



International Moth Lowriders 2022 Yearbook



Aussie Scows & Lowriders Committee 2022



Peter Williamson
President & QLD Rep

Originally from Sydney and now resident in Queensland, Peter, a sailmaker by trade, has been sailing Moths since the age of 14, and currently has 4 Moths, 2 mouldies under restoration, 1 Redwing scow, and a McFrawd scow



Warwick Norton
Secretary

Born in Sydney, and now living in Brisbane, Warwick started sailing at 6 years of age, but was a latecomer to Moths after years of success in other dinghy classes and also cruisers. Warwick owns both a 1975 Redwing and a 1983 McFrawd Scow



Mike Salter
VP, Treasurer & NSW Rep

Mike lives in Sydney and sails at Balmoral SC. He started sailing at the age of 4. He sailed his first cold moulded Moth at the age of 14 in the Bribey Island passage. He now owns 3 scows, with his favourite being a barnfind, "K2" from the 1970's



Todd Oldfield
WA Rep

A resident of Perth, Western Australia, Todd is member of both South of Perth YC & Shelley SC. Todd has in the past sailed both skiff & scow Moths. As well as a older wooden scow, Todd has recently built and launched a carbon fibre scow (see feature)



Don Stafford
VIC Rep

Don started sailing at age 14, with plenty of experience in other classes, and is now building a wooden winged Scow, with a launch date of early 2021

ASALA, now incorporated in IMCA (AUS), exists to promote Scow and Lowrider Moth racing in Queensland, Australia and beyond. Open to anyone interested in racing, restoring or simply sailing Scow and Lowrider International Moths in Australia.

Contact the Association by email at :
registrarasala@gmail.com

In early 2021 the Australian Scow And Lowriders Association was contacted by IMCA (AUS) with a view to bringing the class together and incorporating our association back into the fold. After all, at the end of the day we are all International Moth sailors..

After a few Zoom meetings, and a bit of backwards and forwards, it was decided that we would rejoin IMCA (AUS).

We were offered our own self managed section of their website & the freedom to organise our own events and race for our own trophies with financial support (if required) of IMCA, and our own membership fee (paid to IMCA) with the ability to pay a little extra and be eligible for IMCA events as well as Lowrider events. We were also given voting rights as members of IMCA (AUS).

Once firmly established and the numbers allow, we are looking at holding our future national titles in conjunction with the foilers, albeit on a different course, which suits us perfectly.

In all, this rejoining has given the Scows and Lowriders a lot, and in return the only change is to who we pay our fees.

Forward thinking and a willingness to see us all under the one banner has made this reunification a success. IMCA (AUS) recognised that we are out there building, restoring and racing our boats, that we are a part of the evolution and history of the Moth class and as such, we should be included in the national body.

So far, and as expected, things are going well. Events are being planned and sailed.

Now the state restrictions are eased we are looking at holding our first National Titles with interest from QLD, WA, NSW, VIC & SA.



Scow Moth And Lowriders Australia

International Moth UK Lowriders Committee 2022



Ian Marshall ian.marshall@intmothlowriders.org

Ian is a stalwart of the Moth Class, the driving personality in the Lowrider Group. In 2019 he campaigned both his Shelley Mk1 on the CVRDA circuit, and his Magnum 6 design "Digby's Donkey", winning the 2019 Lowrider National Championship and the 2021 Division 2 Trophy for the wider and older winged Moths.



Lyndon Beasley lyndon.beasley@intmothlowriders.org

Lyndon was crowned 2018 UK Lowrider Champion at the inaugural International Moth Lowrider Championships at Loch Lomond sailing his Magnum 7 "Scrapheap Challenge". He is often to be found campaigning and promoting the Lowriders at the CVRDA events.



John Edwards john.edwards@intmothlowriders.org

Having caught Obsessive Moth Disorder in the 1990's with a Magnum 8, John has a foot in both camps, being an active foiler sailor owning a Lithium foiler, but also having a fine example of a Hungry Tiger Lowrider. His son George now sails his first Hungry Tiger, so John was forced to find and buy another one to go racing. John is also restoring Dave Iszatt's World Championship winning Magnum 3 which might hit the water again this year.



John Butler john.butler@intmothlowriders.org

John started sailing Moths in 1968, with a Shelley Mk1 that he bought from Moth legend Charlie Reeves. John has owned 11 different designs of Moth, including 7 that he designed himself. Now he's retired, John has built a new "wide" Moth suitable for his age and weight of 95kg. John is also the only official UK Moth Measurer that sails a Lowrider.



Paul Hignett paul.hignett@intmothlowriders.org

Paul is the only current member of the Moth Class who has continuously sailed Moths for the last 30 years, and also has been racing a Lithium foiler and an A Class catamaran. Paul is a craftsman who has lovingly restored a number of old Moths to pristine condition. In 2021 he bought the last of Sean Cox's Dragon design and raced it at the UK Nationals.



www.intmothlowriders.org



International Moth Lowriders

How You can Get Involved and Help our UK Group Thrive !

1. Join our Facebook Group and our e-mail List and actively post.
2. Help us conduct a search of every Sailing Club in the UK for Lowriders.
3. Let us know if there are any sailed or abandoned Lowrider Moths at your Club, or (better still) hidden away undercover.
4. If you are a Lowrider owner, complete the online database (via the Facebook International Moth Lowriders Group page "About" tab) and tag yourself on the Google Map with your Sailing Club location.
5. If you would like to buy a secondhand Lowrider, let us know and we will attempt to help you find the right boat.
6. If you would like to build or buy a new Lowrider, we can help you with that too.

THE UK LOWRIDER REVIVAL CONTINUES.....

Welcome to the 2022 International Moth Lowrider Yearbook, a collaboration between the UK Lowriders and the Australian Scow and Lowriders Association, with other contributions from Mothies around the globe.

Our friends down-under at ASALA have made a welcome breakthrough in the last year having been accepted as a Chapter of IMCA (AUS), and we wish them every success in their new guise, continuing to develop a parallel Lowrider revival & sailing journey to the one taking place in the UK.

After a slow start due to the pandemic the 2021 UK season finally got going with a good variety of older designs taking part at a number of CVRDA events, however, the highlight of the year has to be the amazingly successful UK Lowriders National Championship at Burton SC at the end of October. A huge thank you must go to all those involved in making it happen and especially to John Edwards for all his fine work.

There were many examples during lockdown that clearly demonstrate growing enthusiasm in the Lowrider revival in spite of the restrictions.

Several enthusiasts have been busy sourcing & restoring old boats, or even building new ones, as well as encouraging people to come to events and further increase our profile which is great to see.



As ever a huge amount of work goes into organising, publicising and reporting on our activities and events, together with keeping the Lowriders on track, so I would like to take this opportunity to thank our UK Steering Committee for their tremendous support this last year, and in the planning for 2022.

A big thank you to John Butler for producing yet another fantastic Yearbook!

If anyone thinks they might be interested in helping us please let us know!

I look forward to seeing as many of you as possible out on the water or coming along to events to see what we're up to during the coming season....Stay safe everyone!

Ian

Ian Marshall



Editorial

I want to extend a big "Thank You" to those who have assisted in the production of this Yearbook, especially Peter Williamson and the Australian Scow and Lowriders Association, David Balkwill, Tony Arends, Nobuhiro Ohno, and George Albaugh & Joe Bousquet of the CMBA. We would also like to acknowledge our supporters and those who supplied photos including Russell Witt Photography, Kevin Hope, Katie Hughes, Ian Marshall, David Henshall, Nikky Evans, David Balkwill, Greg Pitt, Robert Owe-Young of Balmoral SC, Phil Stevenson, Aya Ohno, Steve McMullen, and others uncredited that we've been unable to identify.

John

John Butler, Yearbook Editor

UK CLASSIC & VINTAGE RACING DINGHY ASSOCIATION



The CVRDA is a UK association that welcomes all dinghy sailors to come along to any of their events as long as the boat being sailed qualifies! (built before 1990 and of a class designed before 1965). Qualifying Lowriders Welcome. Further details at www.cvrda.org

The CVRDA works to:-

- get classic and vintage racing dinghies together as often as possible

- share and disseminate information and vintage dinghies

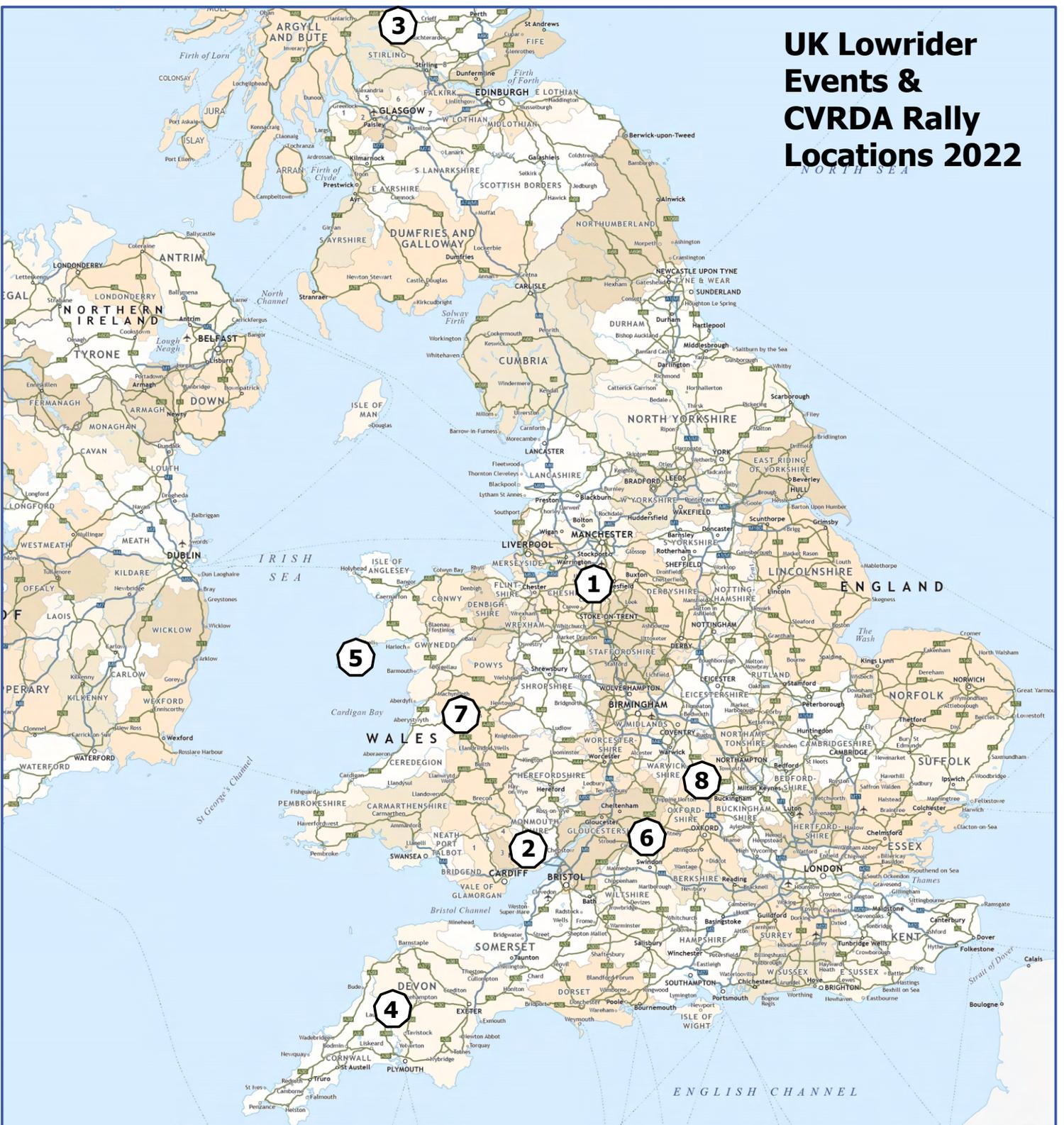
- get classic and vintage dinghies on the water for people to use, see and appreciate

- to keep all these boats sailing and in good condition and viewed by as large an audience as possible and to raise the public awareness of these boats and the nautical heritage they represent

- to help and support classic class associations finding it hard to compete in the modern sailing scene and help them find hosts for their nationals

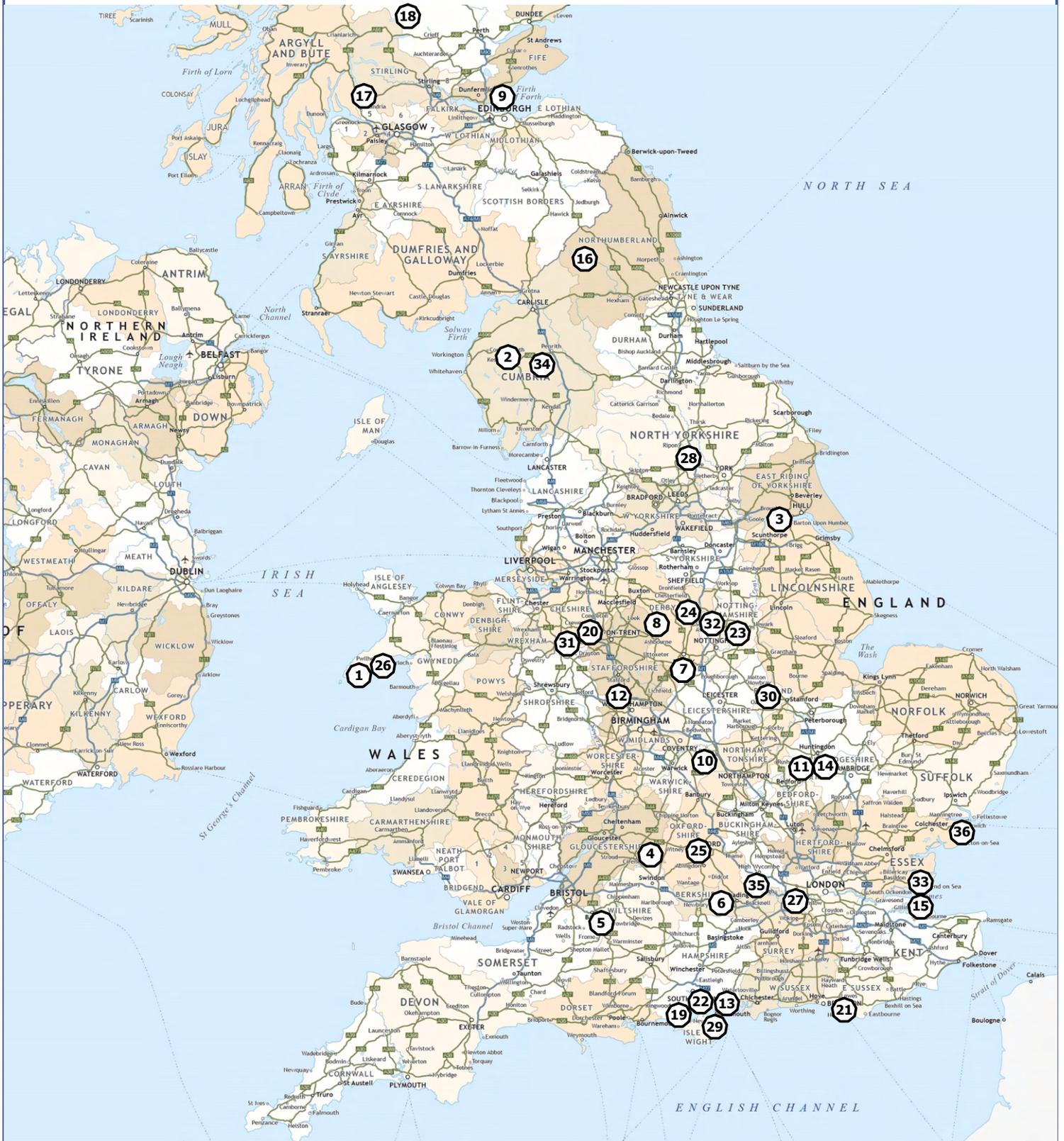


UK Lowrider Events & CVRDA Rally Locations 2022



Date	Club	Event	Website
1. 09/10 April	Nantwich & B SC	Training & Open Meeting Weekend	www.nantwichtsail.com
2. 04/05 June	Llangorse SC	CVRDA Rally - Powys LD3 7TR	www.cvrda.org
4. 02/03 July	Roadford SC	CVRDA Rally - Lifton PL16 ORL	www.cvrda.org
5. 28/29/30 May	Abersoch SC	UK Lowrider National Championship	www.akersochsailingclub.org
6. 30/31 July	Bowmoor SC	CVRDA Rally - Lechlade GL7 3DT	www.cvrda.org
7. 27-29 August	Clywedog SC	CVRDA Rally - Llanidloes, Powys	www.cvrda.org
8. 17/18 September	Loch Tummel SC	Scottish Lowrider Championship	www.lochtummelsc.org
9. 24 September	Banbury SC	CVRDA Rally - Byfield NN11 6XU	www.cvrda.org

