

INTERNATIONAL MOTH 2001



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Front Cover: Andy Davis – Junior National Champion

Back Cover: Nigel Oswald – National Champion





UK President's Report

Hello everyone, as I'm sure most of you know myself and Mike Kerlake had a bit of a job swapping session at the AGM last year, so I am now acting as President and he is Secretary and Treasurer.

Last year we had some pretty good regattas with The Worlds being hosted by Mounts Bay SC in Perth, Western Australia. Loads of wind and sunshine to kill for, especially as it was around Christmas time! The Europeans in Travemunde were also excellent and allowed the class some free publicity as part of Travemunderwoche. I don't think I will ever forget the sight of Tim Steinlein on his hydrofoils blasting along by the marina wall packed with spectators! Well done to Ian Forsdike for winning the Europeans from the defending champ, Patric Ruff of Switzerland.

The Nationals were flawlessly run by the Thorpe Bay YC and the Grand Prix series was well attended, well done to Ian for winning that one too...

We did have a great plan in action for this year. The idea was to join four or five open meetings with the International Canoes, and try to persuade the Cherubs to join in and have a joint series. More boats, people, publicity and more fun! Unfortunately, the idea only surfaced at the end of last year and it left us too little time to organise it all. We will, however, concentrate on sorting it out properly for next year.

We are still sharing The Nationals with the Canoes this year, which are being held in Weymouth, so that should be a good one! The Europeans are taking place in Denmark for the first time ever, and The Worlds are back in Japan this October. All in all should be a great sailing year!

All of this brings me to my last (and far more personal begging) point. As a few of you will probably already know, I lost my driving license just before Christmas for drink driving (great example being set by your new president eh?) If you're still believing it's worth trying, let me assure you it's not, as I have found out to my cost very few taxi's have tow bars! (except Andy Davis.... Ha ha, sorry that was poor). It really screws up your sailing and life in general. For any of you who are feeling sympathetic, and I will have seriously learned my lesson by the time I get my license back (towards the end of 2002), any offers of lifts to open meetings would really be appreciated!

Hope to see as many of you as possible on the circuit

Nige Oswald





Retiring President's Bit

As the title says I am retiring from the position of President. I took the job at Torquay in 1998 and have had a very easy two years in the job. This I can only put down to the Committee around me who all worked well and got their jobs done. I am not leaving the committee completely, I have moved to the Secretary's job where I hope to spend a few more years.

As the retiring President I would like to thank Duncan and Neil, who also stepped down at the last AGM. They have both put a lot of time and effort into the class during their time on the Committee.

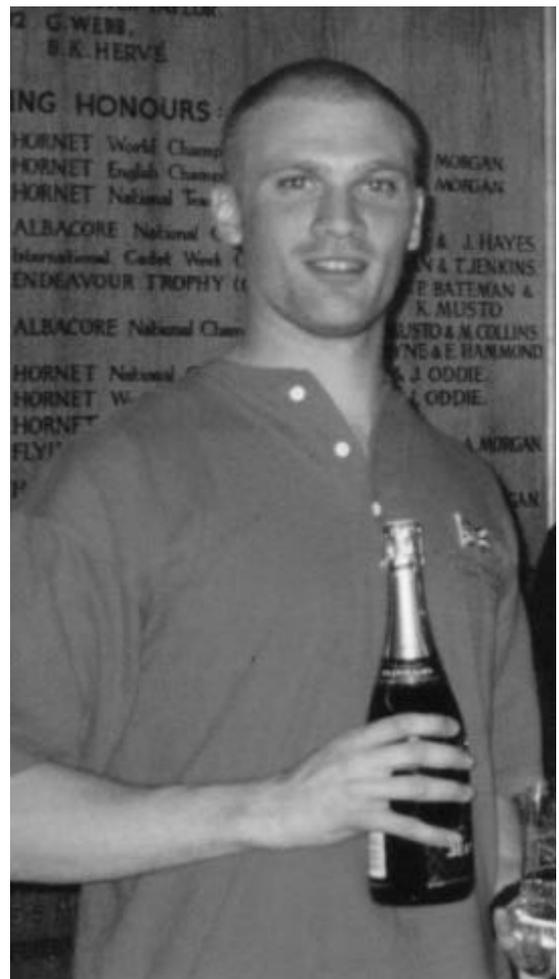
We have managed to combine the Nationals with the International Canoes, which is being held at Weymouth..... more information later. We plan to do more Open Meetings with them, about 4, in some sort of Championship, more to follow later in the year.

I must now pass the 'El Presidente' Hat to Nige Oswald, who will hopefully have as good a time as I had in the position.

Cheers

Mike Kerslake

Ed: I am pleased to confirm we now have an extensive amount of pictures of Mike in our Library. However, although Mike is a teetotal, we cannot seem to find any without him drinking alcohol!





Publicity Report

Another year on, another year older and all that. Once again, thanks must go to those who have advertised in Yearbook, namely Bloodaxe Boats, Angell Boats and Caws Sails. I must also thank all the contributors to the Yearbook and my Wife Helen who proof read it at such short notice.

Since the last Yearbook, Duncan Jefferies has hung up his Moth boots, which is a great shame. Maybe one day we can coax him back into the fleet. Maybe one reason Duncs stopped sailing Moths was due to the photos we have of him in the Nurses outfit!

Last year was a good year and bad year for my sailing. Bertie (GBR4002) finally had a long deserved revamp and was beautifully sprayed in Orange. Bertie looked absolutely wonderful for a total of two days. Due to my eagerness to finish the painting on the hull in time for the Europeans, I failed to notice (ignored) the corrosion that had taken place between mast plug and mast. Needless to say, just at a critical gybe during the Europeans, my mast decided to dance its merry little way down my foredeck. Not good news. The support from the rescue boats was extremely good and with plenty of hour's work later, Bertie was ready to sail the next day. Shame I never looked at the forecast, the next day, which was the final day, was cancelled due to lack of wind! All that hard work for nothing.

