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## The Halo

Miracle Association Magazine Summer 2012



Jessica Palin and Di Munro cruising on the River Alde

**The Friendly, Family, Dinghy Class™**

Summer 2012

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Contacts

**Kenneth Gibson** Chairman

kengillian2@yahoo.co.uk  
Thornton Steward SC

**John Tippett** Secretary

tippet.john@tiscali.co.uk  
Draycote Water SC

**Mike Smith** Webmaster

mikesmith@stuk.freemove.co.uk  
Thornton Steward SC

**Gillan Gibson** Halo Editor

kengillian2@yahoo.co.uk  
Thornton Steward SC

Miracle Association website:

<http://www.miracledinghy.org>

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 Allen Carr; p2 & 3 Sue Atherton; p6 & 7 Colin Lown; p8 Gillan Gibson; p10 Wave Clothing; p14, 15 & 23 Brian Jones; p20 Robert McFarlane; and p24-25 Martin Bathe.

Items for the next issue should be with the Editor by 1st September 2012

## Editor's Corner

Well, I'm not sure whether at the moment an editorial to a sailing magazine can start without reference to the weather after the "summer" we've had so far! At least we are in good company as other classes are also finding the wind and rain problematic and that it's affecting attendances. For some there are particular challenges as Ullswater Yacht Club have found they cannot use the field for camping planned for the Nationals in August. This is due to the state it is in since so many vehicles were towed off after a major sailing event in early July. The only consolation is finding out a month beforehand has meant there is time to reorganise for those who need to do so.

Mind, the enthusiasm from those who have attended open meetings has been excellent and I've been in the enviable position of having more results and reports than I am able to publish in this issue of *Halo*, so I'm holding them over until the next one. I do, however, try to get them on the website as quickly as I'm able (and yes I'm sure it's not fast enough for some people, but they can take some chasing up) so do have a look there if you want to find out sooner rather than later.

To finish, if you have views on the Miracle's future at least read the pages on the proposals relating to sails and let your Committee know what you think. Happy reading!

Gillan Gibson  
Miracle 3670



## Chairman's Desk

By the time you read this our summer!! programme will more than half way through. I am pleased to report that despite the current constraints on travelling, not least the costs of fuel, the events so far have been well supported with a few exceptions which was mainly due to the weather (but perhaps that is a subject we should avoid at the present time!).

Whilst mentioning events I would like to thank those participants who have taken the trouble to use the website 'count me in' system. I am sure that you will all appreciate the work of our host clubs to make the meetings successful and just being able to give some indication of the numbers attending make their job so much easier. Please, please continue to use it.

You will be aware that due to lack of support Margate Sailing Club decided to cancel their holding of the Southern Area Championships, we are currently working on perhaps holding a 1 or 2 day event later in the year at another club in the south

east so that the Championships are still held. If this is a possibility I will advise you by e-mail. On the question of e-mails, I usually send to over 180 members details of changes but always about 12 -18 are bounced back! If you are not getting anything from me then yours is probably one of them. If you want to be kept up to date send me an e-mail and I will check my list.

The next big event on the calendar after Draycote, which is on 14th and 15th July, is the Nationals at Ullswater Yacht Club. Currently we have about 45 entries and it looks like all the planning is in place so we should have a good event, always of course subject to the weather which unfortunately is beyond even our, or anyone's, control.

More about the Nationals later in the magazine.

Ken Gibson



## Nautical Sayings Dead reckoning

The phrase to described estimating a course of events or position stems from the sixteenth century when mariners would plot a course based on the last known position, time, compass course and present speed. However this method did not allow for unknown variables such as

wind speed and direction, currents and drift. Of course this meant continued use of the process produced cumulative errors.

Originally the method was called 'deduced' reckoning which became 'de'd', 'ded, and eventually 'dead'.

Courtesy of [www.harbourguides.com](http://www.harbourguides.com)

## Racing Matters

Many of the regular racers are familiar with the clubs holding the events which we visit, but some members who may be considering joining the racing fleet may wish to know more of what is available should they decide to take part, so following is a brief summary of what clubs have to offer.

We try to send notices of the events by e-mail. If you are not getting them contact Ken Gibson on kengillian2@yahoo.co.uk to get on the list.

**Draycote Water Sailing Club** (CV23 8AB)  
Kites Hardwick, Nr Rugby  
Warwickshire  
**14th & 15th July**

Draycote has long been a venue on the Miracle calendar and they are back again this year hosting the Midland Area Championships. There is boat and car parking space. For accommodation phone DWSC on 0178 811153. Food is available, as is a Saturday evening meal.

**Ullswater Yacht Club** (CA10 2NA)  
Cumbria  
**12th to 17th August  
Nationals**

See details elsewhere in this issue.

**Thornton Steward Sailing Club** (HG4 4BQ)  
5 miles west of Bedale  
North Yorkshire  
**1st & 2nd September**

This is the sixth consecutive year we have had an event at this venue, this time it is the North East Area championships. This is a small compact sailing area in a beautiful part of Yorkshire. There will be free camping available on Friday and Saturday nights. Food will be available from breakfast on Saturday with an evening meal on Saturday. There is no bar so you need to bring you own booze. Plenty of boat and car parking spaces.

**Pennine Sailing Club** (S36 4TF)  
Winscar Reservoir, Holmfirth  
West Yorkshire  
**22nd & 23rd September**

We return again this year for our Inland Championships. We had a brilliant welcome last year and are happy that they have invited us back. There is plenty of free boat and car parking and an excellent launching area. They have first class changing facilities with ample showers. Food will be available throughout the weekend. Free camping is available on both Friday and Saturday nights.