CLUBS IN THE UK WHERE LOWRIDER MOTHS ARE ACTIVELY SAILED



- | | | | |
|------------------------|---------------------------|---------------------------|---------------------------|
| 1. Abersoch SC | 11. Grafham Water SC | 21. Newhaven & Seaford SC | 31. Shropshire SC |
| 2. Bassenthwaite SC | 12. Greensforge SC | 22. Netley Cliff SC | 32. Sutton in Ashfield SC |
| 3. Beaver SC | 13. Hayling Island SC | 23. Notts County SC | 33. Thorpe Bay YC |
| 4. Bowmoor SC | 14. Hunts SC | 24. Ogston SC | 34. Ullswater YC |
| 5. Bradford on Avon SC | 15. Isle of Sheppey SC | 25. Oxford SC | 35. Upper Thames SC |
| 6. Burghfield SC | 16. Kielder Water SC | 26. Pwllheli SC | 36. Walton & Frinton YC |
| 7. Burton SC | 17. Loch Lomond SC | 27. Queen Mary SC | 37. |
| 8. Carsington SC | 18. Loch Tummel SC | 28. Ripon SC | 38. |
| 9. Dalgety Bay SC | 19. Lymington Town SC | 29. Royal Victoria YC | 39. |
| 10. Draycote Water SC | 20. Nantwich & Borders SC | 30. Rutland SC | 40. |

THE TIMELINE OF THE INTERNATIONAL MOTH CLASS : 1928 - 1972



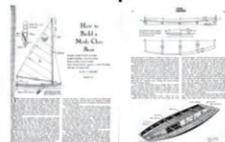
1928
Australian Len Morris designs "Olive", the 1st Inverloch 11 foot design of Moth at Inverloch, Victoria. It becomes the earliest design of Moth sailed in the World. Its performance was so outstanding for its time that two more boats, "Whoopee" & "Flutterby" were built soon after.



1929
American Captain Joel Van Sant from Atlantic City designs "Jumping Juniper" a flat scow type sailing dinghy that he calls the 1st US "Moth" with an M in a circle logo on the sail, and sets up the "National Moth Boat Association". The 1st Class Championship takes place in 1930.



1932
William Crosby (designer of the International Snipe) designs the US Skimmer Moth design, which rapidly becomes the de-facto standard design on the USA East Coast and big fleets grow at Atlantic City & Elizabeth City.



1933
The US sailing magazine "The Rudder" publishes an article by William Crosby entitled "How to Build a Moth Class Boat", and the Australians see it and change the name of the "Inverloch 11 foot" Class to the "Moth" Class.



1933-1936
Meanwhile, over in Europe, the French also see "The Rudder" article, and within 3 years over 500 French Moths have been built to the Skimmer design, but unlike the US version their versions have a small cockpit.



1935
Captain Joel Van Sant changes the Association name "National Moth Boat Association" to the "International Moth Class Association" (IMCA), which becomes the organisation that runs Mothing until 1972 when the class gets full International Status from the IYRU.



1936
The World Championship for the Antonia Trophy is held in Melbourne, Florida, USA, under the newly named International Moth banner. It is won by the founder Captain Joel Van Sant sailing "Cassiopeiae". The photo shows his son Jimmy's boat number 123 "Great Bear"



1941
Even during WW2 in France, the local Moth enthusiasts are active. The Nantais blunt "V" nosed design is conceived and rapidly becomes popular throughout the Vichy run part of Southern France during the war.



1950
By the 1950's, new French designs are springing up rapidly, and the class spreads across the border to Switzerland's lakes & true International Moth competition starts in Europe. The flared nosed Swiss Fragniere design quickly becomes the favoured & leading design.



1950's
Sometime in the mid-1950's, the class holds a European Championships in Algeria, which prior to 1962 was a département – an administrative region of France, and therefore classified as Europe not Africa!



1954-1957
Back across the Atlantic, Warren Bailey wins the 1954 World Championship in a Mach One design. 3 years later in 1957, American Patricia Duane becomes the first ever woman to win the International Moth Class World Antonia trophy in a Florida Cates Moth design.



1960
The World Championship moves to Europe for the first time, to Bandal in France, and is won by France's Jacques Faroux. Jacques subsequently goes on to win again in 1971 in France, and also in 1972 in Switzerland with his modification of the Duflos design.



1960
Alois Roland from Belgium develops the Europa Moth design based on Pierre Marique's drawings of a similar design and is dominant in the early 1960's. It is the forerunner of the Europe one design dinghy that eventually becomes an Olympic Class for Women 30 years later.



1963
The British Association for International Moth Racing (BAIMR) is formed in the UK, followed by the first ever UK National Championship in 1963, held at Stock Exchange SC lake in Surrey, won by Joel Roland of Belgium in his Europa, with UK's Chris Neilsen 2nd in a Willis.



1964
Jean-Pierre Rogge of Switzerland, wins the 1st of his 3 World Championships in Bandal, France, the 2nd in Cape May, USA, and then his 3rd & final in Lausanne, Switzerland. He is the only European to win the "old" Worlds Antonia Trophy, and credited as the first sailor to add wings on a Moth.



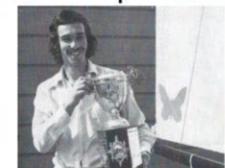
1965-1967
Kiwi John Shelley introduces the Shelley design to Europe. In 1966, heavy wind specialist Tony Blachford wins the UK National title in his Shelley, with Charles Reeves also winning the following year in his Shelley Mk2. Charlie also narrowly misses out on the World Championship.



1968
French sailing legend Marie-Claude Faroux, sister of Jacques, wins the Worlds in a Duflos skiff, the 2nd and last woman to do so. She also becomes famous for becoming the first woman to complete the gruelling 1972 transatlantic singlehanded yacht race.



1969
Dave McKay becomes the first ever Australian to win a World Title, in Ocean City, USA, sailing an Australian Scow, and successfully defends his title back home in Victoria, Australia, the following year. Meanwhile, back in the UK, Chris Eyre wins the Nationals in his 2nd Nervous Breakdown.



1970-1971
In the final years of the older rigs Dick Owens cleans up the UK Title in a GRP Skol design in 1970. A year later in 1971, a young John Claridge in his Duflos surprises himself & gains his first ever title. John goes on to develop and build the Mervyn Cook Chelsea Morning design.



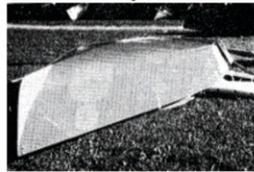
1970-1972
Major Tony Hibbert from the UK reaches out to all the various strands of Moth Class across the globe, and sets in motion an initiative to turn the USA based International Moth Class Association into a truly global unified International Class, adopted and ratified by the IYRU in 1972.

THE TIMELINE OF THE INTERNATIONAL MOTH CLASS : 1972 - 1990



1972

Colin Brown wins the 1972 UK National Championship in the Chris Eyre designed Stockholm Sprite design, (K3222) the first UK Moth design to win with wide aluminium tube and trampoline wings and a fully battened sail.



1972-1975

Australian Ian Brown builds a Skiff that allows him to dominate the World Championships in New Zealand, the 1st win for a skiff in the southern hemisphere. His Aussie rival Rob O'Sullivan wins in 1974 in Sweden, and then Peter Moor in 1975 in Australia, both in scows.



1976

American Ted Causey wins the World Championship in Ware River, Virginia, USA in his modified version of UK Chris Eyre's Poacher design of skiff, with 1975 Aussie World Champion Peter Moor in a borrowed Sprite 2nd, and John Claridge 3rd in Mervyn Cook's new Magnum design.



1977

The World Championships comes to Hayling Island, the first to take place in the UK, and the diminutive British Mothist, Bill Short, in a Peter Conway designed Womble, beats Australian Cliff Burton in his Red Ned scow into 2nd place.



1978

The Australians host the World Championships in Brisbane, and Aussie Rob O'Sullivan secures the penultimate win for the once dominant Aussie Scow designs.



1979-1980

UK's Mothing Legend David Iszatt wins the first of his 3 consecutive World titles in Travemunde, Germany, giving the Magnum design the first of its many major wins. He travels to New Zealand and successfully defends his World Title in 1980 against the ultra competitive top Aussies.



1981

The Australians send a formidable 14 boats to Harderwijk in the Netherlands to challenge David Iszatt's supremacy, but Dave again comes out top, ahead of UK's Richard Hargreaves and Robin Wood. Glen Hammond in a loaned Magnum is the leading Australian in 4th.



1982

Aussie Greg Hilton secures the Scow's last ever World Title win when the competition returns to Australia, sailing his father Ray Hilton's Bunyip IX scow design.



1983

The World Championship once again returns to the UK, with the top 3 positions all being filled by UK sailors in Magnums, despite Greg Hilton's valiant attempt to defend his title in his scow. Winner this time around is Welshman Robin Wood, with Roger Angell 2nd and Chris Cottrill in 3rd.



1984

The Worlds move across the globe to Lake Hamana in Japan. This time the top Australians arrive with their new Wombat skiffs to test the Magnum supremacy. Robin Wood comes out on top again, with Andrew McDougall (AMAC) 2nd in his Wombat skiff, with Roger Angell in 3rd.



1985

The Worlds moves back to Europe, this time to Switzerland, giving the local light wind Euro specialists a great chance to notch up a win. With Robin Wood absent, this time Brit Roger Angell yet again denies Australia's Andy McDougall in his Wombat with Tony Phillips in 3rd.



1986

Australian Steve Shimeld leads the way home in his narrow Gladiator skiff at the 1986 Worlds back in Oz, with Adelaide proving to be the ultimate ultra-windy all Australian affair. Andrew Cuddihy & previous World Champion Greg Hilton complete the top 3.



1987

The Australians finally get back to winning ways in Europe, with Steve Shimeld defending his World title in Gothenburg in Sweden, with new British face Jason Belben and old hand John Pearce in hot pursuit.



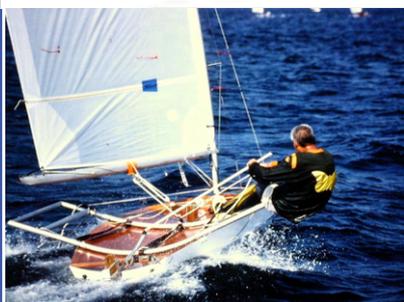
1988-1989

With the next one being in the New Zealand in their summer of 1989, there isn't a Worlds in 1988. Aussies Andrew Landenburger and Richard Reatti rule the front of the fleet at the 1989 World Championships, with the ever consistent Brit John Pearce in 3rd.



1990

The Worlds are held on a large lake at Ratzeburg in Germany with the Magnum 9 of Roger Angell & the Ghoul of Clive Everest tying on equal points at the end of the series, with the title being decided on the winner of the last race, in which Angell recovers from 6th to 1st to claim the title.



THE TIMELINE OF THE INTERNATIONAL MOTH CLASS : 1991 - 2021



1991

Miyazu City in Japan is the location of the Worlds in this year, and with strong winds of 25 knots in all but the last 2 races, it is the Aussies who dominate, but UK's Toby Collyer matching them sufficiently to gain a deserved 2nd place behind Champion Emmett Lazich, with Tim Webster 3rd.



1992

With the Japan Worlds in 1991 being late in the year, the next one is scheduled for Highcliffe in the UK in the summer of 1993. Two Australians, Emmett Lazich & Tim Webster head to Europe in 1992 to prepare, cleaning up at UK open meetings on the circuit along the way.



1993

Toby Collyer shows up at the 1993 Worlds in Highcliffe, UK with the Claridge conceived T foil rudder that subsequently changes everything for the super narrow low-riders. Collyer in his Magnum 9.5 wins, with the defending champion Emmett Lazich 2nd & Roger Angell 3rd.



1994

A new face appears at the front of the fleet in 1994, with the UK's Simon Payne winning the Europeans on Lake Neuchatel in Switzerland. He later goes on to win in foilers. Toby Collyer secures the UK Nationals and the scene is set for the next big confrontation in Australia.



1995

The Worlds on Lake Macquarie is all set for a showdown. The big Aussie development is the introduction of cambered sleeve luff sails on carbon masts. Emmett Lazich & Tim Webster end up 1st & 2nd with the first Brit being Toby Collyer down in 10th.



1996

The top Mothists head back to Ratzeburg in Germany, and a youthful Nick Spence leads the UK challenge in a Skippy design. Out on the water, battle recommences and Nick Spence outfoxes the Aussies, with Mark Thorpe & Phil Hebden giving him a hard time in 2nd & 3rd places.



1997

With no Worlds in 1997, Nick Spence wins the UK Title with Andy Paterson in his Axeman in 2nd, and a returning Toby Collyer in 3rd. The super narrow foam/carbon/epoxy Axeman becomes the leading UK design. Over in Oz, the Hungry Tiger design makes its first appearance.



