



IMCA (U.K.)

INTERNATIONAL MOTH 1981



30p to Non Members

DAVE ISZATT AT THE NATIONALS

Officers of the Association

President: John Butler.

10 Redlie Close, Stanford-le-Hope, Essex. 03756 78262.

Secretary: Mrs. Lynn Hargreaves.

The Malthouse, Otterbourne, nr. Winchester, Hants. 0962 713073.

Membership Secretary and Treasurer: Mrs. Patricia Surridge.

24 Willowford, Yateley, Camberley, Surrey. 0252 877805.

Measurement Chairman: Peter Conway.

8 Tewkesbury Avenue, Pinner, Middx.

Fixtures Secretary: Toby Collyer.

Room 30, Strutt's Hostel, Writtle Agricultural College, Chelmsford, Essex.
Chelmsford 420423.

Newsletter Editors: Tim and Claire Burgess.

40 Pine Crescent, Highcliffe, Dorset. 04252 3101.

Publicity Officer: Roger Angell.

Eldene, 106 Shutts Lane, Earlswood, Solihull, W. Midlands. 05646 2289.

Area Presidents

1. **SCOTLAND.**
Stuart Black, 25 Giffnock Park Avenue, Giffnock, Glasgow. 041637 6650.
 2. **YORKSHIRE, NORTHUMBERLAND, DURHAM, TYNE & WEAR, CLEVELAND, HUMBERSIDE**
Bob Heseltine, 36 Clarkson Avenue, Heckmondwike, W. Yorkshire.
 3. **LINCOLN, DERBY, LEICESTER, CHESHIRE, NOTTINGHAM.**
Dave Hall, Swinford Barn, Brew Hill, Great Barrow, Cheshire. Tarvin 41126.
 4. **NORTHAMPTON, OXFORD, BEDFORD, HERTFORD.**
Andrew Clarke, 88 The Ryde, Hatfield, Herts. Hatfield 63388.
 5. **NORFOLK, SUFFOLK, CAMBRIDGE**
John Meachen, 15 Impala Close, Sprowston, Norwich, Norfolk. 0603 411292.
 6. **GREATER LONDON, SURREY, BERKSHIRE, BUCKINGHAMSHIRE.**
Mick Wood, 65 Cobham Road, Kingston-on-Thames, Surrey. 01 546 1803.
 7. **KENT.**
Dave Barnes, 1 Walmers Avenue, Higham, Rochester, Kent. 0474 82 3227.
 8. **EAST SUSSEX, WEST SUSSEX.**
Miss P. McKay, 2 Woodlands Avenue, Emsworth, Hants. Emsworth 71869.
 9. **HAMPSHIRE, ISLE OF WIGHT, DORSET.**
Alf Claridge, 25 Woodside Avenue, Lymington, Hants. Lymington 73361.
 10. **ESSEX.**
John Butler, 10 Redlie Close, Stanford-le-Hope, Essex. 03756 78262.
 11. **CORNWALL, DEVON.**
Sean Cox, Wheal Fortune Farm, Hale Mills, Twelveheads, Truro, Cornwall.
St. Day, 0209 820760.
 12. **GLOUCESTER, SOMERSET, AVON, WILTSHIRE.**
Stuart Deas, 5a, Waterloo Street, Clifton, Bristol. Bristol 33880.
 13. **GWENT, GLAMORGAN, DYFED, POWYS.**
Colin Evans, 2 Tre-Honddu, Lanvihangel, Crucorney, Abergavenny, Gwent.
 14. **SALOP, STAFFORD, HEREFORD, WORCESTER, W. MIDLANDS, WARWICKSHIRE.**
Chris Cottrill, 97 Station Road, Wombourne, Wolverhampton West Midlands.
0902 896224.
 15. **CUMBRIA, LANCASHIRE, GREATER MANCHESTER, MERSYSIDE.**
Michael Iszatt, Joule Hall, Oaklands Road, Salford, Lancs. 061792 3717.
 16. **NORTHERN IRELAND - Vacant.**
 17. **CLWYDE, GWYNEDD.**
Steve Ashton, 29, Wirral View, Connahs Quay, Deeside, Clwyd.
-

PRESIDENT'S REPORT

INTERNATIONAL MOTH CLASS ASSOCIATION



IMCA (U.K.)

It is my pleasure to be in the "hot seat" for yet another year, and hope that I can steer the class through these difficult times. I have a keen and able committee around me, and with your support there is plenty of scope for developing the strength of the International Moth in this country.

We have a small and active nucleus of top-flight helms, but it is essential that all members participate in the organised racing for the class to retain its numbers and stature. The German and Swiss are fast outgrowing the British as the major influence in European Mothing and it is a challenge that we must rise to.

I wish you all an enjoyable and successful year's sailing, and hope to have the opportunity to see you all during the coming season.

Regards,
John Butler.



