left to right - Pete, Phil, Steve, Jim.
Front - left to right - Mark, Belinda, Melvyn.

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Measurement Matters



During 1993, twenty three new boats were built, Skippy's, Axeman's, Magnum's, Blitz's, Rooster's a Worcester Sauce and a Murf.

The pintail stocks used on the first Skippy designs have been ruled out of class, as not being within the spirit of the rules, by the I.Y.R.U. until June 1995.

Richard Wilde, Michael Kerslake, Richard Westbury, Ian Forsdike and Robert Campbell became class Measurers during the year, providing an improve availability of Measurers around the country.

Our class Measurers volunteer their services so you will need to arrange with a listed Measurer to have your boat or new sail measured at a mutual convenient time and place. They are entitled and expected to charge out of pocket expenses.

NEW BOATS

When building a new boat you will need an official I.Y.R.U. Building Plaque and sail number, a current set of class rules and measurement forms for your hull and sail. These are available from the Measurement Chairman.

NEW SAILS

When you purchase a new sail it will need to be measured. A sail measurement form is available from the Measurement Chairman.

SECOND HAND BOATS

If your boat already has a measurement certificate transfer of ownership will have invalidated it. You will need to send same with the recertification fee for change of ownership to the Measurement Chairman. Should you obtain a boat with no measurement certificate contact the Measurement Chairman who will, arrange for you certificate to be issued.

INTERNATIONAL MOTH CLASS MEASURERS

Paul Hignett	Scotland	Callender	0877 31363
Richard Wilde	North	Halifax	0422 832364
Michael Kerslake	Midlands	Nottingham	0602 663895
Richard Westbury	Midlands	Stourport	0562 883625
John Butler	East	Luton	0582 764564
Steve Reece	East	Luton	0582 418341
Ian Forsdike	South East	London	0707 260504
Robert Campbell	South East	London	043 8714992
Toby Collyer	South	Lymington	0509 683779
Phillip Lee	South	Lee-on-Solent	0705 552035
Jim Hill-Jones	South West	Paignton	0803 526636

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Mark Stead	24 Chaucer Road, Hillside, Rugby	0582 418341(W)
	Warwickshire CV22 5RP	0788 812789 (H)

All measurement correspondence to be sent direct to the Measurement Chairman, all cheques to be made payable to I.M.C.A. (UK), and please don't forget to include a stamped addressed envelope

UK SCALE OF MEASUREMENT CHARGES at 1st Jan. 1994

Building Fee and Registration Charge	£25.00
Boat Measurement	£10.00
Sail Measurement	£ 5.00
Re-Certification Fee	£ 2.00
Copies of Class Rules, Forms, Lists of Measurers, etc.	£ 1.00



I.M.C.A.
(UK)

1993 Year of Youth

My first year of mothing by Adam May

With my first year in the class just completed I can safely say that sailing an International Moth is not like any other dinghy. I became interested in the class after reading various articles in sailing magazines and visiting the International Moth Stand at the Crystal Palace Dinghy Exhibition. I had taken the view that it would be several years before I would even attempt stepping into a boat as exciting as a Moth, being a highly developed racing machine.

My first experience in an International Moth was in Doug Culnane's Magnum 5 at Exmouth. Doug was taking a year out working for local boat builders Rowsell & Morrison. I had a brief sail one day and despite several capsize I was hooked and returned ashore with the thought I must have one!!!

I contacted the Moth Association for advice and after selling my Mirror dinghy I purchased an old Magnum, it is not really worth buying something newer and narrower because you will

not go faster, just get wetter!

Learning to sail a Moth can be a nerve racking experience, capsize are inevitable but it is such a rewarding boat to sail that once it has thrown you in, you just have to climb back on board and try again, and again and again!

With practice, the mad scramble from one wing to the other soon becomes a more controlled movement, and gybing is no longer an excuse to have a swim. They really are such amazing little boats to sail, and you do not have to race them to enjoy sailing them, it is good fun reaching past Hornets, 470's and the like.

It was not too long before I was ready to race and so with my beloved colour co-ordinated Magnum destined to be the oldest boat in the fleet I set off for my first Moth event - the UK Nationals & World Championship at Highcliffe Sailing Club. This turned out to be one of the best Championships I have ever attended and to my surprise I came home with the Junior title and the highest placed newcomer prize.

Several months on I find myself building an Axeman with Doug Culnane in readiness for the 1994 season and I am looking forward to my second year of mothing and hope to compete in the next World Championship in Sydney, Australia.



■ Adam



■ Doug



I.M.C.A.
(UK)

U.K. National Championships



The U.K. Nationals comprised of the practice race on Saturday afternoon and the next five races of the World Series. Forty-one British entries with a high proportion of new boats led to very competitive racing. The 1992 National & European Champion Toby Collyer retained the title with four 1st places and a 2nd and a 3rd place discard, sailing a Magnum 9.5. Roger Angell, Simon Payne and Nick Spence were second, third and fourth, sailing Skippy designs, followed by Jason Belben and Richard Westbury who finished in fifth and sixth place. More about these top six Brits in the World Series Report.

Race 1 on Saturday took place in choppy seas with a south-west 4-5 breeze. Jon Nixon sailed well to finish 6th just ahead of Andy Paterson, Jason Belben, Rob Baker in 9th place and Melvyn in 10th place.

Race 2 on the Sunday took place in choppy seas with a south-west 4-5. Andy Paterson sailing well to finish 3rd, ahead of Graham Caws also from Gurnard Sailing Club who finished 6th followed by John Pearce, Ian Forsdike, Paul Hignett and then Phil Lee in 10th place.

Race 3 also on the Sunday took place in a difficult shifty offshore north/westerly, with swell coming up the Channel from the south west.

Andy Paterson slips out of the Top Ten with a superb nose dive when rounding the windward mark, to make things worse his centreboard goes float about! Nigel Williams sailed well to finish 7th just behind Richard Westbury and just ahead of the improving Michael Kerslake. Paul Hignett did well to finish in the top ten.

Race 4 on Monday took place in calmer conditions in a force 3-4 westerly with quite large wind shifts. Saw Rob Baker sail to an excellent 7th place followed by Melvyn. Mark Stead sailed into 9th place.

Race 5 took place in a westerly 3-4 with continuing shifts to the north-west enabling a close reach to the windward mark for those who sailed along the Highcliffe coast. Rob Baker again sailed into 7th place ahead of Melvyn, Mark and Graham Caws in 10th place.

Race 6 took place in a strong westerly breeze force 4-5. Andy Paterson sailed well into 6th place just ahead of Jason Belben, Rob Baker, Phil Lee and Graham Caws in 10th place again!

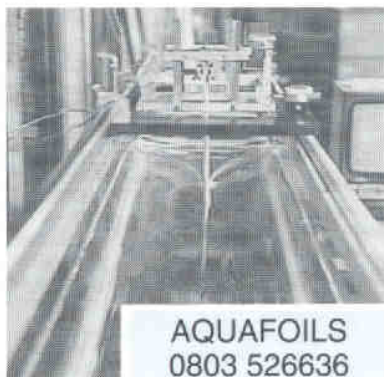
1993 Year of Youth



THE ANSWER LIES IN THE FOIL *by Greg Alcott*

I started sailing when I was eleven, mainly in Toppers. When I was sixteen I sold my Topper and bought a Magnum Seven from Jim Hill Jones. My first mothing experience was off Paignton beach where I became all too familiar with the prime function of centreboard !!!

For my 'A' level Design and Technology Project I investigated the windward performance of sailing dinghies with the intention of making improvements. My initial investigations revealed few if anybody knew



AQUAFOILS
0803 526636

exactly how the centreboard worked and how to improve them. It would appear that existing designs have evolved empirically without quantifiable data.

I was left with no alternative but to design and make a test rig and test tank which measures lift & drag forces using electronic strain gauges interfaced with a computer, and able to evaluate these forces at various Leeway angles and Boat speeds.

Upon the completion of my test rig the interesting evaluation of existing cross sections eg. NACA 0012 with maximum camber at 25%, 35%, and 45% etc began. It was not long before I started developing cross sections, based upon hydrodynamics rather than the existing aerodynamic data.

Using hydrodynamic results and the use of dyes and tell-tales an improvement of lift to drag ratios of 3:1 to 5:1 was soon achieved. A full size prototype was then made and tested in 6 new Toppers all rigged the same and sailed by different helms giving an average of 10 metres less leeway in every 50 metres when sailing to windward.

A trial centreboard system has now been built into a Moth which will be raced in the Grand Prix Open circuit in 1994. Test tank developments are continuing and further improvements in performance are being achieved. I am now at the University of Bath doing my first year and looking forward to racing in the 1994 holidays.

RYA YOUTH NATIONALS & INTERNATIONAL KEELBOAT MATCH RACING CHAMPIONSHIPS

Our National Junior Champion Adam May with the Sydenham brothers from the Exe Sailing Club represented the South West Region in this year's UK Youth Match Racing Keelboat Championships held at the Queen Mary Sailing Club, the week after our Championships at Highcliffe.

Adam, the foredeckman and the teams tactician, went on to beat fourteen other crews from all over the country. The winning trio then went on to represent the UK at the 'International' Youth Keelboat Match Racing Regatta held in New Zealand.

