

INTERNATIONAL MOTH 2000



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Guess
Who?





UK President's Report

Happy New Year to you all !!!!!

Last year was a good year for the Moths. The average open meeting attendance went up, with what appears to be a good strong core of sailors competing in the majority of open meetings. This can only be good for the class and gives us a good firm base to build upon.

The committee has not changed much from last year. James C stepped down from fixtures to be replaced by Duncan. Russ W took on the publicity job with help from Allister. This left the remainder of the committee the same.

The committee at this time has a good balance, which should prove beneficial to the class. We are looking to clearly define committee member's jobs, which should enable us to be a better and more organised committee.



We need to build upon last year's successes and strengthen our weaknesses. Only by doing this will we be able to grow and improve. At the end of the day the class is only going to be as good as its members. So get out there and enjoy yourselves while sailing the Ultimate single hander, The International Moth.

Cheers

Mike Kerslake

Please note: Due to some problems at the printers the picture of our President has been accidentally replaced by an unknown person. Plus we had too many complaints about his photo in the last Yearbook.



Publicity Report

Publicity is such a tough job, we now have two people to share the workload, Allister Jones and myself. The deal is, I write this report whilst Allister generates his own kind of publicity detailed in full, further on.

Firstly, thanks for those who have advertised in the yearbook once again, namely Bloodaxe Boats, Angell Boats and Caws Sails. However without the contributions from the members I would have actually had to write something myself! Thank you also to Fiona Darling for being the Moth's official unofficial photographer and supplying many of the piccis you see before you.

A further thanks must also go to Ian Fordike's father who recognised his sons talent at an early age and took the now embarrassing photos. Congratulations to Ian on becoming our new National Champion.

Since the last yearbook, some of the Committee have got married, Duncan Jefferies and myself (not to each other smart a**e), wedding pictures and more importantly Duncan in the Nurses outfit to appear in the forthcoming newsletter.

We have an all new Website, courtesy of Nigel Oswald and Oliver Laing's hard work. It is fully millennium compliant, with up to date details such as FAQ's, Second hand boat list, Fixture list, Breaking news and loads more info. If you've got Internet access then try it. If you haven't, get it.

Before I sign off, I'd just like to let the people know Bertie (GBR4002) otherwise known as the Millennium Project is tucked up safe and well in my garage and not seen any of those horrible frosty mornings. Just thought I'd tell those people threatening to report me to the RSPCB.

Must dash, well meander slowly.
Russ



www.int-moth.org.uk





The Rise of a Champion

By Nigel Williams

The first time I had the pleasure of meeting Mr Ian Forsdike was in 1989 at Seasalter for the Nationals. I can remember thinking how painfully shy he was and that was nothing really special. No way could I have envisaged that he would be a Moth Champion. He tried very hard to be one of the boys and tried to drink the whole Moth fleet under the table (and some of the cherubs!). Next morning he was in a bit of a state to say the least and then to make matters worse his Mum and Dad arrived. I believe he was under age at the time, his Mum and Dad however took it all in their stride. That year he left his watch at Seasalter!

1990 this was a sign of things to come, Torquay, Nationals the whole fleet were in a couple of cheap (very cheap) B+B's, Ian was showing us how to consume alcohol again. The last race of the series was blowing a force 6 Clive Everest (Cheese man, named as such because, his only protein intake was cheese. He was also caught throwing up cheese colour vomit at Torquay at a windward mark) and Ian Forsdike port tacked the whole fleet. I can still see his Cheshire cat grin.



Ian (left) with big brother Dave in control of Dad's Enterprise

91 Ian decides to build his own boat called the Rooster, nicknamed the coffin, because of its distinct box shape. His learning curve (yuppie talk) was tremendous. John (hard-pressed father) will vouch for this, sail repair, sail repair.

92 came and went in epoxy!



93 Ian comes 23rd at the worlds in Highcliffe and 16 at the Nationals, and he decides its time to buy a new boat, magnum 9 and a bit and loadsa practice.

94 The beginning. Ian was everywhere, totally mobile, this open meeting, that Regatta always in the top 5. Eastbourne is host for the Nationals and again he port tacks the fleet again! This is getting too much. He takes 6th overall taking the Triers Trophy in what was a very heavy wind series. It was during this series Ian gained his nickname "fading fast." He had worked so hard in the boat he had one beer on the one night and fell asleep! It's taking a long time to live it down.



Ian sailing Bosuns at Sea Cadets

95 I remember very well taking over as President with Ian as my right hand man, Secretary and Treasurer. We took over at Plymouth which some of us remember very well don't we Ian? Ask him about a big black Submarine that he said he didn't see! 4th he came that year at the Nationals. Another 1st for the Moth fleet as the championship was split into 2 venues due to weather conditions.