### Going to an open meeting - Give it a go

If you've wondered about going to an open meeting but were not sure what was involved there was an article in last years Spring issue of *Halo*. Along with other

articles from the magazine it can be found on the website. Clicking on "members" will bring up a list of articles, one of which is on going to open meetings.

## Calendar 2012

<b>Margate</b>		CANCELLED	
<b>Draycote</b>	(CV23 8AB)	14th & 15th July	www.draycotewater.co.uk
		Midland Area Championships	
<b>Ullswater</b>	(CA10 2NA)	12th to 17th August	www.ullswateryachtclub.org
		<b>National Championships</b>	
<b>Thornton Steward</b>		1st & 2nd Sept	www.thornton-steward-sailingclub.co.uk
		North Eastern Championships (HG4 4BQ)	
<b>Pennine</b>	(S36 4TF)	22nd & 23rd Sept	www.pennine-sc.co.uk
		Inland Championships	

For more information check the website closer to an event

[www.miracledinghy.org](http://www.miracledinghy.org)



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# The Day we cruised to Aylesford

Colin Lown



Its twelve miles to Aylesford, its bright and sunny, and we're both wearing floppy hats.

So hit it.

0930 Saturday morning and Dave (my crew from Crawley Mariners) and I are on the Medway, off the Wilsonian beach, in Hoo Bay waiting for the scout Wayfarer and accompanying motorboat to come and join us. A steady beat into a comfortable 2 to 3 with a rising tide slides us past Upnor Castle on the right (last used to try to keep the Dutch at bay), Chatham Dockyard Museum on the left and the huge sheds that were once used for overhauling the fleet, when we had one!

Onward past Rochester, looking quite different from the wet side than from the dry side (somehow much smaller). Our motorboat rushes ahead with their tape measure to check on the clearances under the Rochester rail bridge while Dave and I do a circuit around the rather rusty old Russian submarine moored just off Strood pier, not sure if it's floating or on the bottom. The man measuring the bridge deems all ok so we pass under, and onto, with at least a

hundred foot of air above us under, the M2 motorway bridge. As we beat past the water ski club we realise that the lobster pot markers that we nearly collected are their ski slalom course.

Continuing past the very unpicturesque paper mills on one side and reed beds on the other, we sweep round another bend and it's almost like a small touch of the Amazon, overhanging trees into the water with a hint of something lurking in the undergrowth. The look of surprise on the riverbank strollers to see sailing boats so far up the Medway was quite amusing.

We work our way past another enormous paper mill (the one you can see from the motorway and just as unpicturesque). The wind steadily dies away and our motorboat takes us both in tow for the last mile or so. We motor past the olde worlde seminary called the Friars, an impressive Elizabethan stone built pad, bringing us up to the old stone bridge at Aylesford (far too low to get under). We drop sails and raft up to the motorboat and he ties up to the bank opposite



Aylesford proper, all rather chocolate boxy. Our leader then informs us that the tide isn't cooperating and we've got twenty minutes to have our sandwiches and not visit the pub. With a worried look on our leader's face we are called back aboard and then have to paddle around while he wiggles the motorboat off the barge boards that he is hung up on. Success, and we are away on a falling tide and zero wind and a short towrope for a steady motor all the way home, which was more pleasant than it sounds on a classic sunny day. We are deposited onto the beach around about the 1600 time, after a most pleasant float.

It made such a nice change to be in a boat and not trying to stuff any boats that may be nearby, I have to recommend you all try it, you may even like it.

Colin Lown, *Miracle 206*.



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Photo—Phil Gamlen

# Miracle National Championships 2012

## Ullswater Yacht Club Cumbria

12th to 17th August 2012



## Practical points

Entry forms are available from:

John Tippett:

tippett.john@tiscali.co.uk

Website:

<http://www.miracledinghy.org/>

Entry fee

£160

though some special offers  
are available so contact John Tippett

Includes:

Racing Boat space  
Trailer storage Car parking  
Commodore's Reception  
Prizegiving Buffet

A midweek evening meal is to be arranged  
at an extra charge.

### **The Notice of Racing**

is on the website:

[www.miracledinghy.org/](http://www.miracledinghy.org/)

Don't forget to take:

- 1. Miracle Measurement Certificate**  
(it would also be advisable to have the buoyancy check done before arriving)
- 2. Miracle Association Membership Card**
- 3. Insurance Certificate**  
(£2M minimum)

## Scrutineering Notes

Each year we focus on different aspects of the rules. This year the checks will be:

- 1. Visual Check** for any obvious deviations from the Rules of Measurement and Construction.
- 2. Check Measurement Certificate**
- 3. Check current buoyancy signed off.**
- 4. Mast, boom and spar fittings—** general check.
- 5. Sails -** stamp one set for championship use.
- 6. Spinnaker—**random checks  
*Please present your boat fully rigged.*

Note: Boat and sails must be measured  
*before* coming to the event.

## Websites

Ullswater Yacht Club  
[www.ullswateryachtclub.org/](http://www.ullswateryachtclub.org/)

Ullswater Association  
[www.ullswater.com/](http://www.ullswater.com/)

Ullswater.co.uk  
[www.ullswater.co.uk/](http://www.ullswater.co.uk/)

Cumbrian Tourism  
[www.golakes.co.uk/](http://www.golakes.co.uk/)

Wave Clothing  
[www.waveclothing.co.uk/](http://www.waveclothing.co.uk/)

## Registration

Saturday 12.00 noon-6.00 pm

Sunday 9.00 am-12.00 noon

## Race start times

Sunday 1.30 pm

Monday to Friday 10.30 am

## Onsite camping

**STOP PRESS**

**Rain brings change**

Due to the effects of the rain the field to be used for camping and caravanning is no longer available. This is deeply regretted.