They finished in third place, having been just pipped by eventual winners - New Zealand.



■ The Team receiving the UK Champions Award from the Princess Royal

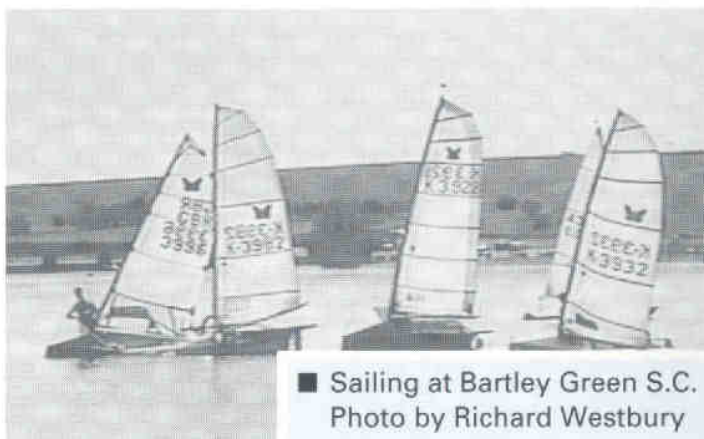


I.M.C.A.
(UK)

Once Bitten - Forever Smitten

The question most often asked is how does someone get started in Moths. The boats are not the sort that you can just jump into and try out - well not many of us could. There are probably other ways, but this is how I got the bug!

In 1981 I was a member of the Lenchford Sailing Club on the River Severn. Through the unlikely medium of my wife's keep fit classes and friends of friend I met Nigel Williams who said it was time I went to see his Club (Bartley Green) and have a go on the water. Having lured me up there (it certainly was a lovely piece of water complete with sunshine and blowing a gentle 1 to 2) he put me in a Topper and after two laps sprang the surprise. "It just so happens that Richard



■ Sailing at Bartley Green S.C.
Photo by Richard Westbury

Westbury says you can have a go in his Moth" - "That's it - tiller in one hand, main sheet in the other" - "Have you got it?" Yes, said I - (lamb to the slaughter) - Big grins all round - Nigel lets go, I got wet!

The second time I was ready for it and with better balance managed a circuit of the pool. I went home after an enjoyable day little realising that the seeds had been sown.

I joined Bartley Green and started to mix with the Moth Fleet, listening to Moth talk and occasionally having a go. Nigel Williams, Andy Schofield and

Richard Westbury had moved up from Magnum 5's to 8's at the time, Mike Goff had a Magnum 7 and Stephen Davis had a Magnum 5.

In January 1991 at the age of 47 I became the proud owner of "Schism" K3866. Schism had been built for Jim Beaumann by John Claridge and was like a Magnum 5 but had a square transom with chines at the back. For the beginner there is really no short cut. you have to buy a fairly "stable" design and stick it out through the first three months of falling over.

Beginners now have the advantage of being allowed

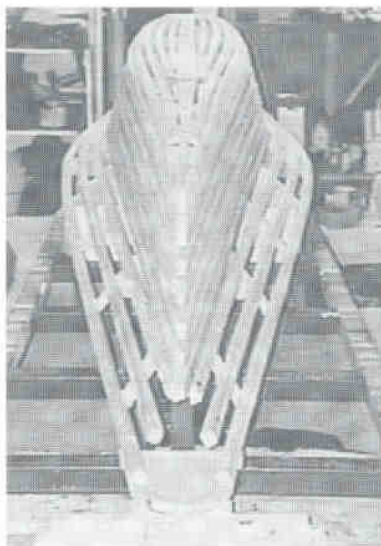
wing buoyancy but you do have to be careful to keep it to the minimum.



■ "On a charge" Nigel Williams who also provided an excellent training weekend at Draycote.
Photo "Ocean Images"



At my first Nationals which were held in Saundersfoot I was intrigued with the variety and imagination that had gone into the different boats. Andy Paterson's ultra thin Axeman, Roger Angell's Magnum 10, Clive Everest's Ghoul and Jason Belben's Blitz, my mind was full of the niceties of an Aero, Magnum 9, Genesis, Gentleman Jim, Kamikaze, Murf and exciting modifications such as space frames, Pintails, faired-in rudders and wing buoyancy. I was well and truly hooked.



■ The Mould

I borrowed a mould from Andy Schofield and, on the basis of what we felt we had learnt from his boat's performance, we modified it. I made the hull from 1.5mm birch ply sheathed with glass and reinforced with carbon. The wing buoyancy with crewsaver bags tucked in the trampoline sleeves and blown up very slightly. It all went so well that I splashed out on a new Haze Sail (the yellow one!) and the wife named it "Second Chance". I think she thought it was "last chance" but wanted to give me the benefit of the doubt.

With two weeks to spare it was ready for Christchurch and the Worlds. I was pleased with the boat and had a very enjoyable time. As usual everyone was very helpful. I just wish that I was a better sailor but hopefully that might still come. The combination of wind, tide, waves and swell came as a bit of a culture

shock but the weeks racing was excellent and no one should be put off having a go.

My neighbours are convinced that I get more out of the building and altering than sailing, but that's not quite true. Moths are addictive and for sheer enjoyment there is nothing else quite like them so if anyone is hovering undecided - have a go and stick it out. You may give up, but you'll never regret it.

■ Second chance sails to 39th place in the National and 72nd place in the World Championships July 1993

Photo by

*Claire Spens
Photography*



ANGELL BOATS

GENERAL DESCRIPTION

Skippy is an ultra narrow Moth, the design goal was to produce the fastest boat capable of winning in all conditions whilst being reasonably easy to sail and control.

The design features clean lines with hard 'U' sections and low rocker. It has a narrow negatively raked entry which develops out a long planing section with a pin tail transom. Small delta winglets on the transom serve to reduce hull pitch and increase planing area they also force the transom down during nosedive to allow the hull to accelerate out of a potential pitch pole.

Gunwales have been fitted under the hull flare to simplify layout these also serve as full length kick bars. The wing structure has lower tension and upper compression struts to take rig loads and to give a wide rig staying base to reduce rig compression. Particular attention has been paid to fibre orientation to minimise twist.

DESIGN

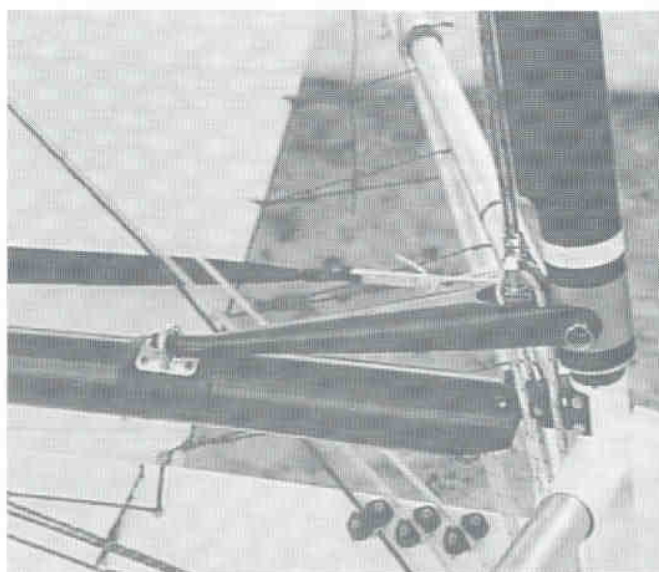
Boat design:	Skippy Mk 1
Designer:	Roger Angell/Clive Everest
Year designed:	1992
Materials:	Carbon /Kevlar Foam Sandwich
Construction method	Vacuum bagged and oven baked
Deck layout:	Raised Foredeck/Cockpit self-draining
Max beam on designed water line:	348mm
Rocker form and distribution:	Computer generated mathematical fair
Hull weight and all up:	Approx 30kg
Suitable for helm weight:	Designed displacement weight 110kg

Standard Moth masts are now made from custom woven braid and pre preg unidirectional. Carbon having 235Gpa modulus is used for standard but different modulus can be used for specials having different properties to allow windage higher strength masts to be fabricated (at a price!). All Masts booms etc are fully woven cured with fibres held under pressure to achieve excellent fibres alignment and consolidation. Fibre/Resin ratio of 60% by volume can be controlled very accurately.