96 everyone was practising hard for the worlds in Germany. Ian was getting faster and was in the top 2 in every open meeting. He prepared meticulously for the worlds. Boat, sails, kit, tent, sleeping bag oops no stove! No guesses as to which tent he had breakfast, dinner and tea in. He came 11th overall, not bad getting better and then off to Saundersfoot for the Nationals taking 2nd place to the newly crowned World Champion, Nick.

97 saw a ripple in the slow build up when he only managed 5th at the Nationals at Weymouth, but that was with a damaged boat. At the end of 97 Ian and Rob Campbell were invited to Japan to celebrate 30 years of Mothing. In a borrowed boat and very heavy winds Ian achieved a creditable 7th with Rob coming 11th.

98 Back to winning form loads of 1sts in Regattas including the Grafham Grand Prix for the second time, 2nd again to Nick at the Nationals and a fantastic 3rd place at the Worlds in Torquay winning the last race.



99 The one he's been training for, for all those years, he takes 1st at the Nationals. Slow but sure, steady Eddy, say what you will, but he's living proof that practice makes perfect. To all the budding Mothists out there, I an is a great mentor like all the greats before him, Roger "Sitting Bull" Angel, Toby "Half hat" Collyer, Nick "no ponytail" Spence and now I an "Fading Fast" Forsdike.



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2000 Fixture List

April	Place	Event
8,9	Bristol Corinthian (Axebridge)	GP1
22,23,24	Bala Inland Championships	GP2
May		
20,21	Halfway YC	GP3
June		
3,4	Draycote Water	Training
18	Blithfield SC	GP4
July		
15,16	Gurnard	GP5
21,22,23	Weymouth	Regatta
22-25	Travemunde (Germany)	European Championships
August		
5,6	Swanage	GP6 (Regatta)
17,20	Thorpe Bay	National Championships
30,31	Loch Vanachar	Scottish Championships
September		
23,24	Draycote Water	End of Season Bash
October		
TBA	Grafham Water	Get together

Notes: Attendance at Grand Prix events (**GP**) entitles the sailor to a 'voucher' to be drawn after the Swanage event with the prize being free entry at the Nationals - the more events you do, the more chance you have of winning!!! Weymouth is only an alternative for those sailors not going to Germany for the Europeans. The Inlands will be contested over the first two days of the event at Bala, with the Grand Prix event on the third day.

The Fixtures Secretary is Duncan Jefferies - 01625 268 312, or email duncan.jefferies@virgin.net - he will also try to post directions, times and further details on the IMCA (UK) website - www.int-moth.org.uk - prior to each event. Any amendments to this list and additions will also be posted there, so please check the website or phone DJ before you travel!





The Nationals 1999

By Graham Caws

Saundersfoot Sailing Club was the venue for the Nationals on August 14-17th; seven races were programmed to take place to be preceded by a practice race. Courses were to be a typical Olympic type.

On arrival the older Moth contingent found that some of the younger, fitter, cash rich? sailors had decided to stay in a B & B instead of the usual *de rigueur* campsite, well known for the introduction of that new après sailing sport 'Downhill Sleeping'. Those who did choose to go for B & B however were the losers, they missed a classic.

Day 1. and after the customary beach sparring (my t-foil's bigger than yours) it was time to risk getting

the boat wet. The practice race, held in winds varying from force 1 at the windward mark to force 5 at the leeward, called for the full range of downhill skills on the run, with control lines right off at the top and hard on at the bottom. The usual practice race superstitions set in



Sailing, Cycling even Martial Arts Nigel could manage in 1999

up the final beat with the front runners Ian Forsdike, Mark Bridgewater, Graham Caws, Nigel Oswald and Oliver Laing all avoiding taking the gun, leaving Nigel Williams to show he was made of sterner stuff and finish first.

Race 1 followed on the same course with mutterings from many sailors that the windward mark was still too close to the beach, Ian Forsdike showed his form early with a clear lead at the end of the first beat, Mark Bridgewater was second followed by a chasing pack of Nigel Oswald, Nigel Williams, Graham Caws, Michael Kerslake and Rob Campbell. Boat speeds increased down the reaches as the breeze improved and at the bottom of the course it was 'hang on' time again with numerous capsizes. Graham Caws showed his new Axeman 7's speed up the next beat to jump up to second at the windward mark with Ian Forsdike still having a good lead. The run showed little place changing as the boats ahead got into the stronger wind first. The wind up the final



beat turned switchy with first one side of course and then the other being better, Ian Forsdike crossed the line first with Mark Bridgewater getting the best of the breeze to finish second from Graham Caws third.

The second and third races were held back to back in lighter conditions on the following day, the new young element of the fleet found this weather more favorable than the previous days tricky breeze. After a number of hesitations from the race officer the second race got underway. At the windward mark Ian Forsdike was again first with Mark Bridgewater second followed by Oliver Laing and Robert Campbell. Over the next lap Forsdike extended his lead with the chasing pack constantly changing positions. On the run Nigel Williams sailed hard to get up to second but in trying to protect his position at the leeward mark overshot and let Mark Bridgewater through. Graham Caws got back into gear up the last beat by finding a better breeze on the port side of the course to finish second behind Ian Forsdike with Mark Bridgewater third and Nigel Williams fourth.

