

CONSTITUTION

PART THREE

Appendices

Appendix 1: International Moth Class Restrictions

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Appendix 1

International Moth Class Rules:

Authority: International Yacht Racing Union,
60 Knightsbridge London.SW1X 7JX

Date of International Status: 1st September 1972.

1. General

- a. The international moth is a single handed development class boat. The intention of these class rules is to give the designer and builder the fullest liberty in design and construction, within these rules to develop and produce faster boats.
- b. The official language of the class is english and in the event of a dispute over translation, the english text shall prevail.
- c. These rules are complementary to the measurement form. Any interpretation shall be made by the I.Y.R.U. which may consult the international moth class association (IMCA).
- d. In the event of any discrepancy between the rules and the measurement form, the matter shall be referred to the I.Y.R.U.
- e. In countries where there is no national authority or where the national authority does not wish to administer the class, its function as stated in the rules shall be carried out by the I.M.C.A. or its delegated representatives (National Associations).
- f. Neither the I.Y.R.U. nor the I.M.C.A. accept legal responsibility in respect of these Rules, or any claim arising therefrom.

2. International Class Fee

- a. The international class fee (ICF) shall be made up of three parts:

PART ONE:

Due to the IYRU, which is set by agreement between the IYRU and IMCA world secretary based on 0.5% of the average cost of a new boat ready to sail, taken over the world fleets whether made privately or professionally.

PART TWO:

Due to IMCA world association, to be set and minuted at each world association annual general meeting.

PART THREE:

Due to the national associations, to be set and minuted at each world association annual general meeting.

- b. The IMCA is responsible for the collection of the I.C.F and the distribution of I.C.F plaques on the above basis.

- c. The IMCA may delegate its responsibility to collect the I.C.F and issue plaques to national associations.

- d. The I.C.F is payable by the builder on each boat whether or not it is subsequently measured and registered. Payment shall be made direct to the national authority or its delegated representative (national association), which shall issue an official I.C.F plaque. The I.C.F plaque shall be delivered by the builder on sale of the boat.

- e. I.C.F plaques shall be valid only if made out on official forms issued by the I.Y.R.U. The I.Y.R.U. will sell these plaques at the rate set out in item 2 part (a) above, to the IMCA which shall sell them at the rate set out in item 2 part (b) to the national authority or its delegated representative (national association). The purchase price in each case represents the proportion of the I.C.F due to the I.Y.R.U. and the IMCA. The national authority or its delegated representative (national association) may charge an additional sum (including the amount in item 2 part c) but not exceeding the administration cost of carrying out this function.

3. Registration and measurement certificate

- a. No boat is permitted to race in the class unless it has a valid measurement certificate.

- b. The owner shall be a fully paid up member of the relevant IMCA national association.

c. Each national authority or its delegated representative (national association) shall issue sail numbers which shall be consecutive and the number shall be preceded by the official national letter(s). A national authority or its delegated representative shall only issue a sail number on receipt of evidence that the I.C.F has been paid.

d. No two boats in the class registered in the same country shall have the same name.

e. The certificate is obtained as follows:-

i)The owner or builder shall apply to the appropriate national authority or its delegated representative (national association) for a sail number enclosing the I.C.F plaque number and at the same time submit the proposed name(s) of the boat.The national authority shall record both the sail number and the I.C.F plaque number.

ii)The owner or builder shall obtain a measurement form from the national authority or its delegated representative (national association) and shall have the boat measured by a measurer officially recognised by the national authority. The completed measurement form shall be supplied to the owner of the boat.

iii)The owner shall send the completed measurement form to his national authority or its delegated representative (national association) together with any registration fee that may be required. On receipt of this the national authority or its delegated representative (national association) may issue a certificate to the owner.

f. Change of ownership invalidates the certificate but shall not necessitate remeasurement.The new owner may apply to his national authority or its delegated representative (national association) for a new certificate, returning the old certificate together with any re-registration fee required and stating the necessary particulars.A certificate shall then be issued to the new owner.

g. It is the owner's responsibility to ensure that his boat, spars, sails and equipment comply with the class rules at all times.Alterations and replacements shall be measured,when relevant by a measurer recognized by the national authority or its delegated representative (national association), who will if necessary, endorse the measurement certificate accordingly, and shall notify the national authority or its delegated representative where applicable.

h. Notwithstanding anything contained in these rules, the I.Y.R.U. or the national authority or its delegated representative (national association) shall have the power to refuse to grant a certificate to/or withdraw a certificate from any boat.

i. The IMCA shall obtain at regular intervals from each national authority or its delegated representative (national association) details of sail numbers and I.C.F receipts issued.