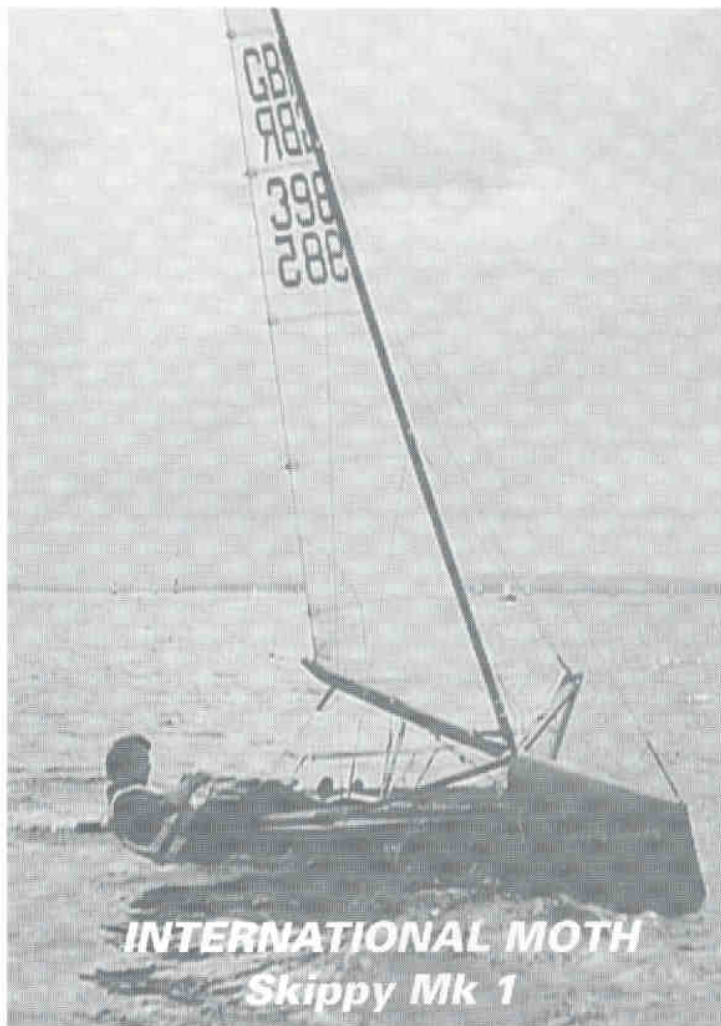
The standard Moth mast has been made to mirror the bend characteristic of a Ally mast I used to win the Worlds in 1990 which weighed 14lbs. The carbon version weighs 6lbs! This gives increase in overall power to weight. Reduced moment of inertia to reduce energy loss from pitching. Higher natural frequency results in faster gust response due to reduced inertia for given stiffness. Less righting moment in the unlikely event of a capsized! (approx 70ft lbs.) One final benefit is that they look pretty dam sexy.

Designed by Roger Angell and Clive Everest.

■ Nick Spence's Spars
Photo "Aquasnap" Jim
Hill Jones



ANGELL BOATS



BTD Ltd

Units 4 & 5,
Granby Business
Park,
Granby Avenue,
Garretts Green,
Birmingham
B33 9ZZ

INTERNATIONAL MOTH

Skippy Mk 1

**Designed 1992
by Roger Angell
and Clive Everest**

■ Photo by
"Aquasnaps"
Jim Hill Jones

RESULTS

1992 2nd UK Nationals	1992 & 1993 1st Nathan Pursuit
1993 2nd 3rd 4th UK Nationals	1993 1st Hayling Cock of the Harbour
1993 3rd 4th 7th 8th Worlds (Most numerous design in top 10)	1993 1st 2nd 3rd Blithfield Pursuit
1993 1st 2nd 3rd 4th UK Inlands	1993 1st 2nd Lee on Solent Regatta (winning all races)
1993 1st at every open meeting attended	1993 1st 2nd Weymouth Regatta

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I.M.C.A.
(UK)

The Way To The Top

Everybody's preparation before a major championship probably varies greatly with a different emphasis being put on what is most important. During the event, however, everything has to come together so that the greatest goal of all can be achieved, which of course is to win.

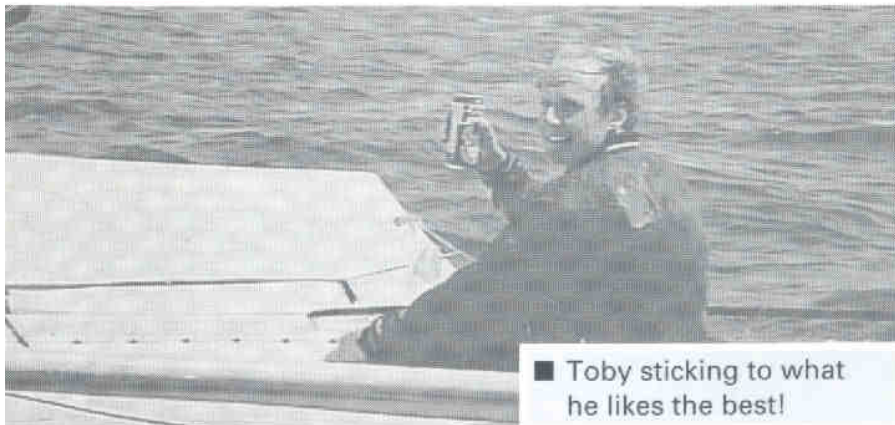
Apart from the racing itself which makes up the actual championship, I think among others there are four main areas that need to be considered so that the winning has a chance to follow: Boat and Equipment; Practice; Fitness; Frame of Mind.

Boat and Equipment

Obviously the boat and equipment need to be of a winning standard. These need not necessarily be the newest, lightest, thinnest, etc. etc. designs. Indeed the hull and rig I used this year were in their second season. The boat was in fact only a modified Magnum 9 a design which is now some four seasons old. If the helmsman is capable of getting the best out of the boat then it is probable that many of the top designs can win.

With most events that are held on the sea a good all round boat will probably win, although it may not necessarily be the quickest in all conditions. The boat needs to be well tried and tested, especially in stronger winds, so that weaknesses show up and can be put right before the championship. It only needs one small breakage and away goes your discard. Many have made the mistake of changing designs or getting a new boat just before a major championship.

A note about updating and changing designs - you should always master the design you have before moving to another as in most cases you will progress to a more difficult and harder-to-sail design. This means that, unless you are getting the most out of your present design, in a harder-to-sail one you may find little or no difference in overall speed.



■ Toby sticking to what he likes the best!

Practice

They say that practice makes perfect. Well the winner is likely to be the sailor who not only sails the boat fast and the right way, but also makes the least boat handling mistakes. The top helms at last year's Worlds completed all the races without any capsizes.

Again this says a lot for getting your boat sorted out well before an event so that you are completely familiar with the gear you will be using. To have the confidence to sail and manoeuvre the boat in all conditions means obviously practising in all conditions (wind, waves, tide etc.), so that you are completely at home in your boat. Knowing exactly where to sit on different points of sailing, making sure your toe straps are correctly adjusted so that you are comfortable and can get in and out of them easily, ensuring your control lines are at hand and run smoothly, and taking precautions so that your mainsheet does not get caught between the tramp lacing etc. etc.. The boat needs to be fully tuned, since come the event you want to forget about



playing with sail shapes, rig tensions, mast rake and so on, and concentrate solely on sailing well and the right way.

Nothing can beat sailing against other Moths as a form of practice. I found, however, that other classes can also be very good indicators of speed. At Lymington I sail against 470's and a very well sailed Contender which I find are very stable competitors. By stable I mean they maintain a similar speed from year to year and wind strength to wind strength. ~Indeed it has been very noticable how my overall speed has increased especially in moderate to heavy conditions over the last two years - this year helped by the 'T' Foil on the bottom of my rudder blade, much to the annoyance of the other sailors.



■ Toby in pensive mood!

Fitness

Fitness and stamina are of great importance, not only if it is a windy series. As all Moth sailors know there is no time when the helmsman can fully relax - before, during or even after the race has finished. It is when one is tired that mistakes are made and this can easily turn into a vicious circle, with greater effort needed to correct a capsized boat for example,

thus making one even more exhausted at which point more mistakes are made. A slight lack of concentration or a slow response can so easily end in disaster in a Moth.

Often the racing can be as close up to the final beat as at the start, so a similar or even greater effort is needed in order to get the result wanted.

Frame of Mind

Possibly one of the most, if not the most important preparation is of the Mind. One must have the will and complete confidence that one can win.

This is possibly the hardest to achieve if you have sailed in the class for a long time being beaten by the same people you must beat this time. This can be also worse if you are sailing the same designs as your main rivals.

By convincing yourself that you are the best and your boat is the best (as well as convincing others) this will give you a vast boost and possibly demoralise your opponents.

Before last year's Worlds I was in the lucky position of being both European and National champion having beaten those who I considered would be the main challengers in the event. Moreover, the fact that they would be sailing similar designs to those sailed the previous year left me very confident. I was sure that the Magnum 9.5 was as fast if not faster than both the Axeman and Skipper designs in the prevailing conditions. Also, although not intentionally, I had not sailed in any Moth fleets prior to the Worlds, so I went into the racing unbeaten from the previous year. The sheer fact that I had beaten everybody before meant there was no reason that I should not do it again.

No matter how much work and time is put into your preparations nothing is ever certain and, therefore, to win one will always need a little bit of luck. With me it could have been getting the right conditions that suit me or getting away with a bad tack or gybe. Or was it just that I had a major part in organising the championships???



I.M.C.A.
(UK)



■ Cheers and well done from the boys!