Starting the third race again proved tricky for the race officer, the offshore moderate breeze kept swinging around. In the end the race officer decided to go for it, a big shift just before the start suddenly made the port end of the line very favorable, Michael Kerslake and Oliver Laing made full use of this and crossed the fleet on port tack. Oliver held on to lead the fleet around the top mark with Mark Bridgewater and Ian Forsdike third. Ian had jumped up to second by the gybe mark and at the leeward mark was on

Oliver's transom, Ian sailed higher than Oliver up the next beat to overtake him to windward. Positions remained unchanged down the run but up the next beat Mark sailed out from under Oliver to go up into second. Over the final lap Ian managed to extend his lead to win by four minutes ahead of Mark second followed by Graham Caws and Nigel Williams.

In the changing room after the day's racing the usual Saundersfoot banter concerning stray jellyfish was interrupted by Nigel Oswald saying that he had seen a Basking shark. This





produced the normal response from Team Moth - we fell about laughing!

Day 3 and the fleet set off from the beach in very little wind but with a thunderstorm rattling around the bay. When lightning started sailors decided that it would be safer to stick closer to the committee boat with its taller mast. Nigel Oswald as usual was last to show up in the starting area. Out from under the committee boat shot a rib towing a 4' inflatable shark (could have been of the Basking variety, we don't know, but ask Nigel - he has become an expert on the subject). This had been bought the night before and smuggled onto the committee boat. As the shark (and rib) set off round the fleet of Moths, cries of 'the swine's circling' etc. were heard. Nigel however took this 'mickey take' very well and after all this excitement the race officer decided to postpone the race till the afternoon.

A good breeze quickly picked up over the lunchtime with the sun appearing, which encouraged the sailors to go afloat. By the time the race was started the wind was a good force 5 with stronger streaks around the headland. The fourth race was soon underway and proved to

be the closest fought of the series. The first triangle saw Ian Forsdike again well ahead of Nigel Oswald, Oliver Laing and Nigel Williams. Nigel Oswald using his new Mark Thorpe all-Australian spec. boat, combined with his heavier than average weight, moved up a gear in the conditions which obviously suited him. For the rest of the race Ian and Nigel had a ding-dong battle with very little room separating them. Nigel had a slight



edge on the beats but Ian always pulled him back off wind. On the final beat Ian and Nigel split tacks going for completely different sides of the course. At the finish Ian won by a boat length from Nigel, neither side of the course had for a change proved to be the better. Nigel Williams was third followed by Graham Caws and Mark Bridgewater.



Race 5 was held back-to-back with the fourth. Nigel Oswald was enjoying the conditions and went straight into the lead, Ian Forsdike caught him just before the first gybe mark but capsized. Mark Bridgewater, Graham Caws and Nigel Williams seemed to be tied together with shockcord with a lot of place changing. Nigel Oswald went on to take a well-deserved win with Ian finishing second (enough to tie up the series with two races to spare). Mark was third with Graham fourth and Nigel Williams fifth.

The forecast for the final day was for very strong winds which proved to be the case. The race officer made the wise decision not to hold any more races with winds around force 7.

Overall Results

1st	Ian Forsdike	4pts
2nd	Mark Bridgewater	10
3rd	Graham Caws	12
4th	Nigel Oswald	14
5th	Nigel Williams	15
6th	Michael Kerslake	25



Junior National Champion and 'Best Placed in First Nationals'.

Andrew Davis

Triers Trophy

Russell Wheeler

Damage Trophy (roll of Sellotape)

Richard Powell

Bloke With the Broadest Shoulders (signed inflatable shark)

Nigel Oswald

Other Useful Web Sites:

Australia	www.moth.asn.au/
Western Aus.	www.freeyellow.com/members7/imca-wa/
New South Wales	www.geocities.com/Yosemite/Trails/4352/navnsw.html
Germany	www.segel.de/moth
Switzerland	http://home.sunrise.ch/rufa/
I YRU	www.sailing.org/iyruclass/mth.htm





Design comparison of the old and the new

By Doug Bird

I have only sailed my moth (Magnum 6) a few times but comparing it to a modern design (Skippy 1) at my club I have noticed many differences and similarities. There are many features that are similar, but a lot that has changed over a short period of time. The main features that have changed are :

- Rig developments (pocket luff)
- Hull shape in general
- Weight of modern materials
- Introduction of the T-foil on rudders

All of these contribute to the new boats being comparatively faster than the old, for this article I shall concentrate on the first two points only.

• The Rig

The rigs on Moths are still being decided on. The bolt rope sail which can generate more power than the pocket luff, set up correctly, will in some cases be faster in light breezes, but will struggle to cope against pocket luff sails as the wind increases further. The pocket luff which is a 'new' development and really was accepted into the class in '95 at the worlds in Lake Macquarie. The idea about the rig is that airflow over the front section has a much better slot and the drag produced by the front half of the sail is reduced. The idea is similar to that of a wing mast but in theory it is more efficient. It has got advantage over the conventional style because it is easier to de-power and it creates an efficient airflow over the sail.