1998

Royal Torbay is the setting for the return of the Worlds to Europe, and the Brit/Aussie rivalry is renewed. This time, Australian Mark Thorpe in his Hungry Tiger totally dominates, winning by over 47 points from Nick Spence, with Ian Forsdyke from the UK in 3rd.



1999

After 10 years of working his way to the front, Ian Forsdyke finally wins the UK Nationals in his Axeman. Ian is then despatched to challenge for the World Title in Perth Australia in the first week of January 2000 where hydrofoils make their first appearance at a Championship.



2000

Over in Perth, on their home waters, the Aussies Chris Dey, Andrew "Tassy" Coxall and defending Champion Mark Thorpe finish in that order at the World Championships. Forsdyke finishes 5th in his UK Axeman design, with UK's other entry, Nigel Oswald back in 11th.



2001

In Choshi, Japan, its the battle of the Aussie Champions at the front, with Mark Thorpe in his Hungry Tiger leading home defending champion Chris Dey to become World Champion again, and double runner-up from the 1980's, Andrew McDougall (AMAC) back in 3rd.



2003

Although the Hungry Tiger of Mark Thorpe defends his title in Les Sables d'Olonne in France, the writing is on the wall as John Illett successfully develops the in-line foils setup and bow mounted wand flap control and Rohan Veal in his foiling Fastacraft Prowler finishes 3rd out on the water.



2005-2017

In Lomond, Rohan Veal outclasses the low-riders in his Prowler, winning ahead of Simon Payne & Adam May. Foiling technology develops, led by Fastacraft, Bladerider and Mach2, & in the UK, Aardvark, Full Force and later Maguire, Lennon & Atomik UK. Some late lowriders convert to foils.



2006-2017

The popularity of foiling, despite the costs, drives Championships attendance up, but shifts participation away from smaller inland venues. Rohan Veal wins a 2nd title in 2007, with Simon Payne completing a double in 2006 & 2010. UK's Paul Goodison scores the first of his 3 titles in 2016.



2017-2018

The value of low-riders is recognised as a bridge to foiling, and ageing boats are sourced & restored. The 1st Low-Rider Nationals takes place at Loch Lomond. The drive to locate old boats continues, and the new Low-Rider circuit includes Carsington SC as its 2019 Nationals venue.



THE UK LOWRIDERS SCENE - SOCIAL MEDIA

The 2021 UK Lowrider sailing season was slow to get underway, due to the COVID-19 pandemic, but with the UK Nationals moved to October the season was finally able to get going at some earlier CVRDA rallies.

Despite the earlier lockdown in the Spring, interest in Lowriders if anything significantly increased. With new boats being designed and built, significant boat restorations being undertaken, and a consistent demand for secondhand boats, the signs all point to a continuing revival and rapid progression of Lowrider Mothing.

So what has been the catalyst that has stimulated this? Our Facebook page for definite, but are there other ways to increase our following? In 2022, your steering committee will be working on getting the word out for sure.

We also encourage you to check out our YouTube channel, and send us your videos too!



International Moth Lowriders

Private group · 922 members



Joined

+ Invite

About Discussion Featured Topics Members Events Media Files Questions

FOR SALE
MOTH 3958 - Blitz Mk 2
Unfortunately I'm going to have to sell the Blitz as I've not been able to get myself down a weight or fitness level which could... See more



Katrin Koppe
10 Feb · 🌐
JIM B again--still with Phobias...

This was another JC boat. Gynephobia... My then girlfriend Sarah bought it from Simon Allen as her first. Moth (having sold her Firefly) and much fun was had, including hair-raising racing at Hayling in big seas!

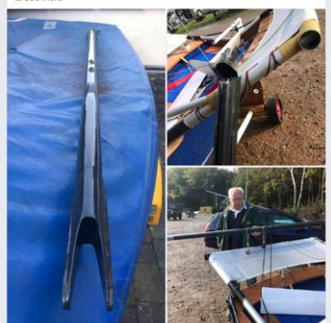


Miles James
5 Feb · 🌐
Hawkmoth and Axeman 7 plugs.
Anyone want to borrow?



John Butler
26 Jan · 🌐
A big shout out to Ian Ridge for strengthening & repairing my shattered carbon fibre boom that spectacularly snapped at the Lowrider Nationals at Burton SC in October 2021...

It was good to catch up with Ian, David Henshall & John Claridge whilst on my extended trip down to the south coast... See more



Int Moth Lowriders



Dutch Scow Delight with Coen Nooijer



Lowrider Moths at the 2019 RYA Dinghy Show



Michael Kohler rides his Aussie Scow on Maroochy River, Queensland



Ian Marshall - How not to do it in light winds!



George Edwards sails his Dad's Hungry Tiger at Ogston SC



European Championships in Algeria (1950s)

AUSSIE SCOWS & LOWRIDERS SOCIAL MEDIA



Scow Moth And Lowriders Australia

Public group · 714 members

Joined

+ Invite

- About
- Discussion**
- Featured
- Topics
- People
- Events
- Media
- Files



Scow Moth And Lowriders Australia



Russell Witt



Russell Witt

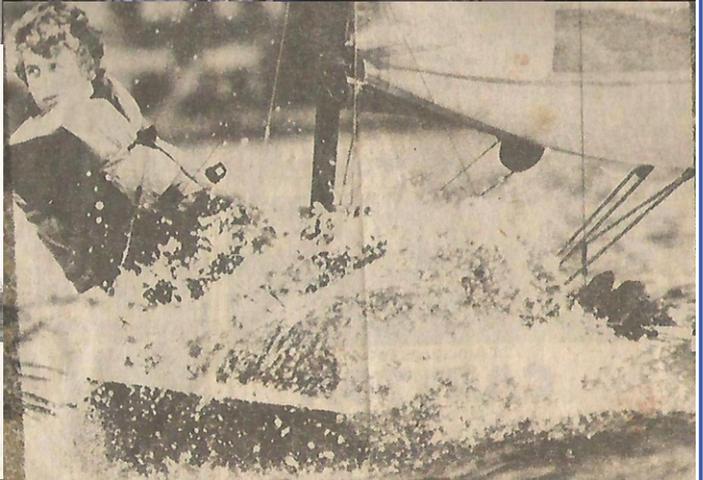
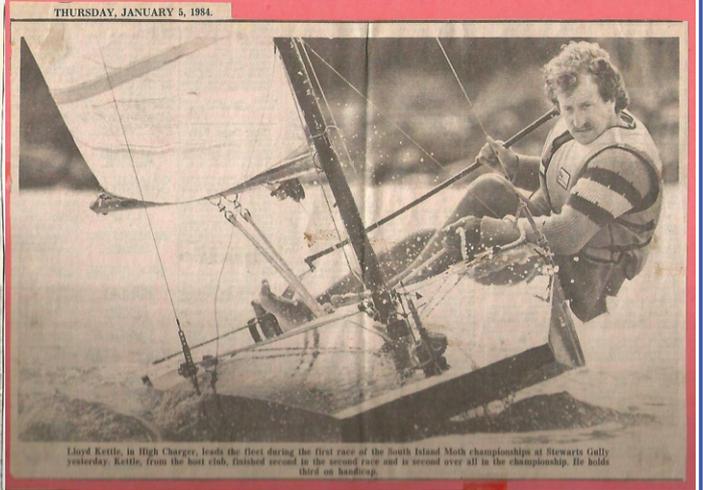


Russell Witt

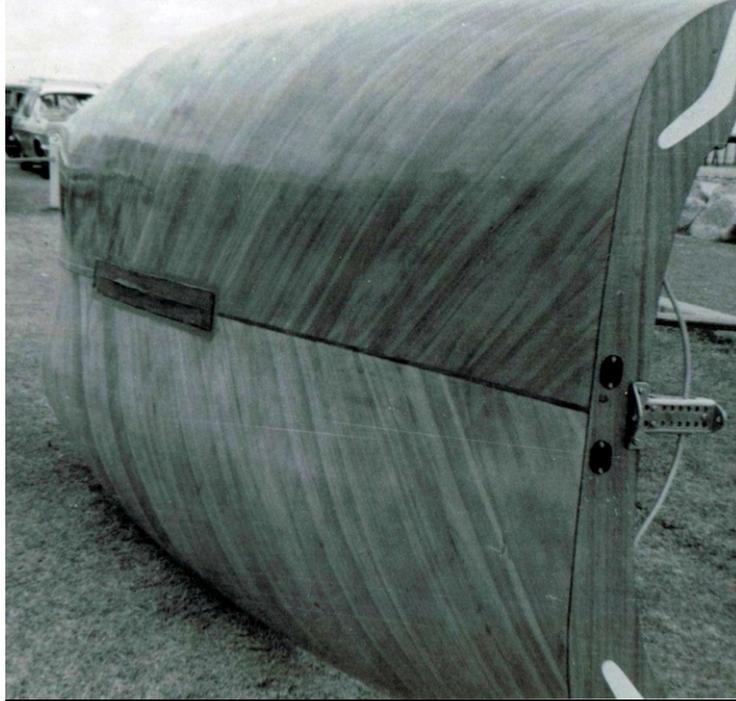
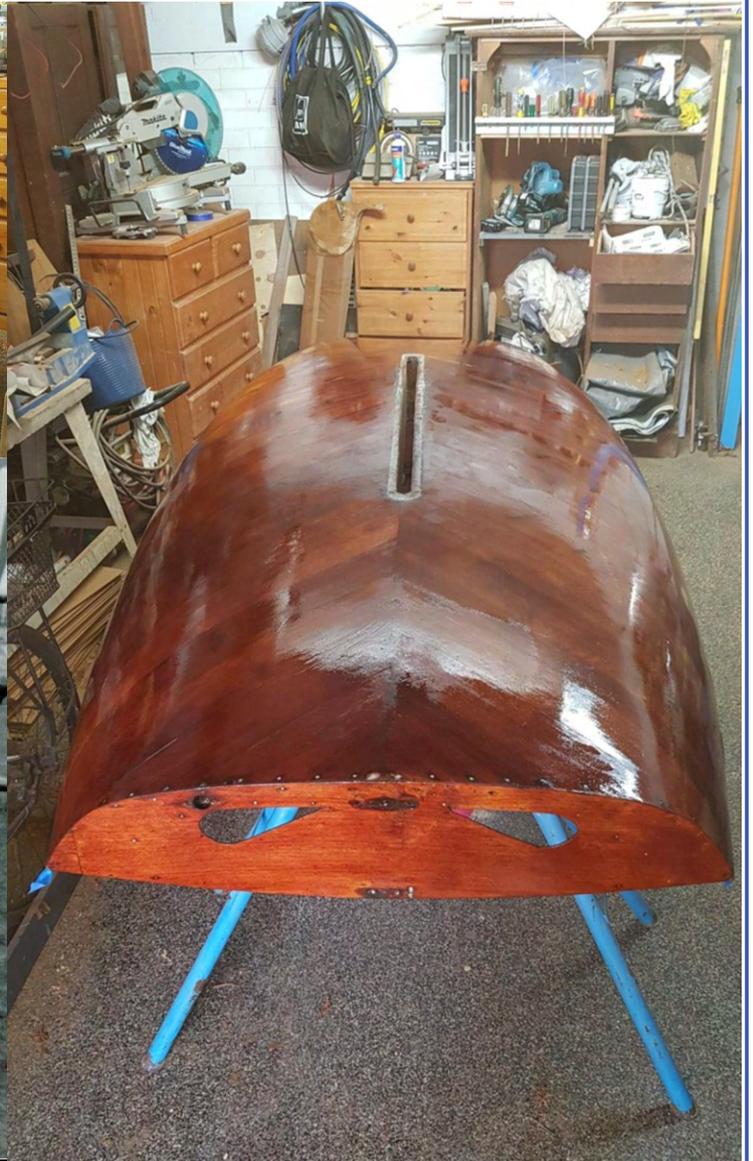


Russell Witt

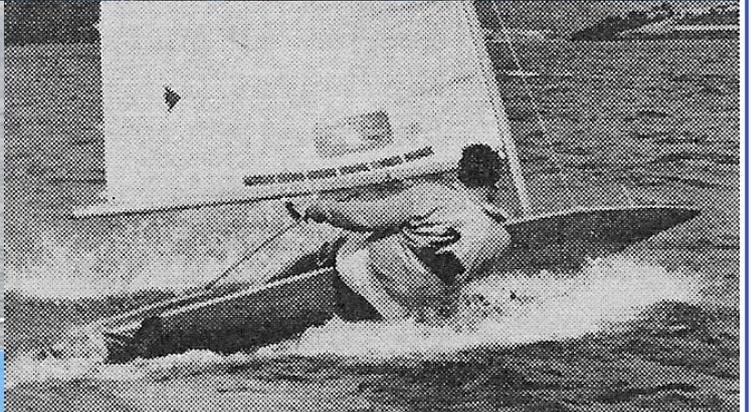
KIWI FLASHBACKS



GOLDEN OLDIE MOULDIES!



GOLDEN OLDIE MOULDIES!



MERVYN COOK - MEMORIES OF EARLY INTERNATIONAL MOTH DEVELOPMENT

It all started with a home-built British Moth sailed on the Thames at Twickenham. The boat was so heavy that neither it nor its skipper had much chance of winning any races, and her cotton sail didn't help! After a season I acquired a proper racer: right down to weight and one of three built by the legendary Rockall Brothers from Essex. "Peanut" was chalk and cheese, with a good Terylene sail, rolled decks, foiled centreboard and rudder. I managed to get around to some of the local opens, and started on that slippery addictive slope, winning!

Cercle de la Voile de Laon; Team Race

At age 19 I raced in a Brits v French team race, sailing International Moths at a flooded valley club near Laon.

On arriving in France my views on racing dinghies were to be fundamentally challenged. British Moths had stayed traditional rigs, broad scow bow, aft mainsheet, weighed about 70 kilos and tied to a jetty with the sail up they floated upright. The boats we would be sailing weighed less than 30 kilos, had un-stayed masts, deep V hulls, and centre mains. They wouldn't float upright even without the sail!

Even though we Brits were trounced, the sailing was a revelation. I had practised tacking with a centre sheet before going. Gybing was actually easier! The boat I sailed was Fragniere, a very narrow deep V'd skiff with un-stayed rig and the added challenge of a self-draining cockpit. It was so light! Unless moving it was rather like trying to perch on a stationary Vespa scooter. But so much fun to sail and so fast!

One day I looked into their club boat store, at the back of the dinghy park. There were dozens of Moth hulls in racks, showing design progress over the years, from forties flat bottom punts to the very latest (1960's) Fauroux and Duflos tortured ply flyers. It was a potted history of racing dinghy design and I spent a lot of time in there just soaking it all up!

World Championship Ostende 1962

I competed in the International Moth Worlds in Ostende in 1962 and was allocated a Westell Moth, heavy and therefore slow. In hull form it resembled a miniature 505. The flared topside added hiking power and had it weighed 20 kilos less it might have been competitive!

At that event the top designs were undoubtedly the Fauroux: A developed ply hull, essentially a 'simple' folded dart shape with a wide shallow rounded transom developing into narrow rounded 'V' shoulders and bow, a straight run with rocker forward. .