A note of warning. As we get better at sailing these narrow Moths, our balance must become better. However, being able to get extremely drunk, balance on a Moped and demonstrate these skills to an office of the law is not clever. Nigel, I suggest you start walking to the first open meeting now!

Anyway, Bertie and myself will be seen around the Open Meetings this year, hopefully I will be seeing you. Please come along, regardless of ability. They really are great fun.

Cheers for now

Russell Wheeler

GBR4002 - Bertie





Mothies - Get it together for 2001!

By Mark Bridgewater

Its time to think about what you need to do to your boat before the first Open or start of the spring season.

First thing to do - get your sail checked out. Things I look out for:-

1. Those batten pocket ends and bolt rope will go if you have more than one popped out. Get the bolt rope and luff tape changed, this will give you a usable sail again for not too many £'s
2. Take all the battens out and check them for de-laminating and twisting, they have a tendency to twist after a time. Get some new ones if they are damaged. They should cost around £4 each, which works out cheaper than having one break and go through your sail.
3. Tramps are another good thing to check. Take them off and give them a good going over. These things take a real good pounding through the year.(I know, mine split on me just before The Europeans)
4. While the tramps are off, check out the wing bars for cracks, dents & chips (That's not Fish & Chips Nigel!), Get them repaired, or if they are that bad, replaced. It works out cheaper in the long run!
5. While the rig is off, check the mast pivot and gooseneck. Take it from someone who knows - one of these peeled off on me at Bala Last year!
6. Give the mast a good look over. Check the rivets on the mast. If one is loose, I would advise replacing all of them.
7. Shrouds - my advice would be, if any strand is broken, throw them all away and get new ones. If they are more than 6 years old it's probably time to think about changing them, they do get stretched and go brittle after a time.



Andy P. demonstrating on the water maintenance!





8. While every thing is off the boat, check the hull for dinks, deep scratches, holes, dents etc. If you have a garage, think about a rub down and a coat of paint. If you don't, you'll just have to wait for the warmer weather to do it!
9. Another thing to check on the hull is its air tightness. I have done this in the past with a foot pump, some washing up liquid, sticky back plastic and a water mister (and no it is not something of Blue Peter). Be careful not to over pump your boat up, it may EXPLODE! If you spray your hull over the areas you think may be leaking, with a water and fairy liquid mix, you can see the bubbles.
10. Foils - make sure they are straight and all the nicks and dents are filled in. Keep them smooth and dent free. Just look after them as they are expensive!
11. Blocks and String - If your string is fraying or generally looks tatty, sling it, its not that much to replace. The same goes for elastic. I reckon I get through 20M of 3mm elastic a year! If your blocks are twisted, damaged or broken, sling them. Check each one individually under load.
12. Cleats - don't use the cleats off an old boat for your new one unless they're quite new. I can confirm this. He lost out at The Nationals last year because two of his cleats let him down on separate occasions (a costly mistake). If in doubt bin-um.
13. Putting it all back together - new string, new bolts, screws, rivets etc. - and don't forget to seal any holes with silicon sealant. Check the bung hole and that the bungs fit properly. Hatch covers can be a big problem, check 'em.

I realise I have mentioned binning and slinging things quite a lot, which could end up costing you a small fortune, but I would say, think about the money you would be saving in the long run. You may think it's a lot of money now, but its much cheaper than going to an Open or a Club event and finding out that on the first beat a piece of 3mm dyneema breaks on the Cunningham or tramp and you have to retire.

The voice of experience speaks now - **I will be checking your boats out, come the first events. BE WARNED!**

Ed's Note: And I will be watching Mark to see if he listens to himself!





2001 Fixture List

Month	Place	Event
April 14,15,16	Weston Grand Slam	Regatta
May 26,27,28	Bala Whit Regatta	GP Event
June 16	Blithfield SC Open	GP Event
July 7 28-31	Bala long distance race Weymouth	Regatta National Championships
August 4 -12	Denmark	European Championships
October 4-14 13,14	Choshi - Japan Draycote Water (For those of us not fortunate enough to be in Japan!)	World Championships End of season bash

Further events (including Grand Prix) to be confirmed at Grafham, Bartley Green and Thorpe Bay.

For race times, directions and further details, please visit the IMCA (UK) website or contact the Fixtures Secretary. Any amendments to this list and additions will be posted there, so please check (or phone) before you travel.





The Nationals 2000

By Ian Forsdike

Thorpe Bay Sailing Club were the hosts of the International Moth Championships which were held between the 17th and 20th August. A very competitive and enthusiastic fleet arrived with one sailor even coming from Inverness to take part!

Race one was held on a traditional triangle/sausage course in bright sunshine and a steady 15 knots. Nigel Oswald broke away from the pack starting on port and taking a few transoms to go hard right and rounded the windward buoy three boat lengths ahead. Graham Caws

was second, closely followed by Andrew Davis, current European Junior Champion. Oswald was unlucky to suffer gear failure on the first reaching leg and was forced to retire, leaving Caws to head the field. Ian Forsdike, current



European Champion, gained on offwind legs and overtook Davis at the gybe mark and Caws, who capsized after dipping a wing in a large wave. Forsdike held on to win from Caws, who recovered well after a battle with Davis and Oliver Laing, eventually, finishing in that order.

