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2012 Nationals at Ullswater Yacht Club

The Halo

Miracle Association Magazine Autumn 2011



Launching from the ramp
Plymouth
National Championships 2011

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Autumn 2011

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Disclaimer: Much of the information within this publication is gathered from individuals, clubs, etc. The Miracle Class Association and its Officers and Committee accept no responsibility for the correctness of such information and opinion. Members are always advised to check with clubs before travelling to events.

Photo credits: Cover, p5 & 20-24 Gillan Gibson; p2 & 3 Sue Atherton; p6 & 12 Phil Gamlen; p7 Kenneth Gibson; and p13 & 14 John Bailey

Items for the next issue should be with the Editor by 1st December 2011

Editor's Corner

With the end of the season come thoughts of packing the boat up for the winter, with perhaps a few sailors considering the occasional hardy trip out to special events. Looking back it has been a good season for Kenneth and I as we were able to attend more events than usual. Plenty of other sailors joined us and it was good to try out new venues. Plymouth was a long way from the North East to go for the Nationals, but it was well worth the trip as it is a lovely place and the Club could not have been more welcoming. We're already looking forward to 2012 as Ullswater is virtually on our doorstep and we have already been over there discussing the arrangements with Ullswater Yacht Club. It all looks very promising as usual, they have always put on a great event for us. The Clubhouse in particular was looking very smart. After the disaster of the flooding in 2009 the whole place has been refurbished and is looking very, very, good.

In this issue of *Halo* we have something a bit different as we had the opportunity to have an on the water judge at the Inland Championships at Pennine SC. As you will see the howling wind and rain meant illegal propulsion wasn't an issue! - but it is still interesting to see what Carol



has to say about what judges look for when on the water. Adherence to the rules means fairer and more enjoyable racing for all so long may it continue.

Gillan Gibson
Miracle 3670

Chairman's Desk

Another Nationals has come and gone and although numbers were less than we expected those present had a good time with some excellent and at times unusual racing. It was interesting to avoid the Fastnet yachts, who were finishing their race this year at Plymouth, as well as the Navy vessels and the passenger ferries, not to mention the myriad cruising yachts, power boats and sightseeing trip boats.

I would like to take this opportunity to thank those no-sailing members, together with the enthusiastic family members, who put in their efforts to help keep things running smoothly, particularly the assistance with launching and landing which proved to be somewhat hazardous at time with all the traffic passing the launching area.

Things should be a lot quieter next year at Ullswater as we will only have the ferries to contend with.

As I said in the last *Halo*, time flies, as I write this we only have one more event this year, the Welsh Area Championships at Bala Sailing Club on 8th and 9th October.

We are indebted to Bala for being able to fit in the Championships before the end of the season.

So what's ahead! The Committee has its first major meeting next month with lots to plan with particular emphasis on venue for next year's events. We hope to avoid the repeat of this year when there



appeared to be many cancellations. There were good reasons for some, but 2 were cancelled due to lack of expressed support.

Next we will be considering venues for the 2013 Nationals and beyond. The information collected by our Halo Editor's recent survey has thrown up some interesting statistics as well as many suggested venues. There will be a report on this at some time in the near future .

Last but not least we will be considering the arrangements for the 2012 RYA Volvo Dingy Show at Alexandra Palace and our stand there, so put it in your 2012 diary and see if you can fit in a visit, the date is 3rd and 4th March 2012.

That's all for now, I know it is early but you will not get your Winter *Halo* until after the festive season so can I wish you all a very happy Christmas and the best for the coming new year.

Ken Gibson
Miracle 3670

Measurement Matters

Boom Vang/Kicking strap

A proposal to increase the ratio from the existing 8:1 to 16:1 was rejected at the AGM on the grounds that there was no overwhelming support and it may cause damage to older round section booms.

Laminate sails

One set has been on trial over the 2011 season with different boats having the opportunity to use them. Brian Jones, Measurement Secretary, took advantage of this and his personal findings were there is no advantage or disadvantage performance wise and they did look nice and set nicely. There are concerns regarding longevity and increased glare. A proposal was presented at the AGM to

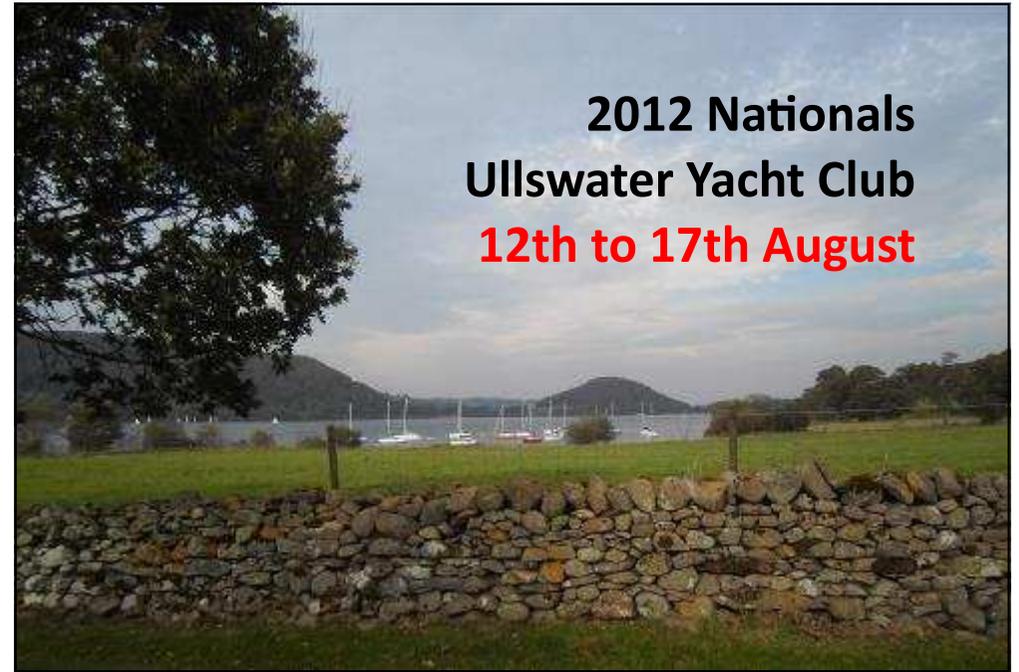
change the measurement rules. However, that proposal was amended with the end result the trial will continue into the 2012 season and the proposal discussed again at the 2012 AGM.

