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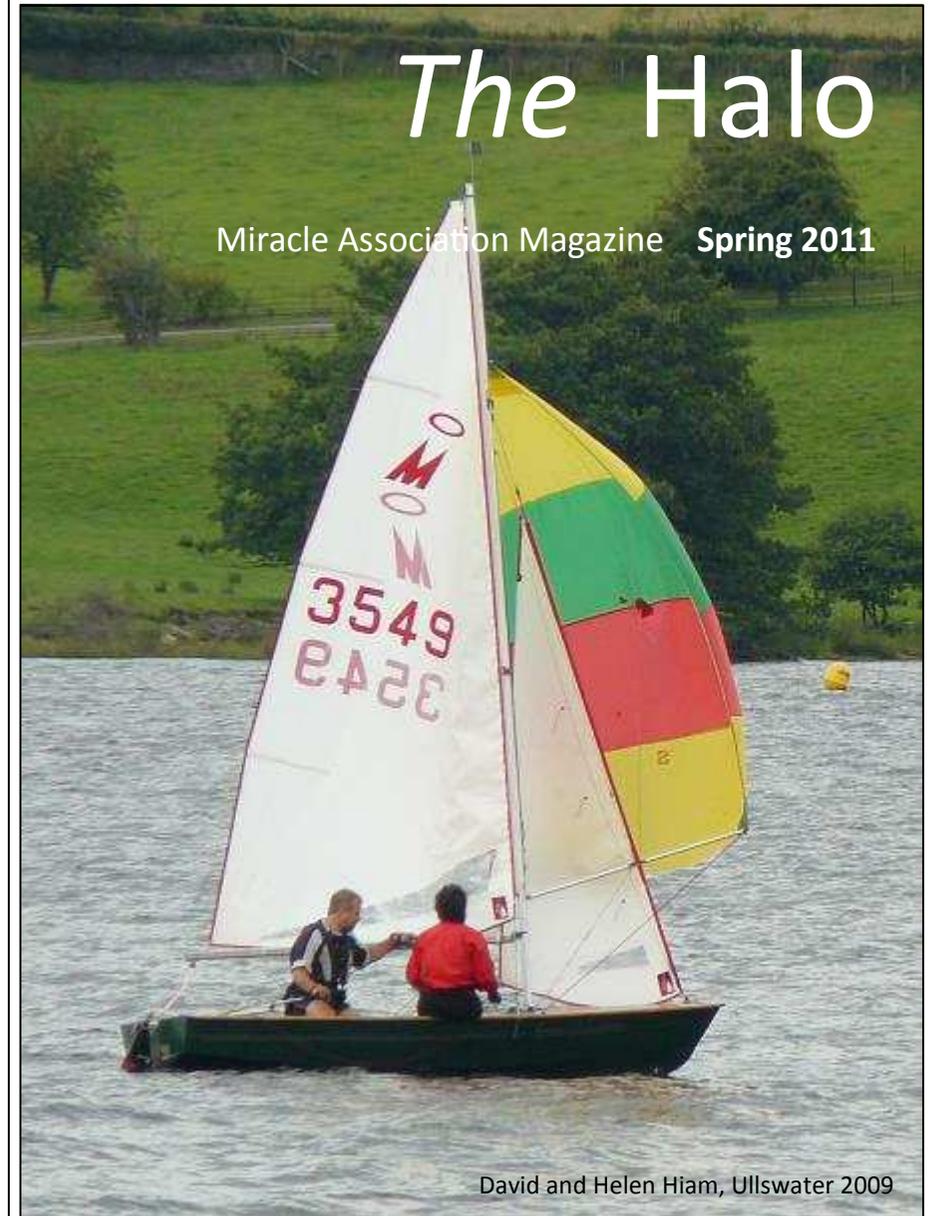
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David and Helen Hiam, Ullswater 2009

“The Friendly, Family, Dinghy Class”

Spring 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 Andrew Burgess; p2, 3, 8 and 13 Sue Atherton; p5 & 6 Gillan and Kenneth Gibson.