National Junior Champion



National Ladies Champion

1993 NATIONAL CHAMPIONSHIP TOP TEN

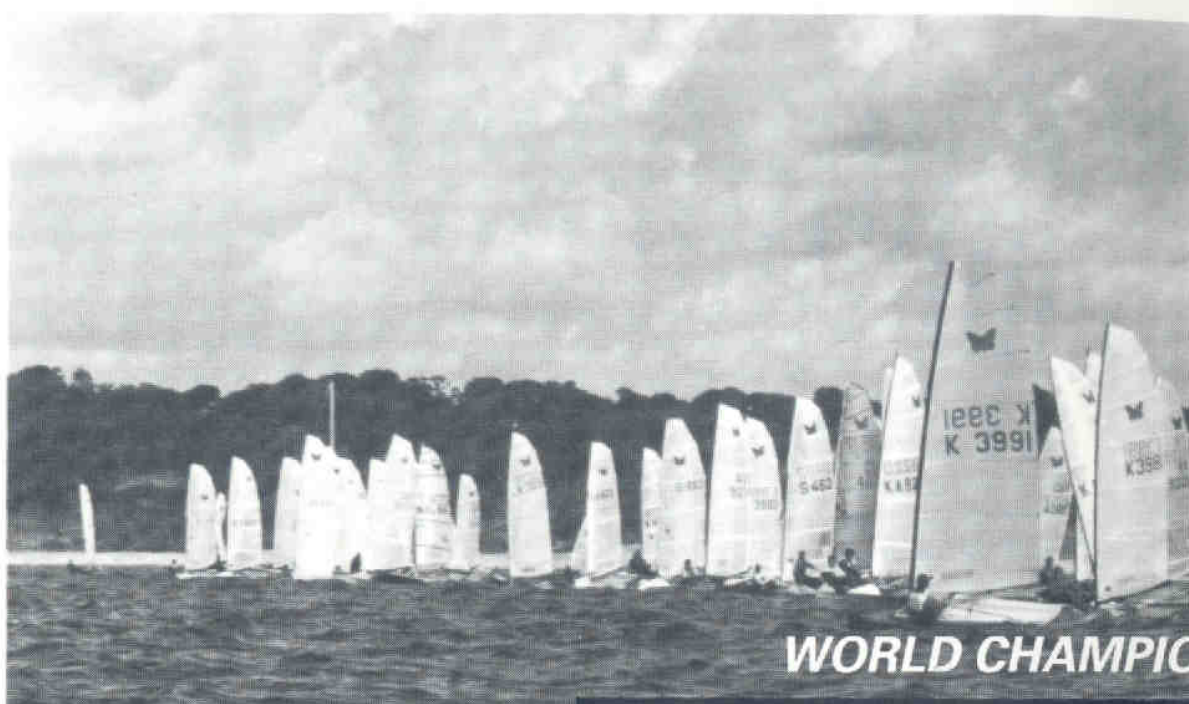
PLACE	HELM	DESIGN	NUMBER	NAME
1st	Toby Collyer	Magnum 9.5	3981	Staying a Live
2nd	Roger Angell	Skippy 1	3985	Deeply Dippy
3rd	Simon Payne	Skippy 1	3997	
4th	Nick Spence	Skippy 1	4001	
5th	Jason Belben	Blitz 4	3991	Get in the Ring
6th	Richard Westbury	Skippy 1	4007	Ballisdick
7th	Andy Paterson	Axeman 4	3995	Axis
8th	Nigel Williams	Axeman 1	3979	Pretty Dam Quick
9th	Melvyn Cooper	Magnum 8	3979	One Step Beyond
10th	Rob Baker	Skippy 1	4003	In The Red

UK NATIONAL CHAMPION	Toby Collyer	Magnum 9.5	3981
LADIES CHAMPION	Liz de Legh	Magnum 8	3934
JUNIOR CHAMPION	Adam May	Magnum 5	3838
SENIOR CHAMPION	Peter Conway	Magnum 9	4009



I.M.C.A.
(UK)

World Championship Start



BRITISH

1964	Robin Cemp	Florida
1965	Chris Nielson	Florida
1966	Tony Blachford	Shelley
1967	Charlie Reeves	Shelley
1968	Eddie Dunhill	LuckySixPence
1969	Chris Eyre	Ne. Breakdown
1970	Dick Owen	Skol
1971	John Claridge	Duflos
1972	Colin Brown	StockholmSprite
1973	Sean Cox	Demon King
1974	Not Sailed	
1975	John Claridge	Magnum 2
1976	Peter Conway	Womble
1977	Bill Short	Womble
1978	David Iszatt	Magnum 3
1979	David Iszatt	Magnum 3
1980	David Iszatt	Magnum 5
1981	David Iszatt	Magnum 5
1982	Roger Angell	Magnum 5
1983	Robin Wood	Magnum 6
1984	Toby Collyer	Magnum 6
1985	Roger Angell	Magnum 6
1986	Roger Angell	Magnum 6
1987	Roger Angell	Magnum 8
1988	Roger Angell	Magnum 8
1989	Roger Angell	Magnum 9
1990	Roger Angell	Magnum 9
1991	Toby Collyer	Magnum 9.5
1992	Toby Collyer	Magnum 9.5
1993	Toby Collyer	Magnum 9.5

HELMSMAN

1965	Jean Piere Roggo
1966	Jean Piere Roggo
1967	Blair Fletcher
1968	M.C. Fauroux
1969	Dave McKay
1970	Dave McKay
1971	Jacques Fauroux
1972	Jacques Fauroux
1973	I. Brown
1974	Rob O'Sullivan
1975	Peter Moore
1976	Ted Causer
1977	Bill Short
1978	Rob O'Sullivan
1979	Dave Iszatt
1980	Dave Iszatt
1981	Dave Iszatt
1982	Greg Hilton
1983	Robin Wood
1984	Robin Wood
1985	Roger Angell
1986	Steve Shimeld
1987	Steve Shimeld
1989	Andrew Landenberger
1990	Roger Angell
1991	Emmett Lazich
1993	Toby Collyer

NATION

Swedish
Swedish
USA
French
Australia
Australia
French
French
Australia
Australia
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USA
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Australia
GB

Claire
Photog



I.M.C.A.
(UK)



CHAMPIONSHIP WINNERS

WINNERS

BOAT

Roggo
Roggo
Florida
Duflos
Scow
Scow
Duflos
Duflos
Charley Brown
Scow
Scow
Poacher
Womble
Scow
Magnum 3
Magnum 3
Magnum 5
Scow
Magnum 5
Magnum 6
Magnum 6
Cuddy (Skiff)
French (Skiff)
Landenberger (Skiff)
Magnum 9
Axeman (Aus)
Magnum 9.5

EUROPEAN

1955	Raymond Fragniere	Fragniere
1956	Serge Vernieul	Vernieul
1957	Lucien Frison	Frison
1958	Serge Vernieul	Vernieul
1959	Jean Claude Jammes	Jammes
1960	Alexy Bailly	Bailly
1961	Michel Nerbollier	Nerbollier
1963	Joel Roland	Europe
1965	Jean Piere Roggo	Roggo
1967	Lennart Lind	Lind
1969	Jacques Fauroux	Fauroux
1970	Marie C. Fauroux	Duflos
1972	Chris Edwards	Duflos
1973	Colin Brown	Poacher
1975	John Claridge	Magnum 2
1976	Horst Deyhle	Deyhle
1978	John Claridge	Magnum 2
1980	David Iszatt	Magnum 3
1982	Robin Wood	Magnum 5
1984	Roger Angell	Magnum 5
1986	Roger Angell	Magnum 6
1988	Roger Angell	Magnum 8
1989	Roger Angell	Magnum 8
1992	Toby Collyer	Magnum 9.5



World Championship Series

Highcliffe Sailing club staged an excellent event which was sponsored by BEALES of Bournemouth and LYONS SEAFOODS of Warminster. 75 competitors from 8 countries provided a high level of competition throughout the fleet. Courses were laid by Len Savage and Boyd Green who also provided an excellent day on the water to several none racing Mothiest. Britt Hand and his merry band of Race Officers aboard Garry Smith's Trimaran 'White Satin' ensured that all went well.



■ The Highcliffe Clubhouse and beach Photo "Aquasnaps" Jim Hill Jones



Race 1

Lymington Ace Toby Collyer set the pace in the first race of the World Championships and engaged in a fierce dual with defending Champion, Emmett Lazich from Australia, Roger Angell and Andrew Landenburger both past World Champions, were also in contention.

Toby finished first ahead of Emmett, Roger and Simon Payne. Richard Westbury finished 7th, Nick Spence 12th.

Race 2

This race was held in choppy seas in a south west 4 gusting 5 and proved to be very decisive with UK retirements from Roger with a broken boom, Richard with a

broken tiller extension and Nick from exhaustion! Emmett hit back with a victory, Toby finished 2nd ahead of Andy, Simon 4th, Andy Paterson 8th and Jason Belben 12th.

Race 3

This race was held in difficult shifty offshore North to North West winds with a swell from the South West. Roger finished ahead of Toby and Simon finished 3rd ahead of Emmett, Nick finished 5th just ahead of Jason. Richard slipped out of the top ten finishing 12th.

Race 4

The wind was force 3 to 4 in this race. Toby finished 1st, Roger 2nd and then Simon followed by Emmett. Richard sailed well into 5th place, and its amazing what he can do with a second hand 470 Epsilon mast.

Race 5

Same conditions as race 4, Roger gets his second win of the Series, Simon is 2nd, Toby 3rd, Emmett slipped to 4th and Nick sailed into 5th place with Richard 6th. Andy Landenburger slipped to 11th place with the help of a bin bag wrapped under his boat.

