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Join us at the Dinghy Show in March

The Halo

Miracle Association Magazine Winter 2013

40th Birthday Edition



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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 , p18-19, 24-25 Phil Gamlen; p2 and p3 of Kenneth Sue Atherton; p2 www.thepartyworks.com; p5 www.colourbox.com; p8 , p11, p 13, 23 (40th birthday) carrigar.com; p9 Jean Reed; p15 airportlanesjackson.com; p22 Burton Sailing Club; p26 Malcolm Lewin.

Items for the next issue should be with the Editor by 1st March 2014

Editor's Corner

An issue to celebrate the Miracle dinghy's 40 year. Research in newspapers and the measurement certificate of Miracle 3 all confirm this is a special year. Many classes have come and gone, but the Miracle is one which has sailed through the decades to be the dinghy we know now. A boat which has kept up to date but not forgotten what it was designed for - enjoyable sailing for everyone, from the cruiser to the racer, and for just plain pottering around. There have been a number of ideas on how to celebrate the anniversary and they start with this birthday issue. The next big event is the Dinghy Show where the Association has taken a larger stand and found we were invited to put a 5 boat display in the West Corridor. We think we have put on a varied display including a boat being fitted out and another part built to show the various options for building a Miracle. Also there is an aim to build 40 Miracles this year and to encourage this the boat registration fee has been discounted to £50 for 2014 and Woodwind and Butler Boats are combining to reduce the price of a new FRP boat by £400 - so it is a good year to look at acquiring a new boat by whatever method. And as for a birthday party there will be birthday cake at the Show and at



the Nationals at Hunstanton. Plus plans are afoot for a "Regatta of Champions" at Hunstanton on the Friday which could prove very interesting.

*Gillan Gibson
Miracle 3670*

Chairman's Desk

When we established that 2014 was the 40th anniversary of the first Miracle being built, we decided it would be a good opportunity to really promote the Class.

Our primary place of making the Miracle more widely known is the RYA Dinghy Show at Alexandra Palace which this year will take place on 1st and 2nd March. The Class has had a stand at previous shows going back many years, but as this is our 'birthday event' we have arranged to have an enlarged stand to accommodate two Miracles fully rigged. The Miracles in question are kindly provided by Dave Butler of Butler Boats and Neal Gibson of Gibson Sails.

After the show in March 2013 I made a special request to the RYA to see if we could have a Miracle on display in the Palm Court. This is an area which all visitors have to pass through to get to the main show and allows small displays of a special nature.

I did not hear from them so assumed that it was not going to happen, imagine my surprise when I received the floor plan showing where our stand will be placed this year when I discovered that we had been allocated 'HALF!!', of the West

Corridor for a Miracle Display.

Thanks to some imaginative suggestions from your committee and some of the members we have been able to put together a very varied display which has been approved by the RYA's commercial display organisers.

If you are a regular visitor to the Show then make sure that you come and see us and perhaps get a piece of birthday cake. Should you have not previously been to the show, but have often thought about it, then this is the year come. Book your tickets online and benefit from the discount.

I look forward to seeing you, if not at the show then perhaps at the Nationals at Hunstanton Sailing Club 17th to 22nd August, or at one of our scheduled events.
*Ken Gibson
Miracle 3670*



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RYA Suzuki Dinghy Show Alexandra Place London

Sat & Sun 1st & 2nd March 2014

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find out the latest on the Miracle and
meet with other Miracle sailors and
celebrate 40 years of the Miracle**

**Class Stand C60
The Great Hall**

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composite boat**

plus

**40th Anniversary Display
In the West Corridor**

- 1. Miracle 3—oldest know Miracle**
- 2. Miracle 4033—All FRP**
- 3. FRP Miracle fitting out during the show**
- 4. Bare wooden hull to finish yourself**
- 5. Part built wooden hull—see the slots and
tabs and box construction**

Official RYA website:

[http://www.rya.org.uk/programmes/dinghyshow/Pages/
RYADinghyShow.aspx](http://www.rya.org.uk/programmes/dinghyshow/Pages/RYADinghyShow.aspx)