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

Editor's Corner

First, an apology. Some members did not received the Winter edition of the *Halo* as some were too thick to pass the Post Office slot test. Sorry. If you did not receive your copy and would like one please let me know and I will send one to you. That mailing also included an entry form for the National Championships in Plymouth this year with the opportunity to pay a reduced fee of £125 (rather than £160) if returned before the end of March. As some members will not have received the form it has been decided to extend the period where the reduced entry fee will be accepted until the end of April 2011.

This issue is particularly about the open meetings programme. To help those who do not know where clubs are and the facilities they have there is a brief description for events at the beginning of the season. However, before travelling do make sure you know exactly where you are going. Google Earth can be useful here, though you do have to download it.

Another important item is allocations to gold, silver and bronze fleets. The system has been wobbling of late so the decision was made to start from scratch using the last 3 Nationals results and to do some notes on how the system will operate. It is a work in progress so if you have any issues with it please let your Committee know as they do want it to be fair.

Gillan Gibson,
Miracle 3670



Chairman's Desk

With the Dinghy Show now behind us we can concentrate on this year's programme. But before we pass on let me first give a big thank you to those members of the committee who gave up their valuable time to represent our Association on the stand. Thanks also are due to Dave and Coleen Butler who laboured for many hours to make sure that we had two boats dressed to their best on the stand and as a result many visitor's were attracted to the Miracle.

I and the other's on the stand were able to speak not only with the many visitors who had little knowledge of the Miracle but also to renew acquaintances with some ex-members of the association. We did talk to some who were Miracle owners and several visitors were persuaded to join the Association on the

day. It was a rewarding and worthwhile experience and a great opportunity to spread the word.

I am looking forward to joining many of you on the circuit this year as we have many events ahead of us, but more about those later in this *Halo*.

Unfortunately I have just heard that North Lincs found it necessary to cancel their early Open event due to take place on 16 and 17th April, they have however assured me that they are looking forward to welcoming us on 2nd and 3rd July to host the North East Area Championships.

See you all on the water sometime soon.
Ken Gibson



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MIRACLE RESULTS

Nationals 2008	1st, 2nd
Inlands 2008	1st, 2nd
Southern Areas 2008	1st
Midland Areas 2009	1st, 2nd

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Sat & Sun 5th-6th March 2011

This was a great weekend and offered an ideal chance to showcase the Miracle. With plenty of members to talk to interested people and those who have, or had, Miracles it was an excellent event.

It was also a good opportunity to see what is happening in other classes and there were a few deep discussions about technical matters, e.g. sheeting angles, and

R.Y.A. Volvo Dinghy Show Alexandra Place

Brian Jones went round the sailmakers asking about laminate sails - but more of that in *Measurement Matters*.



E-mails—are you receiving them?

An e-mail list of members has recently been compiled and used to pass on information. Have you been receiving the e-mails? For example have you had some recently about an open meeting at North Lincs?

If you are not receiving these e-mails please contact Ken Gibson on kengillian2@yahoo.co.uk to go on the list

2011 Nationals Mayflower SC, Plymouth 14th to 19th August



There's one month more to get your application in for the Nationals at Plymouth at the reduced rate of £125, rather than £160.

You now have until the end of April to get your entry in. It's all because some people did not receive their national's entry form when their copy of the Winter 2010 *Halo* was not delivered (and for which the Editor apologises). Note the form is also available on the web site to download.

Don't forget that whilst the 2011 entry fee is a little more than previous years it includes more than usual with 2 tickets per entry to both the mid week BarBQue and to the prizegiving at the end of the event.

For more information on the social calendar see the programme on the right.

**British Fireworks Championships Finals
16th & 17th August 2011**

Websites:

Miracle Class Association
www.miracledinghy.org
Mayflower Sailing Club
www.mayflowersc.org.uk
Tourist information
www.visitplymouth.co.uk
www.visitdevon.co.uk
www.visitcornwall.com
Fireworks
www.britishfireworks.co.uk

**Enter by end of April and
pay £125
rather than
£160**

Future Nationals

2012

**Ullswater Yacht Club
12th to 17th August**

Do you have any suggestions for venues in future years for the Nationals.