The use of exotic materials in the new rigs and the weight reduction achieved compared to the alloy spars on the older designs is a big factor in the development of 'old' and 'new' . Carbon is a very stiff, light material and the gain using it can be immense. (Although the skill of the sailor can overcome this gain continually). Alloy masts tend to bend a lot more than a carbon mast of similar section. This characteristic means more power in a carbon rig and a reduced height in centre of gravity over the whole boat (which is always helpful in a moth!).

• Hulls.

This is where the most development and change has taken place over the years. Longitudinally hulls have slowly reduced in rocker, the Magnum 7 which had a large rocker was very fast in light airs. But as the wind increased even the Magnum 6 designed earlier was faster, so rocker was gradually reduced to cope with all conditions.





The wide flat U sections of the older designs like the 'Magnum 5,6 and the 'Phobia' have slowly been modified into thinner hard 'box' sections like the 'Axeman' and the Skippy's, which increases boat speed in semi-planing conditions, but in lighter conditions this advantage is lost because the new boats plane at a lower speed, but when they were not on the plane, they were slightly slower in comparison to the older design.

The low freeboard designs of the past like the 'Phobia' and the 'Dragon' have been overtaken by higher narrower designs to decrease the wetted surface area and to increase speed. Another reason for this increase in freeboard and the decrease in

width is because of the increased mechanical advantage with the wings being set higher up on the boat. The distance from the pivot also increased as the boat gets narrower, the leverage from the wing is increased helping the boat to stay flatter.

(Ed: And I thought it was me that kept it flat!)



Another bizarre development that seemed to come and go quickly was the bulbous bow. The idea was that at high speed (without planing) usually over about 12 knots a second bow wave is formed along the boat and decreases the drag formed by a bow wave and so increasing speed. The only problem with this on a Moth is that the hull speed is low, so without planing speeds of over 12 knots will not happen and so the design idea was impractical. This, when not doing the correct speed for the bulbous bow section to work, created drag over the hull and decreased the boats speed.

Although this next idea never caught on, it was a good one, but did have a few problems similar to the bulbous bow. The hydrofoil idea from Andy Paterson was amazing to see but unless the boat was on the foils the speed was very low. So in light airs there would be a problem and an enormous amount of drag! To see it in action on a windier day would be amazing and the newer moths would struggle to keep up. (Ed: Take a look at the Worlds report)





The Worlds 2000

The World Championships were held by Mounts Bay Sailing Club in Perth, Australia during the first week in January. Two Brits were eagerly despatched to foreign shores, namely I an 'Fozzy' Forsdike and Nigel 'Toffee Crisp' Oswald. Sent to do battle with the best in the World.

Here's the story as told by Les 'Full Frontal' Thorpe (Apologies for the poor grammar - Les is an Aussie)

Heat 1

Moderate sea breeze, 10-15kts. Chris won the race, narrowly beating mark with Tassy (Andrew Coxall) 3, I an Forsdike 4, Glen Beebe 5, Bryan Graham 6, Les Thorpe 7, Patrick 8, Fisho (Robert Fish) 9.

Of most note was local guy who has built a narrow moth with no flares, which he can attach foils to. He has a slightly bigger wing rudder and two foils - one each wing which are like centre boards straight down into the water, but angle in and down at about 45 degrees also. This means that as his boat speed increases and thus his lift increases the boat lifts which reduces the amount of foil in the water which in turn decreases the lift and a balance is found (obviously).

Up the first work (beat) he blew everyone away and was even first to the first wing mark where he capsized. Basically he just can't turn the thing around. Also the breeze was getting a little too strong and he was getting too much lift. But definitely has lots of potential.



Heat 2 (asap after heat 1)

Sea breeze increased heaps. By the start it was about 25 knots seemed to be increasing, as were the waves. Chris and Tassy got (continues after the Picture Gallery)





The Worlds Picture Gallery



Ian Forsdike



Nige Oswald



Tim Sinclair



Les Thorpe



Nige Oswald





.... away to a great start and pulled away from the pack. Mark had a poor start but was working his way through the fleet. Everyone had trouble finding the top mark even though there was a lead boat. There was confusion as to whether the middle mark was the top mark, but luckily nobody went around it. After what seemed like miles the top mark was finally in sight. Chris and Tassy rounded in a comfortable first and second respectively. Glen, Mark, Fisho, me, Bryan, Ian & Nigel Oswald (UK) were next in a pack. Capsizes were the name of the day. Tassie and Chris sailed very well to maintain their

lead, only capsizing at the third wing mark. Chris admitted to grannying once and said he "was proud of it" (softcock). Tassie recovered quicker to have a slight lead on Chris at the bottom, but daylight to third. Fisho and I had less capsizes than all the others (Fisho 1?, me none) and