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Race meeting Calendar 2014

Bala	(LL23 7BS) Welsh Championships	19th & 20th April	www.balasc.org.uk/
Maidenhead	(SL6 8HZ)	3rd May	www.maidenheadsc.org.uk
Delph	(BL7 9TS) Northern Area Championships	10th & 11th May	delphsailingclub.co.uk
Broadwater	(UB9 6PD) Southern Area Championships	17th & 18th May	www.broadwatersc.org.uk
Girton	(NG23 7HX) Puddleduck	7th & 8th June	www.girtonsc.org.uk
Wigan	(WN3 5HJ)	15th June	wigansailingclub.webs.com
Burton	(DE65 6EG)	28th & 29th June	www.burtonsailingclub.co.uk
Leigh & Lowton	(WA3 1BQ) Inland Championships	12th & 13th July	http://leighandlowton.wordpress.com/
Welton	(HU15 1PT) North East Championship	26th & 27th July	www.weltonsc.org
Hunstanton	(PE36 6BQ) National Championships	17th to 22nd August	www.hunstantonsc.co.uk
Thornton Steward	(HG4 4BQ)	6th & 7th Sept	www.thornton-steward-sailingclub.co.uk
Draycote	(CV23 8AB)	13th & 14th Sept	www.draycotewater.co.uk

Still to be confirmed as possible venues—Pennine and Redoubt

Hints and tips

Do you have any ideas to help others? Let the editor know so they can be shared.

The tab and slot building method devised for the Miracle will be on show at the Dinghy Show
Gillan Gibson

Use a silicone spray to lubricate cleats, rollers, spinnaker shute, etc, as it does not mark sails or sheets.
Gillan Gibson

2014 Nationals Hunstanton SC Norfolk 17th to 22nd August



Social programme

In the evenings there will be a social programme which is being arranged, currently confirmed are:

Thursday	AGM
Friday	Prizegiving Dinner and Birthday Party

In planning are:

midweek meal
video debriefs,
quiz night.

Websites

Hunstanton Sailing Club
www.hunstantonsc.co.uk/

Hunstanton Tourist Information
<http://visithunstanton.info/>

Norfolk Tourist Information
www.visitnorfolk.co.uk/

On the eastern shore of the Wash the fleet has had some good sailing here in the past.

An entry form is enclosed with this *Halo* and will also be available on the Miracle website to download and print.

Entry fee: £200

Early entry fee £150
(Paid by 30th April 2014)

Includes:

- Racing
- Boat space
- Car parking
- Commodore's Reception for all.
- 2 tickets for midweek evening meal (Additional tickets Adults £10, children £6)

Prizegiving with 40th Birthday party

Everyone:

Adults	£10
Children	£6

Sunny Hunny

The new clubhouse at Hunstanton is set right on the seafront, with ample parking for cars and boats opposite. We were unable to view the interior, but there appears to be a central wet area, with the changing rooms on either side of the ground floor. The upper floor has an open lounge area with bar.



Hunstanton is a very pleasant seaside town, with beaches, lots of cliff top grass areas and gardens overlooking the sea, promenade walks, interesting coastal footpath walks, and plenty of cafes, etc. The coast bus will deliver you further along to Wells next the Sea, Blakeney and Cromer.

The promenade passes near to Searles Campsite and runs all the way along to the Sailing Club .



Jean Reed



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The Miracle Where did she come from?

So where did the Miracle come from? All sorts could be written, but perhaps it is best from the "horses mouth". The following piece is taken from the original

1970's booklet published by the Mirror Group Newspapers who initiated the class. You can't get any closer to the source than that!



"Most sailing dinghies seem to fall into one of two types, the have-fun pottering type and the out-and-out racing type. This is fine for the lone wolf buying a boat. He can choose which sort he fancies and be happy ever after. What is more because he always uses it in the way he prefers he naturally gets the maximum use for the money he spent. But what about a family of four—Mum, Dad and two children, say? They could have a wide variety of preferences. Father and son might like some exciting racing, cutting through the water at speed, flashing past other dinghies and finishing the day tired but victorious. On the other hand, mother and daughter might prefer to glide along tranquil waters enjoying the sunshine and soft breezes as they acquire a golden tan. Then again, the whole family might, on occasions, want to go on a picnic and sail together to an uninhabited island or down an interesting creek where tea, cakes and cucumber sandwiches can be downed before setting off home at dusk. If Dad likes fishing he might want to dispense with sails and use a small motor to get to the ideal spot for the big catch. The son of the family might

want to show his skills to his friends. Daughter might like to bring along her boyfriend... The big problem is that sailing boats because of their very nature have not lent themselves to true versatility.