Rules of measurement and plans

The *Rules of measurement* are on the website. Plans are now available in CAD format. This format will enable laser cutting of ply.

Plymouth Nationals scrutineering

Brian said that he had had no real issues this year apart from one over length rudder due to an unfortunate misunderstanding. He expresses his thanks to Mike Smailes and John Green for their assistance as scrutineers.



2012 Nationals Ullswater Yacht Club 12th to 17th August

RYA Volvo Dinghy Show Alexandra Place 3rd-4th March 2012

The Association is taking a stand again and needs volunteers to help man it. If you can give an hour or two to have more people available to speak with visitors, or cover whilst others go for breaks, or to have their turn to look around, it would be

great. If you feel you could offer a day that would be brilliant and it may be you can have one of the exhibitors passes we will be issued with so would get in for free! If you think you can help please let me know.

<http://www.rya.org.uk/programmes/dinghyshow/Pages/RyAVolvoDinghyShow2010.aspx>

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Race Officer's Report



Well, that's it - the end of another sailing season - how time flies when you are messing about on the water!!

I hope everybody who went to the Nationals had a really good time. Under the current economic climate, I think we can safely say we have had reasonable turnouts up and down the country at all the open meetings and Area Championships and I know the numbers

were lower at the Nationals, but we knew not everybody would be able to travel to Plymouth. Hopefully, with the Nationals being at Ullswater next year, the numbers will start to rise again.

We have had a couple of new venues this year and I think this has worked well for the fleet.

The calendar for next year will soon be under way and once it's complete this will go on the website and in the next edition of *Halo*.

Thank you to everybody involved in making all the events and Nationals a great success and long may it continue.

See you all next year on the circuit.

Wayne Atherton
Race Officer
Miracle 3383

Miracle Association clothing

Would you like some clothing with an embroidered Miracle Association logo? For the Nationals the Association collaborated with Wave Clothing who produced a wide range, with polo shirts, sweatshirts and hoodies for both children and adults in an assortment of colours. They are now preparing a range with a general logo to be available year round. At the time of writing the website was still the clothing for the Nationals at Plymouth, but keep having a look until the general range is advertised. A good Christmas present for the keen Miracle sailor?



www.waveclothing.co.uk

Phil Twining and North Lincs.

As reported in the previous issue the open meeting at North Lincolnshire and Humberside Sailing Club was an excellent weekend. One of the main highlights at

prizegiving was Phil Twining presenting every competitor with a ceramic plate of the Miracle with their individual sail number displayed.

This must be one of the most thoughtful and appreciated awards given to all competitors and not just leading boats.

For members who do not know Phil well it's important to state just how important a part he has played in the formation and success of our Association.

The Mirror Group, as the founder and sponsor of the Miracle, formed an active sailor committee taking on all the tasks required to get the operation up and running for our first nationals held at Datchet Water in 1977, Derek Beere becoming our first champion. Phil was involved in this committee and is still a member of our Association, hence his thoughtful presentation.



40 Years old Royal Yachting Association National Sailing Scheme

There are many ways of coming to sailing. For many the route was to go on a Royal Yachting Association sailing course. We take their existence for granted now, but it was only in 1971 that the first course was held. The scheme was initiated by Bob Bond and its use of a core "Method" which can be adapted to suit the situation has proved fundamental. Whilst there have

been revisions, the central use of this "Method" has proven robust and able to absorb new developments in sailing. In addition those who remember the older editions of the training booklets may remember the lovely little cartoons which were such good illustrations. They were done by our very own Phil Twining, mentioned above, a truly talented person.

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Judging at the Inland Championships at Pennine Sailing Club by Carol Haines

First of all, my thanks to the Miracle Class for inviting me to be a part of your Inland Championships in July. I can't say it was unalloyed pleasure - heavy waterproofs and three layers of thermals in July! - but it was certainly interesting. It was the first time I had watched the Miracles close up and I was very impressed by the boat's versatility and performance, as well as its amazing ability on occasion to replicate the action of a submarine both going down and coming up!

As far as the judging went, it wasn't really the weather either for you or me: you were chiefly concerned with staying in control and not hitting each other—well done, by the way on both counts: your skills were put to a very severe test. And in that wind strength, I wouldn't expect to see much in the way of illegal propulsion since you were getting plenty of the legal stuff.

However, you might be interested in what, in more clement conditions, I would be looking out for. The role of the on-the-water judge at a fleet racing event is primarily to encourage observation of the *Rules of Racing* rule 42, Propulsion, a rule which it is difficult for competitors themselves to enforce. The rule itself is quite a long one and has a general prohibition followed by a list of specific actions you can't do, followed by an even longer list of when you are allowed to do the things it has just said you can't do. (If you are interested, there is an even longer document on the ISAF website which

describes in detail what is and is not legal: [http://www.sailing.org/tools/documents/42interpretations2010final-\[8881\].pdf](http://www.sailing.org/tools/documents/42interpretations2010final-[8881].pdf))

At an event such as last weekend's, I would typically place my boat several boat lengths behind the fleet in the last 2 minutes before the start signal and watch for vigorous sculling of the rudder by boats who were trying to get up to the line in very light wind. At the sound signal I would look for anyone doing a very forceful heave on the main accompanied by a strong pull upright of a boat that they had previously deliberately heeded to leeward. You are allowed to heel the boat to assist steering - usually on a start line, to come up to a close-hauled course, accompanied by sheeting in - but if the combined result of these actions is to accelerate the boat "with the effect of a single stroke of a paddle", the rule 42 has been broken.