Send s.a. etc: Wheal Fortune Farm, Hale Mills,
Twelveheads, Truro, Cornwall, TR4 8SW
Tel: St Day (0209) 820760



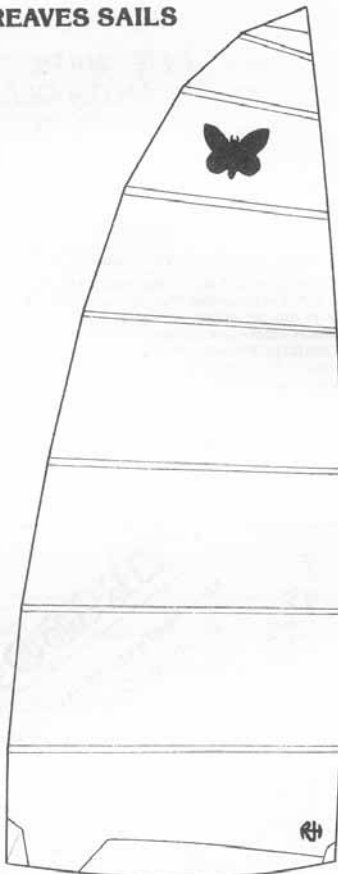
SEAN
COX

RICHARD HARGREAVES SAILS



CAREFULLY
AERODYNAMICALLY
SHAPED
WORLD EUROPEAN
AND NATIONAL
CHAMPIONSHIP
WINNING SAILS
NOW AVAILABLE
IN THE NEW
MELINEX POLYESTER
FILM CLOTH AS WELL
AS THE PROVEN
"DIAMOND" HARD
WINDMASTER
AND A NEW SAIL
SHAPE FOR 1981.

SEND S.A.E.
FOR DETAILS.



**THE MALTHOUSE, OTTERBOURNE, Nr. WINCHESTER,
HAMPSHIRE. Tel: 0962 713073.**



IMCA (U.K.)

*INTERNATIONAL MOTH
CLASS ASSOCIATION*

Class Association Membership

Full Member £6 per annum:	Full Membership starts on 1st January after the Member's 19th Birthday.
Junior Member £5 per annum:	Junior Membership runs from 1st January after Member's 15th Birthday until 31st December after their 19th Birthday.
Cadet Member £3 per annum:	Cadet Membership applies until 31st December after the Member's 15th Birthday.

Associate Member Any person interested in IMCA (UK) who does not own a boat.
£2.50 per annum:

Annual subscriptions are payable on election and on 1st January each subsequent year, except that any member enrolled after 1st October who has paid subscription in that year shall not be required to pay a subscription for the following year.

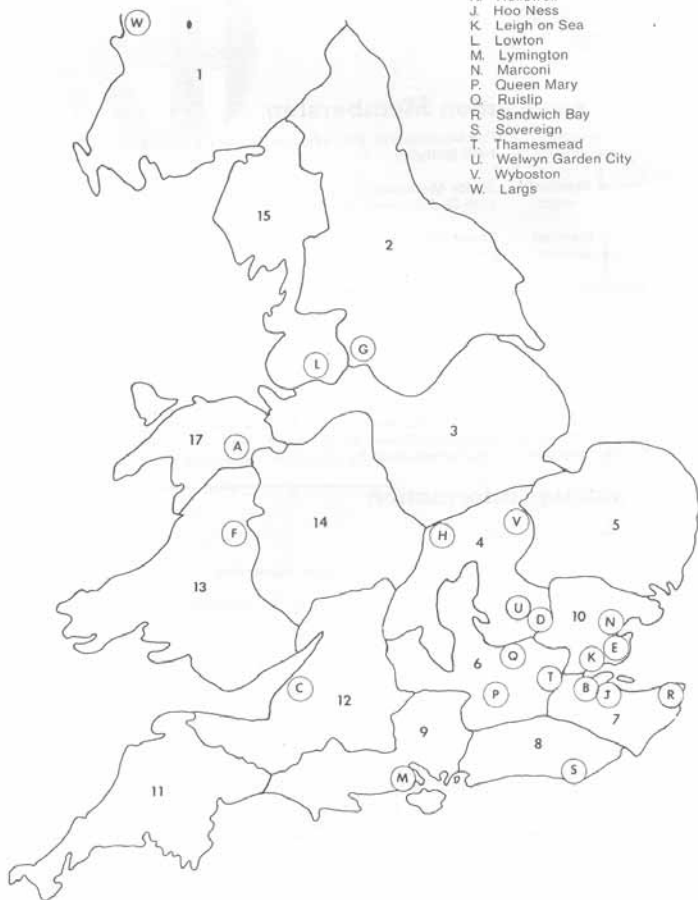
Payment of membership subscription entitles Moth sailors to a copy of IMCA (UK) Yearbook, all Newsletters, Class Literature and a car sticker. Measurement Certificates are not valid unless held by a Member of IMCA (UK).

Newsletter Information

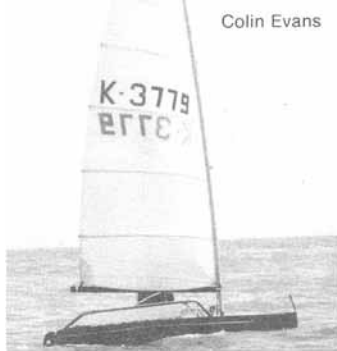
1. How many copies? 4
 2. Dates issued February, May, August, November
 3. What is required
 - a. Advance notices of Open Meetings, giving start times, entry fee, route details.
 - b. Information regarding handicap meetings.
 - c. Reports and results and photographs sent at the earliest possible opportunity to the Newsletter Editor.
 - d. Ideas, experiences, opinions, articles etc.
 4. Advertising Contact the Newsletter Editor regarding boats for sale and wanted.
Business advertising — Rates on application.
-

Where Moths Are Sailed?