It's a tall order to find somewhere which can take a fleet of our size at a price we can afford, which is also a great family venue.

After an inland venue in 2012 the plan would be to go on the sea for a couple of years. There are some ideas, but more would be welcome.

Miracle Nationals 2011 Plymouth Mayflower Sailing Club Social Events Diary

Sat 13th August

Informal evening at Mayflower S.C.

Sun 14th August

**Mayflower SC welcome
Punch and Nibbles starting 7.00pm**

Mon 15th August

A free Evening

Tues 16th August

BBQ and Fireworks Competition

Wed 17th August

**Mayflower Quiz Night
Fireworks Competition**

Thurs 18th August

Association A.G.M.

Fri 19th August

Prizegiving and Buffet Supper

Race Officer's Report



Photo—Phil Gamlen

Hello all, the start of another sailing season is upon us! We hope those of you who chose to sail during the winter enjoyed it and

The entry form for the 2011 Nationals at Plymouth is with this Newsletter and on the website and we're looking for a good turnout. Don't forget that you will need to get your accommodation booked as soon as possible as Plymouth is a popular holiday venue and the British Fireworks Championships are also on.

Hope to see you all on the circuit
Wayne Atherton
Miracle 3383

that everybody is ready to hit the circuit in April - we have a full calendar with a few new venues for you to try - see the website for more details!

Calendar 2011

Broadwater (UB9 6PD)	3rd April	www.broadwatersc.org.uk
North Lincs	16th & 17th April	Cancelled
Hornsea (HU18 1AX) (HU18 1AX)	23rd April	www.hornseasailingclub.org.uk
Welton (HU15 1PT)	24th April	www.weltonsc.org
Delph (BL7 9TS) Northern Areas	14th & 15th May	delphsailingclub.co.uk
Girton (NG23 7HX) Puddleduck	21st & 22nd May	www.girtonsc.org.uk
Clywedog Welsh Area Championships	28th to 30th May	www.clywedogsailing.org.uk
Burton (DE65 6EG) Midland Areas	11th & 12th June	www.burtonsailingclub.co.uk/
Killington (LA5 9DY)	18th June	www.k-s-a.co.uk
Wigan (WN3 5HJ)	19th June	http://wigansailingclub.webs.com
North Lincs (DN18 5RB) North East Areas	2nd & 3rd July	www.nlsail.co.uk
Medway Regatta (ME2 4XB)	2nd & 3rd July	www.medwayyachtclub.com

Calendar 2011

Margate (CT9 1HD) Southern Areas	9th & 10th July	www.margateyachtclub.org
Pennine (S36 4TF) Inland Championships	16th & 17th July	www.pennine-sc.co.uk
NATIONAL CHAMPIONSHIPS Plymouth	14th to 19th August	www.mayflowersc.org.uk
Thornton Steward (HG4 4BQ)	3rd & 4th Sept	www.thornton-steward-sailingclub.co.uk/
Portsmouth (PO1 2)	17th & 18th Sept	www.portsmouthsc.co.uk

For more information check the website closer to an event

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Photo—Phil Gamlen

Racing Matters

Well the season is at last underway with Broadwater Sailing Club running the first event on 3rd April, see the report on page 23.

We have meetings at some of our favourite venues, as well as some new ones. Many of the regular racers are familiar with a lot of the clubs we visit, but some members who may be considering joining the racing fleet may wish to know where they are and what is available should they decide to take part, so below is a brief summary of what clubs have to offer. However, always check you know exactly where you're going before you travel.

Hornsea (HU18 1AX)

West of Hornsea, East Yorkshire
www.hornseasailingclub.org.uk

Welton (HU15 1PT)

North of Humber Bridge, East Yorkshire
www.weltonsc.org

23rd & 24th April

Hornsea are running a one day open with 3 races, they do not have any camping available but as this meeting is loosely combined with Welton who are running a one day open with 3 races on the following day, free camping is available on the Saturday night at Welton, together with an evening meal. Both clubs will have food available during the meetings.