Points tally:- Toby 5.5, Roger 6.5, Emmett 9.75, Simon 13

Race 6

Strongest winds of the week which saw the Australian, Emmett win his second race of the Series. Toby came 2nd and Roger 3rd. Tim Webster sailed well for 4th and Andy Landenburger 5th. With one race of the Series to go the top three remain within three points.

Points tally:- Toby 7.5, Roger 9.5, Emmett 10.5, Simon 12



I.M.C.A.
(UK)

Race 7

Early in this race Toby was ahead of Roger and during a tack dipped his wing and slowed to windward of Roger. Toby then did his 720 penalty and proceeded in hot pursuit. Emmett achieves his 3rd win of the Series and Andy Landenburger sails into 2nd place, his best finishing position ahead of Toby and Roger slipping to 4th.

Finishing Points:- Toby 10.5, Emmett 11.25, Roger 13.5, Simon 25

The Prize Giving of glassware and fine china was kindly provided by the event sponsors BEALES OF BOURNMOUTH and presented by Debbie Harris. The Junior Champion, Ladies Champion and highest achiever prizes were provided by LYONS SEAFOODS. The Mayor of Christchurch, Jane Payne also attended and to whom the I.M.C.A. expressed thanks to the Christchurch Borough Council for all their help and co-operation throughout the event



1993 INTERNATIONAL MOTH WORLD TOP TEN

Place	Helm	Hull Design		Mast	Sail
1st	Toby Collyer	UK	Magnum9.5	Claridge Carbon	Sanders
2nd	Emmett Lazich	AUS	Axeman	Thorpe Carbon	One Design
3rd	Roger Angell	UK	Skippy	Angell Carbon	Sanders
4th	Simon Payne	UK	Skippy	Angell Carbon	Sanders
5th	Andy Landenburger	AUS	L'Burger	L'Burger Carbon	Concept
6th	Tim Webster	AUS	Axeman	Needlespar Alloy	Caws
7th	Andrew Coxall	AUS	Axeman	Thorpe Carbon	One Design
8th	Richard Westbury	UK	Skippy	Proctor Alloy	Sanders
9th	Nick Spence	UK	Skippy	Angell Carbon	Sanders
10th	Justin Lord	AUS	Axeman	Thorpe Carbo	One Design
	World Champion	Toby Collyer		UK	
	Ladies Champion	Liz De Legh		UK	
	Junior Champion	Sam Williams		AUS	
	Senior Champion	Motohiro Furuya		JPN	

■ Photos by
"Ocean Images"



■ Junior
Champion
Sam Williams
Australia

Photos by
"Ocean Images"



Magnum from John Claridge

The best gets better

For the last 16 years **MAGNUMS** have not only won every European and National Championship, but also 8 Worlds, which in a development class is an amazing record.

The 1993 season according to other builders was set to change all that, but again the reliability and all round performance of the **Magnum 9.5** proved unbeatable, winning all major championships.

The 9.5 is a straight development of the Magnum 9, having a very similar underwater hull shape, but with concave topsides to reduce waterline width, and a smaller bulbous bow. The all up weight however has been dramatically reduced, with extensive use of carbon/kevlar in the construction and rig, thereby making it the lightest and most reliable production boat.

DESIGN

Boat design:	Magnum 9.5
Designer:	John Claridge
Year designed:	1992
Materials:	1.5mm Ply, Carbon/Kevlar, Epoxy
Construction method	Stressed Ply
Deck layout:	Foredeck, High Gooseneck, Buoyant Wings
Max beam on designed water line:	316mm
Rocker form and distribution:	50mm under mast. Straight run aft
Hull weight and all up:	11.5kg - all up approx 25kg
Suitable for helm weight:	8 - 12.5 stone

1993 also saw a new design from the Claridge camp, the **Magnum 9.9**, which further developed the 9.5, having a smaller Transom, similar to that of the Magnum 10, and a winged rudder. It proved marginally faster in light winds and the rudder made it much more controllable in rough seas.

But as John was pre-occupied during the Worlds producing carbon masts for the International 14, it never raced however Toby did use its rudder to good effect, and John is confident that it will be hard to beat.

DESIGN

Boat design:	Magnum 9.9
Designer:	John Claridge
Year designed:	1993
Materials:	1.5mm Ply, Carbon/Kevlar, Epoxy
Construction method	Stressed Ply
Deck layout:	Foredeck, High Gooseneck, Buoyant Wings
Max beam on designed water line:	336mm
Rocker form and distribution:	50mm under mast. Straight run aft 75mm
Hull weight and all up:	11.5kg - all up approx 25kg
Suitable for helm weight:	8 - 12.5 stone

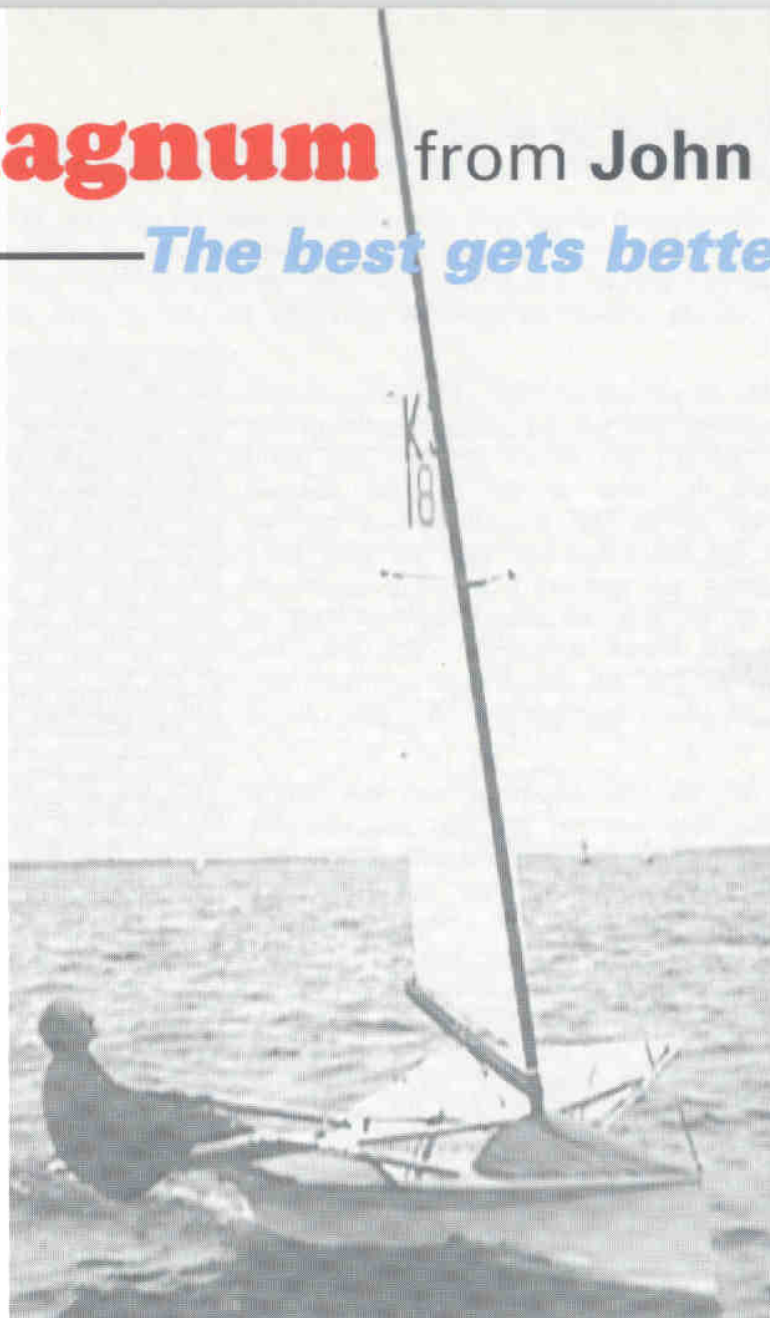
Although by John Claridge standards the **Magnum 10** was not a "success", it did come 2nd in the 91 Nationals and as the first narrow boat to have a canoe stern and wings to stabilise it, has done much to influence subsequent designs. Only two prototypes were built, a brave attempt to gain a huge boat speed advantage.

DESIGN

Boat design:	Magnum 10
Designer:	John Claridge
Year designed:	1991
Materials:	Polystyrene, Carbon Kevlar, Epoxy
Construction method	Shaped then laminated
Deck layout:	Foredeck, High Gooseneck, Buoyant Wings
Max beam on designed water line:	312mm
Rocker form and distribution:	50 mm under mast. Straight run aft
Hull weight and all up:	20kg - all up approx 38kg
Best Results to Date:	2nd UK Nationals
Suitable for helm weight:	8 - 12.5 stone

Magnum from John Claridge

The best gets better



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European and Nationals

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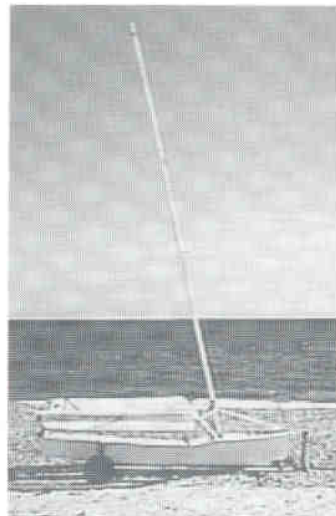
I.M.C.A.
(UK)

Remote Control Mast Raking

As with most good ideas they stem from a need to survive. Klaus Hofer frequently sails on lakes in the mountainous region of Switzerland and has to be able to sail in conditions which vary from very light to very strong winds, which often change quite suddenly with little prior warning.