4. Measurement

a. Only a measurer officially recognized by a national association or its delegated representative shall measure a boat, its spars, sails and equipment and shall sign the declaration form that they comply with the class rules.

b. The measurer shall report on the measurement form anything which he may consider to be unusual or to depart from the intended nature of the boat, or to be against the general interest of the class, and a certificate may be refused even if the specific requirements of the class are satisfied.

c. A measurer shall not measure a boat, spars, sails or equipment owned, designed or built by himself, or in which he is an interest party, or he has a vested interest.

d. New or substantially altered sails shall be measured by a measurer who shall stamp or sign and date the sail near the tack. The details shall be recorded on the certificate and the entry signed by the measurer or secretary of the national authority or its delegated representative (national association).

e. All boats, spars, sails and equipment shall comply with the current rules.

f. All boats, spars, sails and equipment shall be liable to remeasurement at the discretion of a race committee or the national authority or its delegated representative (national association).

5. Identification Marks

a. The class emblem shall be a representation of a moth and shall conform in shape and size to the pattern held by the I.Y.R.U.

Copies may be obtained from IMCA ,the national authority or its delegated representative (national association).

b. The sail number and national letter(s) of the boat shall be cut into, or marked indelibly on the hull, aft on the port side in figures not less than 30mm high. These shall not be removed during the lifetime of the boat.

c. The I.C.F plaque shall be fixed to the hull near the national letter(s) and sail numbers. Should this plaque come off or need to be removed at a later date, this shall not invalidate the measurement certificate.

d. The sail number, national letter(s) and class emblem on the sail shall conform with I.Y.R.U yacht racing rule 25. Numbers and letter(s) shall be not less than the following dimensions:

Height : 250mm

Width : 165mm (excluding one and letter I)

Thickness : 35mm

Space between adjoining letters and numbers: 50mm (for sails measured before 1/3/73, the minimum height shall be 230mm and minimum width 150mm)

e. All emblems, numbers and letters should be of a durable material securely attached.

6. Hull

a. The overall length of the hull, excluding attached rudder fittings and stem fittings, shall not exceed 3355mm measured between perpendiculars with the hull level transversely and the water line horizontal. No attempt at increasing waterline length shall be made by fairings comprising part of, or attached to, rudder or stem fittings.

b. The overall beam shall not exceed 2250mm

i) Catamaran or multihull configurations are prohibited. Sailing any type of permitted hull design consistently as a catamaran or multi hull is also prohibited.

ii) For the purpose of determining the rules 6(b) iii, iv and v the static waterplane shall be defined as the plane containing the static waterline of the hull which is determined with the boat fully equipped, afloat and upright but without crew. Hinged or flexible transoms will be measured in the raised positions. Any cross sections shall be taken perpendicular to the hull.

iii) Within the bounds static waterline and overall length of the hull, there shall be no hollow in the hull more than 75mm in any section closer than 2700mm from the aft perpendicular as described in rule 6(b)ii.

The reference line for this hollow shall be a stringline stretched tightly around the underside of the hull from points on the static waterline either side of the hull.

iv) Outward from the static waterline, the airgap between the waterplane and the underside of the hull and its extensions shall not decrease. The airgap is viewed in cross section throughout the length of the hull. A 15mm tolerance for moulding joints and junctions between tubes and such like is allowed.

c. Hulls may be constructed with removable wings, provided that the boat is always raced with wings fixed in their true position, as set out in the current measurement certificate.

7. Buoyancy

a) Boats shall have not less than two separate buoyancy tanks or bags attached firmly to the hull which together must be sufficient to float the boats own weight plus 75kg, approximately level when capsized or full of water, and which with any tank flooded must be sufficient to float the boats own weight, plus 10kg.

If a measurer cannot ascertain compliance with this rule by visual inspection, he shall arrange for a buoyancy test to so satisfy himself. (The requirement for two separate tanks or bags shall apply only to boats registered after 1/7/88).

b. The measurer shall satisfy himself that the buoyancy compartments are effective by means of flotation or air test. (As a guide, leakage should not exceed 5% of volume of tank in half an hour).