Race 2 was held back to back with race one. Forsdike got the best start at the pin end of the line and headed to the left to get the benefit from the fast running tide. Oswald, now fully repaired, once again showed his upwind speed. He recovered well after a poor start to lead round the top mark from Forsdike and Caws. Forsdike fought back and took the lead on the second reach with these two pulling away from the chasing pack. Laing showed flashes of speed in his Hungry Tiger design closing down Caws on the run and picked a good shift on the next beat to gain third. Oswald eventually won by three boat lengths by working the shifts well upwind after the pair had been battling all race. Laing held onto third place from Caws, Davis was fifth.

After the free beer at the previous nights Commodores reception the keen but slightly bleary eyed Mothies contested race 3 in 10-12 knots and a large confused swell. Forsdike had a good beat making good use of the tide and by the first mark had a four





boat length lead from Oswald who had Caws hot on his heels. Oswald took the lead on the second reach by sailing over the top of the leader in a gust and pulled farther away when Forsdike capsized and hit the leeward mark letting four boats past. On the next leg Forsdike overtook Liz Pudney and Davis, and retook second spot on the third windward leg pointing very high in the confused seas and closed the gap on Oswald. Oswald covered well on the short beat to the finish to take the gun by three boat lengths and Caws held off a late challenge from Laing to finish third, Andy Patterson was fifth.

Oswald made it a hat trick of wins in race 4 after another extremely close tussle with Forsdike. Forsdike again showed good reaching speed but Oswald's pace upwind clinched it for him after a tacking duel on the last beat. Caws, consistent as ever, was third, Laing fourth.

With everything still to play for Forsdike needed to beat Oswald in the next three races to retain his championship title, and in the 20 knot breeze he and Oswald started side by side at the pin end of the line. After having to duck Caws halfway up the beat, Oswald sailed free and fast to round two boat lengths ahead of Forsdike and Davis as the fleet took off down the reach. Forsdike managed to pass Oswald to windward and by the leeward mark led by 20 yards, Patterson moved up to third showing good speed and technique surfing the waves in his Axeman 6 design. The lead changed hands many times during the race between the two championship contenders and Forsdike looked good for a victory until a swim at the gybe let Oswald through to win. Patterson held onto third spot with Caws pulling through to fourth.

Forsdike made no mistakes in race 6 leading at the first mark to pull away in the lightening breeze from a pack of boats contesting second place. Oswald held off a stiff challenge from Laing and Caws to get second and with it take the championship with a day to spare, Davis continued his good string of results with fifth.





showed some blistering turns of speed, plus gave the opportunity for some people on

of a Moth clear out of the water.
Forsdike and Laing had great starts with

rounded the top mark first and second.
Oswald rounded third having
free and fast to reduce the leeway
created by the foils at slower speeds and

Laing closed down Forsdike on the first
reach and just missed out getting an
gradually pulled away on the next reach as

finished about 20 boat lengths clear.
Laing sailed a great race and although

late challenge from Caws who had passed
Oswald on the run. Patters
fifth which clinched fifth spot in the
overall standings from Davis.



Nige showing off his

Liz Pudney sailed a very consistent series to retain the Ladies National Championship
ing
to become Junior National Champion.

Top Ten positions are as follows.

Place	Boat Name	Helm			
1	GBR 4040	Lemon Sharkey	Nigel Oswald		
2	GBR 4034		Ian Forsdike		
3	GBR 4039	Vostock	Graham Caws	GSC	15
	AUS 9303	Statik Jakl	Oliver Laing	HYC	16
5				GSC	23
6					
7	GBR 4043	Slippy Fish	Martin Harrison		
8	GBR 4014	Flying Widget			0
	GBR 3985	Deeply Dippy	Michael Kerlake		44
10					47





UK National Gear chart. Compiled by Mr. Statistics.

Place	Helm	Design	Mast	Sail	Foils
1	Nigel Oswald	Hungry Tiger	Thorpe Carbon	Sier	Thorpe
2	I an Forsdike	Axeman 6	Claridge Carbon	Caws	Thorpe / Bloodaxe
3	Graham Caws	Axeman 7	Claridge Carbon	Caws	Bloodaxe
4	Oliver Laing	Hungry Tiger	Furuya Carbon	Sier / Simply Faster	Thorpe
5	Andrew Patterson	Axeman 6	Claridge Carbon	Caws	Bloodaxe
6	Andrew Davis	Skippy 2	Angell Carbon	Caws	Davis



Nigel Oswald collecting the silverware.

I an Forsdike collecting what was left!





The Europeans 2000

By Nigel Oswald

The European championships were held in Travemunde in North Germany on the Baltic Sea. The series was held in conjunction with Travemunderwoche on the 24th of July. Twelve races were scheduled over a variety of courses. Competitors attended the event, which included 6 from the UK. The races were scheduled over 5 days of racing. The race officers experience of the local weather conditions meant that 4 races were scheduled for the first 2 days to ensure enough races could be sailed.

Saturday - With our race area approximately 2 miles from the launching area, with a dying breeze, it took almost an hour upwind to get to the course. Patrick Ruf (SUI), the defending champion set the pace, showing awesome light wind speed on all points to lead from start to finish. Ian Forsdike (GBR) was second, followed by Martin Zah (SUI) and Mark Bridgewater (GBR).

The second race was held back to back in about 5kts of breeze, Forsdike and Phillip Meurer (GER) got away up the first beat and were never caught. About half way through the race the wind went completely and we were blessed with a timely downpour. Ruf made the best of the drifting conditions by making his way up to 3rd but could not catch Meurer or Forsdike, who took the win. Durk Koepe (GER) finished fourth.

The preparatory signals were fired off for race three, but just before the start, the Race Officer had a blinding bit of foresight and abandoned the race as there was no wind at all (to the relief of all)! This left Forsdike in the lead by a point after the first day from Ruf, with Zah and Oswald in joint third.