A big breakthrough came in 1963 when the Mirror Dinghy was launched. Using a revolutionary and simple form of construction it opened up sailing to thousands of people—at a price they could afford. But, although it is still the most popular class boat in the world and is raced by great numbers of enthusiasts it could never be describes as a genuine racing design. Also, because of its size it can accommodate three people but four becomes a crowd.

Is the ideal boat, then, just a dream? Or could all the dreams be assembled to make a beautiful boat and not a mis-shapen misfit? If this could be realised it would be an enormous achievement. Many said it would be a miracle.

Well, we've done it! Here it is! AND, of course, we called it the **MIRACLE!**"

Measurement Matters

There has been a small rule change to allow a second small window in the mainsail to view the leech of the jib. This was passed by the Committee using an email vote to enable sail makers to make and deliver over the winter period and as many interested sail makers as possible have been notified.

Rule 3 on page 7 now reads:

“The Mainsail may be fitted with two transparent panels. One shall not exceed 2500 mm in length and 300 mm. in height. The second shall not exceed 300mm in length and 400mm in height.”



40 new boats in our 40th year
Sail numbers 4060 to 4099 must go
Reduced fee in 2014 for plans,
building book and sail number

40th birthday

RYA Suzuki Dinghy Show
Alexandra Place
London

Sat & Sun 1st & 2nd March 2014

2 stands:

The Great Hall, C60

West Corridor

Birthday cake Saturday and
Sunday

Objective of building
40 boats in 2014

Plans, building book and number
£50 in 2014

Miracle Nationals at Hunstanton
with
Birthday party, plus
Regatta of Champions on Friday

New members pay £10

Woodwind offering
£400 off a boat

Membership information with
Newton Crum renewals

Miracle building system

As part of this initiative I have been working with two companies, one will produce sheets with most of the ply parts routed out and ready to snap off. (It does not cover all the small rectangular jointing battens as these are easy to produce yourself, and it is not strictly a kit.) The other company will supply all the hard and softwood timbers required, most to the correct size. Its possible that these two companies will be able to work together to provide all the wooden parts under one package, if so details will be available at the Dinghy Show

Along with handy lists of hard and softwoods required it aims to make building a boat from plans a quicker, easier, option. The final result will be a boat to the modern design built by yourself!!

I shall be publishing a progress report during the year having just ordered the first set of routed out sheets (some of the modified parts have yet to be verified)

Costs:

- £50 for the plans, building book and sail number during 2014
- about £500 for the ply sheets pre cut

- about £450 for the hard and soft wood including delivery
- About £1,000 for the mast, boom and rigging set (all shrouds and halyards)
- around £1000 for sails and covers
- then there are the fittings, sheets, epoxy glues and paint, plus trolley and trailer.

You may prefer to source all your own materials.

Alternatives:

- a part built wood hull at a stage of your choice from Butler Boats
- a FRP hull from Woodwind for you to fit out

All the options should be viewable in the West Corridor of the Dinghy Show. Louis Moulden will be there fitting out his FRP boat and I hope to have a hull on display detailing the ease of tab and slot construction.

You can of course buy a fully fitted out new boat (see our buyers guide) or a second hand boat.