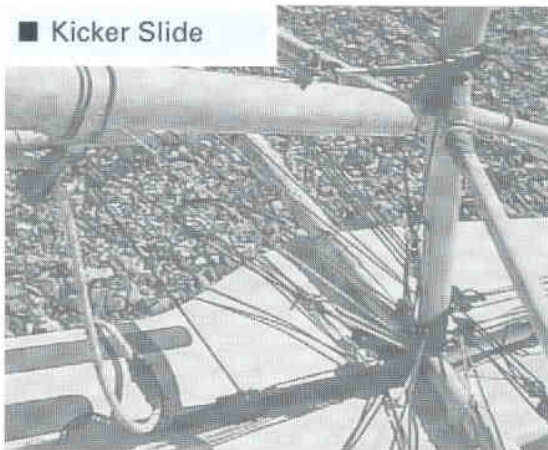
Unlike many other mast raking systems, which have gone before, Klaus has incorporated a pump action and locking gate, which enables the mast to be raked in any position and locked simultaneously. With just a pull of one of two control lines the mast can be raked backward or brought upright as required for the point of sailing or to suit the wind speed. This in itself is very useful, but Klaus has also integrated his kicker on a sliding block which also controls the sail shape and leech twist for each mast raking position.

The array of colourful ropes at first are a little confusing but the central actuating line runs through a fixed gate on the foredeck strut, and can be pulled forward to straighten up the mast of



■ Fully Raked

■ Kicker Slide

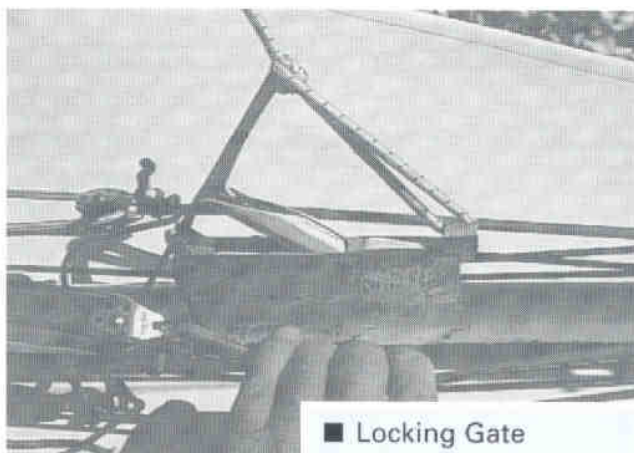


When the control line is released the fixed gate locks the central actuating line, with the tension of the shock cords (rubberbands), at the same time the slide with the kicker mounting is pushed or pulled controlling the sail shape.

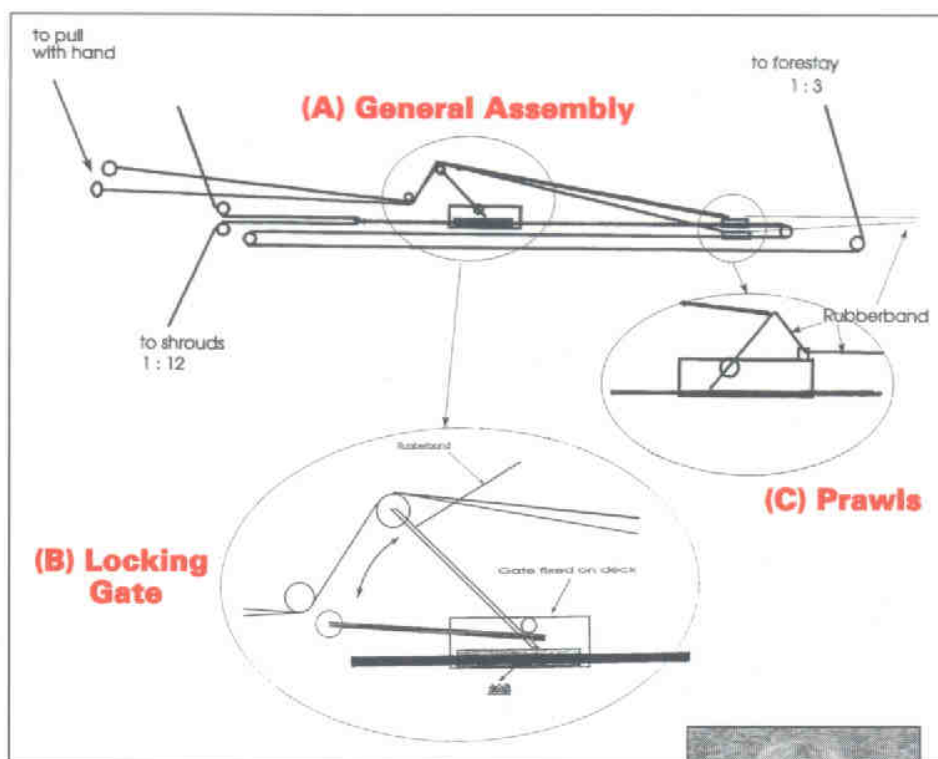
The precise ratios for shrouds and forestay will depend upon the rigging base triangle but Klaus has a 1:12 on the shrouds and 1:3 on the forestay. The kicker slide ratio is top secret, that is I have not quite worked it out yet!!

The fixed gate on the foredeck strut is quite a simple, yet an ingenious device, it probably stems from Swiss watch making, or the drinking of Heineken!! It incorporates a serrated locking surface and a leaf spring, which pushes the central actuating line into the serrated teeth when the control line is released. Clever eh!!

The twin prawl system is an extension of the control line and is used to pull the central actuating line backward or forward which takes place at the same time the fixed gate is unlocked.



■ Locking Gate



DRAWINGS

- (A) The first is the outline of the central actuating line which runs through the locking gate or the foredeck strut.
- (B) The second is an outline of the locking gate which is attached to the foredeck strut.
- (C) The third is a outline of the central line prawns which pull the central actuating line when the fixed gate is opened.



■ Klaus Hofer
Designer

CAWS SAILS

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TELEPHONE/FAX (0983) 299397



BLOODAXE BOATS

The original Axeman was designed in 1988 from first principles, rather than developing the then fastest designs (e.g. Magnum 8), and was intended to be an easy-build ply structure with moderate amounts of 'exotic' material to provide strength and stiffness, (a low-tech-high-tech boat).

The lines were considered very boxy and rather harsh when first appeared, but by 1993, the design and its later variants were the most popular at the 93 Worlds.

The Axeman 1 & 2 designs are very similar with a slightly wider transom on the mark 2. The Axeman 3 was a (too) radical design with very narrow waterlines and low volume, and hence very difficult to sail in any wind and waves.

The Axeman 4 and the Aussie Axeman were developed from the mark 1, keeping the same underwater sections, but with much narrower flares, and the rig supported from wing mounted shrouds. These designs have been very successful, and are easy to sail for a narrow design.

The latest UK development with improved displacement speed is the Axeman 5, featuring narrower waterlines and a V transom. The pitching motion due to the fine ends of the hull is damped out by a large T foil rudder blade fitted to a gantry. The rudder foil also helps prevent nosedives, and allows the boat to be driven much harder downwind.

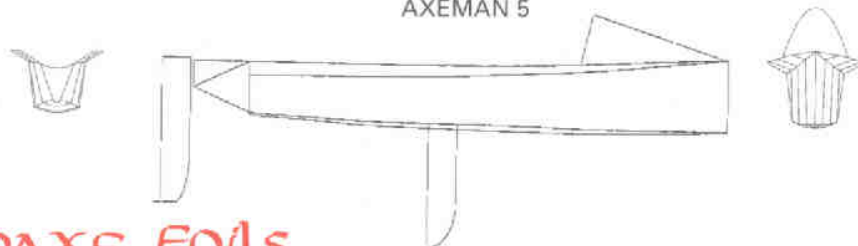
Bloodaxe Boats can supply everything to make an Axeman design Moth, ie plans, plywood, glass, carbon etc; shells, marked out panels to complete shell; finished hull, or even complete boat with sail.

The construction method is ply sandwich - (outer glass skin/ply/inner glass or carbon skin), which gives a strong, light durable hull with good impact resistance. The latest hulls weigh approx 15kg, which compares with the more fragile high carbon/nomex construction.

DESIGN

Boat design:	Axeman 5	Deck layout:	High Foredeck, self-drain cockpit
Designer:	Andrew Paterson		
Year designed:	1993	Max beam on designed water line:	350mm
Materials:	Ply sandwich, glass/kevlar	Rocker form and distribution:	50mm straight
		Hull weight and all up:	15kg approx 29kg
Construction method:	Female mould	Suitable for helm weight:	8 to 12.5 stone

AXEMAN 5



BLOODAXE FOILS

Andy Paterson of Bloodaxe Boats specialises in manufacturing high quality foils for all classes of dinghy, from Optimist to Ultra 30

The foils have been used to win many national and international events and championships. e.g. World Championships in: 470, 505, Contender, Hornet; plus wins at Nationals in these classes and many others too numerous to mention.