Sunday - We left the shore for race three in about 12kts of breeze, unfortunately from the sail out through to the start the wind consistently dropped to leave us racing in about 5kts again. Sven Kloppenberg and Zah both got away from the fleet on the first lap and constantly exchanged the lead. Ruf caught the leaders by the end of the last run and due to Kloppenberg's lack of covering, managed to take first place. Zah finished third and Forsdike fourth.



Ian - Taking things steady





Race 4 was sailed in the same conditions and Ruf got away up the first upwind and was never challenged for the lead. Tim Stienlein (GER) sailed an excellent race to finish second, with Kloppenberg third, Zah fourth and Forsdike fifth.

Still the same for race 5, Forsdike pulled it together for the third race of the day and after a constant tussle with Ruf, managed to win. Zah finished third with Tim Steinlein (GER) fourth.

Monday - A very late sea breeze (maybe??) started to fill in for race 6 and for the first time in the series - we actually managed to use toe straps! Zah took advantage of a large lift on the right up the first beat to lead at the top mark from Oswald and Forsdike. Although a late charge from Forsdike made Zah sweat, he won by a good half

a boat length, Oswald finished 3rd with Bridgewater fourth.



Checking out the sausages

Now at the scheduled halfway point, Ruf lead Forsdike by 2 points with Zah a further 4 behind.

The racing was postponed from the harbour as there wasn't a breath of wind. The sky was clear and the temperature was in creasing dramatically, with the cold Baltic water, we all expected it to be perfect conditions for a sea breeze but

it didn't happen, and the start was postponed, and postponed, until it was finally abandoned at 4.00pm.

Tuesday also started with very little breeze, but by the time the fleet reached the starting area, it had picked up to 12 kts. Oswald got away up the first beat but Forsdike's superior downwind speed took him into the lead on the last run. Zah finished third, with Ruf fourth.

The wind was gradually building throughout the day and race 8 was held in about 15kts and was almost a replay of race 7, Oswald lead from Forsdike until the last run, Ruf finished third, with Steinlein fourth.

Race nine was held in about 18kts and Oswald lead from start to finish, Forsdike was second, Steinlein third, Kloppenberg fourth and Bridgewater fifth. Ruf could only manage 8th place in the increasing breeze.





With one day and three races to sail, Forsdike now lead by five points from Ruf, with Oswald and Zah tied on points again for third place. The last day was much the same as Tuesday had begun, not a breath of wind. There was a time limit of 2.00pm set on the last day. The breeze never really looked like filling in. Eventually, the last three races were forfeited. This left Ian Forsdike, the 2000 European Champion, a well deserved title, as he sailed quickly throughout the range of conditions experienced. Ruf finished second and Oswald third after a tie on points with Martin Zah counted back to the most best places.

Top 11 as follows: (Could there be 11 places as Russ didn't make it to the Top 10?!)

Place	Sail Number	Name	Points
1	GBR 4034	Ian Forsdike	10
2	SUI 607	Patrick Ruf	15
3	GBR 4040	Nigel Oswald	24
4	SUI 604	Martin Zah	24
5	GER 1020	Tim Steinlein	30
6	GER 1011	Sven Kloppenburg	33
7	GBR 4017	Mark Bridgewater	37
8	AUS 9303	Oliver Laing	54
9	GBR 4042	Andrew Davis	61
10	SUI 602	Frederic Duvoisin	62
11	GBR 4002	Russell Wheeler	83

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Nationals Photo Gallery



All ready for the dash across the road



Liz taking it easy



Russ flat out!





Nationals Photo Gallery





Why I sail a Moth (badly)

By Simon Proper

Knocking forty, Simon Proper tells us why he's still hooked.

There are certain activities it is prudent to retire gracefully from before it's too late, and certainly before you turn forty. To continue one's dancing career past a certain undefinable point in one's mid-twenties is to risk ritual humiliation. And so it is with Moth sailing – or should be except that despite many clear indications to the contrary, I just can't give it up. That may make me the funny old bloke pogoing alone down the front, but so be it. If you've never heard of the Ramones see me after.

I remember my first Moth, far more vividly than my first girlfriend in fact. She was a Duflos design, like a mini

National 12 with loads of rocker and only needing mini winglets to reach full width. Regarded as tippy in her day, the Duflos was a light wind flyer. Even in the late seventies / early eighties, the contemporary designs looked incredibly radical compared to the dinghies of the day. Bare in mind the Human League was once a cool band. I poured over the grainy photographs pasted



with scissors and glue into the yearbook by the likes of John Claridge, and dreamed of sailing a Womble, Dragon or Phobia. This was cool sailing.

The Magnum designs took over and I owned a couple, finishing with a '5' which seemed the ultimate challenge at the time. Looking at the wide transom today, you'd seriously consider adding an asymmetric and a trapeze.

And that really should have been it. A National 12, maybe move up to a Merlin Rocket, and then a nice little cabin cruiser on a mooring at Burnham on Crouch. But somewhere along the line, I realised there was an unfulfilled ambition, to master the trickiest of all dinghies. To experience the unique sensations of getting it right in a modern narrow carbon Moth. No matter that I may never win a race, just to get round the course is a thrill in itself.





If you've never sailed a modern Moth you may have little idea of how different they are from any other type of dinghy. Even the newer high performance designs, which are indeed fast, can't touch a Moth for dynamic thrills; sheer skill. It's the difference between a Lotus Elise and a Mercedes. The Merc might get there quicker, but you know which is more fun.

The biggest difference is the extreme narrowness of the hulls (just over 30cm). They sink deep into the water and can cartwheel if you go to the transom for any length of time. This does two things. First they are fiendishly unstable. Second, they offer incredibly little resistance to the water and move through it very smoothly. I say, 'through it', because, unlike wide flat transom skiffs, the Moth doesn't lift out of the water and bounce from wave to wave in a cloud of spray. Rather, they track through waves with minimum fuss (maybe what Team Philips was attempting on a slightly larger scale with its wave piercing bows).