Brian Jones, Measurement Secretary



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Miracle Association Committee

Summary of minutes

Upton – 26th October 2013

- **Secretary:** Margaret Mettam was welcomed as Secretary.
 - **AGM proposal 1—Advertising:** Wish for discreet advertising—revised report for next meeting.
 - **AGM proposal 2 - Deadline for proposals to AGM:** Amendment incorporated into the Rules of the Association.
 - **Sliding fairleads:** Re-examined and some in favour.
 - **Association boat:** Considered an idea with merit, but needs someone to drive it and provide logistics.
 - **Publicity:** Association has long term use of Fotoboat photographs taken during the Weymouth Nationals.
 - **Rules observance:** A member had expressed deep concern at what they considered the low level of rules observance, especially at the windward mark.
 - **Website:**
 - ◇ Has received a number of requests for information on the Miracle
 - ◇ Details of Hunstanton Nationals to be added.
- **Miracle 901:** This was offered to the Association and is being looked into.
 - **Membership:** Information on website to be checked. Members to be sent 2014 West Norfolk Holiday guide when it is available.
 - **Measurement:** Use of FRP in construction considered.
 - **2014 Open Meetings:** Draft programme considered.
 - **Gold, silver and bronze fleets:** Revised lists available.
 - **Hunstanton Nationals 17th-24th August 2014:** Details considered.
 - **Future Nationals:** 2015 to be Rutland Sailing Club. Future years considered.
 - **RYA Dinghy Show 2014:** Arrangements considered.
 - **40th birthday celebrations:**
 - ◇ **Woodwind** have offered a discount of £400 during 2014
 - ◇ **Target of building 40 boats in 2014,** sail numbers 4060-4099 reserved.

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



Nautical Sayings "Skyscraper"

Long before architects and building engineers came up with a solution to the lack available real estate in urban centres, skyscrapers were already doing pretty much what it says on the tin. The name

skyscraper was the traditional term used to refer to the topsail of a ship. Whether the architects or whoever coined the phrase to describe tower blocks knew this is open to debate

Courtesy of www.harbourguides.com

National Championships 2013

Trophies—Part 1

Daily Mirror Cup	Overall Winner	Sam Mettam & Geoff Phillips
John Bray Trophy	Silver Fleet Winner	Yvonne & Brian Mumford
Bob Ferguson Plaque	Bronze Fleet Winner	Simon Reddicliffe & Mark Atherton
Practice Race Shield	Practice Race	Jeremy Davy & Ethan Plank
Bell Woodworking Trophy	1st Points Race	Jeremy Davy & Ethan Plank
Trimnell Trailer Trophy	2nd Points Race	Sam Mettam & Geoff Phillips
International Paints Trophy	3rd Points Race	Sam Mettam & Geoff Phillips
Jack Holt Trophy	4th Points Race	Jeremy Davy & Ethan Plank
Sovereign Cup	5th Points Race	Sam Mettam & Geoff Phillips
Charles and Diana Cup	6th Points Race	Sam Mettam & Geoff Phillips
Bala Challenge Cup	7th Points Race	Sam Mettam & Geoff Phillips
Cornwall Trophy (no name)	8th Points Race	Sam Mettam & Geoff Phillips
Miracle Association Cup	9th Points Race	Sam Mettam & Geoff Phillips
Starboard Cup	10th Points Race	Sam Mettam & Geoff Phillips
Youth Championship Trophy	Youth Championships	James & Paul Robinson
Junior Championship Trophy	Junior Championships	No entrants
West Wales Observer Trophy	Highest Placed Under 16	No entrants
Ullswater Cup	Highest Placed over 16 under 18	No entrants
City of Plymouth Cup	Youngest Competing Crew	Fergus Pye
St. Polly Plaque	Highest Placed Lady	Yvonne & Brian Mumford
Casper Cup	Winner Single Handed Race	Jon Willars
Crews Cup	Winner Crews Race	Ross Fleming & Jon Willars