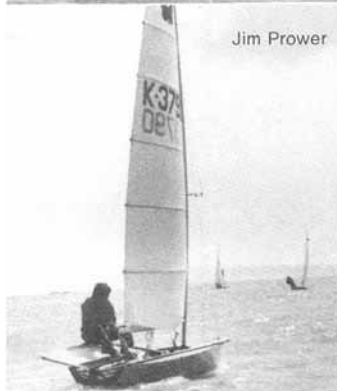
- A. Bala
- B. Blue Circle
- C. Bristol Corinthian
- D. Broxbourne
- E. Burnham on Crouch
- F. Clywedog
- G. Greenwithens
- H. Hollowell
- J. Hoo Ness
- K. Leigh on Sea
- L. Lowton
- M. Lymington
- N. Marconi
- P. Queen Mary
- Q. Ruislip
- R. Sandwich Bay
- S. Sovereign
- T. Thamesmead
- U. Welwyn Garden City
- V. Wyboston
- W. Largs



FIXTURE LIST 1981



Jim Prower



Dave Iszatt



APRIL

5th	Ruislip	Open T.T.
18/19	Royal Lymington	Easter Regatta
/20		T.T.

May

16/17	Blue Circle	Open T.T.
23/24	Marconi	Eastern Champs.
/25		T.T.

June

6/7	Sovereign S.C.	Southern Champs.
		T.T.
20/21	Llangorse S.C.	Welsh Champs
		T.T.

July

11/18	Watersprtvereniging	Holland World
	Flevo	Champs.
23/28	Dummusee	German
		Nationals.

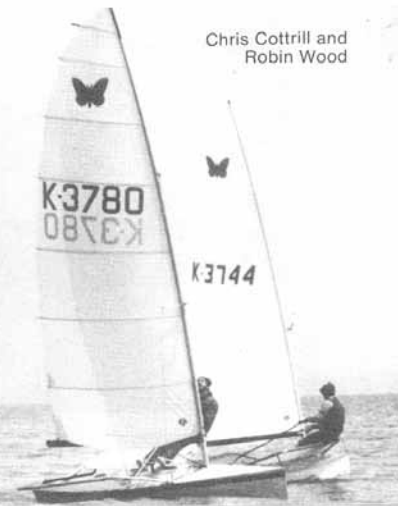
August

9/14	Mayflower S.C.	National Champs.
	Plymouth.	

September

12/13	Hoo Ness	Chandy Trophy
		T.T.

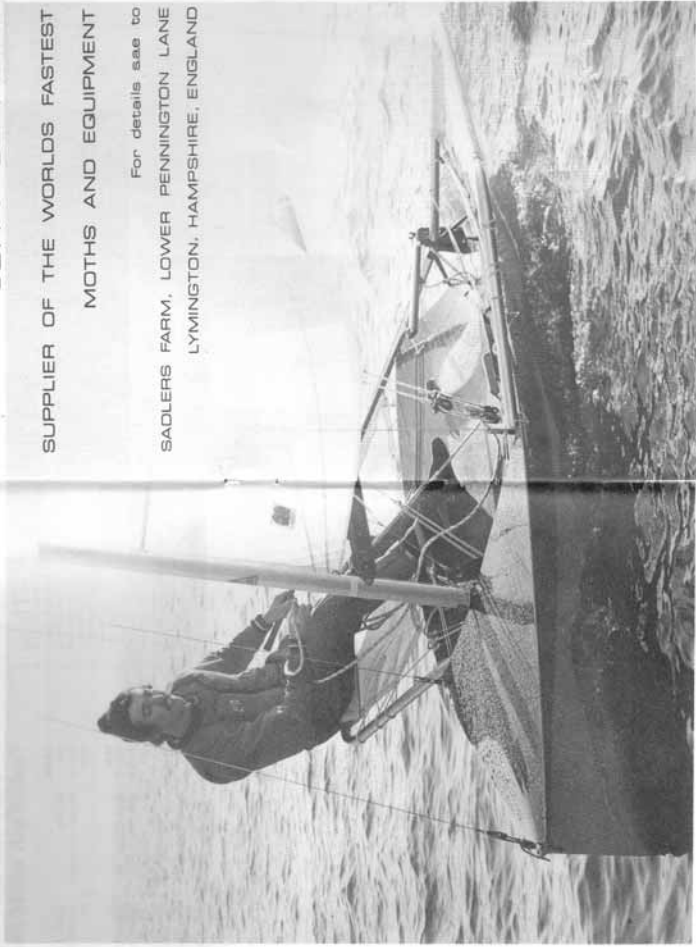
Chris Cottrill and
Robin Wood



JOHN CLARIDGE

SUPPLIER OF THE WORLDS FASTEST
MOTHS AND EQUIPMENT

For details see to
SADLERS FARM, LOWER PENNINGTON LANE
LYMINGTON, HAMPSHIRE, ENGLAND



MAGNUM



Dave Iszatt
at
Thamesmead
open and
practising at
Broxbourne.