Mervyn Cook (in the foreground) with Nick Alexander and his 2nd Nervous Breakdown



Mervyn Cook sailed a transom bowed Fragniere Moth at Laon



The John Westell design of Moth that Mervyn sailed at Ostende. The 5mm thick 3 layer veneer cold moulded construction made the boat very heavy

MERVYN COOK - MEMORIES OF EARLY INTERNATIONAL MOTH DEVELOPMENT

World Championship Ostende 1962 (.../cont)

The designer was a wealthy and patriotic Frenchman who was very fussy about who got to sail his boats. With well sorted un-stayed rigs they were very fast in this predominantly strong wind event. I remember the mainsheet on my borrowed boat being so coarse that I suffered badly blistered fingers and had to wrap cloth electrical tape into the cracks so I could keep sailing.

The Championship was won by Frenchman Serge Verneuil. Surprisingly the record shows that he sailed a self-designed boat: it behaved and appeared identical to the other French Fauroux. Wide at the stern and slender at the bow the skipper needed to be a long way aft, sitting out near to the wide stern. The Fauroux sailing style was quite recognisable. Second overall was a very young Jacques Fauroux, who later became the finest Moth sailor of his generation.

The forerunner of the Europe appeared at this event, as the Europa Moth. With its plump, flattish hull and relatively heavy construction it was pleasant to sail but not class-competitive. The sole American entry was a Florida Moth. Quite unlike anything else in the sailing world, a very deep V'd slab-sided hull with absolutely no rocker. It was beautifully built with intricate attention to detail but maximised for lighter winds. Sadly it had been damaged in transit and suffered major structural failures during the racing.

European Championship Travemunde 1967

In the early sixties I spent some years in National 12's, but the International Moth fleets were getting established in England and I found myself involved in the class again.

I raced a Chris Eyre designed Lucky Sixpence at the Europeans in Travemunde in 1967: A deep V'd skiff with quite a wide transom, a development of the Swiss Dunnand. That event was won by Lennart Lindt, from Sweden, sailing a simple, light skiff, like a miniature OK, with a very effective un-stayed rig. He was a great racer and he sailed superbly.

Lindt's boat had no wings and was possibly the last Moth to win a championship without hiking aids. But the writing was on the wall, and most of the European boats had at least vestigial wings.

I had fitted my boat with properly engineered wings just before going to Belgium, extending the beam by about 200mm either side.

The French hulls were mostly developed ply hulls, rounded V with a lot of rocker. The Fauroux had been superseded by the Duflos, similar in concept but built in 3mm ply in a cleverly designed female mould which forced more double curvature and therefore volume into the hull. Perfect light wind Mediterranean boats, they were maximised for their local Cannes conditions and with flexible unstayed rigs appeared to generate energy as they bounded through a wave formation.



Mervyn Cook racing a Lucky Sixpence design at Travemünde with the sailing barque "Passat" in the background

Benoit Duflos sailing his design that dominated the European scene



MERVYN COOK - MEMORIES OF EARLY INTERNATIONAL MOTH DEVELOPMENT

1969 World Championship at Ocean City USA

During the sixties the World Championship was held in the USA one year and Europe the next. Winning boats alternated between Florida derivatives in the USA and European designs at home. The notable exception was the 1969 Championship at Ocean City Y.C. USA, an unusually windy event, which was won by Dave McKay's tunnel hulled Imperium Scow. This was a flat, super-light multi-chined hull, critically wider at the bow than the stern, with beautifully cut double-luffed, fully battened sails.

It could be argued that these were the first foil assisted Moths. The hull form, wider at the bow than the stern, directed the water flow at a positive angle to the leeward side of the dagger board. A scow is always sailed heeled, generating visible lift from the board. The extra leverage developed between the leeward bilge and the weight of the skipper was also greater than on a traditional V'd hull. Add to the mix super-light weight, minimal rocker, and a highly efficient fully battened deep sleeve luff rig, and their speed relative to everything else on a close reach was almost other-worldly.

Design in the UK

British club fleets were more disparate. There was a challenging, very V'd boat by Chris Eyre, the Nervous Breakdown. The Skol was a GRP production boat similar to Mike Jackson's Lark two-hander. Most widely sailed was the Shelley, which was the standard by which others were compared. Designed by the New Zealander John Shelley, built by Bill McCutcheon it was wonderful to sail. Folded ply, with a wide flat stern and a long, developed bow, she carried her maximum beam back to the aft third of the boat. A fast all-rounder, with no vices apart from a tendency for the rudder to stall catastrophically on a fast reach. This led to some spectacular sideways sailing followed by big splashes!

However, I was beginning to recognise that they all had too much rocker, losing waterline length in planing mode and wasting hiking leverage. Further, our boats weren't coping well with the extra power developed in the new fully-battened, double-luff sails, even with the now mandatory sitting-out wings.

Chelsea Morning

My first Moth design was a simple relatively deep V'd skiff, the Chelsea Morning, with built-in wings. I had reduced rocker from what would be considered the norm and moved it and the rig aft. She floated with ends well truly immersed.

As soon as there was enough wind to feel, she was faster than her contemporaries, although with her narrow V'd hull and the extra power in the new and not yet very stable tall rig, she was a struggle to sail upright. She was particularly quick downwind, the only designs able to beat her on a reach were the Australian scows! Sadly, a broken mast in the final race cost me the 1972 Nationals.



MERVYN COOK - MEMORIES OF EARLY INTERNATIONAL MOTH DEVELOPMENT

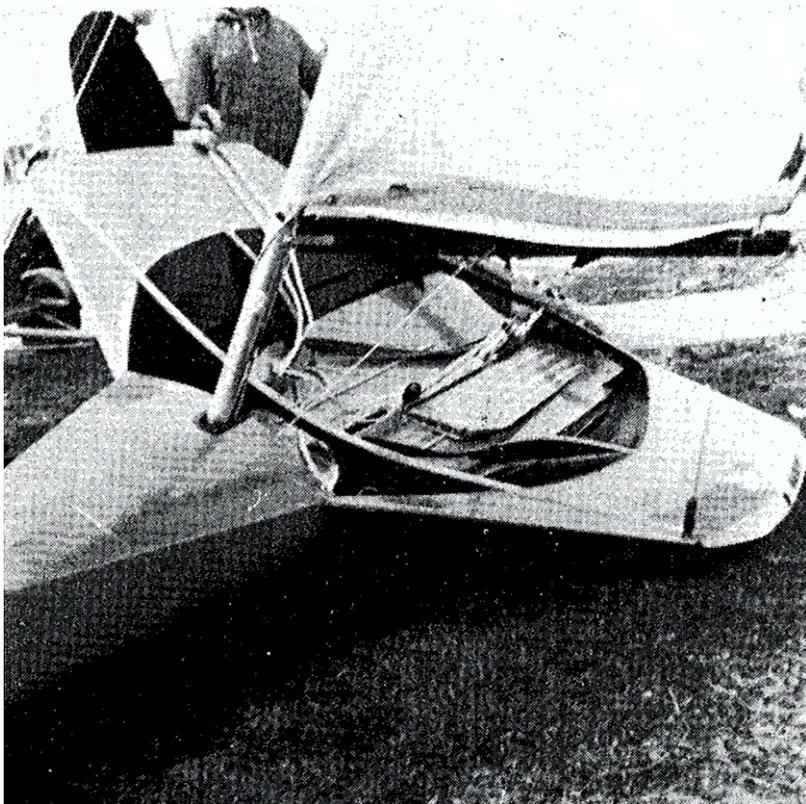
The Magnum

When you sit down to design a new boat in a development class you start with a blank sheet of paper. But it is imperative to bring to the table an appreciation of what has already been achieved, a SWOT list of previous designs. In 1973 my brother-in-law, John Claridge, had just set up in business building racing dinghies. Over that Christmas I set out to design a unique boat for him, a new departure for the class and one which would capitalise on and stretch his skills.

Successful Moths at that time were all built in developed ply. GRP technology of the day simply wasn't light enough. Apart from the Australian scows, biased towards strong-wind performance, there were no hulls designed to suit the 'new' tall high aspect ratio hard rigs. European boats tended to be soft sectioned with lots of rocker and very effective in light winds. The Shelley was probably the best all-rounder, but too wide and flat to be competitive in light winds. Clearly there were important lessons to be learned from them all, the scows lightness and effective lack of rocker, the abilities in light winds and waves of the narrow European Duflos, the quality of the rigs of the Swedes and the Australians. The challenge was to produce a boat which could out-perform them all in their own favoured conditions!

I envisioned a hull with almost no rocker, distributing the volume of the hull along its length and raising the centre of buoyancy thus maximising hiking power in the same way as a scow. I wanted to get away from Uffa's deep chest and straight run, so I put in just a gentle lift in the aft three stations, so she would plane on her full length. She was as narrow as I dared, for light wind and windward performance. I moved the rig, foils and skipper weight aft, together with maximum beam and hull volume. Taking courage from John Mazzotti's Unicorn cat, and from the mundane experience of fitting a 'popped' Fireball foredeck, I drew a hull which would be a challenge to build in ply but which would include just enough volume while minimising rocker and beam. The most difficult area of the hull was just where the half-chine eased into the developed bow. She would also have a stepped half-chine aft just above the static waterline to clean the water off when planing.

The prototype was built with curvacious but complex ply wings. These added to the weight of the boat and weren't cost-effective. I had believed that such a narrow boat would need some reserve buoyancy in the wings to be sailable, but as is often the case skipper skills took up the challenge and soon production boats all used alloy tube wings. Learning to sail it was not unlike being thrown into the water to learn to swim! It also became apparent that with 2200mm maximum beam wings, the skipper's feet were effectively standing on the gunwhale of a 25 kilo 900mm wide boat! For the production boats, John developed a flared topside at the join of wings and hull. This lowered the skipper's feet and gave some reserve lift in rough water. A small lateral foil in the bow was tried at one time, Formula One style, but this proved to be rather too effective!



SERIAL COMPULSIVE DESIGNING DISORDER

MERVYN COOK

Chelsea Morning, Phobia, Magnums 1 - 9.9

The Magnum Design

The Magnum won her first World Championship in 1979, a Magnum Mk 3 sailed by Dave Iszatt.

Mk's continued to 9b, and year on year development was always to narrower boats.

This was partly because skippers continued to learn how to sail boats which previously would have been thought unmanageable.

At one time boats were being exported in such numbers from John Claridge's yard in Lymington that he won the Silk Cut Marine Industry Award for Export.

My own personal favourite is the Mk 5, drawn as an improved all-rounder. This was a softer Magnum, narrower and deeper with a little more double curvature in the mid-sections, very pretty, and won the Worlds in 1983. John's favourite was the Mk 8, developed specifically for a light-wind event.

Even in as small a racing dinghy as a Moth, a successful boat represents a culmination of the efforts of a team of skilled and talented people. The Magnum dynasty was no exception.

I had conceived a fast hull, but Magnum had benefitted from the superlative boat-building and talent for development skills of John Claridge, himself a fearsome racer and holder of National and European Championships. John's innovations in structure and in rig development kept his boats ahead of the game. Pete Sanders, of Sanders Sails, built the early and very competitive fully-battened sails which at the time were a new departure for the company.

Race wins

On the water the boats seemed to attract the top racers of the day, making for intense competition even at a local level. John himself won the European Championship in a Mk 2 in 1975.

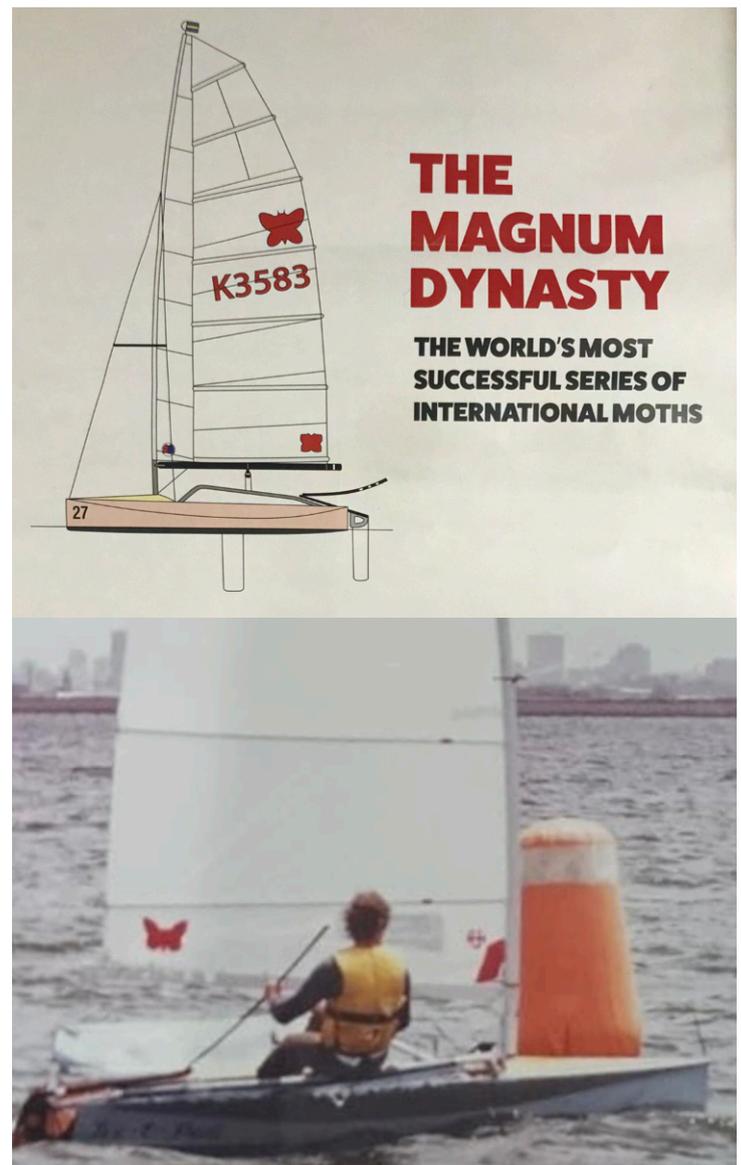
Eight World Championship wins came between 1979 and 1993.

The legendary Dave Iszatt won three in a Mk 3, Robin Woods won two, using a Mk 5 and 6. Roger Angell took two, using a Mk 6 then a 9, and lastly Toby Collier won sailing the last of the Magnums, a Mk 9.5. There were also ten European Championship wins, and no less than 19 Nationals world-wide.

Perhaps the most memorable event was the Worlds in New Zealand in 1980.

Sailed in strong winds, against the best of the Southern Hemisphere scows, Dave Iszatt leading a British team of Magnum sailors finally made the point that top skiffs could perform in all conditions.

Quite a moment in Moth history!