managed to pull away from the pack. The others seemed to be having several capsizes at least. At the bottom it was me third just in front of Fisho with a gap back to Mark, then Bryan, then too far back to see. Tassie and Chris stayed in that order up the work and down the run to the finish, winning comfortably. Fisho managed to catch me on the work, then I capsized on the run but still managed to cross the line in front of him. We later said to each other that we could not see each other and both thought that the other had finished until about 100 metres from the line. Final positions Tassie, Chris, myself, Fisho, Mark, Bryan, Greg Hilton (scow, ex world champion), Beebe, Greg Hammon (scow), Ian Forsdike (UK), Freddy, Nigel Oswald (UK)

Heat 3

Morning race - 10.00am The easterlies were back, but not as strong as during the Nationals and seemed to be easing. The usual crowd made it to the top mark in the lead bunch. Fisho was unlucky to break his vang just after the start and went back to the club to repair it for heat 4. Mark managed to get into the lead on the reaches, only to capsize at the third wing mark (pretty bad one, hard to bring up). On the second work Freddy and Nigel went on a two tack flyer out to the left where as the lead 8 or 9





went predominantly to the right. Mark made up a fair bit of ground on the work and caught up to me about three-quarters of the way up the work (about 5th place). Glen and Chris were leading. Freddy and Nigel`s gamble paid off with them rounding the top mark first and second respectively. Then Glen, Chris, with a gap to Tassie, Mark and myself. Run to the finish was fairly uneventful in a dying breeze. Final positions:- Freddy, Glen, Nigel, Chris, Mark, Tassie, myself, Garth, Ian, Bryan.

Heat 4 (ASAP after heat 3)

Breeze was swinging and there was a large storm cloud hanging over Perth (which eventually did not do anything). From the first work the fleet split. Fisho, Tassie, Patrick, Freddy went to the right, Mark, Chris, Glen, Bryan went left. Ian and I played the shifts up the middle and it paid off big time, Ian rounded first. An unlucky shift cost me second round top and I ended up in a bunch with Fisho, Patrick, Freddy and Tassie. Mark, Chris, Glen etc were very back door. Front positions remained relatively unchanged down the reaches. Mark and Chris managed to work their way through the pack to be around about 6th at the bottom, but still a little back. Ian, Fisho and Freddy went



Bret Burvill - When it was bad, it was wet!

left, Chris and Mark etc went right, myself, Tassie and Patrick played the middle, which paid off again, but not as much. Ian managed to get back to the middle in time to be just in front at the top from Tassie, myself and Patrick. Fisho and Freddy lost out to a degree and ended up in a large pack as did Chris and Mark. The wind was quite light by this stage (5 knots). The breeze came in from behind a little on the run, which compressed the fleet even more. Ian hung on, as did Tassie. Patrick got passed me and Mark got passed the bulk of the fleet, but there were some pretty hair raising moments as the pressure lines came down.

Final positions across the line:- Ian, Tassie, Patrick, myself, Mark, Garth, Chris, Freddy, Fisho, Bryan, Glen, Nigel.

When we got back to shore the shit started to hit the fan. Patrick along with several others (not top 10) realised that they had not signed on, and were disqualified. Therefore all the positions above move up one from myself down. Also Freddy was threatened to be disqualified by the race committee as he used one of Martin`s sails





but had not changed the sail number. The committee let him off with a warning. I think

Started in a variable 5 10Kts easterly, i.e. no sea breeze.

do. Mark Thorpe rounded first followed closely by Glen Beeb and Tassy. The first two positions stayed the same to

first win of the series. Chris Dey was third after pipping

Same sort of conditions as

made getting it wrong pretty



Bret Burvill went right on the second beat and went from the top bunch into about 25th place.

Mark Thorpe won from Garth Illet and Chris Dey.

Heats 7 and 8

Sailed with some trepidation. The forecast was for severe thun to 50 knots in squalls. All the time while rigging up we had watched enormous clouds growing in the eastern sky. For heat 7 the wind started in a southeasterly direction
change in wind

direction made it a soldier's course which made it easier to sail in these challenging

Coxall. By the time heat 8 started the wind had moderated but as the race progressed

his hydrofoils -

Sea breeze came in and the race was held in 12 15Kts. The usual going left trick in with

Although Bret Burvill on his Hydrofoils had over a minutes lead he could not get round the gybe marks and dropped down the fleet.



Tassy kept his cool and won the race, Ian Forsdike was second with Glen Beebe pulling through to third on the last reach.

Tassy`s win put him into second and only a few points behind Chris. Mark could only manage fifth which put him just out of contention for the title. Tassy had to win the last race with Chris lower than fifth to take it.

Heat 10

The racing was postponed due to lack of wind, but the sea breeze kicked in between 10-15kts by the time we started. Going left again was the trendy thing to do and Bret Burvill shot out of the pack and lead all the way round. Mark was second to the top mark and those two positions stayed the same.