8. Spars

a. The overall length of the mast shall not exceed 6250 mm.

b. Measurement bands, not less than 15 mm wide, shall be marked on the spars so that they are clearly discernible when racing. The inside edge of these bands shall define the limits of the sail.

c. The distance between the bands on the mast shall not exceed 5185 mm.

9. Sails

a. The boat shall carry only one sail.No extra sail shall be on board when racing.

b. The sails and spars shall be measured in accordance with the I.Y.R.U. "measurement and calculation of sail area".The I.Y.R.U. sail measurement instructions shall not apply.The measured and calculated area shall not exceed 8.00m² metres area except that:

i)Clause 3.2.5(b) of the I.Y.R.U. measurement and calculation of sail area shall not apply.

ii)Only the area of that part of the spars that will not pass through a ring 90 mm internal diameter shall be included.

iii)For a sail which encloses the mast, an area equivalent to the length of the luff multiplied by 50mm shall be excluded.

iv)For a sail which encloses the boom an area equivalent to the length of the foot multiplied by 90mm shall be excluded.

c. Battens shall not extend more than 150mm from the sail.No attempt at increasing sail area shall be made by the number or size of the battens used.

d. Where the sail is set on spars, no part of the sail luff shall extend beyond the lower edge of the upper mast band, or below the the upper edge of the lower mast band.

e. International moth sails do not require a boom band to be declared, and shall be measured in accordance with I.Y.R.U. measuerment and calculation of sail area clause 3.3 (clause 3.2.3 shall apply for area of main triangle).The owner shall declare the maximum sail foot length (bc) and shall mark this declared foot length clearly and indelibly on the foot of the sail at the tack in figures at least 10mm high.The (bc) measurement shall

not be less than the measured distance from outside the tack cringle to outside the clew cringle, when the sail is stretched out and pegged down for measurement.

10. Crew

There shall be only one person on board when racing. The righting momentum of the helmsman's weight shall only be transferred to the sail through the hull or sheet or similar, in which case it shall be through blocks attached to the hull.

11. Prohibitions

Moving or detachable seats and trapezes.

12. Anchor

An anchor need only be carried only when specifically prescribed in the sailing instructions.

Appendix 2

Measurement and Registration

Every member of a state international moth class association must assist in this important function; as the continued success of the class depends almost entirely on the correct and faithful observation of the regulations which govern the matter.

1. The Boat Owner

a. Every owner of an international moth must have his boat officially measured and registered in his home state. For the purpose of this regulation, the state most convenient to the owner's residence or sailing waters, shall be considered the owner's home state, even if his residence or sailing waters are not in the state in which the international moth is registered.

b. He shall not consider his boat a registered moth, or compete in international moth races with it, until such time as a current registration sticker has been attached.

c. To renew registration, in case of an international moth, that is registered and, has not been altered in any way, does not have a new or altered sail mast or boom, it is only necessary to renew the state associations required fee. A current registration sticker will then be issued. The owner must bear in mind that, at all times, his boat with sail and gear, is subject to re-measurement.

d. To renew registration, in the case of an altered boat or one with a new or altered sail, it is necessary to have a new measurement form completed.

e. International moth owners must have their boats, sails and gear measured by their local measurer, who is officially authorised to perform that duty. When for any reason a moth owner is unable to arrange for the required measuring to be done, he should contact the state secretary who shall instruct the state measurer or some duly qualified person to do so.

2. The Club

a. All yacht and sailing clubs that sponsor moths, or allow international moths in to their clubs, should ensure that they are properly registered and affiliated with their state international moth class association.

b. They should not conduct so called international moth class races, if some or all of the boats racing are not properly registered international moths. This does not preclude international moths from taking part in races for

mixed classes or against boats that are not correctly registered as international moths, provided such races are not called international moth class races.

3. State International Moth Class Associations

State associations shall do all in their power to ensure that all international moths are registered. It is the duty of state associations through the state measurer or other qualified and authorised persons, to make every endeavour to ensure that all boats comply with the rules and restrictions of IMCA (Aust.) and that they are properly measured and registered.