THE MAGNUM DYNASTY

THE WORLD'S MOST
SUCCESSFUL SERIES OF
INTERNATIONAL MOTHS

SERIAL COMPULSIVE DESIGNING DISORDER

CHRIS EYRE

Lucky Sixpence, 2nd Nervous Breakdown, Stockholm Sprite, Poacher

Chris Eyre was the dominant UK Moth designer of the late 1960's & early 1970's, winning the 1969 UK Nationals in his 2nd Nervous Breakdown.

His 1st design, the Lucky Sixpence, won the 1968 UK Nationals in the hands of Eddie Dunhill, and his 3rd design, the Stockholm Sprite, was a homebuilder favourite, winning the 1972 Nationals in the hands of Colin Brown.

It was his cold moulded Poacher design, however, that took the 1976 World Championship title in the hands of American Ted Causey after a few modifications to its shape.



Build a

Lucky Sixpence NATIONAL CHAMPION – 1968

For the seagoing man



Or a

2nd Nervous Breakdown

Experts with strong nerves only

NATIONAL CHAMPION – 1969



SERIAL COMPULSIVE DESIGNING DISORDER

ANDY PATERSON

Axeman 1 - Axeman 7 designs

A great experimenter with both boat shapes and early foiling ideas, Andy Paterson created and built a series of narrow designs that proved popular in both the UK and Australia, and was the only skiff design that would eventually challenge the dominance of the Hungry Tigers in the final years before the foilers took over at the front of the International Moth fleet.



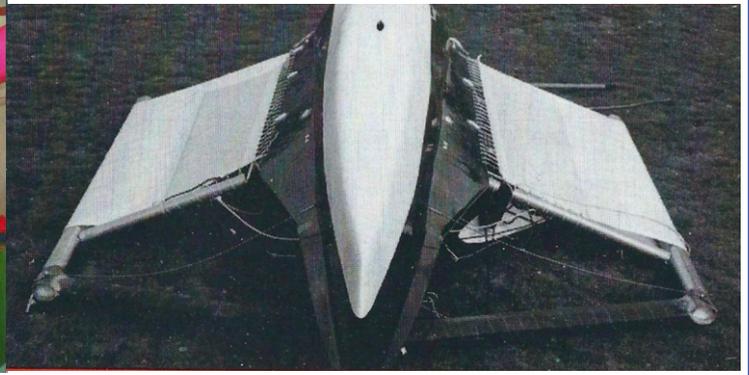
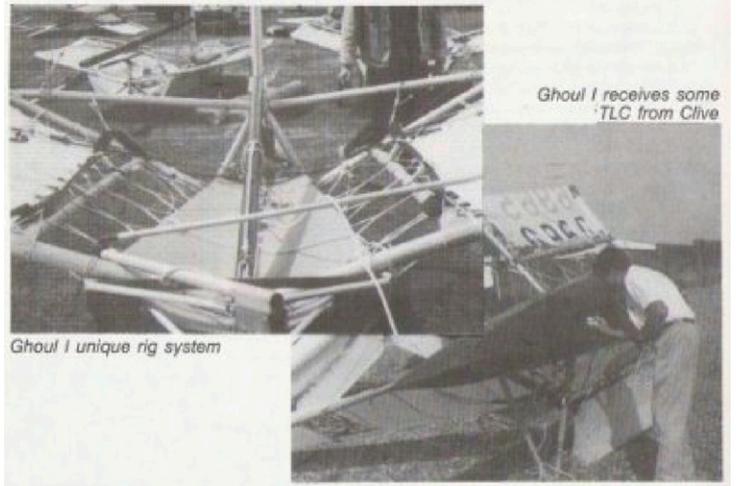
SERIAL COMPULSIVE DESIGNING DISORDER

CLIVE EVEREST

Ghoul 1 - Ghoul 3 designs

Clive Everest is reknowned in the UK for have designed a number of commercial, mass produced dinghies such as the RS600 & RS300, and a C class catamaran.

He cut his designing teeth in International Moths, and with his Ghoul 3 design only lost out to Roger Angell at the 1990 World Championship based upon the last race countback, having finished equal on points.



RUSSELL BELBEN

Blitz 1 - Blitz 3 designs

Russell designed a number of ever narrower generations of the Blitz design, built in carbon/foam/epoxy and in the hands of his talented brother, Jason Belben, achieved excellent results.

Reknowned for its reverse dished foredeck and internal aluminium space frame, they were built in foam carbon and extremely light in weight.



SERIAL COMPULSIVE DESIGNING DISORDER

SEAN COX

Hoplopteryx, Demon King, Dragon



Sean trained in aeronautical design, so brought technical expertise combined with "seat of your pants" simplicity. He finished 3rd in the 1972 Europeans in Hoplopteryx, then won the 1973 UK Nationals in his successor Demon King design. After his first 2 conical veed ply designs, he is famed for his Dragon design, slab sided with a long flat run aft, with a bulbed bow that looked revolutionary at the time, and with the hull built out of fibreglass, not ply.



ROGER ANGELL

SBD1, Skippy 1 & Skippy 2



A multiple World Champion, Roger won his major titles in Magnum designs, but he eventually broke away and designed, built, raced and won in 3 of his own designs, the most successful being the Skippy 1.

The SBD1 was very Phobia-like, and designed for easy building, with mini-flares that finished at the mast bulkhead.

The Skippy 1 was without doubt the fastest and most pleasing on the eye.

Most striking of all was the Skippy 2, with its reverse sheer and thin, high foredeck, a savage looking contender that never quite gained popularity



SERIAL COMPULSIVE DESIGNING DISORDER

DEREK CHESTER

Mistral & Mirage designs

Derek's Mistral design became really popular in the early 1970's because of its ability to be easily home built, and finished 4th in the 1973 UK Nationals in the hands of Keith Butler. Latterly it has become really popular with the US CMBA devotees. His narrower hulled Mirage design >>>> never really gained traction, despite being actively campaigned by Peter Dives from Eastbourne in 1974/5 .



PHIL STEVENSON

Anachronism & his 2021 Rapid Build

Phil's deep V narrow ply Anacronism design from the 1990's utilised styrofoam to support the dished deck, but the foam absorbed moisture so wasn't deemed a success.

After moving on to foilers after that, Phil returned to the Lowriders with his new design in November 2021, which he proceeded to build rapidly in a period of just over 2 months.

See the full article on page 54.



SERIAL COMPULSIVE DESIGNING DISORDER

JOHN PEARCE

Genesis, Gentleman Jim, Pearce 5 & Pearce 6

The late John Pearce, who sadly passed away too early in 2018, was a top notch sailor, with a top 3 placing in a World Champs in New Zealand, and after sailing a succession of Claridge boats set about designing and building his own Moths, firstly with Genesis, followed by Gentleman Jim, Pearce 5, Pearce 6



JOHN BUTLER

Autumn Gold, Truffles, Trembler, Née Trembler, Radical, Rooster, UFB

Pretty clueless is how John describes his first design idea, Autumn Gold, but his Truffles was a huge improvement and allowed John to get a top 10 finish in the 1978 Europeans. Trembler was his 1st venture into double chines, followed by Née Trembler which suffered a catastrophic failure at the 1979 Worlds. John then joined Steve Reece in jointly creating the Radical & Rooster designs, followed by his latest, the UFB



SERIAL COMPULSIVE DESIGNING DISORDER

STEVE REECE

Titan, Radical & Rooster

Steve's first venture into design was with his Titan, and he was heavily influenced by the Peter Conway Womble he built and sailed previously.

Collaborating with John Butler, he then created the Radical & Rooster designs, and the Rooster had success in the hands of Ian Forsdyke.



Richard Hargreaves

Pheonix I, II & III



Always a top sailor, sailmaker and even manager of Proctor Masts at one time, Richard eventually went into designing his own Moths after several top 3 results in UK, European & World Championship sailing various Magnums

COLIN WALKER

Wakehurst & Supawake

Colin was certainly a front runner with his Wakehurst design in the mid 1970's, especially in the stronger winds.

The Supawake was a real improvement, but struggled to compete with the Wombles in lighter winds and the flared Magnum designs in stronger winds later in the decade



SERIAL COMPULSIVE DESIGNING DISORDER



IAN RIDGE

"Aero 1 & 2" designs

Although the first Aero design was almost a clone of a Magnum, Ian's second version of the Aero was clearly a new development with cut away flares.

Its lightweight construction meant it didn't survive more than a couple of seasons



JIM HILL-JONES

"Murf Mach" designs



Jim Hill-Jones was convinced that a windsurfer with a space frame was the way forward.... and with a scooped bow and a pintail stern it was certainly a radical development.....

Then he relented and went back to a more traditional approach



JULIAN SPENCER-SMITH

"Twin Tub" & "Ozone" Proa

Julian's "Twin Tub" certainly caused a stir when it appeared, and with its twin bows surprised many that it still measured as a Moth.

The less said about the Proa the better, but at least it could sail, albeit just reaching backwards & forwards!



PAUL MACKNESS

"BLXXXY Thing" and Surprise!

After his less than successful Blxxxy Thing, the ultimate in wedge shapes, Paul came up with a much more pleasing and functional design, the Surprise!

It certainly was a huge improvement....



US CLASSIC MOTH BOAT ASSOCIATION

In the USA, the Moth enthusiasts have charted another direction, by sticking with the Moth rules in existence before the class became officially International in the early 1970's. IMCA(USA) folded in 1978 as interest in winged Moths faded there.

So what's different about the CMBA and the Moth scene in the United States?

Their rules are still in imperial units, with the key dimensions being no more than 11 feet long, 5 feet wide max, 72 sq ft sail area and to ensure durability, a minimum weight limit of 75 lbs. Wings are prohibited, and the rig is a low aspect soft sail with the original "M" in the circle emblem from the years prior to 1970.

To broaden the appeal of racing all types of Classic Moths, they have created three divisions within the class. At major regattas, all Classic Moths race together but are scored in three different divisions:-

1. Gen 2 division - for narrow waterline, low wetted surface designs (Duflos/Mistral)
2. Gen 1 division - for more stable, higher wetted surface designs (Shelley/Europe)
3. Vintage division - for restored Moths built before 1950.



BLASTING ALONG IN A SCOW



BLASTING ALONG IN A SCOW!



2021 INTERNATIONAL MOTH LOWRIDERS UK NATIONAL



CHAMPIONSHIP AT BURTON SAILING CLUB



INTERNATIONAL MOTH LOWRIDERS 2021 UK NATIONAL CHAMPIONSHIP BURTON SAILING CLUB

The 2021 International Moth Lowrider UK Championships took place at Burton Sailing Club over the weekend of the 30th & 31st October. 25 boats registered and attended for a thrash around the superb, large, elevated Foremark Reservoir in Derbyshire.

The Lowrider fleet was divided into 3 Divisions, with Division 1 being the narrow designs from 1990 onwards, Division 2 the wide bodied and winged boats from 1973-1989, and finally Division 3 the non-winged boats up to 1973.

The Race Officer pleased all the participants present by setting triangular courses, a rare occurrence these days, so tricky upwind legs and blasting reaches were the order of the day in mainly planing conditions.

In the first race, Nigel Williams had a great start off the line and found himself in front. There were plenty of big windshifts and gusts, so along with the others at the front there was a lot of tacking up to the first mark. Nigel was still mixing it with some of the older, wider designs as a few of the leading narrow boats were disadvantaged by big shifts and sticky lulls. Nigel managed to find a way through and escape, whilst the narrow skiffs recovered from their drop-in sessions and got back in the groove again.

Ever consistent in her Skippy 1, Katie Hughes was one of those who kept Nigel honest, and the surprising Division 2 1970's Dragon design of Paul Hignett burst through into third, with Lyndon Beasley in another wider Magnum 7 claiming 4th.

Meanwhile, the Martin Harrison in his Axeman 7 had travelled up from the Isle of Wight and was late arriving, so only just made it to the start area when the gun went off. Sailing conservatively, as this was his first time out in his Lowrider this year, he worked his way back to 5th and was the third of the skinny boats.

In Race 2, there was more wind and excitement at the start when Sam Barker's Warlock took a shine to the committee boat, so those on board were busy repelling his attempt to ram it. Meanwhile, George Edwards showed what can happen when a 17 year old spends the summer grappling a

a Hungry Tiger by gaining an excellent midline start and holding on to the leading duo for the first two laps.

Of the leaders, Martin had the best of the start and outpointed Nigel to open up a clear lead. He held it comfortably on the two reaches, but on rounding the leeward mark when pulling his kicker on, one of the sheaves exploded, so he kept going as best he could, but it eventually allowed Nigel to get past him upwind after another two reaching legs. Using only mainsheet tension upwind, Martin focused on keeping ahead of Russ Wheeler's Hungry Tiger and Ian Marshall, who was again mixing it with the faster narrower designs in his Magnum, keeping at bay those such as John Edwards in his Hungry Tiger and also Katie's Skippy 1. Martin managed to hold them all off, and almost caught Nigel again when he had a poor tack and got stuck in irons close to the finish line.

The break for lunch allowed Martin to fix his kicker, so when the fleet ventured out again he was primed and ready. At the start gun, just to windward of Nigel, Tom Foxall managed to capsize on the line, causing him and a number of others to take drastic avoiding action. Martin kept clear of the melée and had a reasonable start, but hit a flat spot on the first beat soon afterwards, allowing the recovering Nigel past in a hard fought battle up the beat. On the reach, Martin was nibbling away at Nigel's transom, but reckons that the Axeman 7 has a little sticking point when reaching, which proved to be the case, and he wasn't able to make an impression on Nigel in his Axeman 6 for the rest of the race.

Ian was again up there in 3rd in a wider boat, holding off his main rival Lyndon, and Katie could only muster 5th behind the pair of them.

The breeze initially lightened for the start of the last race, and John Edwards had an awesome port tack flyer of a start, crossing the fleet together with Tom and Russ. Correctly predicting as he crossed that the initial advantage would not last, the main two protagonists chose to start on

.... / continued

INTERNATIONAL MOTH LOWRIDERS 2021 UK NATIONAL CHAMPIONSHIP BURTON SAILING CLUB

.... / continued

starboard and keep left, which turned out to be the best tactic, as they got lifted even further on port tack right up to the windward mark.

Showing a speed advantage, Martin got away into a reasonable lead. On the first reach the wind again increased, but he then hit the wake of the lead powerboat, causing a wobbly nose diving moment, which allowed Nigel through and Katie into contention for the lead. The Magnums of both Ian and Lyndon got past Katie in her Skippy at one stage, but Katie and then Russell in the Hungry Tiger restored the pecking order, finishing 3rd & 4th respectively. Of the port tack starters, Tom Foxall in his Magnum 5 eventually had a great tussle with Ian & Lyndon and nudged past them to a respectable 5th, the trio upholding the honour of the wider skiffs in the lighter stuff at the front.

Back in the non-winged division, John Hall was up to that point heading David Balkwill in the fierce contested Duflos vs German Mistral battle, with the Skol 3 of Graham Cooper occasionally joining in the fight, but John relinquished his overall lead when he lost his rudder due to a broken retaining clip, and had to be rescued.