Chris kept track of Tassy throughout the race and they finished 6th and 5th respectively, Glen Beebe was 4th.

Chris took his first world championships from Tassy and Mark Thorpe 0.3 points behind.

Ian 'Fading Fast' Forsdike - Applying the pressure....





Overall results for Worlds 2000:

		Points
2.....Tassy		39.4
4.....Glen Beebe	Th	
5.....Ian Forsdike	Matra Bae Dynamics	85
		89.1
		91.4
		100.7
9.....Frederick Duvosin	Shandy	
10.....Bret Burvill	Windrush	1
11.....Nigel Oswald	Lemon Sharky	116.7
12.....Robert Fish	Comfortably Numb	118.7
		159
		169
15.....Greg Konnecke		185

The Brits

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What's sailing in 2000?

By Duncan Jefferies

This article is a look at all the Moths around at the moment, and is intended as a guide for both people new to the class and for Mothies looking to upgrade their boats. The cost indication is only rough, and is based on the prices that people have recently bought and sold boats for. A better idea of the current going rate is to look at the Second Hand Boatlist or Yachts & Yachting where most Moths are to be found.

Any errors or omissions are apologised for, and hopefully the dates are as correct as possible. A lot of the information was taken from old yearbooks, builder's notes and good old speculation. Any queries? Just ask a Mothie and they'll put you right.

Costs:

- £300 - 500
- £500 - 1,000
- £1,000 - 2,000
- £2,000 - 3,000
- £3,000+

Design: Axeman 1 and 2

Designer / Nationality: Bloodaxe / UK

Construction: Carbon & Ply

Year First Built: early 1990s

Boat Weight: 30kg

Helm Weight: 9-12 stone

Number Built: a few

Successes: Nige Williams and the Ozie guys copied it to make Oz Axeman

2nd Hand Cost:

Strengths: still quite quick and a lot of boat for the money. Mk 2 has a wider transom

Weaknesses: heavier than newer ones, not many around

Sailed by: James Carnague

Design: Axeman 5

Designer / Nationality: Bloodaxe / UK

Construction: Ply sandwich, glass/kevlar

Year First Built: 1993

Boat Weight: 29kg

Helm Weight: 8-12.5 stone

Number Built:

Successes: Graham Caws, high placing in Nationals.

2nd Hand Cost:





Strengths: Home construction, light, strong. Good speed result of the rounded off chines.

Less competitive than an Axeman 6 or 7. Axeman 4 design was copied and made down under as the Aussie Axeman.

Sailed by: Danny Murphy

Design:

Designer / Nationality: / UK

Carbon, Glass, Foam, Kevlar, Ply etc!

1994

28kg

10-

Number Built:

Successes: Nationals 1999

2nd

Strengths:

finished

Slightly pricier at present than the Aussies

boats

Sailed by: Ian Forsdike, Andy Paterson, Nigel Williams,



Design:

Designer / Nationality:

Construction:

Year First Built:

Boat Weight:

Helm Weight: -12 stone

Number Built: 1

Successes: Graham Caws, 4th place 1999 nationals

Hand Cost:

Strengths: Fast, light, strong and well finished.

Highly refined.

Weaknesses: Slightly pricier at present than the Aussie boats

Sailed by: Graham Caws



Design: Hungry Tiger

Designer / Nationality: Thorpe / AUS

Construction: Carbon & Foam

Year First Built: 1998

Boat Weight: 28kg





Helm Weight: 10-12 stone + Toffee Crisps

Number Built: Increasing weekly!

Successes: Worlds 1998

2nd Hand Cost:

Strengths: Strong, light, and at least as fast as the top UK boats. Well finished

Weaknesses: Australian - importing hassle and after market servicing

Sailed by: Nige Oswald, Oliver Laing

Design: Skippy 1

Designer / Nationality: Angell & Everest / UK

Construction: Carbon & Foam

Year First Built: 1992

Boat Weight: 25 - 30kg

Helm Weight: 8.5 - 11 stone

Number Built:

Successes: Worlds 1996, Europeans 94, 97 Nationals '95, '96, '97, '98

2nd Hand Cost: +

Strengths: Quite a few around and still competitive

Weaknesses: Older boats are heavier than some

Sailed by: Rob Campbell, Russ Wheeler, Liz Pudney, Nick Spence, Mike Kerslake



Design: Skippy 2

Designer / Nationality: Angell / UK

Construction: Carbon & Foam

Year First Built: 1997

Boat Weight: 25kg

Helm Weight: 9-12 stone

Number Built: 2

Successes:

2nd Hand Cost:

Strengths: Home construction, cheapest way to get a new boat

Weaknesses: Wacky design may freak you out

Sailed by: Richard Powell, Roger Angell





Design: Magnum 6

Designer / Nationality: Claridge / UK

Construction: Ply

Year First Built: 1985

Boat Weight: 40kg

Helm Weight: 9-12 stone

Number Built: lots

Successes: Worlds, '84, '85, Nationals '85, '86, '87 Europeans, '86

2nd Hand Cost:

Strengths: Cost, good learner boat for those with little other sailing experience

Weaknesses: A few less around than there were. Most are getting a bit tired

Sailed by: Not known

Design: Magnum 8

Designer / Nationality: Claridge / UK

Construction: Ply

Year First Built: 1987 approx.