**Tents** can be accommodated within the Club's usual site, but the initial weekend will be very busy so pitches cannot be guaranteed before Sunday 12th August.

**Caravans and motorhomes** will need to find an alternative.

Alternatives suggested are:

[www.crossdormont.co.uk](http://www.crossdormont.co.uk)

500 yards away and have  
guaranteed space

[www.watersidefarm-campsite.co.uk](http://www.watersidefarm-campsite.co.uk)

No caravans

[www.parkfootullswater.co.uk](http://www.parkfootullswater.co.uk)

Those who have already entered should have received an e-mail with more information.

## Logoed clothing

from

[www.waveclothing.co.uk](http://www.waveclothing.co.uk)

Tel: 07855 423 741

## Social Events Diary

Sat 11<sup>th</sup> August

Informal evening at Ullswater YC

Sun 12<sup>th</sup> August

Commodore's reception

7.00 pm

Mon 13<sup>th</sup> August

A free evening

Tues 14<sup>th</sup> August

Roast meal

7.00 pm

Wed 15<sup>th</sup> August

A free evening

Thurs 16<sup>th</sup> August

Association AGM

7.30 pm

Fri 17<sup>th</sup> August

Prizegiving and Buffet Supper

7.00 pm

**Miracle  
40th Anniversary  
Nationals 2013**

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**12th-18th August 2013**

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[www.wpnasa.org.uk](http://www.wpnasa.org.uk)**

## Nationals clothing

The Miracle Association is collaborating with Wave Clothing to provide clothing with the Nationals logo. Members will order direct from Wave Clothing's website and can choose the type of garment, colour and size. Everyone does this and pays for themselves so it takes the pressure off the Association and allows members to make their own choices.

To find the page put [www.waveclothing.co.uk/association-kit/miracle-class-association](http://www.waveclothing.co.uk/association-kit/miracle-class-association) in the web search line. If that does not work use the following route

1. [www.waveclothing.co.uk](http://www.waveclothing.co.uk)
2. Click on "Association Kit"
3. Click on "Miracle Class Association"

Polo shirts, hoodies and sweatshirts, are available in a range of colours and sizes.

*If the order pages do not offer the option of the National's embroidery telephone 07855 423 741.*

### Sweatshirts—3 designs



## Order yours on Wave Clothing's website

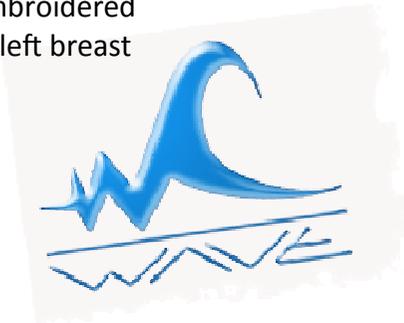
### Polo shirts—ladies and mens



### Hoddies—childrens and adults



All available with 2012 Nationals logo embroidered on the left breast



[www.waveclothing.co.uk](http://www.waveclothing.co.uk)

Tel: 07855 423 741

## Miracle Association Annual General Meeting

Thursday 16<sup>th</sup> August 2012, 7.30 pm

**Ullswater Yacht Club**  
Pooley Bridge  
Cumbria  
(CA10 2NA)

### Agenda

1. Apologies for Absence.
2. Minutes of the A.G.M. held 18<sup>th</sup> August 2011 at the Mayflower Sailing Club, Plymouth.
3. Matters Arising.
4. Chairman's and Officers Reports.
5. Treasurers Report.
6. Proposals for changes to the Miracle Association Rules of the Association.
7. Proposals for changes to the Miracle Association Rules of Measurement and Construction.
  - 7A Proposal to amend the "Rules" relating to sailcloth to permit laminate sails
  - 7B Proposal to amend the "Rules" relating to jib sheeting angle
8. Election of the Committee.
9. Any Other Business.

# Laminate Sails

To Laminate or not to Laminate this is the question

*David Southwell*

## AGM proposal 7A

It's been 1 season on now with the trial of the laminated sails. You might ask why do we need laminate sails and why would I be daft enough to pay for 2 sets out of my own pocket,

Well having sailed Miracle's for over 20 years or more it's only been in the last 5 years that the boat has seen some major changes and this was mainly due to the fact that Ian Kelly rightly or wrongly had a passion to make the boat look more modern and appealing and put his money where his mouth was and produced the MK4. I share the same passion for this great little boat so sat down with my boat builder and discussed some different ideas the result was 4010 and 4011 with the half tank design. I believe if we stand still and don't keep up with modern technology we will become less appealing to potential buyers. Taking a look around the recent Boat Show to see what the other classes were doing to keep up It became clear these new laminates sails were the in thing, even the Enterprise class have produced a new MK4 to try and keep its appeal going.

First off I needed to decide what type of laminate to use, so talking to Andy Davis and Jim Hunt, formally of Speed Sails, we came up with the decision to use the Areoweb cloth that they were using to produce the Merlin Rocket sails that were proving to be very successful. This is a 2.5 ounce laminate compared to the Dacron cloth that is currently being used which is around 4 ounce.

How have they performed over the last season, well Ashley took them around the open circuit for people to see and use. Myself, I used them every weekend and during the week in the summer in all weather conditions in our handicap fleet which ranged from Oppys and Solos through to RS400s,

We did seem to have a windy year and they looked to hold their shape well, but when we did have the odd light wind day that's when I felt they had the advantage as they are a much lighter sail on the rig and kept a nice shape.

There are many types of laminate cloth's on the market to use, so cost is a concern. If you are an out and out racer and want to win at any cost you might want a set made out of the heavier laminate cloth for the higher wind strength and a lighter laminate cloth for light airs but we all know you can only use 1 set at the Nationals.