Due to excessive winds of well over 22 knots, gusting to near 40 knots, all racing on the Sunday was cancelled, so the overall results were declared based upon Saturday's race results. Thus "Uncle" Nigel Williams of Bartley SC became the UK International Moth Lowriders National Champion for 2021 with 4 straight wins from Saturday's racing. Nigel also picked up the Veterans trophy for the those aged 60 and over. Second overall was Martin Harrison of Royal Victoria YC, who also picked up the Senior Trophy for those in their 50's, with Katie Hughes from Loch Lomond SC in 3rd and also Ladies Champion. Junior Champion was George Edwards from Abersoch SC in his Hungry Tiger in 11th.

Division 2 winner was Ian Marshall in his Magnum 6, a creditable 5th overall over the water. French citizen David Balkwill in his

Duflos took the honours in Division 3, a reward for his amazing effort travelling from Nantes via the St Malo to Portsmouth ferry in wild conditions in the Channel.

Although 25 boats turned up to race, a couple of them only made it to the start line and back, and there were plenty of dunkings and stories to tell throughout the fleet. being told, as for so many of the sailors this was their first and only Lowrider outing of the year. A special mention must go to 17 year old Esther Morrice from Greensforge SC, who in her first time in a big race on large water in her family's Aussie Scow, managed to finish all four races despite limited sailing experience in a Moth Lowrider before coming to the Nationals.

A big thanks to Mike Pain and the Burton SC team who ran the event so efficiently and were superb hosts throughout the weekend, to David Balkwill for his "Moth Bums" Quiz (a series of 21 transom photos of Moth designs through the decades) and to John Edwards for the crazy Prizegiving Ceremony and humorous presentation of certificates and prizes to all.

At the prize-giving, John Edwards, Nigel Williams and David Balkwill all heaped praise on the Burton SC volunteers, and David presented the club with a commemorative flag from the Musée Maritime de La Rochelle, where 12 vintage French Moths from well over 60 years ago are displayed, and are raced once a year in an Anniversary Regatta.



Nigel Williams - UK National Champion

INTERNATIONAL MOTH LOWRIDERS 2021 UK NATIONAL CHAMPIONSHIP BURTON SAILING CLUB



**Ladies
Champion**
Katie Hughes



**Division 2
Winner**
Ian Marshall



**Division 3
Winner**
David Balkwill



**Junior
Champion**
George Edwards



**Division 1
Winner
&
UK National
Champion**
Nigel Williams



OVERALL RESULTS

Pos	Helm	Club	Design	PY	R1	R2	R3	R4	Pts
1	Nigel Williams	Bartley SC	Axeman 6	980	1	1	1	1	3
2	Martin Harrison	Royal Victoria YC	Axeman 7	980	5	2	2	2	6
3	Katie Hughes	Loch Lomond SC	Skippy	1000	2	6	5	3	10
4	Ian Marshall	Bowmoor SC and RAFSA	Magnum 6	1080	7	4	3	6	13
5	Russell Wheeler	Isle of Sheppey SC	Hungry Tiger	980	9	3	6	4	13
6	Lyndon Beasley	Greensforge SC	Magnum 7	1080	4	9	4	7	15
7	Paul Hignett	Loch Lomond SC	Dragon (modified)	1080	3	8	9	12	20
8	John Edwards	Abersoch SC	Hungry Tiger	980	6	5	12	10	21
9	Tom Foxall	Greensforge SC	Magnum 5	1100	10	10	7	5	22
10	Iain Macintyre	Loch Tummel SC	Magnum 9.5 (modified)	1020	8	7	8	11	23
11	David Balkwill	Club Nautique Mazerolles	Duflos	1130	11	12	13	9	32
12	George Edwards	Abersoch SC	Hungry Tiger	980	13	18	11	8	32
13	John Hall	Oxford SC	Mistral	1130	12	11	10	27	33
14	Graham Cooper	Bradford on Avon SC	Skol 3	1130	14	14	14	13	41
15	George Coles	Carsington SC	Axeman 2	1060	15	13	16	27	44
16	Sam Barker	Nantwich and Borders SC	Warlock	1120	16	15	18	15	46
17	Esther Morrice	Greensforge SC	Imperium Scow	1130	17	17	15	17	49
18	Oliver Willison	Beaver SC	Axeman 5 (modified)	1020	18	16	17	27	51
19	Graham Hughes	Hayling Island SC	Magnum 7	1080	27	19	21	14	54
20	Mike Pain	Burton SC	Bodge 1	1000	20	20	19	18	57
21	Matt Pritchard	Burton SC	Skippy2	1000	27	27	20	16	63
22	John Butler	Sutton in Ashfield SC	Ultra Fat Bastard	1080	19	27	27	27	73
23	Mike Casey	Burton SC	Axeman 5	1020	27	21	27	27	75
24	Greg Sterling	Greensforge SC	Unskol 3	1130	27	27	27	27	81

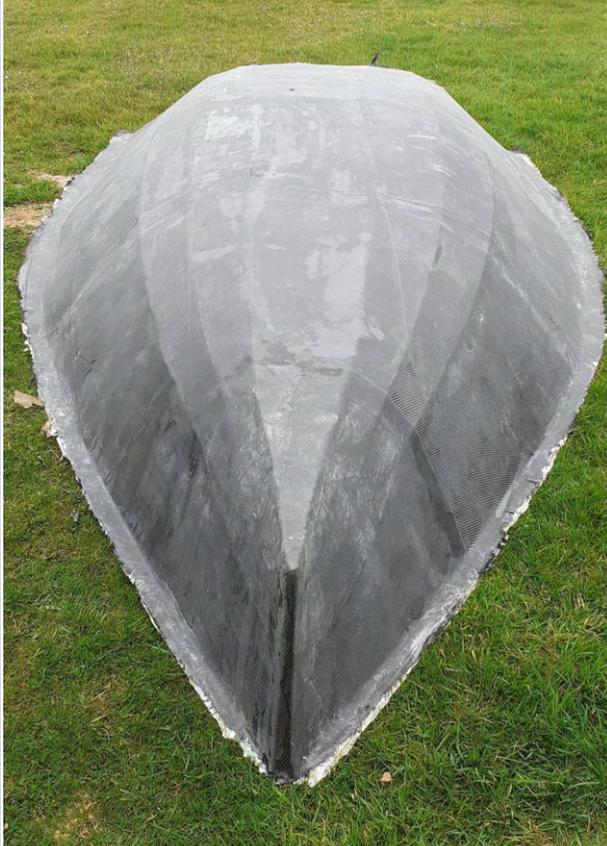
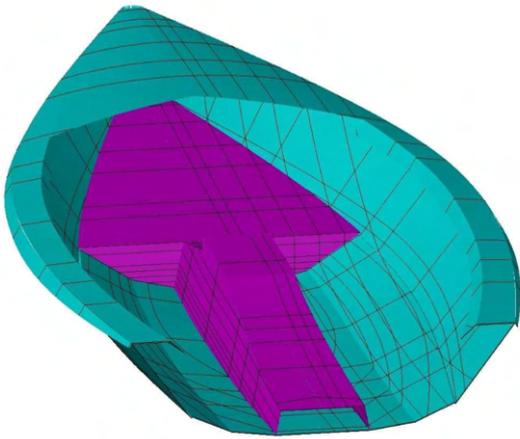
UK LOWRIDING



KEITH CALLAGHAN'S "HAWKMOTH" DESIGN

In the 2021 Yearbook we featured Miles James' building of the mould for the Hawkmoth design by renowned UK dinghy designer, Keith Callaghan. Miles' teenage daughter wanted a boat that wasn't the normal Laser Pico/Radial type fodder and looked more like a proper "boat", in fact like her Dad's other boat, a Merlin Rocket.

After the "plug" was created, from which the further boats can now be built, he's been slowly building the foam/carbon/epoxy hull, which is designed to be sailed without wings, and with low level buoyancy so the boat doesn't float high when capsized.



KEITH CALLAGHAN'S "HAWKMOTH" DESIGN



DAVID BALKWILL'S RESTORATION OF DUFLOS F1724 ORIGINALLY BUILT & SAILED BY DESIGNER BENOIT DUFLOS

Back in the nineties David had sold his windsurfers and started sailing Moths again, and spreading the word to other people in France.

He was instrumental in starting a small Lowrider Moth fleet and set up the French IMCA Association after twenty odd years of inactivity since the Europe had taken over from the Moth.

David met Louis Pillon, who was also busily sowing seeds in Moths, but he was focused on the earlier boats, up to the creation of the tall rigs and the winged hulls.

Together they share their love of these boats and have been stirring up the French scene since then, except that David had dropped out in 2006 for professional reasons (had to pay the rent !).

So David was delighted when Louis offered to let him sail a Lanaverre at a regatta in 2020. He was hooked again, but without a boat.



Louis made him an offer he couldn't refuse. He had a wooden Duflos that needed work and was planning to add it to the collection at the Maritime Museum in La Rochelle.

So his proposal was that David should do the work and sail the boat, and when he wanted to move on to something else he would give it to the museum.

David accepted the idea and picked up the boat in September 2020.

The boat has a cold moulded wooden hull with ply transom, deck and bulkheads. The transom and aft deck were in very poor condition, but the rest was remarkably well preserved apart from many splits along the glue lines between the outer "planks". There were also some fascinating details to be found.

The boat came with a Needlespar mast stepped on the deck on an oval shaped piece of wood, just in front of a crudely nailed on patch.



Looking inside the front tank, David could see a mast step just aft of the kingpost, and a hole in the deck under the patch.

The boat had clearly been rigged with an unstayed mast before being rigged with the alloy mast with shrouds and forestay.



So David started working on the boat, stripping off the remaining fittings, listing everything that needed attention, and starting to find sources for materials and suitable period fittings where things were missing.

Thin marine ply is difficult to buy in France but David discovered a local boat builder (www.sardineboats.com) who would sell him what he needed.

DAVID BALKWILL'S RESTORATION OF DUFLOS F1724 ORIGINALLY BUILT & SAILED BY DESIGNER BENOIT DUFLOS



There was a number, roughly scratched near the damaged areas.

F172 was easy to read but Moths in those days had four numbers so he sanded through the paint layers, shining light across the surface to try to find the last digit.

David can't say that it was ever absolutely clear, but it looked like a 4, and suddenly this made sense.

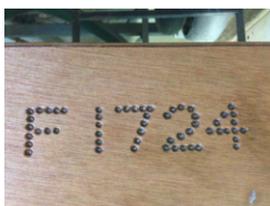
Benoit Duflos was shown in several photos and race reports sailing F1724.

In the early photos his boat had a wooden unstayed mast, and in the later photos, including this advert for Needlespar, with the later tall rig with a stayed mast.

So the clues were pointing strongly at this being his own boat.

Louis said that he thought that this was quite possible, but unfortunately Benoit is suffering from memory loss and couldn't help David confirm that this was his boat.

David decided to finish the boat as a tribute to Benoit, so he drilled holes for the number into the transom, and later added the number to the sail.



The gunwales had woodworm, so new wood was let in there. The kingpost was falling apart, so some glue made that better.

The most fun was bolting on the forestay fitting that had come loose. This is bolted through the stem, so he had to get the nuts on the screws from inside the boat, using a long tube to extend the socket and some glue to stop the nuts just falling off at the wrong moment.

Epoxy was run into the splits on the outside of the hull before filler and sanding to prepare for paint.

After all the work preparing the hull he decided to spray the paint to get the best possible finish. He used International Toplac, which is a traditional lacquer, more suited to this wood hull than the harder two pack paints. He mixed a very light blue to match the original paint, and then added a slightly darker blue waterline.

Now the hull was ready, he worked on the deck. The mast step was interesting. There was a thin aluminium plate with four holes. A very rusty steel peg was fitted in one of the holes and took a bit of persuasion to come out. This system allows the mast foot to be moved fore and aft by about 10cm, but was clearly not being used when the boat was sailed before, since there was substantial damage around one hole and not around the others.



DAVID BALKWILL'S RESTORATION OF DUFLOS F1724 ORIGINALLY BUILT & SAILED BY DESIGNER BENOIT DUFLOS

The thin plate was bent, and the wood block under it had been crushed and rotted.

David made a new wooden block, and set a thicker piece of rigid alloy in flush, under the original plate. Together these plates would now spread the load while keeping the original appearance.

David made a new peg from brass. He cut a new patch to cover the earlier opening in the deck, and glued all this in place ready for finishing.

There were a few fittings on the deck, tiny Ermat cam cleats that were damaged and worn. He decided to run the three main controls to camcleats on either side, and found some suitably period cleats and blocks via eBay.

He kept the Ermat traveller and added an Elvstrom ratchet block for the mainsheet.

The thwart at the aft end of the daggerboard case had been drilled with a lot of lightening holes. It was a bit tired so he added a strip of hardwood underneath to add strength.

The holes were cleverly used to attach the front end of the toestraps with infinite adjustment in position and length. He kept this system, but made new toestraps to replace the original canvas and rubber ones that were very tired.

The rest of the deck needed mostly just sanding and filling small holes, but as he started sanding the foredeck he realised that the paint was flaking off and revealing some very presentable veneer on the ply, good enough to take varnish, so the boat was finished with a varnished foredeck.

The rest of the deck was painted the same colour as the hull, and the cockpit in the darker blue like the waterline.

The Needlespar mast was fine. He replaced the rigging and halliard, adding a hook rack to lock the sail at the top.

The original boom had been lost. Louis had given him a wooden boom (probably from a 420) which he cut to the required length. As he cut the outboard end he found that the boom was hollow, but not for the full length. He wanted the outhaul to come into the boat, so he drilled from the end so the control line could run in the sail track along the top of the boom. A pulley was let into each end. He reinforced both the gooseneck and kicker areas with aluminium plates, formed and screwed in place. He had found a kicker lever so he added a rack on top of the boom so there would be some adjustment.

The sail was made in the sixties by Chevalier, and is exactly the same as the one seen in some of the early photos. It was very dirty and rust stained so lots of oxalic acid and scrubbing were needed.

The window had shrunk and he cut and sewed in a new one. The sail is very flat and the battens needed a lot of work to get some flow. He cut new numbers in the period typeface and glued them on in the low position they used at that time.

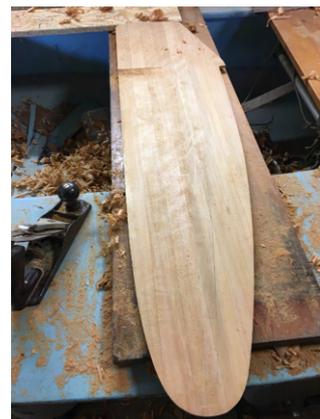


DAVID BALKWILL'S RESTORATION OF DUFLOS F1724 ORIGINALLY BUILT & SAILED BY DESIGNER BENOIT DUFLOS

David then made new foils from strips of red cedar, planed to shape and sheathed in glassfibre cloth with epoxy. He included several strips of unidirectional glass for the daggerboard. The foils were finished with clearcoat and some hard epoxy added to the tips where they might get damaged.