Boat Weight: 40kg

Helm Weight: 9-12 stone

Number Built: lots

Successes: Nationals '88, 89, Europeans, '88, '89

2nd Hand Cost:

Strengths: Cost, availability, well sailed one can still get you to the middle of the fleet

Weaknesses: Watch out for soggy old ones, metal rigs harder to sail with than carbon fibre ones.

Sailed by: Alan Campbell, Ray



Design: Magnum 9

Designer / Nationality: Claridge / UK

Construction: Glass & Ply with some carbon

Year First Built: 1989/90

Boat Weight: 37kg

Helm Weight: 9-11 stone

Number Built: a few

Successes: Worlds, '90, Nationals '90, '91

2nd Hand Cost: +

Strengths: First of the narrow boats, strong for a predominantly wooden boat

Weaknesses: Alloy rig, a bit on the over-engineered side

Sailed by: Various for lots of years, inc Toby Collyer





Design: Magnum 9.5

Designer / Nationality: Claridge / UK

Construction: Ply, Carbon/Kevlar & Epoxy

Year First Built: 1992

Boat Weight: 30kg

Helm Weight: 8-12.5 stone

Number Built:

Successes: Worlds 1993, Europeans 1992, Nationals '92, '93, '94

2nd Hand Cost:

Strengths: Good use of carbon (rig and foils etc) gives a lightweight boat

Weaknesses: Still quite a bit of ply in them, so have to be well looked after

Sailed by: Mark Bridgewater before he tried to board a Flying Fifteen

Design: Magnum 9.9

Designer / Nationality: Claridge / UK

Construction: Ply, Carbon/Kevlar & Epoxy

Year First Built: 1993

Boat Weight: >30kg

Helm Weight: 8-12.5 stone

Number Built:

Successes: Nationals 1995

2nd Hand Cost: /

Strengths: Light, pintail transom, well made and well specced.

Weaknesses: Not as fast as the latest designs.

Sailed by: Melvin '4th Bee Gee' Cooper took it to Oz worlds in 1995

Design: Very modified Murf

Designer / Nationality: Hill-Jones, Angell (unwittingly!) / UK

Construction: Carbon & Foam

Year First Built: mid '90s

Boat Weight: >30kg

Helm Weight: 8-11 stone

Number Built: 1 (thank god!)

Successes: getting it to float

2nd Hand Cost:

Strengths: The one on the water is now quite competitive, following lots of work to make it sensible!

Weaknesses: It required all the above work!

Sailed by: Andrew Davis





Design: Barber Axeman
Designer / Nationality: Barber / UK
Construction: Carbon & Ply
Year First Built: 1996
Boat Weight: 30kg
Helm Weight: 9.5-11 stone
Number Built: 1
Successes: Blessed by I an 'Fozzy' Forsdike
2nd Hand Cost:
Strengths: Very light and well constructed
Weaknesses: a few little quirks
Sailed by: Duncan Jefferies



Design: Pearce 6
Designer / Nationality: Pearce / UK
Construction: Carbon, Glass & Ply
Year First Built: 1991/92
Boat Weight: 30kg
Helm Weight: 9-12 stone
Number Built:
Successes:
2nd Hand Cost:
Strengths: Doesn't differ that much from the modern shape
Weaknesses: Unpredictable speed and build, alloy rigs
Sailed by: Chris Rowlands



Other designs still around:

Magnum III, V: Great boats for around £300-500
Blitz I, II & III: Belben designed narrow boats. Early ones are similar in speed to Magnum VIII, Blitz III is radical shape - super narrow hull. Very few built.
Ghoul I, II & III: Everest designed and built. Mk III is an awesome beast, that was quick in Clive's hands, but no-one else's. Still in beautiful condition somewhere.
Axeman III: Super narrow Axeman. Andy realised his mistake and the Mk IV was developed from the lines of the Mk II. Very well looked after example raced quiet competitively by Neil Chappell.
Aussie Axeman: Very popular boat both down under, and here. Copied quite unrelentingly from the legitimate Axeman IV by the Aussies and flogged in our back





yard. Good solid boats built to withstand shark attack and sailed in the 1990's by Adam May, Doug Culnane and Mike Kerslake to name a few.



ANGELL BOATS

Why did they call my last boat 'Sitting Bull'?

Manufacturers of:

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Or e-mail: btd@easynet.co.uk





One Hot Summer

By Allister Jones

For the stupid with a plan to turn the nationals into more of a holiday, you spend an extra day with a couple of mates from work in Tenby and then go up the coast to race a bit more. On the way you pick your sister up from the station and the scare the shit out of her while driving through towns with the boat on the roof, I was calm and composed the whole time - honest.