The 'T' foil, the horizontal wing on the bottom of the rudder, is an essential component of the narrow hull. Without it, nose-diving would be uncontrollable. Outside Moth circles, few sailors understand what the foil is doing. It acts like the tail flaps on a plane to keep the hull level in the water. If the bow lifts, the foil takes a 'flap down' attitude and pulls the bow back down – conversely if the bow buries, the foil pulls it back up. So rapid downwind sailing is possible with minimum drama. Mothies who have had the misfortune of losing the foil while sailing, report dramatic kangarooing on their way back to the beach!

Carbon rigs, now the standard 'go faster' accessory of production dinghies, were pioneered by Moths, together with International 14's. In a production asymmetric, they may make a marginal difference, but you'd have no trouble sailing with an alloy spar. With the Moth, the carbon rig is integral to the design. The narrow hull requires the lightest possible rig to give the sailor a chance to keep the rig in the air.

So the current generation of Moth is without parallel in sailing. Just 30cm wide; all up weight of 30kgs; all in carbon fibre meaning the structures are now extremely strong and breakage's very rare. You can go as high tech with controls as you like, or just tie it all down and concentrate on staying upright. Must cost a packet right ?

Wrong – older carbon boats are now coming on the market for as little as £1,500 and £2,500 would buy a fully competitive ready to win the Worlds package. Even new boats can be imported for around £5000 complete.

Try one – you might just find yourself making up the next generation of ageing Moth junkies. Now who's up for a pogo...

To arrange a test sail email: mothmaster@int-moth.org.uk





News from Down Under

The Australian Nationals took place in Melbourne over the New Year. Good to See Ollie has reunited himself with the Aussie fleet and doing well. The first 15 places were all Skiff designed Moths. Some Mothies are still sailing Scows, but they do not appear to be able to compete with the Skiffs.

Here are the results from their Nationals.

Place	Sail Number	Design	Name
1	9294	Hungry Tiger	M Thorpe
2	9306	Hot Black Desiato	C Dey
3	9257	Full Frontal	L Thorpe
4	9311	On The Prowl	G Ilett
5	9295	Shiny Red Cherries	T Lees
6	9283	Comfortably Numb	R Fish
7	9303	Statik Jakil	O Laing
8	9312	Chilli	J Moor
9	9307	Sesiidae	G Wise
10	9314	Bent & Twisted	A Stevenson

It also appears that some of the Western Australian Mothies have been doing further testing with Hydrofoils. Attached are some of their Moths (All pictures before crew are ejected from boat.)





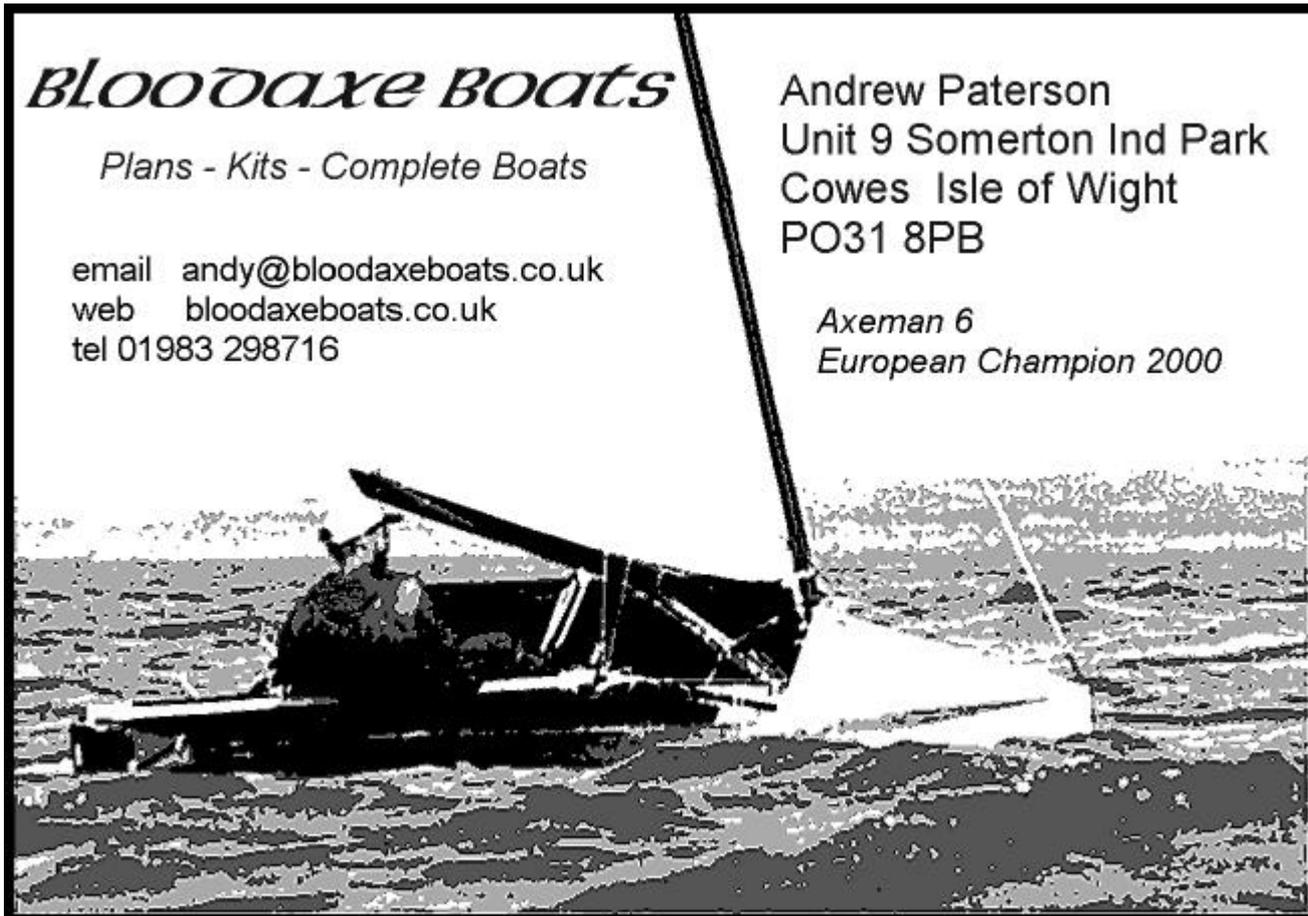
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European Champion 2000