Undoubtedly the most successful design of the past five years, this narrow, flat U shaped boat, with a pronounced 'collapsed flare' is still proving to be the best all-round performer. In the hands of David Iszatt it won both the European and National Titles in 1980. The latest trend is towards the through selfdraining cockpit developed on the Phobia. Designed by Mervyn Cook and John Claridge, the Mark 5 version for 1981 features slightly more rocker, finer waterlines, and a simplified construction technique. The boat is scarfed together in plywood on a mould and is therefore unavailable in kit form, but can be bought in various stages from bare shell to completed boat.

WOMBLE

Peter Conway sailing as fast as ever but without getting the results.



A Womble with bars - its true potential may never be known.



Designed in 1974, Peter Conway's Womble has a superb light and medium weather performance, and always features in the results throughout the year. The Mark 3 version was first built in 1978 and Peter has campaigned his with success. Although it has not been as prominent as usual in the UK during 1980, its results in the hands of the German Buhler brothers have been most impressive. This includes a very close second place in the '80 European Championships. Built in plywood, it features integral "box type" wings, a conical bow, and rockered parallel chines. It can be built from plans although it is unpopular with professional boatbuilders due to the complexity in its construction, and the only version available as a complete boat comes with out the box wings, and had proved to be more unstable.

DRAGON



Sean Cox sailing his Dragon Mk II at Blue Circle.



Mike Iszatt's very light Dragon being built at the Nationals by Sean, the Six Million Dollar Man and Tim Barclay.

Developed by Sean Cox from 1974 until 1977, this ultra narrow flattened U sectioned design first made its appearance in 1978. Built in glassfibre with wood decks, it needs to be stayed from the end of the forward wing due to its narrowness. Despite its extreme looks, Sean insists that it is stable and controllable, and no-one can doubt its incredible all-round boatspeed. The boat is available in stages from a bare shell to the complete. Sean finished third in the 1980 Nationals in conditions which varied from light to gale force, and with Michael Iszatt now sporting the same design, it will certainly show up in 1981.

PHOBIA



John Pearce and J.C. tune up at Lymington.

Roger Angell sailing in MOTH WEATHER ??? at Blue Circle.

Another design from the Mervyn Cook / John Claridge stable, this simple and sensible boat has proved to be both popular and competitive during 1980. It is certainly more stable than all of the other featured designs, and particularly quick upwind. Some doubts have been voiced about its downwind speed but it remains a good all-rounder. It is built in plywood over a mould and can be completed from a bare shell in the minimum of time. Simon Allen took his to a 4th place in the Nationals and Jim Prower won the Open Dutch title in his.

FOREIGN DESIGNS

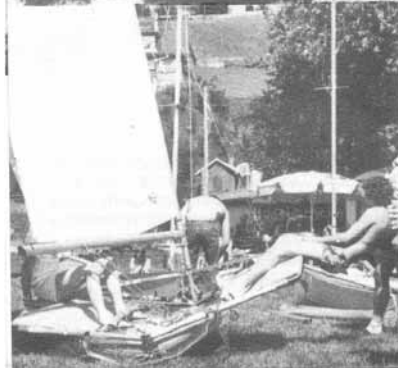
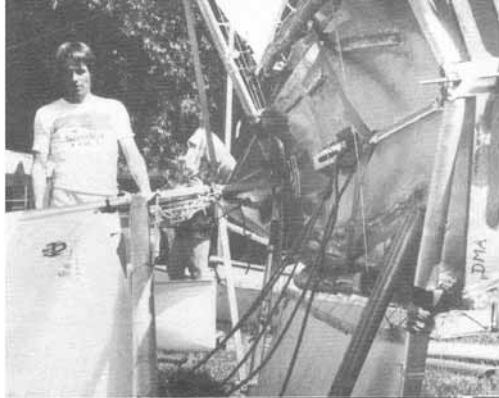
Casper de Graaf's boat.

A Swiss design.

'Spjutet' built in 1973 by Rolf Wiegul in G.R.P. sailed by Bertil Hunyadi who was leading by about 1/2 hr. in light winds when the race was abandoned.

Casper's boat made up for the lack of climbing frames.

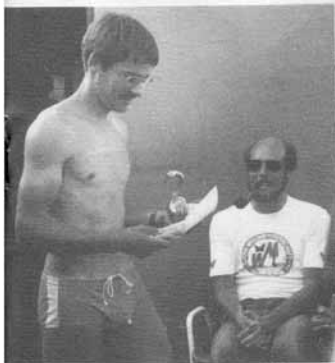
A German Design.



EUROPEANS

The Iszatts (with body guard) Surrounded by armed French police (they escaped in time to compete).

H. Buhler (6th) both brothers sail relatively heavy wombs.



C. Buhler a very competitive German who came second.



Emma Rod built and sailed by Tord in 1979



A German design.





WHAT A LOAD OF MUGS

This 'shot' depicts the healthy, fun-loving, raving lunatics who drove all the way to Grandson, Switzerland, and 'competed' in the 1980 Europeans.

Top Row: Claire & Tim Burgess, Simon, David, J.C., Poser, Fat Wolfgang ???, Dobbin, Centre: Ultra Welsh 'Rarebit', Vanessa, Barney, Scotty, Roger, Helen, Toby, Richard, Lynn, Six Million Dollar Man.

PLUS Euro-Champ Dave Iszatt with his goodies.



Dave Iszatt getting to grips with the locals (Dave won).