National Championships 2013

Trophies—Part 2

Newton Crum Trophy	Winner Non Spinnaker Race	Ally & Harry Jones
Master's Trophy	Highest Placed Helm 40-54 Years	Jeremy Davy & Ethan Plank
Senior Master's Trophy	Highest Placed Helm 55-64 Years	David & Michelle Raines
Ancient Mariner's Trophy	Highest Placed Helm 65 Years and Over	Brian Jones & John Green
The new Over 70 Trophy	Highest Placed Helm 70 Years and Over	John Tippett & Kathy Boulton
Ton Up Trophy	Highest Placed Helm & Crew 100 Years+	David & Michelle Raines
Endeavour Trophy	Helm or Crew Displaying Endeavour	Steven Pettifer & Sarah Cotton
Tom Pearson Trophy	Overall 16th Place	Tracy Amos & Karen Smailes
Senior Helm Trophy	Eldest Helm	Rene Savelli
Southwell Cup	Highest Placed Parent & Child(not to have won a race)	Ally & Harry Jones
Bailey Family Trophy	Highest Place Helm & Crew Siblings	Tracy Amos & Karen Smailes
Bay of Colwyn Trophy	Highest Placed Non Spinnaker Overall	Barry Mellor & John Finnemore
G.R.I.D. Spoon	Highest Non Placed Husband & Wife	Yvonne & Brian Mumford
Club Trophy	Club with the Highest Placed 3 Boats Outside The Top 10	Welton
Travellers Trophy	Travellers Trophy	Neal Gibson Crewed By Keith Macey, Geoff Phillips & Gemma Gibson

The Travellers Trophy 2013

The objective of this Trophy is to encourage members to attend Open Meetings and to reward the member who travels the furthest in support of Open Meetings. The formulae for this is based solely on the distance travelled between home sailing club and the venue. All Open Meetings qualify, except National Championships and Regattas. The qualification period runs from one National Championships to the next. Presentation of the Trophy and any prizes are awarded at the National Championships. The results cover 13 meetings
David Reed, Miracle 3725



Pos	Name	Boat	Total	Events
1	Neal Gibson	4040	1872	5
2	Jon Willars	3793	1000	6
3	Nick Smith	3805	864	3
4	Yvonne Mumford	4047	808	3
4	Tracey Amos	3692	808	3
6	Dave Butler	4040/ 1885	802	5
7	David Reed	3725	720	4
8	Gillian Gibson	3670	710	4
9	Wayne Atherton	3383	692	5
10	Ally Jones	3847/ 4055	634	3
11	Simon Fay	2857	624	2
12	Richard Bramheld	3131	544	5
13	Brian Jones	4021	502	3
14	Jack Turnbull	3254	412	2
15	Ian Downs	3775	410	2
16	Martin Bathe	59	402	2
17	Colin Lown	206	392	3
18	Ashley Southwell	4011	366	4
19	Richard Byne	3678	358	2
20	Brian Worrall	3679	346	2
21	Eamon Cuthbert	4016	336	3
22	Peter Cuthbert	3747	308	2
23	Jon Aldhous	3794	304	3
24	Matt Ambrose	3636	256	1
25	David Raines	3740	244	2
26	Martin Huett	3796	238	1
27	Paul Robinson	3655	172	1
28	John Tippet	4020	160	1
29	Rich Wharram	4045	148	1



30	Iain Wilkinson	3480	122	2
32	Simon Reddecliffe	4007	116	2
33	Graham Watts	3840	108	1
34	Richard Hewitt	2323	92	1
35	Keith Jerimiah	3738	90	1
35	Martin Smith	3737	90	1
37	Roly Thorpe	1645	88	1
38	Barry Mellor	3333	40	1
38	John Green	3290	40	1



Fair play and safety: the Racing Rules of Sailing

Racing is governed by the ISAF *Racing Rules of Sailing*. These cover competition from Optimists on a pond to Olympic and other international racing. There are sections for particular types of racing such as match racing, team racing, model boat racing windsurfing, etc. They are revised every four years after the Olympics so we are at the beginning of a new cycle. The last few editions have been small changes following a total rewrite a number of years ago to make them as clear as possible.

The bottom line, however, is safety and fair competition. Unlike many sports sailing is unusual in that, apart from a few competitions where there are on the water judges, it is basically self policing. So everything depends on *YOU*.

So if you infringe a rule do your penalty. It is recommended that if you are

not sure do your turns as that way you cannot be disqualified later if it is found you have infringed. Other alternatives are to make a protest, which does carry risks, or go to arbitration if that option is available. In any event if you are not sure of the Rules have a chat with someone ashore and use it as a chance to develop your knowledge.

The other big reason for using the Rules is it makes boats predictable, so it is easier to avoid collision and also you can work out in advance who has right of way and everyone has time and space. The cavalier who barges in without considering the rights of others is not sailing in the spirit of good sportsmanship expected in our sport.