Delph (BL7 9TS)

North of Bolton, Greater Manchester
delphsailingclub.co.uk

14th & 15th May

Delph is a two day event hosting the Northern Area Championships, 2 races on Saturday and 3 on Sunday with 3 to count, so even if you can only make the Sunday you can still get a series in. Free camping

10

for tents and motor homes is available along with ample car and boat parking space. Food is available both days together with a Saturday evening meal.

Girton (NG23 7HX)

West of Lincoln
www.girtonsc.org.uk

21st & 22nd May

Girton is a two day event hosting the 'Puddleduck' completion with the regular two day format. Free camping for tents and motor homes is available along with ample car and boat parking space. Food is available both days together with a Saturday evening meal.

Clywedog

East of Aberystwyth
www.clywedogsailing.org.uk

28th to 30th May

The Welsh Area Championships will be held at Clywedog over the May Bank Holiday weekend. There is camping available for tents and motor homes, usually this is included in the entry fee but an extra charge is made for campers in excess of two per entry. Food is available both days together with a Saturday evening meal. The views are great!

Burton (DE65 6EG)

East of Burton on Trent, Staffordshire
www.burtonsailingclub.co.uk/

11th & 12th June

The Midland Area Championships will be held at Burton on Trent on Foremark Reservoir near Ticknall with the usual format. There is ample car and boat parking. Camping for tents is free but limited. There is good free parking for motor homes. Food is available both days together with a Saturday evening meal.

Killington (LA5 9DY)

East of Kendal, Cumbria
www.k-s-a.co.uk

18th June

We missed Killington on last year's calendar but they are back again this year! The sailing is great. This is a one day Open event so if you wish to travel and stay overnight you must find camping / accommodation locally as none is available at the club. Space for car and boat parking is very limited and a bit of a tight squeeze but we usually manage. Food is available during the day.

Wigan (DN18 5RB)

South of Wigan, Greater Manchester
19th June

This is a one day open event, there is ample car and boat parking space available and food is available during the day.

North Lincs.

South of Humber Bridge
2nd & 3rd July

The North East Area Championships are being hosted again by North Lincs. Sailing Club who has assured us of a warm welcome. Some free camping is available and also space for motor homes. It will be the usual racing format over the two days. There is ample car and boat parking space and food is available during both days. An evening meal may be available on Saturday but more details will follow, pre-booking may be required.

Details of other venues will be in the next issue or by e-mail

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.

Towing—tie everything securely

When towing please take particular care that all parts of the boat are securely tied on. At the end of 2009 there was report of an incident where a mast came off a towed dinghy and killed another road user. It may have been a freak accident, but no one wants to risk it happening to them.

Also, when tying boats, etc, to the trailer be careful if you use the straps with hooks that there is no possibility they will loosen and unhook. Ropes or straps which loop around or through when tying should still restrain an item even if a bit loose. Basically, make sure everything is secure.

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Measurement Matters

Laminate sails and sheeting angles

At a recent meeting of the committee we considered a proposal to allow the use of laminate sails and suggestions to reduce the sheeting angle to improve the rig.

Both these issues would need to go to the AGM as proposals to change the Rules of Measurement and Construction.

Laminate sails: Considerable research had been carried out at the Dinghy Show and the opinion of various sail makers canvassed (excuse the pun!!) On the basis of this it was considered by majority vote unwise to back the proposal to allow laminate sails. However, on a separate vote it was accepted that it would be wise to allow the trial of one set of laminate sails for a period of two years to allow the membership access to more information and a chance to view the said sails. They are to be constructed with a white weave and red edging to retain the identity of the Miracle and are to be used at club level

and Open meetings only, i.e. no Inlands or Nationals. David Southwell, who made the proposal has volunteered to conduct the trial.

Sheeting angle:

The suggestion to reduce the sheeting angle received widespread interest at the Dinghy Show but no clear mandate at committee. Various options were considered and a trial at club level, using a simple and cheap system, will be carried out early this season. If the proposal is put to the AGM then results and opinions of this trial will be shared.