J. C. Still suffering from the local wine !!!! (4th)



Robin Wood (3rd) gets a silver rabbit?
John Iszatt becomes a poser (8th)



Toby Collyer with a new pencil case (13th)

Mike Iszatt your Yearbook Editor
looking very sporty (10th)



Sanders Sails

**Performance,
Quality and
Durability.**

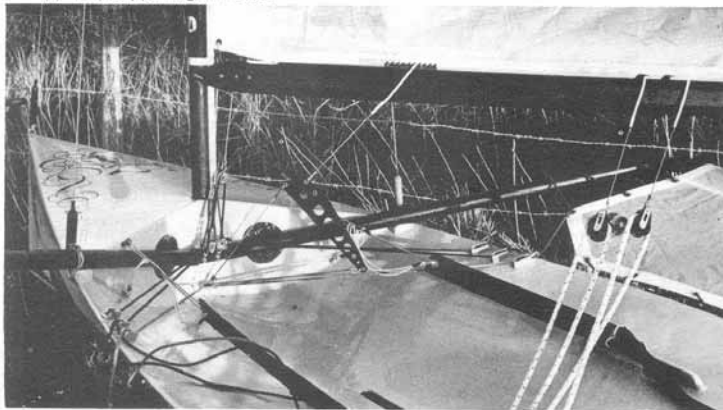


Bath Rd, Lymington 73981

DEVELOPEMENT - Deck layout.

The photograph below is of Simon Allen's Phobia. The areas to look at are:

- (a) Mainsheet blocks running from strops which reduces the mainsheet required.
- (b) Fairleads consisting of pulley blocks running the control lines to cleats positioned out of the way but within easy reach.
- (c) Fablon used instead of leakable buoyancy hatch covers.
- (d) Toe straps held up by elastic over the push-off points enabling 'pushing out' and 'catching on' in one movement.
- (e) The pretty painting on the bow.



MOTHS FLY FASTER WITH NEEDLESPARS

The unique Needlespar system offers you the most technically advanced racing gear in the world.

Light, minimum windage, easily controllable race winning masts. Beautifully tapered to point you right to the front of the fleet.

Large, ultra light, stiff booms, beautifully shaped to enable you to keep your head when all around you are losing theirs.

Contact:

Needlespar Limited,
207 Warsash Road, Warsash, Hampshire, England.
Tel: Locks Heath 3406

DEVELOPMENT

GENERAL.

The shift from pink to yellow 'marigolds' pioneered by Dave Barnes is continuing and is bound to improve the image of the class.

Simon Allen is trying out the new 'dry suit' sails, (see photographs for reason).

HULL.

John Claridge has built a Magnum V which is 4½" finer than the successful Mk. III. Dave Iszatt sailed his to victory at Littleton S.C. showing the design has potential.

Sean Cox, the most unorthodox moth designer and builder has put programmes to computer and is currently updating the successful Dragon MkII replacing the wing stayed mast with conventional staying points ??

The overall picture shows that the most successful hulls have a finer entry for sailing through the waves rather than over them when beating. The flat planing section running aft from the dagger board is universal, only its width differs. The hulls designed for sailing 'over' waves (which includes a large number of foreign designs) generally only manage to do well in light winds.

SAILS.

SANDERS and HARGREAVES sails are the most popular and successful. In heavy winds most helms use stiffer glass fibre battens to flatten the sail and reduce the risk of breakage.

In light winds (apart from a glass fibre bottom batten) the more flexible plastic electrical tubing is used to make the sail fuller.

MAST AND SPARS.

The bendy NEEDLESPAR 1.3/4 and 1.7/8 masts are still the most popular but the stiffer PROCTOR is making inroads. There is great debate about the merits of each type of mast. Here are a few of the arguments:-

Bendy. In heavy winds it will feather off the top of the sail where there is most leverage thus spilling without reducing the sail area to a great extent. After setting the spreader and prodger the mast can be bent to varying degrees by using the kicking-strap thus helping sail setting. In light winds the mast will whip across after a tack, giving the boat an initial push.

Stiff. In heavy winds the chance of a breakage is reduced. The heavy helm can use all the power available because the mast does not bend away and sail distortion in the gusts will not occur. With fewer variables to cope with, sail setting and tuning is simplified. The absence of a spreader and a prodger (which therefore reduces windage) is one of the reasons for this.

WIPERS[®]

ONE SIZE

NEW 18-INCH
CUT-TO-SIZE RUBBERS
a universal refill
to fit most cars

WIPERS

PASS THE
TEST

ONLY £1.50 A PAIR
CUT THE COST OF MOTORING.
AVAILABLE AT WOOLCO, WOOLWORTHS
AND ALL LEADING ACCESSORY SHOPS

NATIONALS 1980

Caught in action at the Nationals 80, Toby Collyer, Chris Goulding, Dave Hall, Simon Allen, Richard Hargreaves and the Beach Party.



KINGSWAY STORES LIMITED

159, High Street,
BARKINGSIDE,
Ilford,
ESSEX.

TROPICAL and COLD WATER FISH.
HAMSTERS, GUINEA PIGS, etc.
BUDGIES, COCKATIELS, etc.

Everything you need for your pets.
Pet Foods, Birdseed, etc., etc.

"MOTH" REPELLANT IN STOCK!!!

LYMINGTON SAIL & TENT CO.