All the top sailor's will probably have a new set of sails made each year to compete at the top level and probably get a good discount from their sail maker so to promote their sails, nowadays the modern sail cloth should last for more than 5 years at club level, including the new laminates. But if your are open meeting and club racing you might only expect 3 years as you tend to work them much harder.

Some of the comments I have received from the different sailor's around us have only been positive on how the boat looks more modern and stands out on the water more.

We sailed in the Saturday handicap series which for the last 4 years has been dominated by the Solo fleet. Last year Ashley won the first series, we won 2 series and a Solo won the other. Do the sails have an advantage? It's hard to judge, but I would like to think it gives people another choice and hope that the proposal that I will put to the AGM can be voted on favourably to give that choice.

if anybody wants to try a set, mine are available, but you would need to arrange collection.

*David Southwell*

### Proposal A

Proposed by: David Southwell

Seconded by: Sam Mettam

**Remove** the from The Rules of Measurement Clause 11 SAILS Clause 1, 1] which reads

1] The Mainsail and the Foresail should be of white woven polyester fabric edged in red tape.

The red tape may be omitted from the leach of the Foresail.

#### And Replace with

1] The Mainsail and the Foresail shall be single ply soft sails made of woven or laminated ply edged in red tape

The red tape may be omitted from the leach of the Foresail

### Please Note

The Committee of the Miracle Dinghy Class proposed that the above Proposal A was held in abeyance until the next Association Annual General meeting to be held at the Ulleswater Y.C. in 2012.

### Reasons were:

In line with the Committee discussions at their meeting on 20<sup>th</sup> March 2011 the Committee strongly recommends that at least a 12 month trial of the laminated sails is carried out to establish performance and durability and to enable as many members of the association as possible during this time to personally trial the sails or to view them and form an opinion This amendment was agreed and hence the above proposal is now put forward ward for your consideration at the AGM at Ullswater on 16<sup>th</sup> August 2012

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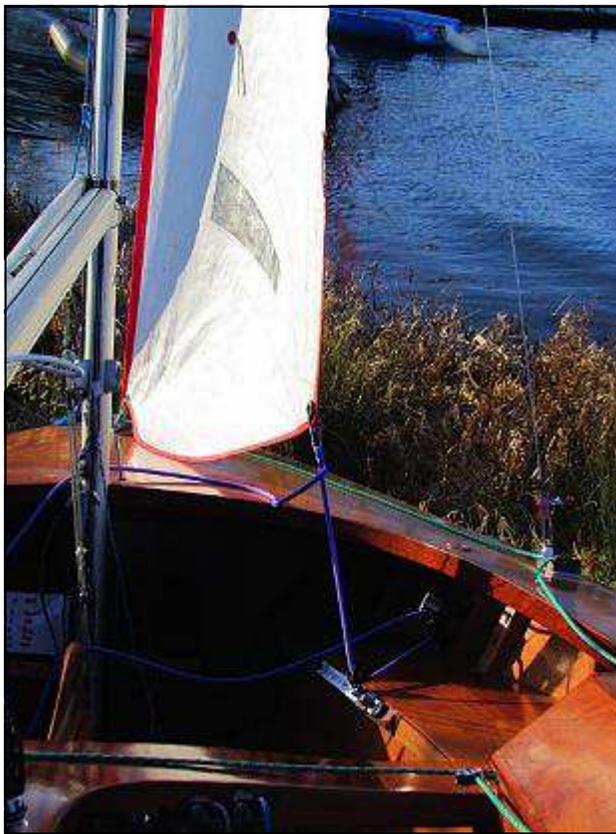
OL14 7NA

# Reduced jib sheeting angle

**Brian Jones**  
**AGM proposal 7B**

Following on from last years rejected proposal at the AGM it was considered worthwhile to conduct a more thorough trial of the benefits or otherwise of reducing the sheeting angle.

Previously a limited trial had been carried out in club handicap racing by one boat. To enable a more comprehensive trial 4 boats were given dispensations to sail with a reduced sheeting angle for the period up to the AGM at Ullswater.