Gillian Gibson

**Inland Championship
Leigh & Lowton
13th & 14th July 2013**

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At Leigh and Lowton the Miracles joined in the Club's Regatta Weekend and the welcome mat was out for a mix of boats from Oppies to Flying Fifteens. The Miracles had their own start for courses that wove round the whole lake and made for a lot of close boat work as the fleets crossed paths on all points of sailing, not just the beats. I'd forgotten what it was like to be in such a mixed close quarters fleet and it was hard, but

very enjoyable, work. It was a weekend where strategy and tactics mattered in the Force 2-3 wind and it was Ally and Harry Jones sailing their new boat, 4055, who took the series. Martin and Abby Huett (3796) were second and Eamon and Thomas Cuthbert (4016) third.

And the overall winner of the whole regatta? – was an Optimist, one of the smallest boats on the water.
Gillan Gibson

Pos	Club	Sail No	Pts
1st	Ally & Harry Jones	Draycote 4055	3
2nd	Martin & Abby Huett	Draycote 3796	7
3rd	Eamon & Thomas Cuthbert	Leigh & Lowton 4016	7.5
4th	Richard & Katherine Byne	Draycote 3678	10
5th	Wayne Atherton & Angela Sweeney	Delph/Leigh&Lowton 3383	10
6th	David & Ross Southwell	Leigh & Lowton 4010	10.5
7th	David & Michelle Raines	Leigh & Lowton 3740	11
8th	Jon Willars & Rachel Day	Welton 3793	21
9th	Dave Butler & Ross Flemming	Welton 1885	22
10th	Iain & Lauren Wilkinson	Leigh & Lowton 3480	27
11th	Simon Reddecliffe & Mark Atherton	Delph/Legh&Lowton 4007	27
12th	Ashley Southwell & James Wilkinson	Leigh & Lowton 4011	29
13th	Simon & Eleanor Faye	Tynemouth 2857	33
14th	Gillan & Kenneth Gibson	Thornton Steward 3670	41
15th	Ian & Geraldine Downs	Killington 3775	42

Bala - not sailed as bad weather forecast resulted in only one boat on the Sunday

Burton
27th & 28th July 2013



going to be proved correct as he and Katie trailed Nick and Indigo down the last spinnaker run only for the leaders to capsize and let him and Katie through, followed by the father and son team of Jon and Phil Aldhous. At which point first place overall had been settled. Nick and Indigo took the second race of the morning from Richard and Katie who then called it a day. However, second place

overall was only settled in the last race of the day, Jon and Phil taking the race and in doing so just beating Nick and Indigo who in the last race trailed in fifth having suffered a second capsize.

The Miracle Association would like to thank Burton SC and in particular Bill Hooton and his race team for a superbly organised open on a cracking piece of water.

Martin Bathe, Miracle 59

Purfick Conditions at Burton SC

The less than ideal sailing conditions experienced during the two day Miracle Open held at Burton Sailing Club turned out to be perfect for Richard and Katie Byne sailing in "Purfick". The father and daughter had the event all wrapped up after three races – an emphatic victory but it could have been quite different.

On Saturday there were two races in a light shifty south easterly. This suited Richard and Katie and they sailed to two first places, although they had to fight off Brian Jones sailing with Paul Cook and another father daughter team of Nick and Indigo Smith.

Sunday saw a significantly stronger but still shifty south westerly and Richard didn't think that the conditions would suit him and Katie. However, Brian & Paul were unable to sail so making their task a little easier. In the first race on the Sunday it seemed as though Richard's prediction was



Pos	Club	Sail No	Pts
1st	Richard & Katie Byne	Draycote	3678 3
2nd	Jon & Phillip Aldhous	Beaver	3794 7
3rd	Nick & Indigo Smith	Thornbury	3805 7
4th	Richard & Todd Brameld	Beaver	3131 9
5th	Jon Willars & Rachel Day	Welton	3793 13
6th	Brian Jones & Paul Cook	Maidenhead	4021 14
7th	Dave Butler & Ross Flemming	Welton	1885 15
8th	David & Jean Reed	Girton	3725 16
9th	Martin & Mavis Bathe	Delph	59 25