SUPPLIERS OF COVERS, RIGGING, UPHOLSTERY,
AND CHANDLERY



SOLE IMPORTERS OF

EQUINOXE

FOR THOSE WHO TAKE THE SEA SERIOUSLY
A SUPERB RANGE OF SAILING CLOTHES & ACCESSORIES

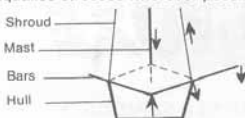
BATH ROAD, LYMINGTON, HANTS.
TEL: 0590 73139



A PHOBIA DESIGN READY FOR DECKING.

Home builders beware ! It looks very simple and very weak. It is neither. The boat shown was built by a professional and incorporates all the latest 'Moth' technology, stresses being equalised wherever possible and the best yet lightest materials being used. The home builder would probably have to add additional bulkheads to make his boat sailable. The home builder should consider the following points.

- 1) Curves give greater strength than flats, remember when decking.
- 2) It is useless adding strength to surrounding weak areas.
- 3) A boat made too stiff is liable to crack up. Allow for give.
- 4) Equalise stresses wherever possible.



The weight of the helm via the bars and a forward bulkhead running from the shroud plates to the king post can help equalise stresses created by the rig.

- 5) A boat which is heavy creates more resistance and has to be stronger which in turn means it has to be heavier. . . . etc. Don't get into this vicious circle.
- 6) Use a reliable woodglue such as Cascaffin. Avoid CASCAMITE.
- 7) All the edges should be strong (the photo shows this) and wide enough to take a lot of glue.
- 8) Drill holes in bulkheads to let water drain out and to air out buoyancy compartments.
- 9) A softwood such as spruce and 3mm gaboony plywood are good materials.
- 10) Remember your own weight.



Simon Allen up to his usual tricks.

DEVELOPED

- From an extrusion specifically designed for dinghy spares
- To utilise premium quality alloys
- To provide a minimal weight rig
- To reduce aerodynamic drag for greater efficiency

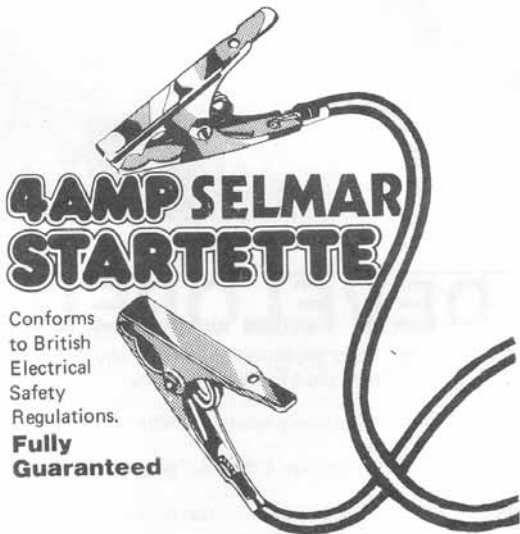


PROCTOR MASTS

❑ Duncan Rd., Swanwick, Southampton, England
Telephone: Locks Heath (048 95) 83111

STELLAR COMPONENTS (SALES) LTD.,
The Causeway,
MALDON,
ESSEX.

The latest battery charger in modern technology
and design.



Conforms
to British
Electrical
Safety
Regulations.

**Fully
Guaranteed**

NEVER BE LATE FOR AN OPEN MEETING!!!!

A 4-AMP SELMAR STARTETTE will get you, your old car
and your dodgy old battery (and, with any luck, your Moth)
going, however cold and early the start.

GIVE IT A TRY - the 4-AMP SELMAR STARTETTE.

DISASTERS

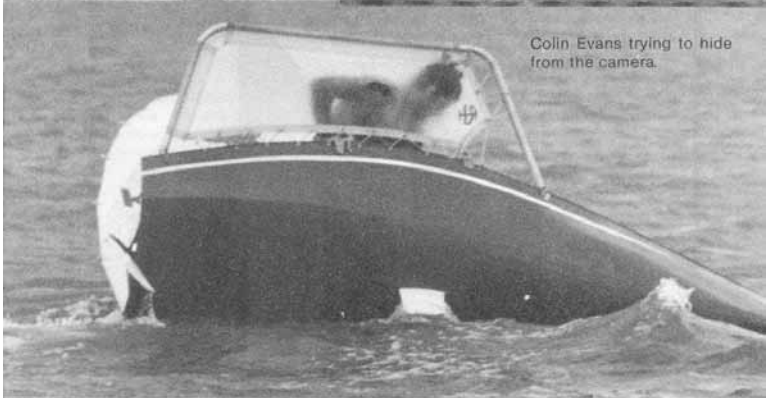
Paul Mackness just about to capsize Blixxy thing.



Casper de Graaf meeting Charley Reeves 10 yards from the bank.

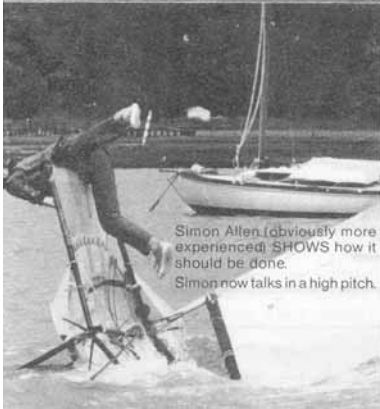


Collin Evans trying to hide from the camera.