Useful Web Addresses

Moth Association Sites:

UK Moth Site	www.int-moth.org.uk
Western Australian Moth Site	www.imca-wa.freeyellow.com
IMCA Germany	www.segel.de/moth/m_index_e.html
IMCA Switzerland	www.spectraweb.ch/~rufa
IMCA Sweden	www.smtdata.se/sv/moth/
IMCA Netherlands	www.xs4all.nl/~rkno1





18 foot Skiff sailing

by Nige Oswald

The idea formed during the Thorpe Bay YC winter series ('99), while my moth was on its way to Perth for the worlds. Two Skiffs were already racing in the series, and my brother and I were watching the racing. The scale of the rigs racing with the other asymmetrics kind of did it, and it inspired one of those 'got to get one of them' moments.

The initial problem was working out who to get for the third member, which did not quite go as planned. The first thing that Mark (my brother) and I agreed upon was that we would not sail with a guy called Mike Holt, a 505 sailor who we'd both sailed with a fair bit before. I can't quite remember how it happened, but we were all talking in the bar about it, and somehow, Mike got in on the conversation. That was that - plan failed!

While I was in Oz. the other two went looking around, and somehow we bought a five year old B18 for 5.5K when I got back. It had not been sailed for a couple of seasons and needed a few new ropes, but after some cleaning up you could see it was in excellent condition.

We were lucky in that we had a perfect build up of wind speed the first few times we sailed, which allowed us to quickly get the hang of the boat. They are, without doubt, the best boats to sail in light winds, three stinging downwind in anything above about 4-5kts. Upwind as well, you really notice the speed you are going compared to other high performance dinghies. We took a speedo on board one day with about 15 kts of



breeze, and were consistently sailing at over 10kts upwind, and peaked on 22kts downwind, which is fun. Unfortunately that was the only day we took the speedo.

We entered the Grand Prix series, to which the entry fee for the four events was a tidy little sum of a grand! (Fortunately Mike and I work for the same company, Tag, who covered our entry fee in part of the sponsorship) and the first event was Hayling Island. I could not make this one as we had a Moth Open at the same time. It was pretty windy and the guys did well in finishing seventh out of twelve entries, and they learned a lot!

The second event was Datchet which again had twelve entries, we fared a bit better in this one by finishing fourth and lead one of the races for a lap (unfortunately we could not hold it), which we were pretty happy with, considering our experience and the vast majority of other teams had newer and lighter hulls and rigs.





Unfortunately trying to sail 2 boats seriously takes its toll and I missed out on the third event as well, which was in Sunderland, which coincided with our Moth Nationals. With hindsight, it turned into a blessing, as it turned into a complete disaster! The boats left the marina, all with big rigs up and as soon as they reached the entrance there was carnage. The wind outside had increased to about 25 kts, and the first race got postponed so the skiffs could come back in and change rigs. While relaunching though, Mike, (who was lifting the boat from the end of the spinnaker pole), tripped over another skiffs cradle, and had his hand caught in the pole shrouds as he fell, seriously damaging his hand.... They decided enough was enough, packed up and drove the 7 hours home!

The last event was in Southend, (very close to the Moth demolishing pier!), which was pretty easy for us.

Unfortunately the wind was a gusty offshore breeze, and for the spectators benefit, the marks were placed as close to the shore as possible, which created the hardest conditions I think I have ever sailed in. The top mark was right under the one large building on the shore, and the wind was 2kts gusting 28kts! With the odd 30-degree wind shift thrown in for fun.



As the wind close to the shore, (where the majority of the course was laid), was non existent, we had to put the big rigs up and hope to survive the 25-30kt breeze at the leeward and gybe marks! Thrilling prospect!??

Everyone went over a few times, which seriously drains your strength as the rigs weigh a ton, but we had some good racing and ended up fifth in that event. We finished sixth overall in the Grand Prix series out of 13 entries which we were quite happy with considering the amount we had actually sailed together.

The plan was then going to be to sell it and buy a newer second hand carbon one from one of the Aussies when they came over to Carnac in Easter. Unfortunately Mark has now badly hurt his back and will not be able to sail properly for quite a while, so, we are selling it, and Mike and I will be getting a 49er instead. More fun to come I feel!

Overall, it was a good year, we learned a lot, gained some pretty good experience from it, and most importantly got some pretty cool photos to hang on the wall!

It is definitely something you have to do at some point, but to actually be competitive you do need to sail with the same people all of the time, something we never quite managed.

I would recommend it, and, ...er... if anyone's interested, we have a nice little number for sale! Yours for only £5000, 5 kites, 2 carbon poles, 4 jibs, all new ropes at beginning of 2000, new boom, self tacking jib, carbon tiller extensions, VGC ready to race... etc!!!!

Any enquiries send a mail to : nige@theyreallbitches.net (and that's not a joke!!)





Nigel Oswald Profile

By Simon Propper

Nigel (Fatboy) Oswald – UK National Champ and all round nice guy explains why he's single.