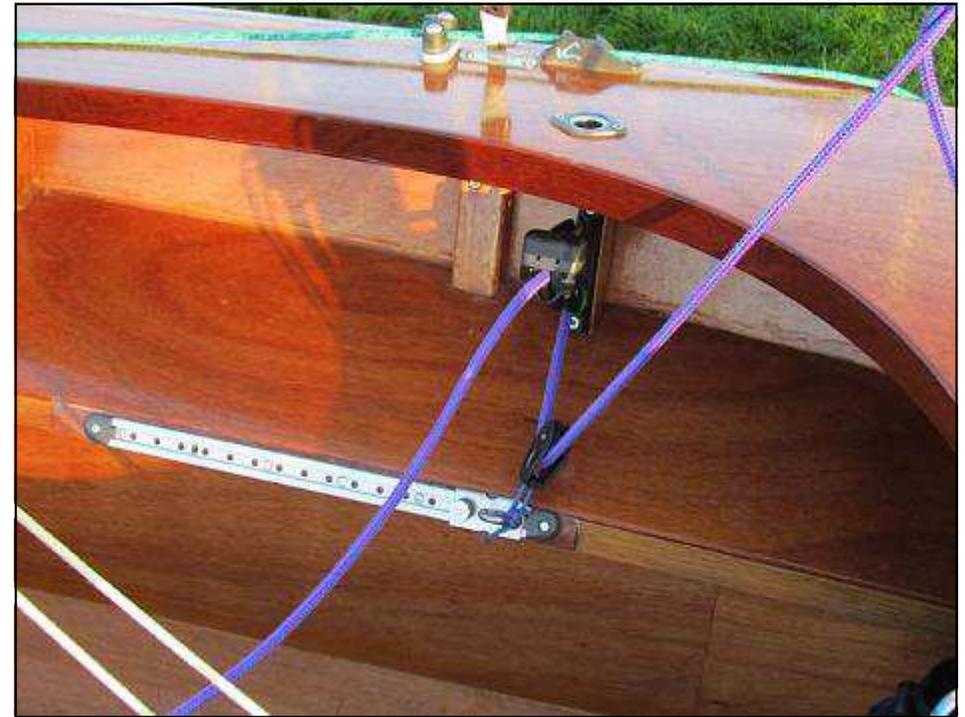


The boats selected were to represent the best cross section of the fleet possible from Martin and Mavis Bathes' 59, through to Louis Moulden's 4036, one of the latest FRP boats. John Green's wooden boat has been sailed at club level only.

I have been sailing 4021 set up as in the photographs, both at club level and at open meetings, with good results. I don't think it makes a huge difference, but at a recent meeting at Burton it did appear to

offer some advantage to the pointing angle. This raised a lot of discussion and interest on the Sunday when racing was cancelled due lack of wind and there was time to talk. Some advocated the change with no restrictions, others a more conservative approach. Personally, from the measurer's point of view, I feel it more prudent to dictate that the block be attached to the seat coaming as this provides a neat and unobtrusive solution, easy to retrofit and acceptable to Butler Boats for installation on new craft.

The alternative of using a floating block is to enable a very cheap simple solution which can be fitted to any boat. It would, however, not look professional enough to be



fitted to new boats. The costs would range from £20 - £120 depending on the equipment used.

I was struck by a comment made at the Dinghy Show reflecting on how another class had grown partly by the policy of making small improvements to the boat on an annual basis.

### **Therefore I propose that:**

To be added under Permitted Exceptions:

"Sheeting angle may be reduced by routing each sheet through a single block attached to the Seat Coamings (Part number 25 on the plans) at a minimum distance of 350mm from the centerline of the boat and not more than 2325mm from the aft side of the aft transom. These blocks may be fixed, or attached to a sliding track mounted on the Seat Coamings.

Alternatively a floating block attached to the forward face of the centerboard case may be used to achieve the same measurements as above.

All measurements are taken to the bearing surface of the block.

### **Rational:**

A reduced sheeting angle improves the pointing angle of the boat which is of particular benefit in handicap racing.

The above will be voted on at the AGM at Ullswater.

*Brian Jones*  
*Measurement Secretary*

### **Proposal B**

Proposed by: Brian Jones  
Seconded by: Sam Mettam

# Miracle Association Committee

## Committee Members

### Kenneth Gibson, Chairman

kengillian2@yahoo.co.uk  
0191 537 1712  
Thornton Steward SC

### John Tippett, Secretary

tippett.john@tiscali.co.uk  
01788 572129  
Draycote Water SC

### Treasurer

Vacant

### Martian Bathe, Membership

mjbmlbuk@aol.com  
01254 689308  
Delph SC

### Peter Cuthbert

peter.cuthbert1@ntlworld.com  
0161 281 0543  
RYA

### Brian Jones, Measurement Sec.

brianandjoanie@gmail.com  
Maidenhead SC  
01628 416511  
Taplow SC

### Gillian Gibson, Halo Editor

kengillian2@yahoo.co.uk  
0191 537 1712  
Thornton Steward SC

### Jon Aldhous

jonald@lineone.net  
01302 882461  
Beaver SC

### Sam Mettam

sammattam@talktalk.net  
01428 722388  
Hayling Island SC

### Race Organiser

Vacant

### Other officials

### Tracy Amos, Trophy Officer

michael.amos4@btopenworld.com  
01303 246921  
Redoubt SC

### Mike Smith, Webmaster

mikesmith@stuk.freeserve.co.uk  
01609 748989  
Thornton Steward SC

<http://www.miraclinghy.org>

### Hints and tips

Do you have any ideas that would help others?

Use a ratchet block for the mainsheet. It takes the pressure off the sheet, especially in a blow. Though do make sure you thread it the right way and have the ratchet turned on (some have an "off" setting often used in team racing)

Word is Trident have devised a Teflon spinnaker sock which allows the sail to go up and down with far less friction. Give them a ring for more information.

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Tel: 01942 273372 | [www.1stMark.co.uk](http://www.1stMark.co.uk) | Fax: 01942 273377

## Welton 14th & 15th April 2012

A cold but bright and occasionally showery weekend was the backdrop to the Miracle open meeting at Welton SC on 14th & 15th April 2012.

Lunch of home-made soup, bread, and bacon sandwiches was available from the catering team on arrival, with the option of rhubarb crumble and cream or ice cream for sailors not worried about the weight load in their boat.

The pre-race briefing and the start of the first race was held back slightly as the Humber Bridge had been closed by the police and one helm and crew had had to make quite a long detour via Selby to get to Welton. Once the briefing had been given the boats were soon on the water and the first race got under way with eight starters. The wind was a good force 3, gusting at times in the squalls to a force 4, mainly from the north, though occasionally veering quite noticeably east of north for longish periods of time, making it difficult to set a definite beat. For anyone unsure of the layout of the buoys at Welton one of the safety boats did wayfinder duty, showing the way to each mark of the course in turn as the boats approached each one. The race proceeded without incident, though mark number 1 was in the lee of a group of large trees and the clubhouse and tested the fleet in their light wind skills. Martin and Jack Lewis (3834) took an early lead and kept it with ease all the way through. A downpour half way through the race was not enough to dampen the sailors' enthusiasm, though the clubhouse was a welcome retreat for tea and coffee at the end.