After the start and thereafter throughout the race I would observe the fleet as a whole, looking for exceptionally active body movements and sail adjustment which stood out from the rest of the fleet and could be indicating someone body-pumping (flicking the main by bouncing on the side deck), fanning the sails, pumping the sails more than once to **initiate** planning or surfing (planning surfing conditions have to exist—you mustn't pump at all in a flat calm!) or being rather too good at roll-tacking or gybing. These infringements can take

Judging at the Inland Championships at Pennine Sailing Club by Carol Haines (cont)

place on any leg of the course, but I watch particularly where people have a lot to play for. It may be a port-tacker trying to clear a boat on starboard where just one pump will squirt them through. It can often be someone approaching a mark and trying to establish or break an overlap. On the last reach, every place you can make by two or three vigorous pumps can be kept to the finish. So I watch the stress points.

If I'm certain that I have seen an infringement (and benefit of the doubt always goes to the sailor; moreover, I'm not allowed to "hunt" someone I think **may** occasionally be infringing by watching them exclusively till they do!) then I drive up to them causing as little disturbance as I can to other boats, blow a whistle, point a yellow flag at them and hail their sail number. If it is the first time they have been penalised in this event, they must then get clear of other boats as quickly as possible and do two turns in the same direction as described in rule 44.2. Note that it's only in match racing that you can postpone taking the penalty to suite yourself. The penalties for second and subsequent infringements (yes, some people can't help themselves) are often changed by sailing instructions but usually involve retiring from that race or even counting a DNE in their overall results. Check the SI's; better still, sail clean.

The second thing judges do on the water is keep an eye open for possible

breaches of the rule 2 Fair Sailing. In this case, a judge is not usually empowered to penalise at the time of the incident but must protest a boat that for instance hits a mark, knows they have done so and does not take a turn. The judge does not have to hail "Protest" but must fill in the protest form and lodge it within the time limit. Bullying, foul language directed at another competitor, reckless sailing all come under this rule.

Thirdly, the on-the-water judge may observe incidents between boats that are taken to a protest hearing by the competitors themselves. When this happens, the judge can be called as a witness even if they are on the protest committee. It's always worth checking if the judge has seen your incident as they may have even written down or tape-recorded what they saw. Judges don't initiate protests from boat on boat incidents - this is a self-policing sport - but they are in favour of competitors trying to enforce their rights and will be helpful if they can.

A couple of final points: sometimes competitors are made nervous by the presence of a judge boat keeping pace with them on a leg and can't work out what they may be doing wrong. Almost invariably, if the judge boat is following you, the person who has caught their attention is ten boat lengths ahead of you. Lastly - use the judge. If you have a question or a doubt about a rule or

incident, ask. Especially for rule 42 penalties, go and ask the judge at the end of the race while you are still on the water. The judge is probably waiting for you to do so.

Our purpose is to make sailing as fair as we can, to help competitors use the rules and understand their rights.

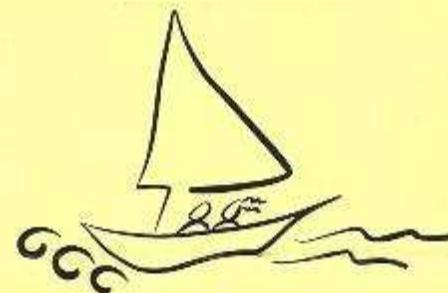
Did you know, by the way, that the RYA has appointed a number of Regional Rules Advisers who will come to your club on request to give an interactive presentation on any of a list of rules-related topics. A very popular one for your winter evening programme is the

Basic Rules talk. I have never yet delivered this talk to an audience without even the most experienced racing sailor in the room being surprised at what some of the most common rules actually mean. It's not just a chat for beginners!

E-mail me for contact details for your region at: chaines@tinyworld.co.uk or look at the RYA website:

<http://www.rya.org.uk/racing/raceofficials/contacts/Pages/RegionalRepresentative.aspx>

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Sailing in wild weather Going for a whizz by Gillan Gibson

Having made all the decisions and set the boat up you've decided to go out and have a whizz around and see just what you can do in a Miracle to enjoy windy weather.

Pointers to consider are:

- Watch for other boats who are already out. See how they are doing and use them as a guide. Often there are particularly good places for whizzing and if there are a number of boats in an area odds are that is the best area.
- With other boats flying around good observation is vital.
- The usual port/starboard, windward/leeward, clear ahead/clear astern, don't tack or gybe in anyone's water rules will be used so everyone is predictable. However, do give plenty of clearance to everyone and be aware in case something happens either to your boat or someone else's.
- Stay in an area where it is easy for the safety boat to see and reach you.



Reaching

This is the fastest point of sailing so is the standard point of sailing for whizzing.

Pointers are:

- Keep looking upwind to spot for gusts you areand lulls – if prepared they are much easier to handle.
- Keep the boat balanced and as level as possible as much as possible.
- If you see a gust coming consider heeling the boat to windward a little so when the gust hits you are pushed upright, not over. (OK, this contradicts the point above, but there are exceptions to just about everything in sailing! It's all about finding out what is best at the time.)
- Set the sail controls so you have only the power you want. A guide is you should be able to keep the boat level on the reach.
- The two crew should co-ordinate moving their weight to be as smooth as possible. A common order to deal with too much power is for:

- ◇ the crew move their weight;
- ◇ then the helm to move their weight;
- ◇ then release mainsail if necessary;
- ◇ then release jib if necessary;
- ◇ you can also turn into the wind ;
- ◇ or, of course, you can do all

Sailing in wild weather Going for a whizz (cont)

- ◇ or, of course, you can do all these at the same time or in any combination!

Much of the fun is in finding the best balance of all the elements used to sail the boat. Success often hinges on being smooth and fluid and moving like an "elephant in carpet slippers", which can involve moving very fast on occasions!