Design sailed: Hungry Tiger

Spars: Thorpe carbon

Sail: Sier

All up weight: 29kg ish

Your weight: 79kg

Your age: 24

Music: Everything apart from thrash metal stuff

Married/single/children/any other personal details you want to share with the world:
Very single

Q - Congratulations on becoming UK Moth Champion - at the start did you ever think you'd beat Fozzi (Ian Forsdike)?

Nige - That's a bit of a tricky one, I don't know about 'would', but I knew that I could, if it all went right. It was hard mentally. Before the start of the series, apart from one Open in the last year, he has always managed to beat me over a series, even though the racing has been so close. Also having just won the European championships must have given Ian a boost.

Q - How much do you think knowledge of local conditions played a part ?

Nige - I don't think that played much of part, as we were racing over fairly short courses with an onshore breeze (so pretty constant), and not over any major channels. One thing that did seriously help me though, was being used to the short chop that you get in the Thames estuary.

Q - Was wind strength a factor - you're known to prefer a blow?

Nige - Yes, although it never really 'blew' (the windiest we had was about 15-18kts), as soon as we become under-powered I am definitely not so fast....

Q - That suggests you took the Nationals pretty seriously, yet you often give the impression of being so chilled. Turning up with a hangover, several bits of boat and a roll of sticky tape. Is there a hidden ambitious side?

Nige - I did take the Nationals seriously (as well as the Europeans). I do take it seriously generally when I am racing but a lot of the time my lack of willpower at not getting hammered the night before gets the better of me, and my lack of preparation is usually pretty evident. I think the Worlds in Perth got on my





nerves a bit, I wasted a couple of really good results by screwing up in a breeze with a hangover, so I decided to take the important events a bit more seriously.

Q - I get the impression that the Aussie fleet is stronger than our own and perhaps a bit quicker. They seem to have an edge that was the other way round five to ten years ago. True?

Nige - There is a core of about 4 or 5 Sydney guys including Mark Thorpe, Chris Dey and Andy Coxall who all sail together a lot and you cant beat sailing against the best competition all the time.

Q - You owned up to weighing 79kgs (12 stone 6 lbs). Does that make you the heaviest competitive Mothie? Is there a minimum wind strength when you know you're going to lose out to the lighter helms?

Nige - In the UK probably, although a couple of the Aussies are similar weights. Drifting conditions do not seem to be too much of a problem, it just seems to be between about 2-8 kts where I struggle, mainly downwind. Saying that, I do think the boat is quick in the light stuff.

Q - At the other end of the spectrum, I've been amazed at the ability of top Mothies to stay up in strong winds. What's the maximum wind strength you'd feel pretty confident of getting round a course in ?

Nige - I'm not sure really. I've never not gone out if there is a race on,

and that tends to go up to about 30 kts. The main things are to have confidence that your boat will hold up through any battering, and sail fast everywhere, rather than stuffing it. Eating more doughnuts is never a bad move either.



Q - Have you ever not gone out if there's a party on?

Nige - !!???

Q - Do you know what you share with our Olympic champion Ben Ainslie ?

Nige - Is he single as well?





Q - I rather doubt it, a gold medal must have its perks – but you've both been rescued by the RNLI, I believe. Tell us about that incident.

Nige - Cheers. Brass Monkey, Leigh SC Jan 99. We all left the shore in about 20kts, but the race was postponed for about 3/4 of an hour in a building breeze, so by the time start sequence went off we had about 30kts. The wind was still building, and by about halfway round the first lap I had had enough and headed for the beach. Unfortunately, as I was on my way back, another squall came through and the outhaul block on the end of the boom was ripped out, and the spectra ripped all the way down the boom to the mainsheet block, which was kind of the end of that one! It then turned out that it was not a squall, and the wind stayed at about 50 kts for about half an hour while everyone was sitting on their upturned boats, all good fun in January. We had to abandon the boats in the end and were taken ashore. Mine turned up at Thorpe Bay a few miles and a pier further along the shore, in less than pretty state.

Q - The Moth is not the easiest boat to get started in. It can be a fine line between the best sail you've ever had and the worst. Do you think there are any special safety considerations for the individual and also the fleet as a whole to take into account?

Nige - For someone sailing on their own and learning, make sure you have a few spare bits of spectra on you and a knife (to get the sail down - can be bloody hard in a lot of breeze and sea). Also if you have an older wooden boat, make sure you know the boat is seaworthy.

Q - Staying with new Mothies. What designs would you recommend for someone coming into the class for the first time?

Nige - It totally depends on the person. A popular first boat is a Magnum 8, or similar, but I have lent my boats to people who have never sailed them before and they get on very well in the narrow carbon boats, (in light to medium breeze anyway)! Carbon rigs will make any boat easier to sail.

Q - Is there any help or training available from the class?

Nige - Over the last few years, we have had a single training weekend, usually at the beginning of May'ish. We are trying to increase these to approx. three, and have some demo boats to try out as well.

Q - How did you start sailing and what boats have you sailed on your route to the wild ones?

Nige - I started in a Topper, bought a Lark which I hated, then spent a few years yachting Mumm 36's, Mumm 30's and Sportsboats. I then got a Moth - Magnum





7 for six months, Axeman 2 for a year, Axeman 6 for a year and a half and a finally a Hungry Tiger.