Finally David made a boom up cover, and padded covers for the foils. She's had a fantastic first year back on the water, with plenty of trophies to show off.

Now, David's on to the next project and looking forward to seeing her with her cousins in the collection at the Maritime Museum in La Rochelle.



MORE FROM BALMORAL SC IN SYDNEY

All photos by Robert Owe-Young



MORE FROM BALMORAL SC IN SYDNEY

All photos by Robert Owe-Young

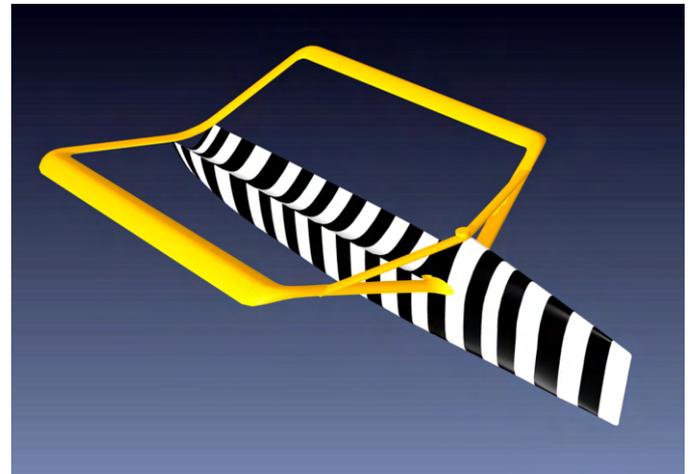
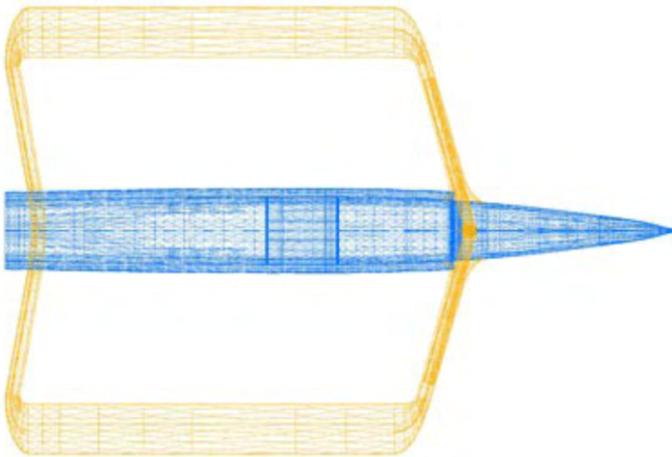


LITTLE WING 2002 - DAVID BALKWILL

I'd been sailing and racing Genesis and then Job Done, a Tim Webster built Aussie Axeman. As an industrial designer there were lots of things I thought could be improved, both in terms of performance and ergonomics, or specifically comfort when sitting out, so I decided to design and build my own boat.

This started in 2002, aiming to be on the water for the Worlds which I was busy organising at my club at Les Sables d'Olonne on the French Atlantic coast.

So I set myself a brief and got to work in 3D CAD.



The hull shape was closely linked to both the Axeman 6 and 7, Hungry Tiger and the latest Duvoisin Moths. So the hull is a low rocker, low volume shape, with no straight lines or flat surfaces anywhere. This would make building in sandwich carbon slightly more difficult, but would give an intrinsically strong hull.

I had been thinking about the lift we get from the rig when heeled to windward, but of course the dagger board is pulling down in this attitude, so I decided to try a canting board which would be vertical when the boat was heeled. To control the board I knew there would never be time to manually pull it over, so I decided to use a double mainsheet, pulling the head of the board over to the leeward side when you sheeted in after tacking or gybing. This sounded good in theory.

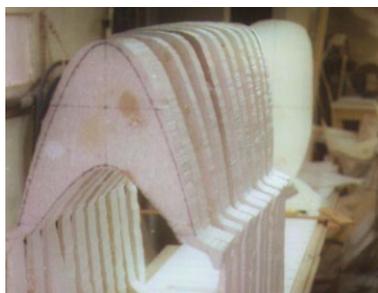
I had also been looking at how the International Canoes managed to use such small rudders. If the rudder is under the hull you get an end-plate effect which makes it much more efficient. I knew that Moths had been extending their rudders aft-wards to help control hulls that wanted to nosedive, but now we were all sailing pintail hulls this didn't seem as important as it had been earlier, so I designed a tiny rudder under the hull at the stern.



Sitting out on round tubes had always felt like a good torture device, so I designed shaped wings that were both comfortable for the sailor, and of a low drag shape if they should ever touch the water !

No flares in the bow, aero profile wing tubes with netting instead of trampolines , and a generally very slippery shape made up the last elements of the design.

So on to the build. I cut the 3D model into slices at every 50mm station from the bow, and printed these out full size. I then hot wire cut these shapes in polystyrene insulating foam to make the form. I had added "feet" to some of these so they would stand above my building jig.



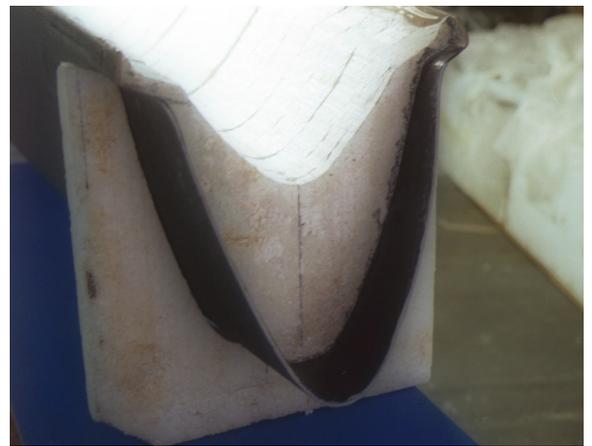
I glued them all together, and then faired the steps to get the finished shape. The wings were also built in foam and were used as cores to build them from carbon. The design was for a boat with fixed wings.

LITTLE WING 2003 - DAVID BALKWILL

Fairing was completed with Pollyfilla and acrylic paint, and then the whole shape was covered in brown parcel tape acting as a release agent.



I had planned to build one hull from this plug, so I had made it to the shape of the inside of the hull. I laid up with 160g carbon, 3mm foam and 160g carbon on the outside to make an ultra light sandwich.



Since the shape of the core was obviously impossible to remove in one piece I had planned to dig it out, but I quickly found that my carbon sandwich was too thin to be stiff enough, so this led to a major change of plan, and what was supposed to be the hull turned into the plug from which I made the moulds.

By this time I was getting a lot of help from Thomas Desmars. We faired the outside of the plug, built a split plane along the keel and others around the wing roots. The moulds were laid up in polyester and glass, in four parts for the hull, plus another for the deck with the wide daggerboard well for the canting board, and including the transom.

Then back to classic carbon sandwich construction, but with a 5mm higher density core this time. The hull was in two halves, joined after release from their moulds. The wings were built and tied into the structure as the hull and deck were assembled. The dagger



board and rudder were made from high density foam and mostly UD carbon. The dagger board had protruding bosses which allowed it to pivot just inside the outer surface of the hull.

The rudder was built around its stock, carbon UD rolled around a wooden core. The stock fitted up through a tube bonded to hull and deck, and the tiller was built in carbon on a foam core. It was split behind the stock, and locked in place with a bicycle quick release fastening. Since the rudder was so small, I made the tiller very short to compensate for the low steering forces to keep some feel. The transom was set just behind the rudder stock, leaving the aft end of the hull as a sweeping skirt like a real yacht!

LITTLE WING REVIVED - DAVID BALKWILL

Little Wing was launched on the day before the start of the 2003 Worlds.

Excellent timing. As I sailed away from the beach and sheeted in for the first time the dagger board broke, so I spent that night in the garage mending it. Not an ideal start for racing. In fact I quickly discovered that the dagger board system was impossible to use as the double sheet was just too hard to manage, so I tied it off in the centre and forgot it (apart from the weight of the water in the wide opening in the deck). I discovered later that Andy Patterson had already tried and rejected a canting board.

I didn't finish any of the races that week, preferring to retire rather than making the rest of the fleet wait while I sorted out my problems. I remember sliding about on the wings, getting stuck in the netting, and generally not being ready to race at that level, so I was very proud to be thrown in the pool at the restaurant along with the winner, Mark Thorpe, at the end of regatta dinner.



The plug was used by the d'Arexy family to make a second set of moulds with a traditional deck and hull split. They built a boat from that mould, and my moulds were used by at least seven others to make up a total of nine Little Wings that I know of.

Two of them were built using resin infusion. The one to the left is by Thomas Desmars.

The one below is by Julien Roudaut, built as a foiler, and left in clear carbon finish with perfect detailing.

Most have been converted to foilers, but I'm currently converting one back to be a lowrider.

The hull volume is probably too small to work well, with a pronounced rooster tail when travelling fast. It was noticeably different in fresh or sea water.

I won all the races at the last Moth event I sailed her at on the Lac de Ders in France in 2006 before I had to sell her, so I think there is good potential for the design to be competitive. I'm planning some surgery on the new one to add some volume to the hull.

We'll see if it works.



OOPS! THAT WASN'T SUPPOSED TO HAPPEN



GO PRO ACTION

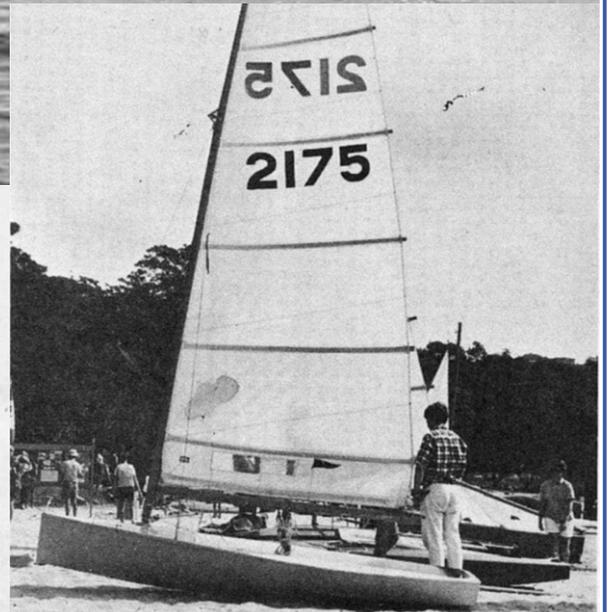
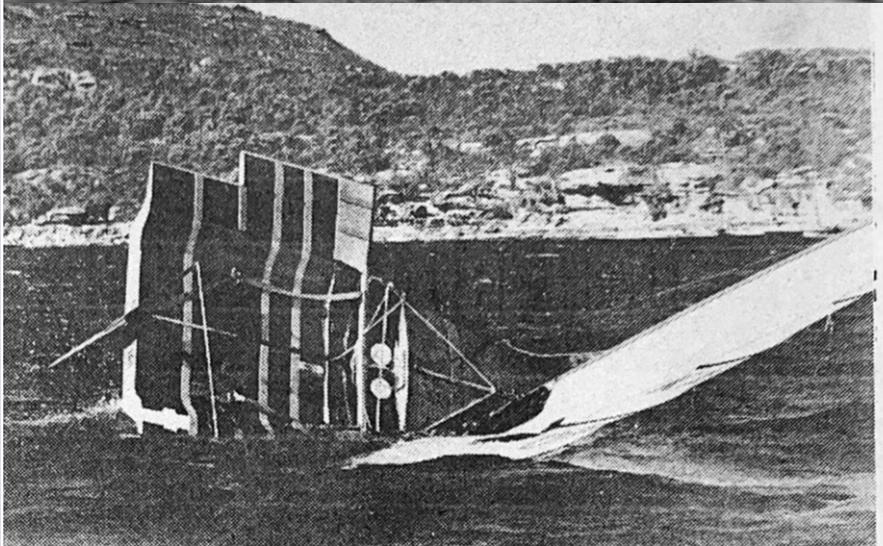


OUT OF THE MOULD - A NEW AUSSIE SCOW BEGINNING

Stephen McMullen has created a mould for a scow design that resembles a modified McFrawd. Below is the source boat being faired for use as a plug for the fibreglass mould.



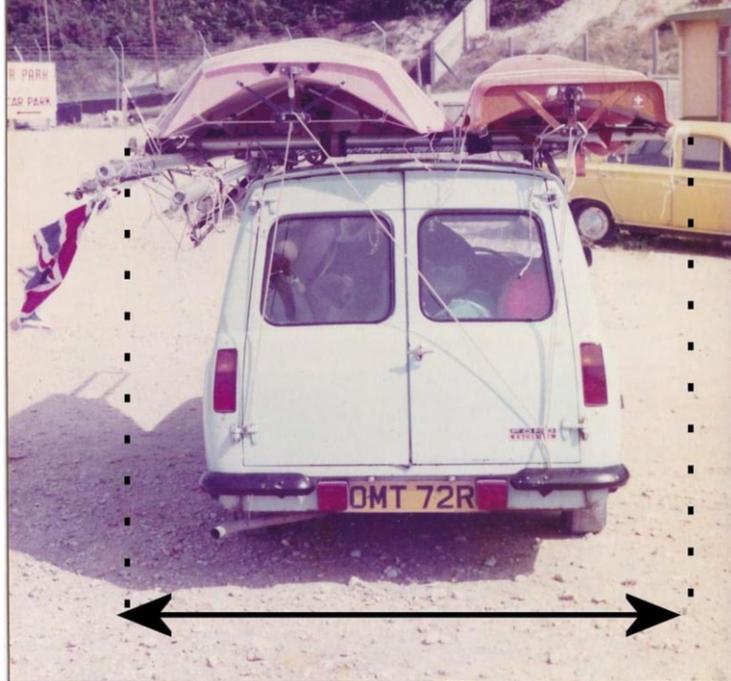
AUSSIE SKIFFS FROM TIMES GONE BY



Interdominion Champion Ian Brown's radical skiff Moth 'Good Grief', with the extra-prominent wings, was one to go in on the first triangle

Above: "Disco", one of the fastest skiff Moths in Sydney. Note the high aspect rig. Chine appears at mid section and extends to the stern. Planing area is limited to the after end of the hull. This boat has fine forward sections and extremely flared gunwales.

HAVE MOTH, WILL TRAVEL (WITH A DODGY MOTOR)



PHIL STEVENSON'S RAPID BUILD AUSSIE SKIFF MOTH

After some time away racing an International Canoe and a foiler Moth, Phil returned to designing & building Lowriders in late November 2021, when he started building his latest design, publicly announcing it on the Australian Scow Moth and Lowriders Facebook page, and predicting it would be built and launched by the New Year.

To everyone's amazement he managed to complete & launch it on the 8th January, featuring a T-foil rudder, detachable carbon tube (off windsurfers) wings featuring moulded carbon fibre infills rather than trampolines, and a sleeve luff foiler rig.