Planning – the holy grail of whizzing is where the boat rides onto a wave and with only its stern in the water goes really, really, fast. Your own personal Formula 1. The real excitement is where you go onto your own bow wave, but sea waves and wakes off other boats, power or sail, can be just as good and can be used to take a "tow" for quite a long way on occasions. Pointers for planning are:

- Keep the boat balance level at all times.
- Before the boat planes have crew weight forward to make the boat go as fast as possible in displacement mode until you can take off.
- In marginal conditions "pumping" the mainsheet by pulling it in hard can initiate a plane sometimes (though if you are racing you are only allowed one pump per wave/gust).
- Once the boat is planning move crew weight back to maintain the plane.
- The boat will feel super responsive (ie be very unstable) and it is usual to have to play with boat balance, the steering and the sheets to keep the speed on and sustain the plane.
- There will be an awful lot of spray



flying around and you may need to come off the plane to see where you are going!

- It may be necessary to bear off to stay in a gust.
- Once the gust, or wave, etc, has past and the boat has come off the plane move crew weight forward again to prepare for the next chance for a plane.

Tacking

You will have to turn round eventually, so plan it. Pointers here are:

- Make sure both crew know they are going for the tack (with all the spray and wind communication can be difficult!)
- Sometimes it is best to tack on top of a wave – common where waves are well separated.
- Sometimes it is best to find a flat spot and tack there - common when the waves are choppy and/or closer together.
- Try to avoid the bow slamming into a

Sailing in wild weather Going for a whizz (cont)

a wave as you tack round as this can really slow the boat down.

- Use the jib to help the turn. If the crew uncleats then holds onto the jib sheet, so the jib stays on the old side to begin with, it will back and push the bow round past the eye of the wind. Once past the eye of the wind it must be released before it starts to overpower the rudder, something the helm can feel very clearly in windy conditions.
- Roll tacking can help sometimes.
- Sometimes over-rotating so there is

no power in the sails after the tack can make life easier.

Running and gybing

If you are out for a whizz round you're probably going to avoid these, even in a Miracle. One option is to do very broad reaches and tack round (don't forget to "sail" the tack).

Finally, don't forget to come in before you're exhausted! - especially if you have to beat back upwind!



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Sam Mettam and Geoff Phillips at Girton

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Photo—Phil Gamlen

Hints and tips

**Do you have any ideas that would help others?
Let the editor know and they can be shared.**

Check your insurance policy to see if there are any special provisions regarding your equipment, especially storage of your trailer. In a recent incident someone found their insurers expected them to have a wheel clamp on their trailer and refused to pay out when it's theft was reported. In addition you may find it useful to take photos of the precautions you take in case of a claim.

Try seeing how *slowly* you can sail whilst still keeping the rudder working (remembering that the rudder needs a flow of water over it to be effective). Everyone works on going faster, but sometimes the ability to slow down or sail slowly, e.g. at a mark, or approaching a jetty or shore, can be just as important.

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Miracle Association Committee

Summary of minutes

Annual General Meeting 18th August 2011

Mayflower Sailing Club, Plymouth

1. Apologies: Received from Paul Winn, Wayne Atherton, Jon Aldhous, Peter Cuthbert and John Cox.

3. Minutes of the AGM 12th August 2010 were accepted.

4. Officers' Reports

4a. Chairman: Ken Gibson

- Ken came into the post November 2010.
- Thanks were extended to Dave Reed for his time as Chairman and for the help he has given Ken.
- Nationals at Plymouth organised with particular work by John Tippett and Brian Jones.
- The stand at the Dinghy Show successful again.
- There were some more championships and open meetings in 2011 and attendances had been good despite trouble with the weather.
- Thanks were extended to the Committee for their work and support with especial thanks to Ian Downs who is stepping down as Membership Secretary.

4b. Measurement Secretary: Brian Jones.

- 10 boats built in the last year.
- The latest number issued was 4042.
- Miracle plans were now available in CAD format and this would enable laser cutting of ply sheets of wood.

Measurement matters raised:

- Rejected:
 - ◊ **Boom Vang:** Proposal for increase in permitted purchase

from 8:1 to 16:1.

◊ **Reduced foresail sheeting angle.**

- On Trial:
 - ◊ **Laminate sails:** One set to be on trial until 2012 when the proposal will be raised again at the AGM.

- Scrutineering at Nationals found one over length rudder.
- Thanks to Scrutineers, Michael Smailes and John Green.

4c. Halo Editor: Gillian Gibson

- 4 issues produced in the year.
- Thanks extended to advertisers.
- Articles for publication always welcome. Photos also requested.

4d. Race Officer: Wayne Atherton

- Report not received.

4e. Membership Secretary: Ian Downs

Memberships: 166

Draycote	12
Delph	10
Wilsonian	9
Leigh & Lowton	8
Girton	8
Thornton Steward	5
Other clubs	114

- Resulting from:
 - ◊ 1 resignation.
 - ◊ 32 non renewals.
 - ◊ 35 new members since 30th July 2010.
 - ◊ 7 Honorary members.
 - ◊ 10 sponsors.

4f. Treasurer: Brain Worrall

Miracle Accounts 2010 presented.

- 2010 accounts showed good surplus recovery compared to 2009 when moneys were paid cover the cost of

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Miracle Association Committee

Summary of minutes (cont.)

- the FRP Miracle deck mould.x
- Cost of mould now beginning to be recovered in the form of Measurement Fees and royalties on new boats (£150 per boat).
- Advertising revenue from *Halo* strong.
- The Beaumaris Nationals provided a surplus.
- Membership subscriptions lower than 2009 due to continued option of 3 year membership.
- Newton Crum contribution lower as 2 payments were included in 2009 accounts.
- At end of year over £10,000 in bank, invested in a Santander current account.
- The cost for the Dinghy Show represents the full cost.
- The accounts were approved.

5. Proposals for changes to the Miracle Association Rules of the Association.

None.

6. Proposals for changes to the Miracle Association Rules of Measurement and Construction - 2 proposals

- Proposal A: **Foresail sheeting angle** - to permit narrowing of sheeting angle to improve performance in handicap fleets. Two options proposed:
 - ◊ Option 1, a floating block system.

Voting:	
For:	2
Against	18
Abstentions	1
 - ◊ Option 2, using a slider and track.