Brian Jones

Measurement Secretary



Hints and tips

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

Tie some fine wool to the shrouds as extra wind indicators. They can be in line of the helms sight and save having to look at the top of the mast all the time. Also when wet they don't stick, though they can get wrapped around or slide up the shrouds.

Tiller extensions for singlehanded and crewed sailing— It can be easier to have different length tillers. Consider fitting an easy to switch tiller hinge and have 2 different length tillers.

London to Brighton Charity cycle ride by Neal Gibson and Tracy Amos

Neal and Tracy are raising money for the British Heart Foundation in respect of all the research they do. This is particularly important to them after a friend, Steve Hope, underwent major heart surgery lasting 15 hours in August last year after he was taken off a Miracle at the Nationals in Beaumaris. Steve is recovering well thanks to the excellent team who wouldn't have been able to do their work without extensive research and people's hard fundraising

Not only is this a personal challenge for Neal and Tracy, but being of a competitive nature, Neal's pretty sure it'll end up turning into a personal race between them!

If you would like to support their cause go to the following web link and make a difference:

www.justgiving.com/itll-be-a-miracle

Surviving wild weather by Gillan Gibson

The most obvious way of avoiding wild weather sailing is to not go out! - Helms and crews do need to be aware of the others feelings and not push if someone is really not happy at the situation. The person who is not forced to go out is going to be far more likely to go out again if they do not feel pushed.

However, knowing how to deal with too much wind is an advantage as you could launch in perfectly acceptable weather and find it is different once you are away from the shore, or it may be a squall comes in or the whole weather pattern changes.

If you're not happy, and are able to do so, go back in. If you're out with a fleet and prefer to stay with it and the powerboat escort find a sensible place (often by the Committee boat) to reach back and forth out of the way of everyone.

If you are out in wild weather there are an assortment of things you can try to make life easier and feeling more comfortable:

- Pull the cunningham, outhaul and kicking strap on as tight as you can to flatten, and so depower, the sail.
- Flattening the sail usually means it does not make so much noise which can make some crews feel a little happier.
- Let the mainsheet out and let the mainsail flap if necessary—In some extreme conditions using the power from the jib alone can be more than enough.
- Keep the boat as flat as possible. Stay upright and avoid capsizing.

- If the crew is nervous sit them in the middle where they will feel more secure and it feels less tippy—and keep the boat flat.
- If there are waves steer for the flatter route through them—it's usually faster in any case.
- Allow more space around other boats, etc.
- Look upwind for gusts and if you see one coming ease the sheets, or luff up, or do both, *before* the gust hits.
- Tack rather than gybe, though you do have to "sail" the manoeuvre, going close hauled to close hauled.
- Backing the jib at the right time when tacking can help the boat turn.
- When closed hauled sail a bit freer, a bit further away from the wind.
- If the boat won't bear off let some mainsheet out (enough to keep the boat flat).
- If the bow is digging in move crew weight back.
- If downwind the boat feels very unstable (death rolls) pull some sheet in and/or put some centre board down.
- Avoid going directly downwind.
- Don't fly the spinnaker.

The Miracle is a very fine sea keeping boat and can handle amazingly bad conditions. Be confident in its abilities. Give your boat the best chance of doing its best by doing maintenance and looking after her and when that squall hits she'll look after you.

Next issue we'll look at proactively sailing in wild weather, not just surviving.



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Killer shrimp

Dikerogammarus villosus

Grafham Water has been found to contain this highly invasive shrimp, 10mm-30mm long. It is a voracious predator, killing invertebrates and small fish. It quickly dominates habitats it invades and can significantly alter their ecology. A key ID feature is the presence of cone shaped protrusions on the tail. The Club now have a wash down policy for boats, etc.

Fortunately none of the venues used by Miracles are known to have the problem at the moment, but we all need to ensure we are aware so if a club does start to suffer we understand why we will all need to take preventative measures to prevent it spreading anywhere else.