4. Sail Area Measurement Instructions

General:

i) The intention is to establish a reliable and simple method of measuring the area of the sail plan, including spars. This method produces consistent results not dependent on variations in roping tension or sophisticated measuring equipment.

ii) The principle of the measurement of the area of mainsail, and of a headsail roped for a luff spar, is to use measurement bands or measurement bands the foot length recorded on the sail, to obtain the area of the main triangle and to add (or subtract) the area of the rounds on the luff, leech and foot.

iii) In case of a sail set into a groove on a spar that area obscure within the groove shall not be included when calculating the area.

iv) The area of any holes in the sail not be deducted from measured area.

v) The term "sail" shall be taken to include the headboard and tabling. It shall not include bolt or foot ropes or cringles which are wholly outside the sail.

a. Definitions

i)Head:

The head shall be taken as the highest point of the sail projected perpendicular to the luff or its extension.

ii)Clew:

The clew shall be taken as the after most part of the sail immediately opposite the clew cringle.If more than one clew cringle is present the cringle furthest from the head shall be used.

b. Measurements

i)Luff:

The length of the luff shall be taken as the distance on the mast between the upper edge of the lower measurement band and the lower edge of the upper measurement band.For double luff sails which envelope the mast the length of the luff shall be taken as the distance on the mast between the upper edge of the lower band and the highest point on the mast.

ii)Leech:

The length of the leech shall be taken as the straight distance between the head and the clew.

iii)Foot:

a)For sails set on a boom, the length of the foot shall be taken as the distance between the inner edge of the boom measurement band and aft side of the mast and track, excluding any local curvature, measured with the boom fore and aft and at right angles to the mast.For sails which envelop the boom completely the length of the foot shall be taken as the distance between the aft side of the mast as defined above, and the aft end of the boom.

b)For a loose footed sail the length of the foot shall be taken as the distance from the aft upper edge of the lower measurement band on the mast to the clew.The measurer shall indelibly record the foot length, on the sail and on the boom as near to the clew as possible, to define the limit of the foot.Where a loose footed sail projects beyond the end of the boom the measurer shall record the foot length indelibly on the sail and this dimension shall be recorded on the yacht's certificate.

5. Spars

i) The area of that part of any spar, including the luff spar of a headsail, which projects above the sheerline, shall be measured. Fairing added to a spar shall be measured as part of the spar. The area of the spar shall be taken as the overall length multiplied by the mean half girth.

The girth shall be the distance from the centreline round the spar and back to the centreline. Sufficient girth measurements shall be taken for a reasonable mean dimensions considering the profile of the spar. If the profile of the spar is not uniform it shall be divided into its constituent lengths and the area of each length determined and added together.

ii) A spar which supports the rig, but on which no sail is set directly, (e.g. a bipod straddling the hulls or a structure aft to support a main staysail) shall not be measured for area if the length of the major axis is less than one and a half times the length of the minor axis.

6. Area of a Sail Set on a Spar

a. Area of Main Triangle:

The area of the main triangle shall be calculated from the following formula or by a scale drawing.

$$\text{area} = s(s-a)(s-b)(s-c)$$

where $s = \frac{a + b + c}{2}$

2

a = length of luff as defined by clause 4 b(i))

b = length of leech as defined by clause 4 b(ii))

c = length of foot as defined by clause 4 b(iii) a or b

b. Area of Luff, Leech and Foot Rounds:

i) The area of the rounds on the luff, leech and foot shall be calculated from measurements taken with the sail pegged out on a flat surface with just sufficient tension to remove waves or wrinkles from the edge rounds and to spread the sail substantially flat. Battens shall be set in their pockets. Once the sail has been pegged out in this way all the required measurements shall be taken and no alterations to the tension shall be made.