Voting:	
---------	--

For:	7
Against	12
Abstentions	2

Therefore, neither option adopted.

- Proposal B: **Laminate sails** - to permit laminate sails.

- ◊ Amendment to hold Proposal B in abeyance until 2012 AGM.

Voting:

For:	21
Against	0
Abstentions	0

Amendment accepted, Proposal B deferred until 2012 AGM.

7. Election of the Committee

Ken Gibson, Chairman
John Tippet, Secretary
Brian Worrall, Treasurer
Brian Jones, Measurement
Gillian Gibson, *Halo* Editor
Wayne Atherton, Race Officer
Martin Bathe, Membership
Tracy Amos, Trophy Officer
Peter Cuthbert, Member
Jon Aldhous, Member
Sam Mettam, Member

8. Any Other Business

- Request to trial methods of revising foresail and mainsail sheeting angles to be considered by Committee.
- Problems of racing in very light winds to be considered by Committee.

9. Date of Next Meeting

To Be Announced.

Copies of the full minutes of meetings are available from the Secretary on request.

National Championships Mayflower Sailing Club, Plymouth 14th to 19th August 2011

Day 1 - Sunday - Practice race and Race 1

With a number of regular sailors busy with other commitments, 34 boats arrived at Mayflower Sailing Club in Plymouth for the Miracle National Championships. The schedule for the first day of racing was a practice race followed by the first of 10 points races. The race committee were challenged by winds varying in strength from flat calm to 15 knots.

After a short postponement, 8 knots of wind arrived to allow the practice race to take place. Ian and Julia Bradley (4027) from Ouse Amateur SC made the most of the right hand side of the course to lead at the windward mark followed by Hannah and Nick Smith from Thornbury (3805). The Bradleys carried their lead through a dropping and increasingly shifty breeze to take the gun followed by Richard and Harrison Pye from Draycote (3330).

For Race 1, the wind had picked up to around 15 knots allowing the windy weather specialists to thrive. Defending champions Sam Mettam and Geoff Phillips, RNSA/Hayling Island (4039) led at the top mark, followed closely by Phil and Helen Bailey of Hunts SC (3825) and the Bradleys. A tight 3 sail first reach allowed heavyweights Neil Gibson and Keith Macey (4016) through into 3rd by the gybe mark.

The large right hand shift that made the beat a one-tacker, should have given Mettam/Phillips an easy sail to the finish. Unfortunately they lost control at the last gybe mark and gave the Baileys a sniff of victory. Mettam /Phillips just managed to get away on a gust to give them the first race of the Nationals followed by the Baileys and Gibson/Macey with Martyn and Daniel Lewis from Draycote (3834) sailing fast downwind to take 4th.

Day 2 - Monday - Races 2 & 3

Two bullets for Martyn and Daniel Lewis

Day 2 started with a sea like glass. After a short postponement the wind filled in to around 8 knots and the fleet launched. In race 2, Sam Mettam and Geoff Phillips led to the windward mark, closely followed by Martyn & Daniel Lewis and Phil & Helen Bailey, who both got through Mettam/Phillips at the top of the first reach. Team Lewis then extended their lead to take their first win of the week, with Mettam/Phillips getting back through the Baileys to secure second. In the chasing pack, the Draycote boats of Richard & Harrison Pye and Richard & Katherine Byne (3678) showed their light airs pace to finish 4th and 5th.



The wind picked up to around 10 knots for race 3. This time Team Lewis won the pin end of the line and sailed fast up the first beat to lead at the windward mark ahead of Ian and Julia Bradley, the Bynes and the Baileys. Team Lewis pulled away on the downwind legs and weren't troubled for the rest of the race. Behind them, a battle for 2nd ensued up the second beat between the Bradleys, the Baileys and Mettam/Phillips, with Mettam/Phillips just edging ahead and holding position to the finish followed by the Baileys, the Bradleys and the Bynes.

Day 3 - Tuesday - Races 4 & 5

Fireworks and Fastnet

Day 3 was forecast to bring 15 – 20 knots. Unfortunately this was the case until the first warning signal when the wind dropped to around 7 knots. Perhaps the wind had been taken by all of the Fastnet boats recording record times and keeping the fleet entertained as they sailed into the sound.

In race 4 Richard and Harrison Pye led to the windward mark followed by Richard & Katherine Byne and Martyn & Daniel Lewis. Team Lewis overtook the leading boats on the first reach and extended their lead to take their third bullet in a row. Behind them a battle was developing between the Pyes, the Bynes and Sam Mettam & Geoff Phillips resulting in a final leg tacking duel between the Pyes and Mettam/Phillips with the latter just squeezing through on the line to take another second.

In race 5, Ian and Julia Bradley led to the windward mark followed by Brian Jones and John Green (4021). Behind



them a melee was developing at the windward mark, where Hannah and Nick Smith moored onto the windward mark and caused a 6-boat raft trapping a number of the top contenders. Out of the carnage Mettam/Phillips popped into 3rd, passing Jones/Green on the second reach. Team Lewis pulled through from 10th to 3rd on the reaches and then put pressure on the leaders all the way to the finish only to find out on getting ashore they had been OCS along with the Smiths. The Bynes took advantage to finish 3rd with Martin & Grace Huett 4th (3796).

Consistency proved to be the key with Ally & Harry Jones (3847) and the Huetts keeping in touch with solid results. In the Silver fleet, Richard and Todd Brameld from Beaver (3131) led after an

National Championships Mayflower Sailing Club, Plymouth 14th to 19th August 2011 (cont)

11th in Race 5, whilst in the Bronze fleet Sam Donaldson and David Rowlands from Delph (2166) were winning, sitting in 18th overall, but only 5 points ahead of their nearest rivals.

In the evening a BBQ was followed by the first part of the 2-part spectacle of the British Firework Championships, with more Fastnet finishers too.