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**North East Area Championship
Thornton Steward
31st August & 1st September 2013**

Sun and fair winds on Saturday brought enjoyable sailing. In the first race changing places throughout the fleet meant no one could predict the outcome. Variable winds called for swift responses to take any advantage. In the end it was Dave Butler and Ross Fleming (3900) who took the win, followed by Neal Gibson and Keith Macey (4040), with Dave Herbstritt and Josie Airns (3770) third. The second race saw more blustery weather, but after that all important start and first beat the order was much more settled. This time Neal Gibson and Keith Macey crossed the finish line first, Dave Butler and Ross Fleming were second and Dave Herbstritt and Josie Airns showed consistency in coming third again. Another gainer was John Pilgrim, a club member who came along to see what was happening on the day and was roped in to crew for Ken Mac Arthur (3486) - and



Neal Gibson & Keith Macey

ended up sailing his first races ever! Overall a great day's sailing was had by all.

A convivial dinner was a good way to end the day and to prepare for the weather on Sunday – a forecast of lots of wind.

For Sunday the fleet was joined by Richard and James Hewitt, sailing the latest Miracle to be launched, 4057, a wooden Dave Butler boat. She hit the water to sail with the oldest know Miracle, number 3, sailed by Dave and Jean Reed. She was offered to the Miracle Association last year and Dave and Jean undertook to look after her and found her in pretty good condition and soon had her sailing. The racing began in windy, fluky, weather with gusts with “sharp edges” which were a distinct challenge. Capsizes occurred throughout the fleet which kept the safety boats busy and brought a retirement when Gillan and

Kenneth Gibson had a gybe go wrong and went for a swim. The criss crossing course made sailing more tactical as well as giving the opportunity for stunning reaches, but it was hard work. Race 4 started, but despite double anchors the committee boat, a Wanderer bought with Sport England money, started to

drift and the race officer considered he had no choice but to abandon the race. However, it did mean an early run ashore for lunch which was much appreciated. 6 boats hit the water for the last race where the wind went up and down, as did fortunes. 2 boats missed the gate so were DSQed which meant only 4 finishers: 1st Neal Gibson and Keith Macey; 2nd John Willars and Ross Fleming (Rachel decided ashore was the best place after banging her head and Dave Butler was conscious he was sailing a boat he'd just sold and it was rather windy!); 3rd Dave and Jean Reed; and 4th Martin and Carmela Burgess.

It didn't take calculators to work out Neal Gibson and Keith Macey had won with 3 firsts. Overall second was Dave Butler and Ross Fleming, third were Jon Willars with Rachel Day and Ross Fleming, and forth

were Dave Herbstritt and Josie Airns. Gillan Gibson, Miracle 2670



“Origin of the Species”, the oldest know Miracle



Pos	Club	Sail No	Pts
1st	Neal Gibson & Keith Macey	4040	3
2nd	Dave Butler & Ross Flemming	3900	5
3rd	Jon Willars, Rachael Day & Ross Flemming	3793	9
4th	Dave Herbstritt & Jose Airns	3770	10
5th	Dave & Jean Reed	3	13
6th	Martin & Carmela Burgess	1204	17
7th	Gillan & Kenneth Gibson	3670	23
8th	Richard & James Hewitt	4057	26
9th	Ken MacArthur & John Pilgrim	3486	30

**Midland Area Championship
Draycote
7th & 8th September 2013**

Sunshine and light winds were forecast for the Midland Area event over 2 days, with 2 races on Saturday, 3 races on Sunday and with 3 to count. Winds continued a very shifty and gusty force 2-3 throughout weekend.

At the start of Race 1 Jon Willars and Max Wharram from Welton SC (3793) led to the windward mark ahead of Carolyn and Nick Smith from Thornbury SC (3805) and Richard and Katie Byne (3678) from Draycote. This order stayed for the first triangle and then on the beat the Smiths moved to first and the Bynes to second. Lap 3 stayed the same but the Bynes were catching the Smiths and then overtook them on the last beat to win.