Key methods are:

- reducing contact time with the water, especially of e.g. trailers which have

lots of cavities.

- thoroughly washing equipment down on site.
- making sure no lake water is taken away on boat or kit.
- thoroughly drying equipment out as the shrimps can survive for days in damp conditions.

To find out more the R.Y.A. Website has information and links: www.rya.org.uk/newsevents/news/pages/killershrimpcontained.aspx

There is a link to an identification sheet at: <https://secure.fera.defra.gov.uk/nonnativespecies/alerts/index.cfm?id=3>

Let's make sure no Miracles spread the problem.



Miracle Association Committee

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Nautical Sayings

“Up the creek—Haslar Creek”

We all know that to be up the creek means that there is trouble in store, but did you know that the creek in question is believed to be Haslar Creek in Gosport. This is where the Royal Naval Hospital was built and first brought into use in 1753. The site was difficult to access, being enclosed by the creek and the sea, and it is thought that this was in order to prevent any press-ganged sailors from doing a runner. So, to be rowed up Haslar Creek was truly to be in trouble – in 1745 more than 9 acres was set aside as a cemetery. By the time the hospital was closed in 2009, there was believed to be in the region of 8,000 military personnel buried there.

It must be said, however, that survival rates at Haslar were exceptional for the time, thanks to the enlightened attitude towards infections of James Lind, who was also one of the first to document the effects of lime and lemon juice on scurvy. Regrettably, the value of his findings was not recognised until 40 years later, a year after his death, when citrus fruit became a compulsory part of the Royal Navy diet.

Haslar Hospital also set up the first blood bank, in the 1940's, to treat soldiers wounded in the Second World War.

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

Miracle Association Committee

Summary of minutes

Upton - 20th March 2011

- **Dinghy Show** at Alexander Palace a success with many visitors to the stand.
- **Membership:** Ways of encouraging membership of the Association were considered:
 - ◇ The ability to pay on the website with a PayPal account is being pursued.
 - ◇ Consider promoting cruising events, including exploring running cruising event prior to the Nationals at Ullswater in 2012.
 - ◇ Send leaflet on Association to all club secretaries and fleet captains at clubs listed as having Miracles.
- **Measurement: CAD files** of Miracle plans available priced at £50, same as the hard copy. A further £100 is expected before a sail number is issued. Current sail numbers are at 4035.
- **Measurement: Wooden kits**—Contact has been established with a laser cutting firm and it is hoped kits for wooden boats will become available.
- **Measurement: Kicker/vang**—It is expected a request for a 16:1 ratio will be put forward at the A.G.M. There are concerns it may need to be limited to boats with modern booms as old round section booms are inclined to bend.
- **Measurement: Laminate sails**—The use of laminated sails is expected to be brought forward at the A.G.M. There are pros and cons to their use. The construction of 1 laminate mainsail is to be authorised to be used in open meetings and area championship events,

but not the Nationals or Inland Championship, by David and/or Ashley Southwell as a trial.

- **Measurement: Sheeting angle of foresail**—A proposal has come forward to reduce the sheeting angle as the ability to point closer to the wind will be advantageous in handicap racing. There are concerns as to how this could be controlled within the measurement rules. Further discussions are to take place with the proposer.
- **Finance:** The Association's finance are sound. Payment of membership by PayPal via the website is being pursued.
- **Website:** The new website is up and running. The Secretary reported he had received 13 enquiries since January which have been dealt with.
- **Halo:** The Editor apologised that some members had not received the Winter edition of the *Halo* as some were too thick to pass the Post Office slot test. The next issue will also include the Nationals Entry form again for any member who did not receive one. In view of the non receipt of forms by some members it was decided to extend the reduced payment date for entry to the Nationals to the end of April 2011.
- **North Lincs. open meetings:** It was confirmed there is to be a joint meeting with the Lasers on 16th and 17th April, in addition to the meeting on 2nd and 3rd July.
- **Fleet allocations:** A discussion document was accepted, plus a list of helms based on the last 3 years Nationals results. The Gold Fleet is

based on anyone being included in the top 15 in the last 3 years. There will be a 2 up promotion, 2 down demotion between gold and silver fleets, and between silver and bronze fleets based on performance at National and Inland National Championships.