Day 4 - Wednesday - Races 6 & 7

Tactical sailing in light, tricky easterlies

Day 4 brought a light easterly wind to Plymouth Sound allowing for some tactical sailing, making the most of the Miracle's ability to spin on a sixpence. Race 6 got away with Sam Mettam and Geoff Phillips leading to the windward mark followed by Martyn & Daniel Lewis, Ian & Julia Bradley and Neal Gibson & Keith Macey. On the second beat, the Bradleys got the better of

the shifts on the right hand side of the course and sailed through Team Lewis, only to be overtaken again on the run. Team Lewis were on a roll, catching up with Mettam/Phillips on the beat and passing them on the final reach, unfortunately only to find out later that they had scored their second OCS of the week. Phil and Helen Bailey sailed a solid

race to post a second with Gibson/Macey boosting their overall score with a 3rd.

In Race 7, Richard and Harrison Pye sailed a high-class first beat to lead at the windward mark, followed by Team Lewis and Mettam/Phillips. Poor gybes by the Pyes and Mettam/Phillips allowed Team Lewis to overtake the Pyes and pull away to take their 4th bullet of

the week. Behind them Mettam/Phillips got through the Pyes on the 3rd beat whilst Ally and Harry Jones continued their consistent week with their second 5th of the day to keep them in 4th overall.

In the Silver fleet Hannah and Nick Smith led in 13th overall but were likely to drop Tuesday when they will have to use both discards for Hannah to pick up her A-Level results! In the Bronze fleet Matthew and Thomas Donaldson (4022) led in 19th overall after a consistent performance in

the day's tricky conditions with a 17th and a 15th.

The first discard now kicked in, but the second would not take effect until 9 races had been sailed. Team Lewis must have been praying to the wind gods to enable enough races to be sailed to lose their second OCS. With 3 races to go, it was all still to play for in all 3 fleets.

In the evening an excellent quiz was followed by the second night of the British Firework Championships.

Day 5 - Thursday - Races 8 & 9

Mettam and Phillips retain title

The formula for the series winner was simple with 3 races to go. Martyn and Daniel Lewis needed 5 points or less from 3 races, and Sam Mettam & Geoff Phillips needed to put 3 boats in between them in one race. The light North-Easterly wind should have allowed for 2 races.

In Race 8, Richard and Harrison Pye led to the windward mark followed by Team Lewis and Tracy Amos & Brian Mumford (3692), with a strong tide setting down the course, it paid to stay high on the first reach. Unfortunately the leaders were caught out by the wind dropping as they hit the main channel and were left having to tack for the mark. Amos/Mumford played the mark perfectly to take the lead. Mettam/Phillips sailed through down the second reach followed by Dave Butler & Andy Yates (4035) and Team Lewis who took advantage of the new pressure. Up the second beat Team Lewis hit the left hand corner whilst a right-hand shift allowed Richard and Katheryn Byne to sail into second place. Mettam/Phillips held their lead to the finish followed by the Bynes and Butler/Yates.

With Team Lewis finishing 8th, Mettam/Phillips retained their title. The wind switched off after the top 20 had finished meaning a lot of the sailors in the Silver and Bronze fleets were timed out.

The wind filled in again but didn't last for long enough to allow Race 9, so the 2nd discard didn't take effect. Races 9 and 10 were scheduled for the final day, Friday.

Day 6 - Friday - Races 9 & 10

Sunshine at last

A light sea breeze of 6 to 8 knots greeted the fleet for the final day of the Miracle National Championships. After 2 postponed starts racing got away under the first black flag of the week with tide pushing the fleet over the line. In Race 9, Brian Jones and John Green took advantage of the committee boat end and favoured right hand side of the course to lead at the windward mark followed by Martyn & Daniel Lewis, Ally & Harry Jones and Richard & Katie Byne. The Jones went high on the first reach to take second place but then went low on the second reach



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with Jones/Green going high. Team Lewis sailed down the middle and into the lead, which they held to the end followed by the Jones and the Bynes.

In Race 10, Tracy Amos and Brian Mumford were caught out by the black flag, whilst a lot of the fleet were almost caught out by the rapid turnaround between races! Jones/Green started well again and went right to follow Team Lewis to the windward mark. Team Lewis then sailed clear to secure their second place overall in the championship despite almost being caught out on the final run by 2 towing powerboats! The Jones came second and the Bynes 3rd.

In the Silver fleet, Hannah Smith, fresh (or not after 2 hours sleep!) from her A-Level results of 2 A*s and an A, finished 4th in Race 9 and capsized in Race 10, but



still managed to win the Silver Fleet despite missing an entire day.

In the Bronze Fleet Sam Donaldson, sailing with David Rowlands, beat his brother Matt by just 4 points to win the Bronze fleet trophy.
Sam Mettam

Nautical Sayings "All above board"

The phrase used to describe something as being plain to see, with nothing to hide, or as truthful, stems from a bit of nautical trickery practiced by warships and pirates alike. With such large crews on board it was common for ships within view of another vessel's telescope to keep most of the men out of sight. At a

distance they could possibly appear to be a peaceful merchant ship with only a small crew that offered no threat. All but a handful of the crew would be kept behind the bulwarks, or below the top deck. However a captain with nothing to hide would have all his crew in plain view "above board".

Courtesy of www.harbourguides.com

DNC - Did not come to the starting area OCS - On course side
DNF - Started but did not finish DSQ - Disqualification