Once you've made it to the campsite, you and your sister take the boat off the car roof, much to the amusement of others, but no great rush to help - nevermind I'm not bitter - ba***rds. You then walk your beloved, still in one piece, moth to the sailing club. Strange looks in abundance but at least no dips**t questions yet - they come later.

With the boat sorted and put to bed, you start on the second part of your relaxing holiday. Chauffeuring your sister about on your petrol money (at least she paid for most of the drinks) so that she could do some art college drawing thing - lots of drawings of hills, trees and Stone Hengey rock things.

At last racing, you've got this estuary to sail out of with rocks on one side and large sandbanks on the other. Ready to launch, after yet more bemused looks, you find some bathtub thing with a 'Chelsea type' straw hatted to**er in your way. Despite shouting at them, they still continue to joke about what to call the bloke who pulls up the anchor, but at least they launch when you hear your start go.

With the to**ers out of the way, two seconds later you launch, get hit by a gust and go screaming past them. Apparently they had very surprised and worried looks, I didn't see as I was busy shitting myself as I went between them and the rocks.

Out on the course I did all right, never managed to catch the Osprey and the rest of my fleet, but at least I kept everyone amused. Getting finished on a reach I dipped the windward wing, flew out the back and watched my boat fly into the distance - should I really be helping with publicity?

For the stupid it's a good holiday, but the questions you get asked are unbelievable, but hey our boats are a tad on the strange side.





Measurement Matters

Bought a second-hand boat?

Join the association, send £2.00 plus a SAE to the measurement chairman for re-certification complete with old certificate, that the previous owner should give you, if you haven't got the old one don't despair, we have very comprehensive records. Also include any name change you wish to make. Check that the sail in use is the one recorded on the back of the certificate, if not you will have to have it measured. See new sail.

Bought a new sail?

Contact one of the measurers listed and agree a time and a place mutually convenient to measure it, usually the next open meeting. Remember that measurers are volunteers and are entitled to claim out of pocket expenses if incurred. When all the forms are complete send to the Measurement Chairman with the £15.00 measurement fee. The measurer will enter the sail details on the back of your certificate, so make sure you have it with you.

New boats

The building fee receipt is theoretically payable at the time of laying down the "keel". Send your £25.00 fee to the Measurement Chairman with details of design, builders details and the boats name if you have one. He will send you back your number which should then be drilled, burnt, carved or moulded in 30mm high numerals in the port aft side. Once the boat is complete, contact a measurer, get a new sail measured at the same time. If you are transferring a sail from a previous boat, remember to change the sail numbers (see below under new rules) cross this sail off the old certificate and show proof, including measurements, that the old sail was measured, so that the measurer can include it on the new certificate.

New Rules

A summary of the new sail rules applicable from 31st March 97 is boats with an overall length of 3.5m should have sail numbers of 300mm in height. Neil has measured a few existing sails and they measured < 300mm, however he suggests that if an old sail is used on a new boat after the 31st, whilst changing the numbers you should ensure that you're applying the 300mm rule,

Measurement Checks you can do yourself. Thoroughly read the rules and make sure that the essential requirements have been fulfilled. You receive the class rules when you send in your building fees along with a building plaque that should be attached to your Hull.





Items that an owner can easily check are as follows:

1. Bands of contrasting colour to the spars indicating the maximum positions that the head and tack will be set to on the mast. There is a maximum Luff length of 5185mm but no maximum or minimum for the foot length. Bands should be either painted, etched or indelibly marked on, and must be a minimum of 15mm wide.
2. National letters and sail numbers should be marked indelibly on the port side aft, in letters of minimum 30mm high. Only drilled, carved, burnt or moulded numbers are acceptable.
3. Overall width from wing edge to wing edge (including trampolines) shall not exceed 2250mm. Please bear in mind that dihedral wings will bend. The measurer will compress both wings simultaneously to make this measurement.
4. Overall length. This can be measured first by running a tape along the keel line. If this measurement is under required, the boat will pass, but the measurer will measure along the horizontal water line using a caliper or frame.
5. Check that the boat is watertight. If the measurer has doubts he may do a compression test.
6. Check that the sails numbers are correct, and their spacing and positioning are as laid out in the rules.

A full set of rules are available from the measurement chairman for a fee of £2.00 plus a SAE.

IMCA Measurers:

Andy Paterson (Sails only)			01983 298716
Roger Angell	Midlands	Birmingham	0121 789 933
Robert Campbell	S. East	London	TBA
Toby Collyer	South	Lymington	01509 683799
Ian Forsdike	S. East	London	01438 718921
Jim Hill- Jones	S. West	Paignton	01803 526636
Michael Kerslake	Midlands	Nottingham	0115 9663895
Phillip Lee	South	Lee-on-Solent	01705 552035



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