When things start to get rough just hang on !!

John Butler and Mike Iszati demonstrate how moths should be rescued.



Simon Allen (obviously more experienced) SHOWS how it should be done.
Simon now talks in a high pitch.



CUMBRAE

National Water Sports Training Centre
Great Cumbrae Firth of Clyde

1981 COURSES

Beginners and Family Dinghy Sailing - week £113.60, weekend £23

Intermediate and Advanced Dinghy Sailing - £96.60

Dinghy Racing - 6 days £103.50

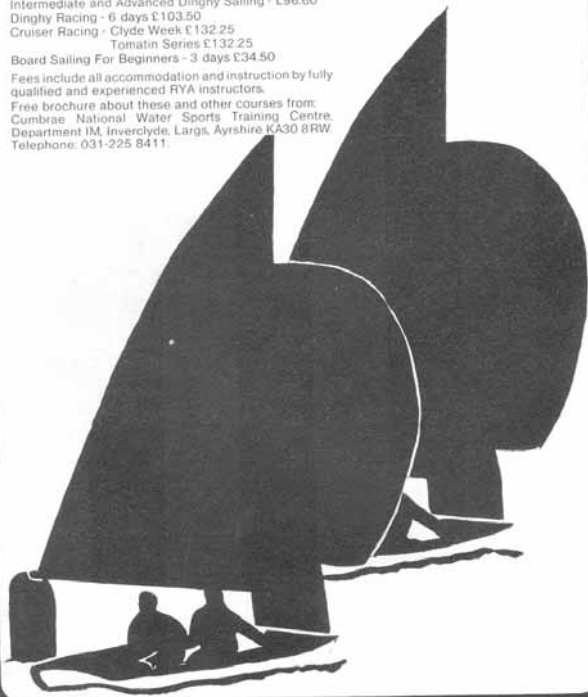
Cruiser Racing - Clyde Week £132.25

Tomatin Series £132.25

Board Sailing For Beginners - 3 days £34.50

Fees include all accommodation and instruction by fully qualified and experienced RYA instructors.

Free brochure about these and other courses from:
Cumbrae National Water Sports Training Centre,
Department IM, Inverclyde, Largs, Ayrshire KA30 8RW.
Telephone: 031-225 8411.



How to obtain a Moth Certificate

1. SECONDHAND BOATS.

If your Moth has been previously certificated, the Measurement and Technical Chairman can issue a new certificate in your name on the receipt of £1.

2. NEW BOATS AND THE BUILDING FEE RECEIPT.

a. Professionally Built. The builder should give you a Building Fee Receipt and the boat will already have a sail number allocated.

b. Home Built. To obtain a Building Fee Receipt you send £6.50 to the Measurement and Technical Chairman. He will send back to you the receipt and your allocated sail number. The Building Fee will be increased by the IYRU in July, to approximately £7.

3. MEASUREMENT FORMS.

These can be obtained from the Measurement and Technical Chairman on the receipt of 35 pence. You are advised to send £6.85 when asking for a Building Fee Receipt, and the measurement forms will be sent with your receipt. This saves both you and the Association time and expense.

4. MEASUREMENT PREPARATION.

Before you arrange to have your boat measured PLEASE CHECK THE FOLLOWING MAIN POINTS AT LEAST:

a. That the hull is marked INDELIBLY with numbers and the national letter (k) in figures not less than 30mm high on the port side aft (only drilled, carved, burnt or moulded letters acceptable).

b. That the correct Moth insignia is on the sail, the right sail letter and numbers of correct size are securely attached, the starboard side numbers highest and the mid point of insignia and the numbers are above half height.

c. That the coloured, bands of contrasting colour to the spars are painted on the mast and boom minimum 15 mm wide, and that the sail will not extend beyond the inner edges when set.

5. CONTACT A MEASURER.

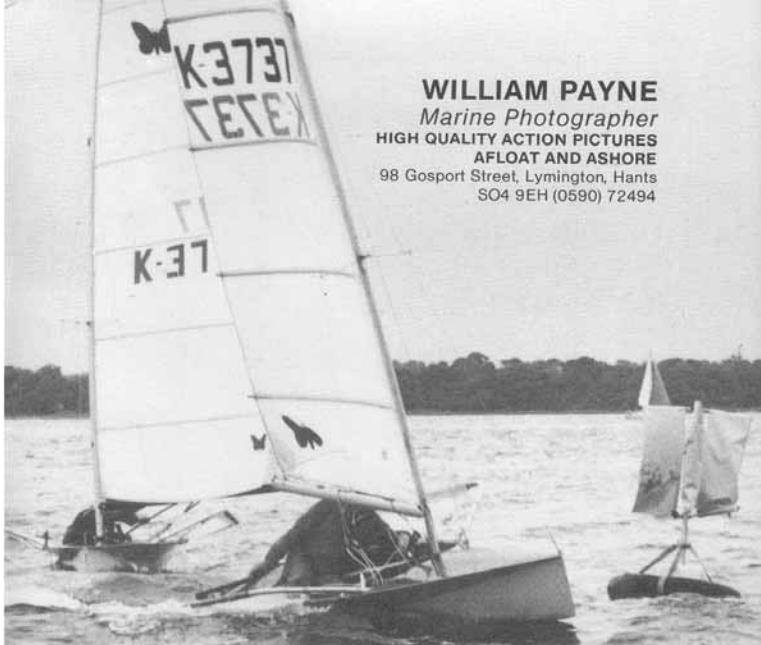
Arrange with one of the measurers on the approved list to have your boat measured. Take with you the boat, mast, boom, sail, battens, Building Fee Receipt and measurement forms. The Measurer is required to charge you £2 for the actual measurement, so remember to take your wallet.