The wind strength and direction for race 2 were very similar to race 1, but a slight change of course away from mark number 1 did not prove to be a good choice on the part of the race committee as the wind round the new mark was far from steady, it being in the wind shadow of other trees and hence very fluky in strength and direction. (Race committees can't get it right all of the time!)

A ninth competitor joined the fleet for race 2, Brian & Michael Henline (1885), and they were so eager to get a good start that they were over the line early and had to round the outer distance marker to restart. Still ever eager this resulted in a near capsize, but they did recover without getting too wet. Shortly after the start of the second lap one boat Jon and Rachel Willars (3793) stalled on a tack and Martin and Mavis Bathe (59) though on starboard, had to take evasive action to avoid a collision. This resulted in the helm being dunked in the water but he managed to hold on to the tiller and mainsheet and recover his composure and sail on. One boat retired after lap 1 Angela & Paul Featherstone (3720) as the helm Angela had not had a lot of experience in strong winds and was finding the strong gust were testing her to her limit. Martin & Jack Lewis (3834) again established a commanding lead and maintained it throughout.

Sunday's weather was drier than Saturday's but still with a cold and blustery wind. Two further boats join the competition but we also lost two from Saturday's fleet.

Race 3 saw a couple of incidents, a capsize by Richard and Todd Brameld (3131) but they quickly recovered, and a capsize by Jon and Rachel Willars after tacking in response to a strong hail of "Starboard" from Brian & Michael Henline. On righting their boat they were half full of water and retired to the jetty to bail out.

Although strongly pursued by one of Sunday's new entrants, Wayne and Mark Atherton in 3383 flying an impressive black spinnaker, 3834 [Martyn and Jack Lewis] again established an early lead and maintained it to win race 3 quite comfortably. It seemed irrelevant whether they flew their spinnaker or not, they just forged ahead and no-one could catch them. The weekend's honours were now theirs.

Race 4 saw another minor course change, another blunder by the race committee (!), the new mark being surrounded once again

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**Welton**  
**14th & 15th April 2012**

Pos	Club	Sail No	Pts
1st	Martyn & Jack Lewis	Draycote 3834	3
2nd	Richard & Todd Brameld	Beaver 3131	7
3rd	Wayne & Mark Atherton	Leigh & Lowton 3383	7
4th	Dave Butler & Andrew Yates	Welton 4013	9
5th	David & Jean Reed	Girton 3725	14
6th	Martin & Mavis Bathe	Delph 59	15
7th	Jon & Rachel Willars	Welton 3793	18
8th	Brian & Michael Henline	Welton 1885	19
9th	Gillan & Kenneth Gibson	Thornton Steward 3670	27
10th	Mike & Joe Burton	Welton 3884	31
11th	Angela & Paul Featherstone	Welton 3720	32

by very fluky winds and half the following reach being in the lee of the headland. There were no further incidents in this race and once again Martyn and Jack Lewis went on to a commanding win.

At this point we all came ashore for a well-earned break and lunch of cottage pie and bramble and apple pie and ice cream, again thanks to Judy and her catering team (who also kept us supplied with hot tea/coffee and cakes throughout the two days, whenever there was

a break in the sailing).

The racing committee reset the earlier course for race 5 which proceeded without incident. Although it was now academic Martyn and Jack Lewis still went on to win, flying along on some of the stronger gusts, with or without their spinnaker up. The contest was now on for second and third places, with Richard and Todd Brameld coming in second and 3383 Wayne and Mark Atherton third.  
*Ian Morrison, Welton SC*



**Puddleduck**  
**Broadwater**  
**21st & 22nd April 2012**

The weather running up to Broadwater's first Miracle Puddleduck was very poor with a week of gloom, low temperatures, regular downpours and little wind. Nevertheless, 6 intrepid visiting crews joined the fleet of 8 home boats and all were rewarded with a wonderful weekend of sailing! Our visitors represented sailing clubs from various directions: Thornbury and Maidenhead to the west, Redoubt and Wilsonian in the east and Draycote Water from the Midlands – we were very pleased to welcome them and their families to Broadwater.

Over the weekend the wind varied in strength from mild to exciting and shifted between north and west. David Walford, Race Officer, set challenging courses using the considerable width and length of the lake. The predictable melee at the start of all 5 races meant spectators were treated to the novel sight of 14 Miracles vying for position.

Saturday's two races started after an excellent lunch and took place in bright sunshine with a freshening wind. A pattern soon emerged with the visiting boats vying for the top 6 positions. Race 1 began with a pin end start and saw Tracy Amos and Gemma Gibson (3692) tacking off into the distance from the start not to be caught. Similarly in race 2 Neal Gibson and Brian Mumford (4040) took the lead with a port flyer and stayed in front throughout. Clare Medcalf and Stewart French (2132) recorded the home club's best position of the weekend with a creditable 5th place in race 2.

Whilst the first 6 places were tied up by the visiting boats, a 'midfield pack' of 4/5 Broadwater Sailing Club (BSC) boats enjoyed close racing and the same also took place at the rear – F1 supporters will recognise the similarities! We were pleasantly surprised to be able to retire to the clubhouse without having seen a drop of rain which stayed off until 7.00 pm when all boats had already been stowed away and a fish and chip dinner was also being stowed away! The storm outside was not noticed as we were entertained to an after dinner sing song thanks to Greg from BSC.

Sunday morning dawned with bright sunshine, another freshening wind and the sweet smell of a full English breakfast!. A 9.45 am start to our third race placed the Miracle fleet ahead of the BSC club pursuit race and saw a close tussle from start to finish with the lead changing on a number of occasions and Hannah and Nick Smith (3805) recording first place. Following a break for tea, coffee and cake race 4 got underway and Neal and Brian won a close-fought battle with Gemma and Tracy to record their second top place.