In keeping with his personal interest in building and racing high performance lightweight dinghies, Andy can make specialist "one-offs" to individual designs from strong and lightweight materials for development classes or where class rules allow.

For example:

505 fixed rudder	1.6kg complete with tiller and fittings
Int. Moth rudderblade	700g
Int Moth stock and tiller	700g

For further details please contact Andy Paterson.



BLOODAXE BOATS



■ Photo by "Ocean Images"

Axeman Design Moths ***Latest Mk V***

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Kits
Part- finished
Complete Boats

Contact: Andy Paterson
Unit 9,
Somerton Industrial Park,
Cowes I.O.W

Tel. 0983 298716



Foiled Again

It's not often, even in a class as way-out as the International Moth, that something different makes a significant improvement to the speed and handling of the boat. This year however both National and World championships were won by a virtually standard Magnum 9.5, but with the addition of a "T" foil attached to the bottom of the rudder.

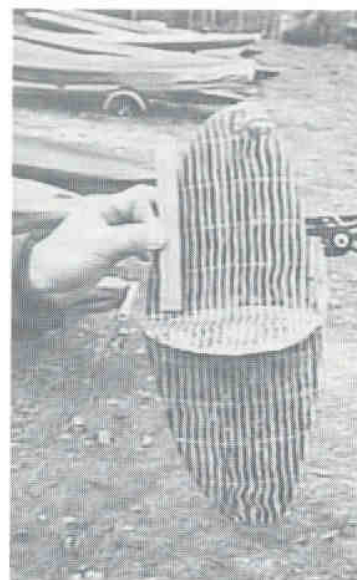
Of course foils are not a new concept, many power and sail boats have successfully used them to lift the hull clear of the water, thereby reducing drag and increasing speed. A few have experimented with totally submerged, variable pitch "T" foils to provide stability by giving lift on the leeward side and downforce to windward. This works well in light airs, but as the wind increases, more foil-angle is needed, resulting in greater drag than that of a hull stabilised craft.

Foils on moths were first tried in the early 1970's, on the then radical, Mervyn Cook designed, Magnum MkI, which was described by Jack Knights, as being more of a matchstick than a boat.

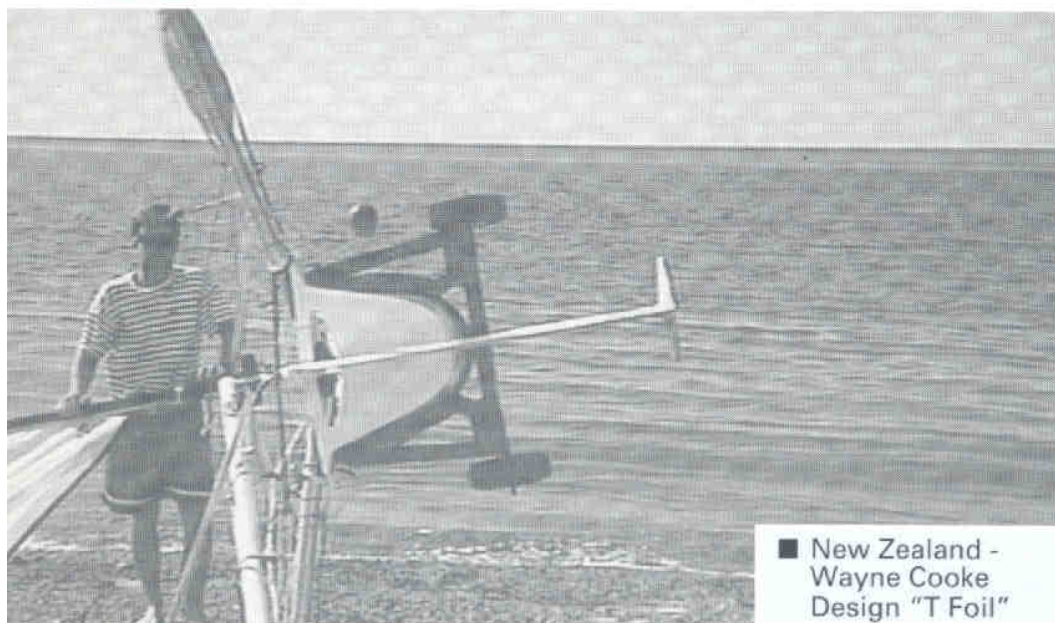
It immediately showed potential, but having very narrow bow sections, and a high aspect-ratio rig, it was prone to try and emulate a submarine even in moderate winds. To overcome this, a twelve inch long, four inch wide asymmetric foil was passed through the bow at a positive angle of lift. This to a certain extent worked well, however, it's progress to windward in a rough sea, was akin to that of a dolphin, as the bow dug into a wave, developed lift, popped out, then repeated the process. The most alarming drawback came in stronger winds, when if the bow dug in really deep, the foil then worked the

wrong way, resulting in a spectacular cart-wheel, where the helms only chance, as he was catapulted out, to remain in contact with the boat, was to keep a firm grip on the main-sheet.

Various improvements were considered, including having the foil angle adjustable, through a



■ England - Jason Belben design "T" Foil.

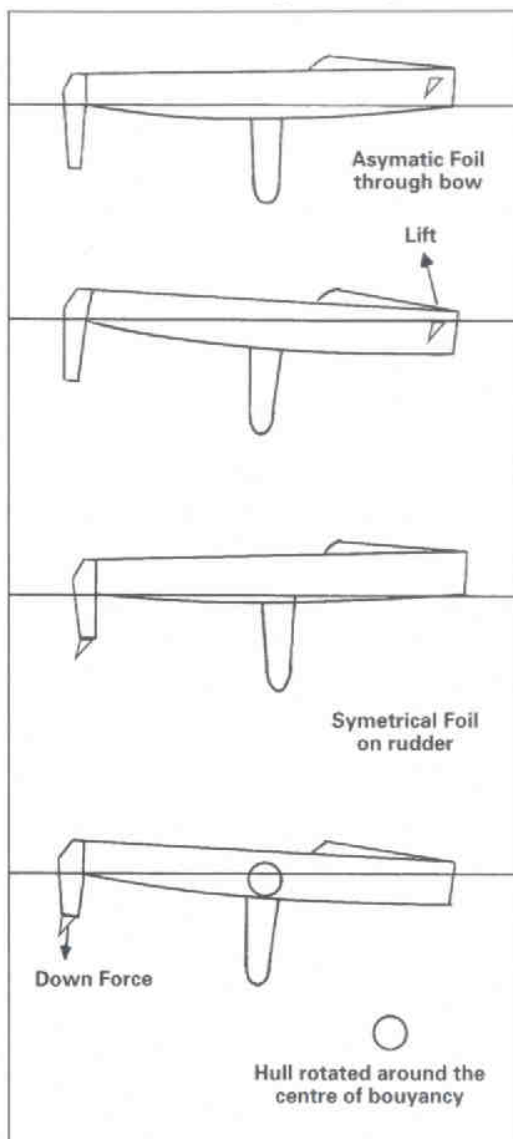


■ New Zealand - Wayne Cooke Design "T Foil"

wire and pulley system, connected to the tiller extension. However, sanity prevailed and instead, a pronounced flare was added to the hull, which was only produced positive lift on hitting the water, and a wider staying base on the hull, but perhaps more importantly gave the helmsman the impression he was trying to sail much wider boat. For the next twelve years boats got even

For the next twelve years boats got even narrower but generally flares were used to aid control. The Magnum Mark 10 double ended Moth, designed to take advantage of a then loophole in the rules, by fairing the rudder stock into the hull thereby, gaining an extra foot of effective hull length, again highlighted the pitching problem. Although, very fast in light airs, the boat became almost uncontrollable in strong winds and rough sea, even to the extent that it would nose dive when going up wind.

The solution was to fit fins to the back of the hull, similar to those of a torpedo, this simple modification transformed the boat, and was developed further in the popular skippy moth design. The Magnum design team however, decided that a symmetrical "T" foil fixed to the rudder tip would be more effective, as this would improve rudder efficiency, enabling a shorter rudder, and would be operating in relatively undisturbed water. Even when used on a standard wide transom boat, the "T" foil damped out most of the pitching, gave positive lift at planeing speed, and because, if the bow immersed the foil presented a negative angle, pulling transom down and thus popping. The bow back out, it virtually eliminated nose-diving.



The rest as they say is history, Toby Collyer successfully used the foil to win both the Nationals and World Championships, and is certain that it gave him a significant advantage especially in strong winds.

The "T" foil on the rudder is not unique, many boats have fitted them for various reasons, and I have been told there is even a model yacht class in Australia that has a fixed hull length, but unlimited sail area, which also uses foils on the rudder for the same reasons. Even some outboards have additional fins, to help control pitch as well as improving propeller efficiency. But I am sure there are many sailing boats that could benefit from this simple idea, catamarans are the most obvious, although we are currently fitting one of our 18 foot Micro Keel boat.

As for the Moth, well now of course the race is on to produce a workable hull-out foiler, it is possible, with the 1994 Worlds which are likely to be held at Lake Macquarie in Australia, conditions could be ideal for such a craft, an exciting prospect, and one about as far away from the recently.....,underwater torpedo design.....