Needles shall then be fixed at the head and clew so that the distance between them is the same as the length of the leech. A third needle shall be fixed at a point the lengths of the luff and the foot as used in calculating the area of the main triangle, from the head and clew respectively. A thin thread shall be stretched round these needles to define the main triangle. The rounds on the luff and foot and leech shall then be measured and the areas calculated as defined below.

ii) The area of the luff and foot rounds shall be taken as two thirds of the product of the chord of the perpendicular offset. The luff and foot round chords shall be taken as the distance between the points at which the edge of the sail and the thread defining the luff and foot of the main triangle intersect. The perpendicular offset shall be the distance between the points on this thread mid-way between the luff and foot measurement points and the nearest edge of the sail.

iii) The area of the leech round shall be taken as $0.25(1.16x + y + 1.16z)$ where L is the length of the leech. The leech round chord shall be taken as the distance between the points at which the edge of the sail and the thread defining the leech of the main triangle intersect. x, y and z shall be the perpendicular offset between the points on this thread of 0.25, 0.50 and 0.75 of the distance between the leech measurement points and the edge of the sail.

iv) If any round is not a fair curve the area shall be determined by dividing the sail up into right-angled triangles or quadrilaterals as appropriate.

7. Area of Sail not set on a Spar

The sail shall be pegged out on a flat surface with just sufficient tension to remove waves or wrinkles from the edge rounds and to spread the sail substantially flat Battens (if any) shall be set in their pockets.

A thread shall be stretched between needles, inserted to define the head, clew and tack. The length of the luff, leech and the foot shall be taken as the straight distance between these points and the area calculated using the formula in instruction 5(1). The area of the rounds shall be calculated in the manner described in instruction 5(2).

8. Registration

New Boats

i) Owner pays I.C.F. fee and state association fees.

ii) Registrar issues I.C.F. fee receipt to owner.

iii) Owner applies to A.Y.F. for sail number, enclosing I.C.F. fee receipt and A.Y.F. fee. The sail number request to contain 1st, 2nd, 3rd choice of boat names.

IV) Informs owner of sail number issued and approved name. Copy of advice forwarded to appropriate state registrar, this advice to indicate I.C.F. fee receipt number.

v) Owner has boat measured. Arrange measurement by contacting nearest official A.Y.F. measurer or the state measurer.

vi) Measurer if satisfied boat measures, completes and signs measurement forms and forwards to A.Y.F.

vii) A.Y.F. if satisfied, issues measurement certificate to owner and sends duplicate to appropriate state registrar, retaining triplicate copy for their own records.

viii) On receipt of duplicate measurement certificate registrar issues registration disc./sticker to the owner.

9. Additional Sails

i)Owner has additional sail measured. Arrange measurement by contacting nearest official A.Y.F. measurer or the state measurer.

ii)Measurer if satisfied endorses sail measurement particulars on measurement certificate and signs endorsements on behalf of A.Y.F.

iii)Measurer forwards completed sail measurement form to A.Y.F. which endorses its duplicate.

10. **Old Boats**

i.e.Boats having a sail number and measurement certificate obtained during a prior season.

i)Register for current season with state association.

ii)On receipt of application and fee state registrar issues registration disc./sticker.

11. Change of Ownership

i)New owner notifies A.Y.F. of change of ownership and applies for a new measurement certificate.Use form obtainable from club, the old measurement certificate shall accompany the application.Owner to enclose A.Y.F. fee, and if requiring new name, 1st, 2nd, 3rd choice of name.

ii)A.Y.F.issues a new certificate, sends duplicate to appropriate state registrar and retains triplicate for own record and sends quadruplicate to IMCA at intervals.

3. Registration on change or ownership does not involve change of sail number.

Appendix 3

Conditions of International Moth Class Championships of Australia

1. Venue and Date

- a. The state in which the championships will be held will be decided by annual general meeting.
- b. Unless special circumstances intervene the annual general meeting shall allot the holding of the national championships to each state according to the following roster:

Victoria, New South Wales, Queensland, Tasmania, Western Australia and South Australia.

2. Number of Heats and Point Score System

- a. The national championship shall be programmed with an open invitation race which will be named the Len Morris Memorial Invitation Race.
- b. The Open and Junior Championships shall be sailed concurrently. Juniors are to be automatically entered in the open event.
- c. Points shall be scored and any ties resolved in accordance with ADDENDUM "A1" of the current I.Y.R.U. Yacht Racing Rules and prescriptions.
- d. Schedule of Events:

The series shall consist of not less than five heats and not more than fifteen. The host state shall decide the number of heats and may schedule up to three consecutive days racing, after which a lay day must then be provided for. No resails will be held on allocated lay days.

e. Teams Trophy:

The national teams trophy will be decided by taking the lowest aggregate point score of the first five boats from each state. Where a state is unable to have such representation the unfilled places shall score the equivalent points to the number of teams multiplied five (5).