6. CERTIFICATION.

Send your completed measurement forms with a cheque or postal order for £1 to the Measurement and Technical Chairman. He will send you an official Measurement Certificate which will make you eligible to race legally.

Measurers 1981

- SIMON HARRISON: 14 Almond Drive, East Kilbride, Glasgow (Area 1)
COLIN BROWN: 16 Kintyre Drive, Thornaby, Cleveland (Area 2)
BOB CROSBY: 40 Patterdale Road, Wood Thorpe, Nottingham (Area 3)
SIMON WHITE: 8 Grange Mount, West Kirkby, Wirral, Cheshire (Area 3)
ALEX CLIFTON: 'Hawthorns' 60 Bury Lane, Datchworth, Herts (Area 4)
JOE HOLMES: 16 The Ridgeway, Cuffley Herts.
LESLIE SANDERSON: 62 Mill End Road, Cherry Hinton, Cambridgeshire (Area 5)
PETER CONWAY: 8 Tewkesbury Avenue, Pinner, Middx. (Area 6)
MERVYN COOK: 6 Park View, Hollies Court, Addlestone, Surrey (Area 6)
ANDY FRANCIS: 133 Whyteleafe Road, Caterham, Surrey (Area 6)
NICK ALEXANDER: Croft House, Northcroft Close, Englefield Green, Surrey (Area 6)
ROSS ELLISTON: 9 Bede Close, Pinner, Middx. (Area 6)
JOHN BUTLER: 153A Shrewsbury Road, London E7 (Area 6)
TONY GOULD: C/o Glacier Metals Ltd., 368 Ealing Road, Alperton, Middx. (Area 6)
JIM PROWER: 98 Iffley Road, Hammersmith, London W6 (Area 6)
MIKE FITZPATRICK: The Old Vicarage, Dunkirk, Faversham, Kent (Area 7)
ALAN MOLLATT: 'Alpha', Jubilee Road, Deal, Kent (Area 7)
CHARLES CAMPION: 20 The Almonds, Bearsted, Maidstone, Kent (Area 7)
MICK GREEN: 11 King Harold's Way, Bexleyheath, Kent (Area 7)
HOWARD BETTS: 12 Chelmwood Avenue, Goring-By-Sea, Sussex (Area 8)
BILL SHORT: 279C Easter Road, Brighton, Sussex (Area 8)
TIM BURGESS: 40 Pine Crescent, Highcliffe Dorset (Area 9)
MIKE DENHAM: 8 Church Road, Gurnard, Isle of Wight.
ALF CLARIDGE: 25 Woodside Avenue, Lymington, Hants (Area 9)
GORDON TROWER: 20 The Broadway, Grays, Essex. (Area 10)
BARRY COX: 4 Clarendon Terrace, Falmouth, Cornwall (Area 11)
GEOFF OSMAND: Trevemper House, Newquay, Cornwall (Area 11)
A. IRELAND: 23 Fredington Grove, Milehouse, Plymouth (Area 11)
ERIC KENNET: 21 Duchess Way, Upper Stratton, Swindon, Wilts (Area 12)
COLIN EVANS: 2 Tre-Honddu, Llanvihangel Crucorney, Abergavenny, Gwent.
(Area 13)
W. H. WALSH: 37 Bratch Lane, Wombourne, Wolverhampton, West Midlands.
(Area 14)
CHRIS COTTRILL: 97 Station Road, Wombourne, Wolverhampton, West Midlands.
(Area 14)
GORDON WAUGH: 41 Broad Oak Crescent, Bamston Hill, Shrewsbury (Area 14)
NEVILLE GRINDLEY: 60 Half Edge Lane, Eccles, Greater Manchester (Area 15)
RAY CARTER: 10A Leicester Street, Southport, Lancashire (Area 15)
ROGER ANGELL: Eldene, 106 Shutts Lane, Earlswood, Solihull, W. Midlands.
(Area 14)
-



WILLIAM PAYNE

Marine Photographer

HIGH QUALITY ACTION PICTURES

AFLOAT AND ASHORE

98 Gosport Street, Lymington, Hants

SO4 9EH (0590) 72494

John Claridge gybes ahead of Dave Iszatt at the Nationals 1979.

YEARBOOK 1982

The quality and quantity of information contained in the yearbook will decline unless YOU:

1. Send in new ideas.
2. Provide pictures. (Black & white only).
3. Help raise finance. (GET anyone whether they are interested in sailing or not to take an advert).
4. Read this appeal, and spread the word.
5. Now get off your backside & sail.

ACKNOWLEDGMENTS

The Editor would like to thank John Butler for general assistance; William Payne, John Butler & John Claridge for photography.
Produced and edited by Mike Iszatt.

Leaning the boat reduces the wetted area of the hull.

Simon sailing off the edge of the earth!!



Simon treading water at Lymington.

But it's a bit wet on the helm especially in strong winds!!