Miracle National Championship 2010 - Mayflower SC, Plymouth

Results Part 1

Pos	Club	Sail Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Pts
1st	Sam Mettam & Geoff Phillips	RNSA/Hayling Island	Gd 4039	1	2	2	2	1	2	1	(DNC)	(DNC)	13
2nd	Martyn, Rebecca, Daniel & Jack Lewis	Draycote	Gd 3834	4	1	1	(OCS)	(OCS)	1	8	1	1	18
3rd	Phillip & Helen Bailey	Hunts	Gd 3825	2	3	4	5	2	4	(10)	7	8	30
4th	Richard & Katheryn Bynne	Draycote	Gd 3678	(DNF)	4	5	3	9	(11)	2	3	3	35
5th	Ally & Harry Jones	Draycote	Gd 3847	(7)	7	5	(9)	6	5	4	2	2	36
6th	Ian & Julia Bradley	Ouse Amateur	Gd 4027	(8)	6	4	6	1	4	8	(11)	5	41
7th	Martin & Grace Huett	Draycote	Gd 3796	5	9	7	(11)	4	8	(12)	5	4	49
8th	Richard & Harrison Pye	Draycote	Gd 3330	12	5	(OCS)	7	(OCS)	3	5	6	11	52
9th	Neal Gibson & Keith Macey	Redoubt	Gd 4016	3	(18)	8	(14)	3	9	9	8	6	58
10th	Tracy Amos & Brian	Redoubt	Gd 3692	6	(10)	9	7	9	10	6	10	(BFD)	63
11th	John Tippett & Kathy	Draycote	Gd 4020	9	12	(16)	10	8	11	(20)	9	9	78
12th	Brian Jones & John Green	Maidenhead	Gd 4021	(16)	11	10	(18)	10	7	14	12	7	82
13th	Dave Butler & Andrew Yates	Welton	Gd 4035	10	15	(19)	13	12	(17)	3	13	10	88
14th	Hannah & Nick Smith	Thornbury	Sv 3805	18	8	13	8	(OCS)	6	(DNC)	4	21	94
15th	David and Jean Reed	Girton	Sv 3725	11	13	(25)	14	(15)	13	14	14	12	104
16th	Richard & Todd Brameld	Beaver	Sv 3131	15	(19)	11	17	11	15	(21)	15	13	114
17th	Richard & Mike Smith	Delph	Sv 3493	(DNC)	16	14	15	22	(25)	12	15	19	129

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Miracle National Championship 2010 - Mayflower SC, Plymouth

Results Part 2

Pos	Club	Sail	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Pts
18th	Colin & Maureen Lown	Wilsonian	206 Sv	17	(23)	18	(19)	16	14	18	19	16	15	133
19th	Sam Donaldson & David Rowlands	Delph	2166 B	19	22	15	(25)	13	18	(DNC)	13	21	14	135
20th	Matthew & Tom Donaldson	Delph	4022 B	(24)	(28)	12	24	17	17	15	18	20	16	139
21st	Paul and Andrew Robinson	Whitefriars	3101 B	14	(24)	20	21	23	16	(31)	17	19	17	147
22nd	Steve & Matt Bloomfield	R.Y.A.	2018 Sv	20	17	17	(27)	18	22	26	(DNF)	18	18	156
23rd	Michael & Diana Thompson	Crawley Mariners	3843 Sv	21	14	(28)	16	26	21	24	(DNF)	26	20	168
24th	David & Helan Hiam	Draycote	3549 Sv	22	20	(27)	23	20	20	19	(DNF)	25	25	174
25th	Brian & Sharon Worrall	Beaver	3679 Sv	13	26	22	22	25	(28)	22	(DNF)	27	23	180
26th	Rene Savelli & Angela Sweeney	Delph	3414 Sv	29	29	(33)	20	21	19	20	(DNF)	22	27	187
27th	David Herbstritt & Josie Aims	Shotwick Lake	3770 B	27	21	23	29	19	(30)	25	(DNF)	23	24	191
28th	Martin & Mavis Bathe	Delph	59 B	23	27	21	(30)	24	24	28	(DNF)	24	22	193
29th	Geoff Weir & Louise Stevenson	Shotwick Lake	2881 B	30	25	26	31	29	27	23	(DNF)	29	(DNC)	220
30th	Gillan & Kenneth Gibson	Thornton Steward	3670 B	30	25	26	31	29	27	23	(DNF)	29	(DNC)	228
31st	Andrew Clarke & Theo De Bie	Wilsonian	210 B	26	32	24	33	31	(DNC)	33	(DNF)	28	28	235
32nd	Bret and Isabella Candy	Lympstone	3838 B	28	34	32	28	28	26	27	(DNF)	(DNC)	(DNC)	238
33rd	Steven Pettifer & Sara Cotton	Wilsonian	1506 B	31	31	29	(32)	30	29	29	(DNF)	31	29	239
34th	Malcolm & Sara Perkins	Thornton Steward	3645 B	32	33	31	(34)	32	31	30	(DNF)	30	26	245

Broadwater **3rd April 2011**

Report 1 – Brian Jones

We were welcomed to this new venue by a club that had pulled out all the stops to ensure a good event. The racing was held alongside but separate to the club series and our fleet of 13 boats fitted in very well. The wind gradually strengthened during the day and the lake provided the backdrop to a series of hard fought contests with Ally Jones, Tracy Amos, Nick Smith, Brian Jones and their crews all vying for any of the top three places. Ally and Harry Jones (3847) showed the way in the first two races and Tracy Amos and Brian Mumford (3692) in the last, the rest of us scrapped for the crumbs! John Green and crew Sara Stone led the way in the non spinnaker fleet deservedly winning that prize. It was an excellent day and a great new venue.

Report 2 – Barry Mellor

The weather smiled favourably on the first Miracle Open to be held at BSC and 8 visiting crews joined the fleet of 5 home boats for what proved to be a very enjoyable day. Our visitors travelled from places as far flung as Bristol in the west, Margate in the east and Draycote Water (Coventry) in the Midlands demonstrating the relatively easy access of Broadwater SC's central position.

With a slowly shifting W, NW wind David Walford, Race Officer, was able to set long courses generally tracking the perimeter of the lake and using the club line for each start. The predictable melee at the starts meant spectators were treated to the novel sight of 13 Miracles

vying for position in front of our clubhouse, this on its own would have signalled a successful day!

Most of our guest crews were experienced racers who travel the Miracle Open circuit and, true to form, these boats gravitated to the front in each race. It was clear from the start that the "podium positions" would go to one or other of the visiting experts! Nevertheless, competitive sailing took place in all sections of the fleet (including my own personal challenge to avoid being lapped in every race!)