Race 5 followed another superb lunch with everything to sail for... any one of four boats could win the trophy. As it turned out the racing was not the only excitement as the weather finally caught up with us! A huge, ominous black cloud swept across the lake and the wind reached its blustery peak as hail and rain descended in buckets! The storm caused

### Puddleduck

#### Broadwater - 21st & 22nd April 2012

Pos	Club	Sail No	Pts
1st	Neal Gibson & Brian Mumford	Redoubt 4040	3
2nd	Tracy Amos & Gemma Gibson	Redoubt 3692	5
3rd	Brian Jones & Paul	Maidenhead 4021	7
4th	Hannah & Nick Smith	Thornbury 3805	9
5th	John Tippet & Kathy Boulton	Draycote 4020	13
6th	Colin & Maureen Lown	Wilsonian 206	16
7th	Pete Joseph & Bob	Broadwater 3403	20
8th	John Green & Pam Hart & Catherine Turner	Broadwater 3290	21
9th	Joyce Moon & Jason Kilbey	Broadwater 3826	23
10th	Richard & Lauren Anstey	Broadwater 4024	26
11th	Clare Medcalf & Stewart French	Broadwater 2132	26
12th	Barry & Joe Mellor	Broadwater 3333	30
13th	John Finnemore & Janice French	Broadwater 279	30
14th	David & Jane Cadd	Broadwater 3314	36

one or two capsizes and subsequent retirements but did not dampen spirits – indeed it served to show just how lucky we had been to have such good weather throughout the balance of the weekend!

Returning to the F1 analogy the inclement weather enabled some 'smaller teams' to record good results. The tussle at the 'front of the grid' was resolved when Tracy and Gemma were placed second behind Neal and Brian who recorded, with discards, a perfect 1 + 1 + 1 overall result making them worthy winners of the impressive Miracle Association Puddleduck Trophy for 2012. Further congratulations go to Tracy and Gemma for second, Brian Jones and Paul (4021) third, and to John Green and his crews Pam (Saturday) and Catherine (Sunday) (3290) for top non-

spinnaker boat. Pete Joseph and Bob (3403) were the highest placed BSC crew with an overall 7th just ahead of John's boat and that sailed by Joyce Moon and Jason Kilbey (3826) – both novice Miracle sailors!

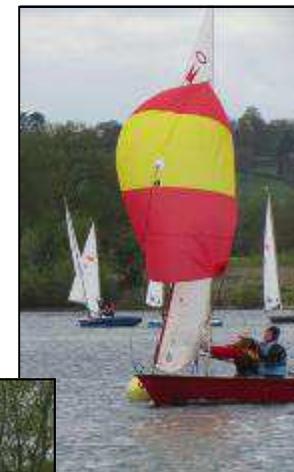
Many thanks go to David Walford for the racing, Catherine and Charlotte Walford for the tasty food and to the many other BSC members who contributed towards the event behind the scenes. Finally huge thanks go to the eight BSC Miracle crews for supporting our first Puddleduck and the visitors from other clubs who travelled to the event despite the ominous weather forecast. We were all rewarded with an excellent weekend and I look forward to an even bigger fleet for next year's Puddleduck!

*Barry Mellor, Broadwater Sailing Club*

### Maidenhead 5th May 2012

A shared open with the Comet fleet saw 22 boats on the water in a light to moderate northerly. The smaller Miracle fleet were off the line first with Nick and Amy in the lead until the last lap when Tracy Amos and Gemma Gibson (3692) made the jump from third to take the lead. The second race was another close fought battle with Brian Jones and Paul Cook (4021) narrowly out in front until the line. Like at Broadwater two weeks ago any one of the four top boats could win so racing was intense. Brian and Paul took the lead in the third and deciding race and lost it to Neal Gibson and Keith Macey (4040) at a lee mark only to regain it shortly after. Tracy and

Nick were always only yards behind. The lead was lost again to Neal and Keith by sailing slightly too close to an island's wind shadow on the



next spinnaker run. Once again all four boats crossed the finish with very little between them. Barry Mellor and John Green took the Non Spinnaker prize

Altogether a very satisfying and hard fought day on the water.

*Brian Jones*

### Maidenhead 5th May 2012

Pos	Club	Sail No	Pts
1st	Tracy Amos & Gemma Gibson	Redoubt 3692	3
2nd	Brian Jones & Paul Cook	Maidenhead 4021	3
3rd	Neal Gibson & Keith Macey	Redoubt 4040	5
4th	Nick & Indigo Smith	Thornbury 3805	5
5th	Colin & Maureen Lown	Wilsonian 206	10
6th	Barry & John Green	Broadwater 3333	12

## 12th & 13th May 2012

### Delph

That was “fun”! Two races on the Sunday was quite enough!

Anyway, I’ve got ahead of myself. By 11.00 am on the Saturday the boat park was a hive of activity with boats rigging and the aroma of bacon butties “wafting” across Bolton on the “breeze”. At 1.30 pm, after the introductions and a subtle reminder from the OD, “Salty Sea Dog” John Cronshaw, that the first race was scheduled to start at 2.00 pm and would competitors please not hang around on the beach chatting and topping up their tans, 15 crews waddled down to the beach in their dry suits duly warned.

On Saturday there were two races with a gentle north-westerly breeze with a few gusts for good measure blowing almost straight down the lake. In the first race Martyn and Jack Lewis (3834) led from start to finish and were untroubled by David and Michelle Raines (3740) who having rounded the windward mark fifth had too much ground to make up and had to settle for second place. The second race saw David and Michelle dominate managing to hold off a challenge from Eamon and Thomas Cuthbert

(4016) who were subsequently overtaken by Martyn and Jack who had fallen off the pace when they rounded a mark the wrong way and realising their mistake had to unwind themselves and go the right way round. Doh!