- Q - The Worlds was the first appearance by a Moth on foils which actually won two races. You bought them and have been using them this year. What's it like?
- Nige - It is great fun. A pretty awesome feeling, but they are not quite refined as yet, amazingly quick on all points of sail once the boat is out of the water, but gybing is dangerous!
- Q - What is the Class Association position on foils right now?
- Nige - The class voted unanimously (including myself) at the UK AGM that we did not want to race with them in the UK. That will count for 2 votes at the Worlds AGM in Japan in October this year. Until then they can still be used for racing.
- Q - You've also been sailing an 18ft Skiff this year. What's it like and when are you going to settle down with a nice little cabin cruiser?
- Nige - Its ok, they are quite a laugh, not really as exciting as you'd like to think, unless it is breezy. Pain in the arse to rig as well. Worth doing though and I'm not going to answer the last bit!

ANGELL BOATS

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Talk to Roger on 0121 789 9333
Or e-mail: btd@easynet.co.uk





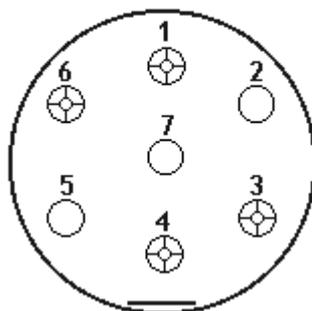
Towing advice from Bridge 'over troubled' water

So, your car is looking more like a 70's disco when you tow your Moth. I have compiled the following information to help eliminate these problems, but it should only be used as a guide. If in any doubt please consult a suitably qualified person.

Terminal pin out of Light board socket (12N)

Terminal	Colour	12N	12S
1	Yellow	LH Indicator	Reversing light
2	Blue	Rear fog lamp	Battery Charging
3	White	Common return	Common return
4	Green	RH Indicator	Power supply
5	Brown	RH Side / Tail	Sensing device
6	Red	Stop Lamp	Refrigerator
7	Black	LH Side / Tail	Spare

12N Plug From Rear of Plug



 Pins

 Tubes

Wiring Problems

The only problems I have encountered so far have been loose and corroded connections. The Loose connections are easily diagnosed as functions not working at all or working intermittently. These are easily rectified by checking all the connections in question. If the problem still persists after this, then you could have a broken wire which will need either repairing or replacing altogether. To find this you will need some sort of continuity tester (meter or buzzer of some kind). Follow the table above and ring out the connections until you find the broken one. The corroded connections can cause earthing faults that give weird and wonderful symptoms; from lights not working, to brake lights flashing with the indicators. These can be cured by cleaning up all the connections. If this still happens after they are all clean then maybe its time to seek help.





Measurement Matters

By Mark Bridgewater

Hi (for those of you who don't already know) I'm your new measurement secretary. I have a mission, (some say mission impossible), that by the Nationals this year (2001) all of y Mothies will be legal - that is, you will all have the following;

1. You will be a member of the International Moth Association.
2. You will have a valid measurement certificate - which means it will have your name on it, not the person that you bought it from. (This will only cost you £2)
3. Those of you who have sails that aren't measured - find a measurer and get it measured (£15)
4. There are a few of you that still have unmeasured boats, so do something about it! (£25) I have spoken to the guys in Scotland and I'll be up to measure them soon.
5. Don't forget your boat insurance.

At the end of the day all this money for measuring is to help the moth class. If you don't pay, the moth class can't survive. I will be checking all the boats at the Opens I'm going to. So, you should bring to all Opens - a valid certificate of insurance, class membership and boat certificates. Put them together in a folder and bring them with you.

But most of all just get sailing ,it look like this is going to be a good year....

Many thanks
Mark Bridgewater





Japan Worlds 2001 Information

Dear Moth Sailors!

On behalf of the Japan Moth Association (IMCA Japan), I have the honour to invite all Moth Sailors to take part in the 2001 International Moth Class World Championships in Choshi.

Choshi is located 50 km east of Tokyo International Airport (NARITA) and facing the Pacific Ocean, which will provide long swell surfing conditions for your excitement. The conditions in October will be reasonable winds with crystal-clear blue sky above.

The Japan Association is very pleased to host this regatta to find out who is the best Moth sailor in the world. We will do our best to provide good racing conditions and to make your stay enjoyable and memorable.

Hope to see you in Choshi in October 2001.

Fusao Yamamoto
President IMCA Japan

PS: Moth World 2001 Web site
will be launched soon !!

Further information

For further information or any
questions on accommodation
booking and general matters to:

MASAAKI OGURA
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Yanagi-cho 8-7
Kanazawa-ku
Yokohama-si
JAPAN 236-0026

E-mail: mothogura@syd.odn.ne.jp

Tel & Fax: +81-45-784-4191





Competition

Below you will find a wordsearch. Listed are many Moth related words. The first person to e-mail or post me the complete list of words will win a Moth Goodie Bag!

One small piece of advice. The entry will only be considered valid if you have paid your 2001 Moth subscription (Secretary to confirm) and if you own a boat, the measurement details are all present and correct. (Measurement Sec to confirm).

If nobody finds all the words by the Nationals, then the highest number of words from a qualifying entry will be announced as the winner.

If you haven't guessed it yet, this is to encourage everybody to pay their subs and get legal!

So here you go.

T	F	D	C	A	R	B	O	N	W	I	W
A	F	T	R	O	L	L	E	Y	N	D	O
F	X	S	A	I	L	N	E	T	T	A	B
T	W	E	Y	P	P	I	K	S	G	G	S
F	I	V	M	P	F	T	R	A	M	G	K
O	N	I	S	A	R	F	B	M	R	E	C
I	M	D	M	C	N	O	I	E	M	R	E
L	A	E	O	C	O	O	D	K	A	B	D
S	G	S	T	M	A	D	E	D	S	O	E
C	N	O	H	A	U	S	C	O	E	A	R
H	U	N	G	R	Y	T	I	G	E	R	O
W	M	R	O	C	K	E	R	R	T	D	F

Please e-mail or post entries to the Yearbook officer, details at front of Yearbook.

My wife will take bribes - she designed it! Russell.



www.int-moth.org.uk