I.M.C.A.
(UK)

Fixtures for 1994

1994 GRAND PRIX/OPENS/REGATTA/CHAMPIONSHIPS

January 2nd	Grafham Water	Pursuit
March 5th - 6th	Crystal Palace	Dinghy Exhibition
April 1st - 2nd - 3rd	Weston S.C.	1st Grand Prix
April 24th	Bartley Green C.C.	Pursuit Regatta
May 7th - 8th	Grafham Water	Open
May 21st - 22nd	Draycote Water	2nd Grand Prix
May 28th - 29th - 30th	Marconi S.C.	3rd Grand Prix
June 12th	Blithfield S.C.	4th Grand Prix
June 25th - 26th	Cunard S.C.	5th Grand Prix
July 3rd	Bartley Green S.C.	6th Grand Prix
July 16th - 17th	Draycote Water	Training Weekend for All
August 6th to 12th	Estavayer S.C. Lake Neuchatel	European Championship Switzerland
August 12th to 14th	Weymouth S.C.	Regatta
August 20th to 21st	Loch Venacher S.C.	Scottish Open
September 3rd to 6th Championship	Eastbourne S.C.	U.K. National
September 24th - 25th	Lymington Town S.C.	Open
October 1st - 2nd	Greenwitherns S.C.	Open
December 26th to January the 4th	Belmont 16' Skiff Club Lake Macquarie N.S.W.	Australian National Championships
January 6th to 14th	Belmont 16' Skiff Club Lake Macquarie N.S.W.	1995 World Championships



■ Jim Hill Jones
Yearbook Editor

Acknowledgements

On behalf of the I.M.C.A. I would like to thank our advertisers and all members who have provided articles, photography and advice.

With a special thanks to *Graphics South West*,
Torquay 0803 213213.

Hope to see you on the water in 1994 but I must admit its difficult leaving the sun sea and sand of Torbay.

Open Travellers Results 1993



I.M.C.A.
(UK)

BLITHFIELD OPEN

1st	Richard Westbury	GBR 4007	Skippy
2nd	Mark Stead	K 3985	Skippy
3rd	Nigel Williams	K 3979	Axeman

BARTLEY GREEN OPEN

1st	Richard Westbury	GBR4007	Skippy
2nd	Melvyn Cooper	K 3950	Magnum
3rd	Nigel Williams	K 3979	Axeman

LOCH VENACHER

1st	Nigel Williams	K 3979	Axeman
2nd	Paul Hignett	GBR 4004	Axeman
3rd	Liz De Legh	K 3934	Magnum

GREEN WITHENS

1st	Andy Scholfield	K 3986	Skippy
2nd	Paul Hignett	GBR 4004	Axeman
3rd	Robert Campbell	K 3933	Magnum

DATCHET WATER

1st	Simon Payne	K 3997	Skippy
2nd	Nick Spence	GBR 4001	Skippy
3rd	Richard Westbury	GBR 4007	Skippy

*Claire Spens
Photography*

DRAYCOTE WATER

1st	Richard Westbury	GBR 4007	Skippy
2nd	Michael Kerslake	K 3996	Axeman
3rd	Wayne Cooke	NZL 891	Cooke

RICHARD WESTBURY
GBR 4007 "Ballistick" SKIPPY Mk 1

INTERNATIONAL MOTH TRAVELLERS TROPHY WINNER 1993



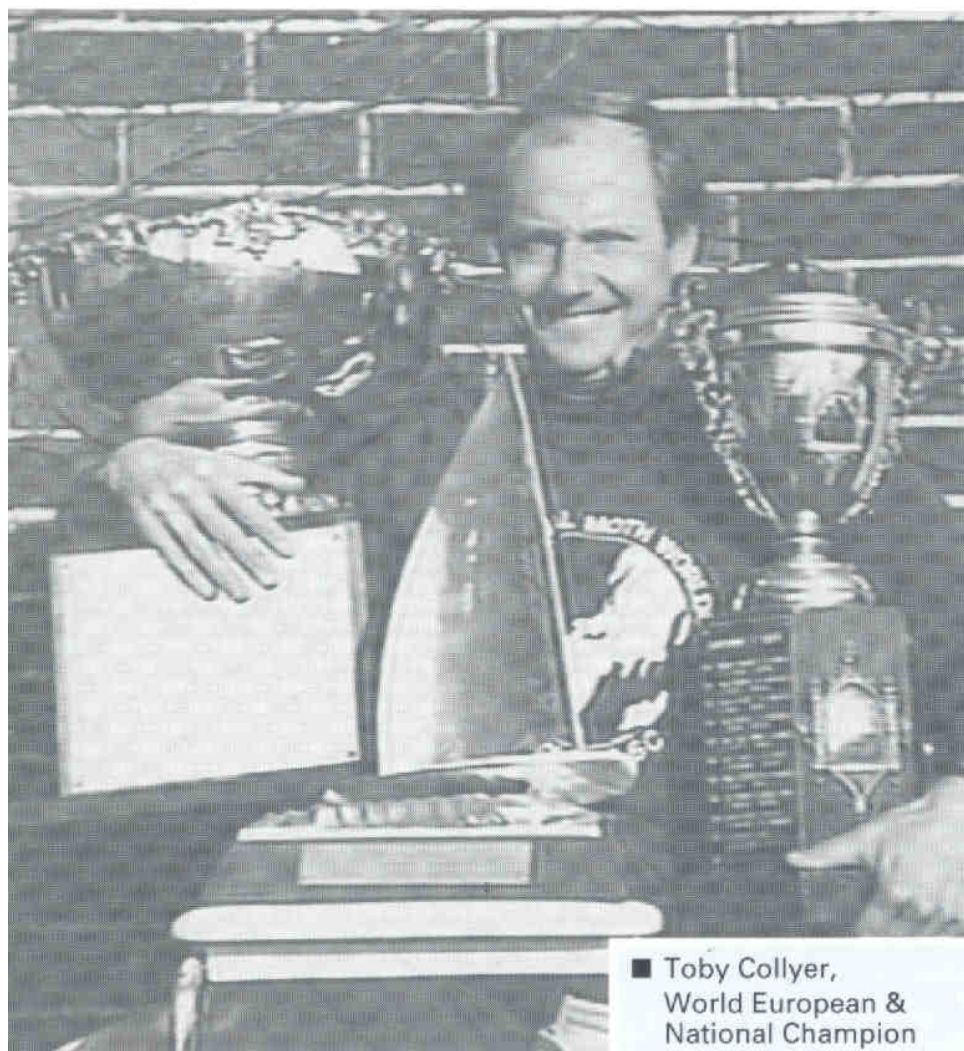
I.M.C.A.
(UK)

The Making of a Champion — by John Claridge

Toby first came to my attention in 1977, when in a local club race, I (then rated as one of the top UK helms) was beaten down the river by a diminutive long haired, kid straight out of Cadets.

Toby was sailing a very heavy, badly built, Skol type moth called the Mahalishee, from which the rudder parted company at the mouth of the river, thus saving me further embarrassment.

Toby and I became firm friends and teamed up to travel to Open Meetings, then virtually every weekend in the summer. He in a series of secondhand boats, with outlandish names, and painted purple always acquitted himself well, but it was not until 1984 when he changed the colour to yellow, and purchased a new Magnum 6 that he won his first National Championship.



■ Toby Collyer,
World European &
National Champion

He has since gone on to lose some of his hair, win 5 more Nationals as well as being currently European & World Champion.

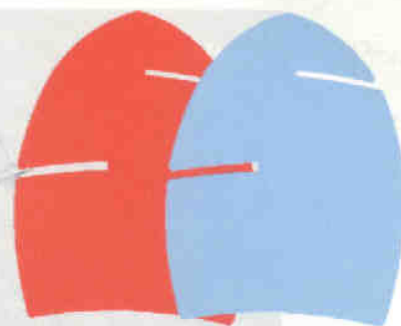
In all his races Toby always sails fairly, in a very laid back style but with amazing determination. Indeed the only time I have known him to be disqualified from a race, at the end of the series the race officer admitted he had made a mistake.

Toby's performance last year is even more impressive when one considers that due to playing a major role in organising the Worlds he was left little time to practice, and although we offered him a Magnum 9.9 to sail, which we calculated would out-perform

everything even in light winds, he was confident in his own ability, plus the all round performance of the Magnum 9.5, with it's improved handling due to the winged rudder, would be sufficient.

As someone who has built boats for all the recent champions, in my opinion, no one deserved to win the championships more last year. He is truly a great champion and an example to any budding mothist, remember it took him 16 years to reach the top, don't expect to be able to do it in your second season.

*"Still the 'Best'
Often copied,
never
duplicated"*



**SANDERS
SAILS**

1822X
K3981

**Bath Road,
Lymington,
Hampshire,
SO41 9RW.**

Claire Spens
Photography

**1st World 93
3rd World 93
4th World 93**

**1st Ladies (World) 93
1st Europeans 92
1st Nationals 93**

Tel. 0590 673981

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International Moth World Championships
Highcliffe Sailing Club, Christchurch Bay

FORMULA 1 RACING
FOR SINGLEHANDERS

■ Photo by
Melvyn Cooper