In the evening at 7 O’clock-ish (John wasn’t in charge) the important part of the weekend kicked off: the Delph barbeque with steak or salmon for a tenner, sausages or veggie (Courgettes au gratin) for £6, with jacket potato and salad followed by gateau with cream and washed down by Bank Top bitter donated to the club by Angela Sweeney – the windswept “Bet Lynch” of the Brewery Tap, Bolton. Well, 73 jacket potatoes, 55 steaks, 12 salmon fillets, 10lbs of sausages and 4 courgettes later everyone proclaimed themselves stuffed and satisfied. Let’s face it, nobody with any sense was going to complain as the “management” is 6’4” and his “mate is” 6’6” and if anyone was mean to us we’d set Angela on them! You’re barred!

Sunday started with more bacon butties. One question: who ate all the butties Lizzy? Another four intrepid crews signed on

to tackle the three Sunday races in a stronger and less manageable westerly/south-westerly which was gusty with massive windshifts. In the third race of the series Jon Aldhous, crewed by Geoff Phillips, (3794) briefly held the lead but eventually slipped back to third behind Martyn and Jack with David and Michelle in second. In worsening conditions in race four Jack Hopkins sailing with Angela Sweeney built up a commanding lead to cross the line first only to be disqualified for rounding a windward mark to starboard (Another doh!) leaving Wayne Atherton and Lizzy Kemp to take first place. Lower down the fleet there were a few capsizes and swampings and as the wind conditions worsened several crews opted to “race” from the comfort of the clubhouse where the wind conditions were more favourable and the bar was open. In race 5 Martyn and Jack survived the conditions and



### Northern Area Championship Delph - 12th & 13th May 2012

Pos	Club	Sail No	Pts
1st	Martyn & Jack Lewis	Draycote 3834	3
2nd	David & Michelle Raines	Leigh & Lowton 3740	5
3rd	Jon Aldhous & Geoff Phillips	Beaver 3794	8
4th	Louis Moulden & Jake Beckford	Delph 4036	16
5th	Jack Hopkins & Angela Sweeney	Delph 3835	16
6th	Iain & James Wilkinson	Leigh & Lowton 3480	16
7th	Simon Reddecliffe & Mark Atherton	Delph 4007	18
8th	Robert & Hannah Cocking	Delph 3077	19
9th	Richard & Mike Smith	Delph 3493	21
10th	Stan Lubner & Brian Henline	Welton 4043	24
11th	Wayne Atherton & Liz Kemp	Delph 3383	26
12th	Eamon & Thomas Cuthbert	Leigh & Lowton 4016	27
13th	Brian & Sharon Worrall	Beaver 3679	30
14th	Jon Willars & Rachel Day	Welton 3793	31
15th	Tom Donaldson & Dave Rowlands	Delph 4022	36
16th	Martin & Mavis Bathe	Delph 59	45
17th	Nigel & Valerie Reddicliffe	Delph 1355	46
18th	Deborah Massey & Gemma McHugh	Delph 445	55
19th	Dave Hopkins & Belinda Haigh	Delph 3414	60

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**Delph (cont.)  
12th & 13th May 2012**



a tussle with Jon and Geoff to take their third first of the series and so secure the trophy.

The weekend was rounded off with the prize “ceremony” when the prizes were divvied-up. In the major placings all the helms got a Delph Golden Jubilee burgee and Martyn and Jack opted for a dry bag and chocolate, David and Michelle went for wine and another dry bag and Jon and Geoff unsurprisingly grabbed the Bank Top presentation packs. In the “minor” placings Wayne and Lizzie got a bottle of wine each for first Delph boat outside the top ten, Peter Cuthbert collected a bottle of wine and chocolate for Eamon and Thomas who were the first visiting boat outside the top ten. Nigel picked up a bottle of wine (eldest helm) as did Jon and Rachel and Tommy and Dave (last placed visiting boat and last placed Delph boat to complete at least three races respectively). The majority of the prizes (9 bottles of wine) had been donated by Louis Moulden – had he given up drinking? It turns out not. I thought I’d finished giving out the prizes when it was pointed out that there were still two bottles of wine left. When the

“Salty Sea Dogs” suggested that the bottles be awarded to the first Delph boat Louis didn’t need any encouragement to come and claim two of his bottles back!

The presentation was rounded off with a vote of thanks. Just in case someone was missed off I would like to say thanks to:

The “Salty Sea Dogs” for running the racing: John (OD), Chris, Dave and Dave, Patrick and Peter (I think I saw Steve in the RCC – was he just sleeping off his hangover or did he actually do something? If he did – Thanks!)

Dorri and Rachel for Saturday brunch and hot drinks

Tim, Graham, Diane, Dick, Chris, Steve, Rob, Hannah, Tommy, Dave and Liz for helping with the barbeque

Jane and her family for Sunday lunch and hot drinks

Mavis for helping prepare for the barbeque, cooking Sunday’s bacon butties and getting back in the boat three times after we went swimming  
Louis for donating the contents of Dorri’s wine cellar

Angela and Bank Top for sponsoring the event

Dick for managing the bar

And last but not least the sailors for taking part and making the event a success

And finally ....., “Salty Sea Dog” Dave Helme, a former Miracle sailor, was surprised that Mavis got back in the boat and sailed on after the boat had turned turtle on top of her. I think he’d forgotten that that is just what you do in Miracle – it’s no big deal and it’s all part of the “fun” of sailing a Miracle!

*Martin Bathe*