In Race 2 the Bynes led from the start followed by Draycote sailors John Tippett and Kathy Boulton (4020) and then on the penultimate beat Tippett/Bolton found themselves on the right side of a big wind shift and in the lead, only to be overtaken on subsequent leg by the Bynes who went on to win. On the last beat a similar wind shift saw the Smiths catch, overtake, and drop Tippett/Boulton to 3rd.

Sundays racing continued in similar conditions and the big wind shifts saw changes in position throughout the fleet. Race 3 saw Martin and Abby



Huett of Draycote (4056) take the gun with Ally and Phoebe Jones (4055), also from the host club, second and the Bynes third with the Smiths in 4th.

During Race 4 the positions change dramatically when Jones's banged a corner on the beat and moved into first place and continued to lead to finish first with the Bynes 2nd and Smiths 3rd.

These results meant that the Jones's could equal the Bynes's best score of two firsts and a second if they won in the next race, but only equal it since they had no discard. In the event, in strengthening winds, Race 5 was won by the Smiths with Jones 2nd and Bynes 3rd
Caroline Noel

Pos	Club
1st	Richard & Kathy Byne Draycote
2nd	Carolynn & Nick Smith Thornbury
3rd	Ally & Phoebe Jones Draycote
4th	Matt Ambrose & Dan Ryder Deben
5th	Jon Willars & Max Wharram Welton

**Redoubt
12th October 2013**

With the original forecast for this weekend being a washout only 7 boats took part in this year's event. Those that chose to travel were greeted with a nice breeze and sunshine for the best part of the day.

The program for the day was 3 races with the best 2 results counting overall. The first race was held in a moderate easterly breeze and course set to make the most of the wind direction. At the start Yvonne and Brian Mumford sailing 4047 got off to a flyer and were quickly round the windward mark 1st. The chasing fleet were tightly bunched and slowing each other down but eventually Neal Gibson and Keith Macey Sailing 4040 got clear and set out to try to bridge the gap to the leading boat. They chased hard but Yvonne and Brian did enough to finish the race in 1st place with Neal and Keith 2nd, Brian Jones and Paul Cook 4021 3rd.

After lunch, 2 races were held back to back and change of course set. The 2nd race saw a good start from Tracy Amos and Gemma Gibson sailing 3692 who were first round the windward mark, closely followed by Brian Jones & Paul Cook 4021, Neal Gibson & Keith Macey and Yvonne & Brian Mumford further back after a poor start. With the wind shifting at times up to 45o playing the shifts and headers became quiet challenging; one poor decision to tack too soon could be costly at times. After such a poor start Yvonne and Brian eventually pulled their way back up through the fleet to be leading after the 2nd lap, with Neal and Keith

keeping them honest at times but good boat speed meant that Yvonne and Brian Stayed in front to finish 1st and with it taking the Open.

Going into the last race and 1st place decided all was still to be decided in the fight for 2nd and 3rd overall between Neal Gibson & Keith Macey and Brian Jones & Paul Cook. An even line was set with most of the fleet starting on starboard tack, however, just before the starting gun the breeze shifted and made the buoy end very biased. Yvonne & Brian Mumford and Brian Jones & Paul Cook noticed this shift and tacked onto port at the buoy end and with it pulled away from the fleet behind. This decision meant that for the remainder of the race there was two boats up front battling for the win with the rest of the fleet far behind. Brian Jones and Paul Cook were first round the windward mark closely followed by Yvonne and Brian Mumford, the race lead changed several times throughout and at the finish a drag race ensued. Brian Jones and Paul Cook rounded the final upwind mark in the lead but Brian and Yvonne Mumford were chasing them down, at the gun only a second was between the two boats, but a hard fought win went to Brian Jones and Paul Cook, taking 2nd place overall. *Neal Gibson*

Pos	Club
1st	Yvonne & Brian Mumford Redoubt
2nd	Brian Jones & Paul Cook Maidenhead
3rd	Neal Gibson & Keith Macey Redoubt
4th	Tracy Amos & Gemma Gibson Redoubt
5th	Matt Ambrose & Dan Ryder Davies Thornbury
6th	Roger Filby & Hannah Mumford
7th	Jack Turnbull & Emma Bambridge Redoubt