JAPANESE DELIGHTS



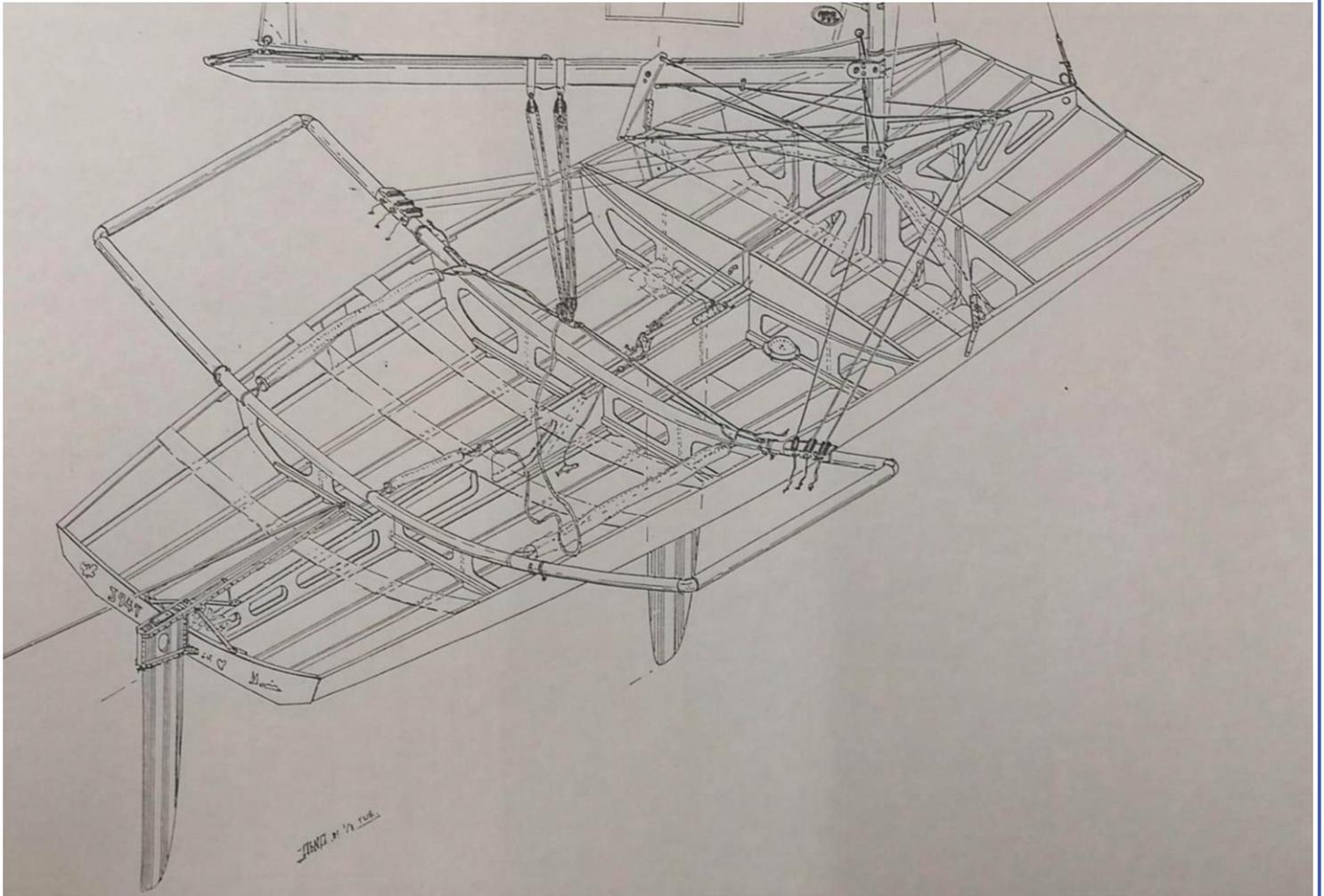
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1980'S JAPANESE SKIFF



FROM 1980'S SKETCH TO REALITY



2022 QUEENSLAND STATE TITLES AT LAKE COOTHARABA, AUSTRALIA

All photos by Russell Witt Photography



© Russell Witt Photography

2022 QUEENSLAND STATE TITLES AT LAKE COOTHARABA, AUSTRALIA

All photos by Russell Witt Photography



RESTORATION OF "CHEQUERED PAST" BY TONY ARENDS

Design: Snubby design built 1978.

Construction: Plywood.

Wings: 50mm Aluminium tube

Mast: Super spar (Aust) Aluminium

Boom: 75mm Aluminium tube made oval.

Foils: Timber core fiberglass cloth laminate

Sail: Dacron, Truflo copy by Racer X

Work done:

Remove deck and cockpit, check interior construction. Strengthen daggerboard trunk with diagonal supports, add an additional Bulkhead under the cockpit floor.

Deck: 1.5mm Hoop pine.

Cockpit floor: 2 x 1.5mm hoop pine cockpit and fibreglassed on the underside side, Checker inlay feature using the remains of the old deck along with some Australian red cedar trim, finish deck with Awlcraft 2000 clear coat.

Fair hull bottom and paint with Awlcraft 2000 were needed, clear coat checker pattern where the original plywood was still good.

Paint original wing tubes, aluminium mast and boom.

Reshape and resize the rudder and centerboard to the original snubby dimensions

Build a new Dacron sail roach profile and shape, inspired by the original Truflo sail, using the original battens.



KA8739 has been renamed "Chequered Past"

The boat sails really well and catches everyone's eye in the rigging area.

Those who have never seen a scow moth think they look super fun, while those who know what they are are pleased to see the boats are making a come back.

RESTORATION OF "SPIRIT GOT LOST" BY TONY ARENDS



Moth rebuild: Sail number and name unknown

Design: Redwings

Construction: Plywood.

Wings: No wings came with the boat

Mast: No mast came with the boat

Boom: No boom came with the boat

Foils: No foils came with the boat

Sail: No sail came with the boat

Work done:

Remove deck and cockpit, Check interior construction for breakages.

Strengthen daggerboard trunk with diagonal supports, add an additional stringers under the cockpit floor

Deck: 2mm European birch.

Cockpit floor: 2mm European birch fiberglassed on the underside side,

Feature woodwork using the remains of the old deck along with some contrasting timber.

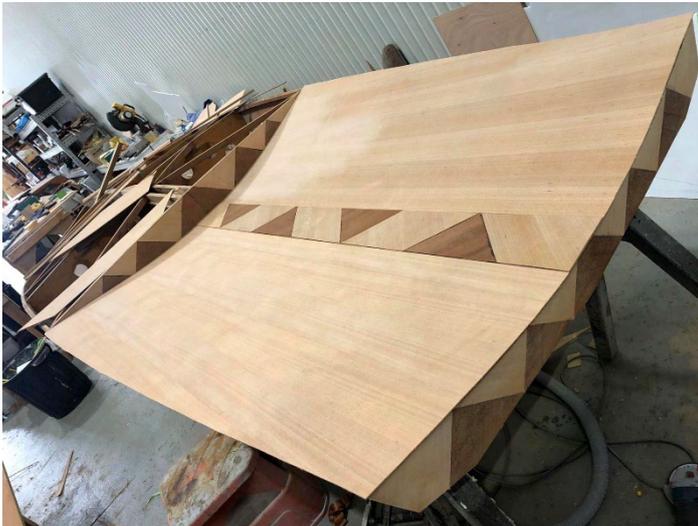
Bow: Modify bow chisel scoop to look more like a Red Ned design.

Hull: Fair and paint the bottom

Tony is hoping he can find out the history of this boat so he knows her name and sail number.

For now the project name is "Spirit got Lost"

The Restoration Project is still under construction.



RESTORATION OF "WHISPER" BY TONY ARENDS

Moth Rebuild : Whisper 4068

Design: Cole Mouldie

Construction: Triple diagonal plank
Australian red cedar.

Wings: This boat has added on wooden wings but were not part of the original build.

Deck and Cockpit: 4.5mm cedar plywood.

The boat is in very bad shape and the deck has been removed to dry the inside out.

There is a broken stringer and some rot in a frame but for the boat part the boat can be saved. There are two holes that will also need fixing. The boat had a lot of grass debris and mud but no dead critters.

There was a lot of water trapped under the varnish on the bottom. As the varnish is removed the boat is becoming fairer as she dries out.

The bottom is sanding up very nice, probably 60% of the boat could be finished with varnish but other areas will need to be painted.

Tony might do a camouflage paint job, paint the bottom completely, or do a cedar veneer overlay.

The Project is still under construction by Tony Arends. Gold Coast, Queensland, Australia.

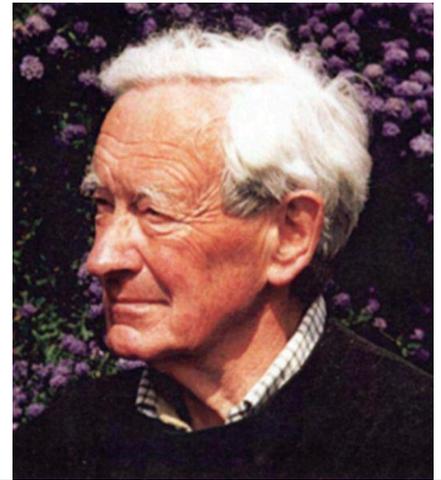


THE HIBBERT ARCHIVE

Major Tony Hibbert MBE (1917-2014) had a profound impact on the International Moth Class and is remembered with fondness by Mothies of the 60's & 70's era and respected by those who never knew him.

He had been racing International Moths from 1960 onwards, and eventually harmonised the various strands of the Moth Class worldwide and was instrumental in getting its full International status with the IYRU, the predecessor of ISAF, in 1972.

Tony collated a unique collection of photos from the 1960's and early 1970's known now as the Hibbert Archive, which is now in part retained by John Butler & Ian Marshall.





INTERNATIONAL MOTH CLASS ASSOCIATION
I.M.C.A. European Secretary,
The Salterns,
Woodside,
Lymington,
Hampshire.

8th October 1970.

Dear _____

APPLICATION BY
THE INTERNATIONAL MOTH CLASS ASSOCIATION
FOR ADOPTION BY I.Y.R.U.

APPLICATION

1. An application by the International Moth Class Association for adoption by I.Y.R.U. is included in the official Agenda of the 1970 I.Y.R.U. Annual General Meeting. This application is sponsored by -
The Australian Yachting Federation
The Czechoslovak Yachting Association
The New Zealand Yachting Federation
The Yacht Racing Association of Thailand
The Royal Yachting Association

The application conforms with the Rules for the Adoption and Control of International Classes, and 50 folders, each containing a copy of the application, a copy of the I.M.C.A. Class Rules and Constitution, and illustrated Class literature, have been supplied to I.Y.R.U. for use at the Annual General Meeting.

RULES AND CONSTITUTION

2. The I.M.C.A. Class Rules and Constitution were drawn up in consultation with I.Y.R.U., and are accepted by all 13 National Associations of I.M.C.A.

DESCRIPTION AND RESTRICTIONS

3. The International Moth is a highly sophisticated single-handed racing dinghy. The Class Rules allow free development of design, materials and methods of construction within defined restrictions - the principal of which are a maximum overall length of 11 feet (3.353 m.) and a sail area of 85 square feet (7.897 sq. m.).

Notwithstanding, however, that I.M.C.A. is a development Class, its Constitution permits the inclusion to full or associate membership of I.M.C.A. of one-design Classes whose boats conform to the I.M.C.A. Measurement Rules. There are in existence one-design Moth Classes (The British Moth, the Moth Europe, the New Zealand One-Design Moth) whose Measurement Restrictions fall within or could fall within the I.M.C.A. Restrictions, and who would be welcomed as full or associate members of I.M.C.A., and who would continue to be able to organise themselves and race as one-design Classes, but retaining also the rights, privileges and administrative benefits of belonging to the larger, more international I.M.C.A. organisation.

I.M.C.A. believe there will be a substantial increase in single-handed racing in the future, and that it is sound management to promote a single-handed development Class in which new ideas, methods, and materials can be put to the test. Failure to channel these experiments through a single Class will result in the emergence of many small one-design Classes - with all the administrative disadvantages of such dispersal of effort.

6. I.M.C.A. believe also that a single-handed development boat must be small and cheap - small so that it can be handled easily in and out of the water, and can be loaded and carried easily on any size of car (an average Moth weighs around 70 lb.) - and cheap so that the initial cost will fall within the capacity of a much wider range of population than can at present afford existing I.Y.R.U. single-handed Classes. An inexperienced amateur can be an international Moth to the highest competition standard from a kit for less than £100, complete with spars, sail and equipment. This low-cost factor also allows the impecunious designer to try out ideas which in other Classes would be beyond his means.

7. All other single-handed Classes tend to be suitable for only a narrow range of body-weights and size of helmsmen, and to put a premium on physical strength. Because of the wide range of designs available in the International Moth Class, it is possible to choose a hull and sail-plan suitable for one's own weight and height. In recent successive years the European Championship has been won by an 8½ stone girl, and her 12 stone brother (also French Army Finn Champion), and the World Championship has been won in successive years by 1) 6 ft. and 13½ stone. 2) 5 ft. 3 ins. and 8½ stone (girl). 3) 5 ft. 6 ins. and 11 stone (twice running).

I.M.C.A. AND YOUTH

8. I.M.C.A. is NOT applying for adoption as a Youth Class, but is greatly oriented, as a Class, toward youth. Because the Moth is small, light, easy to build, cheap, fast and essentially extremely exciting to sail, it is very suitable as the first racing boat which a helmsman may own and in which he or she can develop his or her skill.

Much thought has been given to the development of a one-design Moth, supplied in kit form for home construction - light, cheap, stable and fast - for Junior and Cadet helmsmen, and the first of these boats will be in production by the end of November.

But I.M.C.A. feel it should remain, as at present, open to helmsmen of all ages.

FAST, PRESENT AND FUTURE

9. The International Moth Class is over 50 years old. It developed almost simultaneously in the U.S.A. and Australia, but with slightly different Class Rules and Constitution. The Class expanded in the Eastern hemisphere with the Australian Rules, and in the U.S.A. and Europe with the American Rules.

In 1969 13 National Associations, including Australia and the U.S.A., accepted and adopted the uniform I.M.C.A. Constitution and Rules, which were drawn up with I.Y.R.U. and which were a compromise between the two original sets of Rules.

Since the adoption of these new Rules, the Class has developed a magnificent spirit of international friendship and co-operation and many fleets are reporting a very rapid growth rate. At the recent U.K. National Championships 62 entries were accepted from 9 different Countries, and U.K. competitors alone have travelled well over 100,000 miles in 1970 to compete in International Championships and Regattas.

I.M.C.A. are confident that their Class will continue to expand at a rapid rate, but believe, for the reasons expressed above, that the interests of yachtsmen throughout the World may best be served if the development of I.M.C.A. continues as an officially adopted Class of I.Y.R.U.

I hope to attend the I.Y.R.U. Annual General Meeting personally, and to be able to answer any queries concerning I.M.C.A.

Yours sincerely,