3. Sailing Committee Etc.

The host state association shall arrange for a sailing committee and/or a racing committee to conduct the series and also for a protest committee. The state association shall see that advertisements, programmes and sailing instructions are issued and proper courses laid.

A state association may deputise any yacht or sailing club or a group of amateur yachtsmen to carry out the above duties.

4. Courses

Total course length will depend on the number of heats sailed. The total course length for the scheduled races shall not be less than 40 nautical miles nor more than 80 nautical miles. Wherever possible the course shall consist of not less than 20% in distance each of a: windward work, a reach and a square run. A windward start is recommended.

5. Time Limit

The time limit shall be 20 minutes for each nautical mile of the scheduled race. Should no competitor complete the course within the time limit, the heat shall be declared off and re-sailed or otherwise at the sole discretion of the race committee.

6. Class Flag

The class flag will be a moth insignia flag.

7. Boats Eligible

Only international moths currently registered with the association are eligible to take part in championship races, and only if they are registered with states that are financial with the association at the closing date of entries.

8. Helmsman

Helmsman competing must be a member in good standing of a recognised Yacht so Sailing Club.

9. Racing Rules

All international moth class races/regatta's shall be governed by the current racing rules of the I.Y.R.U.

The prescriptions and safety regulations of the A.Y.F., the relevant class rules and the sailing instructions.

10. Titles

The title shall be considered to be held by the boat and the helmsman.

11. Trophies

i) Trophies won belong to the winning boat; but the owner may allow it to be presented to and retained by the helmsman.

ii)At the completion of a national championship/series the host state shall forward to the national secretary a list of the winners of the various association perpetual trophies and their home states.The national secretary shall then advise the ensuing host state secretary of such details.

12. Borrowed Gear

For the purposes of racing in championship events, international moths may use borrowed gear, provided that if a borrowed sail is used, it must be from a registered international moth and its registered sail number must be given with the entry.In the event of an accident a borrowed sail may be used if its number was not given with the entry, provided it is from a registered international moth and the permission of the sailing committee has been formally obtained.

13. Entrance Fees

Entrance fees for championship races, for the ensuing year, shall be decided at the annual general meeting. Entries shall close with the host state at least 21 days prior to the first race of the championship series.

14. Checking and Measuring

After each heat, contestants shall make available to the national measurer or his duly authorised deputy, their boats, sails and gear, for checking or measuring, if requested to do so.

15. Negative Buoyancy

No helmsman or crew may wear or carry any equipment or device constituting negative buoyancy and worn or carried for the purpose directly or indirectly of improving stability or a boat's performance.

16. Competitors

Only those yachts and helmsmen properly entered in accordance with Clause 14 shall compete in the series and no change of helmsmen from those on the original entry shall be permitted.

17. Starting Procedure

Starting procedure will be in accordance with the I.Y.R.U. rules, 4.4 system 1, as defined in the sailing instructions.

18. Sailing Instructions

Sailing instructions which shall comply in all respects with the I.Y.R.U. rules shall be available to competitors at least 48 hours before the first heat.

19. Championship Entries

Each of the affiliated states shall be entitled to basic quota of nine entries of which not more than six (6) shall be seniors.

However, if a state is unable to provide the basic quota or seniors and juniors as above, the composition of the team may be altered as required.

i) In addition there shall be provision for a further twenty (20) entries proportioned amongst the state according to the ratio of each state's registrations to the total number of national registrations. The number of registrations will be determined by the number of registration stickers purchased by each association in the prior season less any returned unused stickers. As well the host state may if it so desires increase its entries by a further four (4) senior and/or juniors provided that the total entries do not exceed eighty three (83). Notwithstanding this provision of Clause 19 automatic right to defend their championships provided that for the Junior National Champion, he/she remains eligible under the age requirement of the constitution article 2(d). International sailors may be invited to sail in the championships but may not be eligible for points in the championships. Special trophies may be awarded in relation to this.

ii) At the closing date of entries for each national championship, the host state will advise the national secretary immediately of the total number of unused team quotas.

iii) These vacancies will then be re allocated proportionally, as per the process determining the original quotas, to each state requiring them.

iv) Applications for these vacancies must be lodged with the national secretary within 3 days of the closing date of entries.