Ally Jones, from Draycote Water, sailing with his son Harry as crew, sealed an unassailable overall win with first place in the first two races. The subsequent positions were contested right up until the end with Tracy Amos and Brian Mumford from Redoubt SC improving throughout and pipping Brian Jones and Ian Stone (Maidenhead SC) with first place in the final race. Nick Smith and daughter Aimee from Thornbury, John Tippet & Kathy Bourton (Draycote) and Colin & Maureen Lown from Wisonian SC achieved consistent results in the middle of the fleet finishing third, fourth and fifth respectively.

As far as our home crews were concerned John Green and Sara Stone claimed a well-deserved top spot with seventh position overall and were the first 'non-spinnaker' boat home. Joyce Moon and Clare Medcalf were next, a challenging sail in a borrowed boat (thanks to Richard Anstey), achieving an impressive sixth place (BSC's best result of the day) in the third race. John Finnemore and Stewart

French represented the 'older boats' very well and David and Jane Cadd battled throughout with Joe and me for the honour of bringing up the rear!

Apart from the excitement of the racing there were many other highlights: the catering earned many compliments... the sight of several of Miracle spinnakers running and reaching across the lake was very inspiring... and the general camaraderie was terrific. There was just one personal disappointment – I had hoped to learn from sailing against some of the top Miracle sailors... all I learned

was that they disappear very quickly!

Many thanks go to David Walford for the racing, Catherine and Charlotte Walford for the tasty food and administration, Martin Hayes and Nick Fairweather for the safety boat work and the many other BSC members who contributed towards the event. Finally thanks to the BSC Miracle crews for supporting our first open meeting, especially John Green for his support and determination to ensure crews from other clubs would turn up!

Broadwater **3rd April 2011**

Pos	Club	Sail No	Pts
1st	Ally & Harry Jones	Draycote 3847	2
2nd	Tracy Amos & Brian Mumford	Redoubt 3692	3
3rd	Brian Jones & Ian Stone	Maidenhead 4021	4
4th	Nick & Aimie Smith	Thornbury 3805	7
5th	John Tippet & Kathy Boulton	Draycote 4020	9
6th	Colin & Maureen Lown	Wilsonian 206	10
7th	John Green & Sarah Stone	Broadwater 3290	14
8th	Jeremy Michell & Peter Reeves	Erith 4012	15
9th	Joyce Moon & Clare Medcalf	Broadwater 4024	16
10th	John Finnemore & Stewart French	Broadwater 279	18
11th	Gaye Lamb & Ruth Pownell	Margate 2468	20
12th	Barry & Joe Mellor	Broadwater 2125	25
13th	David & Jane Cadd	Broadwater 3314	25
1st Non spinnaker			
	John Green & Sara Stone	Broadwater 3290	

**Wigan
20th June 2011**

Pos	Club	Sail No
1st	Wayne Atherton & Liz Kemp	Delph 3383
2nd	Ally & Harry Jones	Draycote 3847
3rd	Eamon & Lauren Cuthbert	Leigh & Lowton 1352
4th	Ashley Southwell &	Leigh & Lowton 4011

**Inland Championships
Pennine
16th & 17th July 2011**

Four firsts and a wedding

Having to miss the second race on Saturday to attend a wedding did not stop Sam Mettam and Geoff Phillips (4039) winning this event. The foul weather with wind speeds routinely recorded at 20 mph - 30 mph and more, plus waves of rain which sometimes seemed like hail, did not put the rest of the fleet off either. 18 boats braved the conditions and 2 snapped at Sam and Geoff's transom. David Butler and Ross Fleming (4027), and Wayne Atherton and Liz Kemp (3383) both scored 6 points in the 5 race series, best 3 to count, and it was only on count back that David and Ross took second overall.

Saturday had started ominously

with the first race postponed as the fleet launched and a squall hit with a vengeance. Once underway the course with its really long beat and downwind leg made for some exciting sailing. More followed in the next, 2nd, race which was won by David Butler and Ross Fleming.

Sunday began with 2 back to back races where Sam and Geoff took both firsts. After lunch the final race saw the worst of the weather and some of the more spectacular capsizes. It was convenient for all in the club house that the gybe mark was close to the nearby shore and made for spectacular viewing.
Gillan Gibson

**Inland Championships
Pennine - 16th & 17th July 2011**

Pos	Club	Sail No	Pts
1st	Sam Mettam & Geoff Phillips	Hayling 4039	3
2nd	Dave Butler & Ross Flemming	Beaver 4027	6
3rd	Wayne Atherton & Liz Kemp	Leigh & Lowton 3383	6
4th	Tracy Amos & Gemma Gibson	Redoubt 3692	11
5th	Robert & Hannah Cocking	Delph 3077	12
6th	John Tippet & Kathy Boulton	Draycote 4020	16
7th	David & Jean Reed	Girton 3725	17
8th	Richard & Todd Brameld	Beaver 3131	19
9th	Brian & Sharon Worrall	Beaver 3679	20
10th	Martin & Mavis Bathe	Delph 59	24
11th	Paul Winn & Alan Dawson	Pennine 2235	25
12th	Mike Smith & Tom Donaldson	Delph 3493	26
13th	Gillan & Kenneth Gibson	Thornton Steward 3670	35
14th	Ian & Geraldine Downs	Killington 3775	45
15th	Steve & Matt Bloomfield	R.Y.A. 2018	45
16th	Peter Cuthbert & Mark Atherton	Leigh & Lowton 3747	50
17th	David Smith & Giles Therkelson-Smith	Welton 4031	50
18th	Ally & Harry Jones	Draycote 3847	52

Nationals Questionnaire

This is to say thank you to everyone who returned forms to me. Every one helped, but if you still have one floating around please fill it in and return it. It's particularly important for crews and onshore participants as there has been a tendency for more helms to respond. There is to be a Committee meeting mid November and your Committee would like

as much information as possible when we discuss future Nationals venues. If you would like a copy of the questionnaire it is available on the Association's website and I can send copies out as well.

The plan is to publish the results in the next edition of *Halo*.

Gillan Gibson

Next issue: Trophies More results More photos