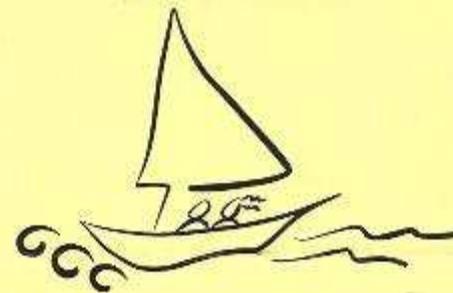
- **National Championships 2011—Plymouth:** Arrangements were discussed and as much as possible finalised.
- **National Championships 2012—Ullswater** is confirmed for 12th-17th August 2012.
- **National Championships for future years:** Various venues were considered

and more suggestions are desired as suitable new venues are always welcome.

- **Rules of the Association:** These have been reviewed and digitised and will be made available to members via the Association's website.
- **Asymmetric spinnaker:** The Association was advised a boat had been constructed with an asymmetric spinnaker. It was not a configuration the Association wished to pursue.

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

WOODWIND GRP FIBREGLASS SPECIALISTS



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Gold, silver and bronze fleets

These were introduced in the early 1990's by the Association to promote and encourage competition throughout the whole fleet. Based on the Nationals and open meeting results discrepancies have arisen over the years so everything has been taken back to the beginning and a list based on the last 3 years Nationals results has been produced. It will apply to the Nationals and Inland Championships. There will be automatic promotions and demotions—2 up and 2 down between Gold and Silver, and Silver and Bronze fleets allocated for the following year. They will be confirmed at Committee following the Nationals and published in Halo and on the website.

The designation will relate to the helm. If a helm comes forward who has not attended previous Nationals they will be allocated to the Bronze fleet, unless their ability is already known to the Committee and/or Fleet Captains. It is thought it is better to promote helms rather than have to demote them. A helm who chooses to sail without a spinnaker will normally be allocated to the Bronze fleet.

The Committee will reserve the right to adjust any new unknown helms allocation to a different fleet after 4 races at the National Championship or 2 races at the Inland Championships, with provision for an appeal. With this the helm would have the right to appeal the decision in writing at the next full Committee meeting, this Committee's decision would be final and apply to the next event.

The fleet allocation as it stands it is:

GOLD FLEET

Tracy Amos	Redoubt
Wayne Atherton	Delph
Phillip Bailey	Hunts
Peter Burfield	Draycote
Dave Butler	Welton
Antony Clay	Draycote
Adrian Cripps	Girton
Eamon Cuthbert	Leigh & Lowton
Peter Cuthbert	R.Y.A.
Jamie Finlay	S. Shields
Neal Gibson	Redoubt
Martin Huett	Draycote
Paul Huett	Draycote
Ally Jones	Draycote
Brian Jones	Maidenhead
Martyn Lewis	Draycote
Stan Lubner	N. Lincs
Sam Mettam	Hayling
Louis Moulden	Delph
Richard Pye	Draycote
David Raines	R.Y.A.
Nick Smith	Thornbury
David Southwell	Leigh & Lowton
Andy White	Draycote

SILVER FLEET

Paul Beckford	Delph
Richard Brown	Draycote
Martin Burgess	Thornton Steward
Stephen Colicott	Chelmarsh
Kevin Connolly	Deben
Carl Cripps	Girton
John Cronshaw	Delph
Ian Downs	Killington
David Hiam	Draycote
Jo Lamb	Margate
Gayne Lamb	Margate

Gold, silver and bronze fleets (cont.)

SILVER FLEET cont.

Colin Lown	Wilsonian
Martin Lown	Crawley
Andrew Martin	Chichester
Stephen Mason	Delph
Chris Pickles	Delph
Geoff Phillips	Welton
David Reed	Girton
Mike Smith	Delph
Richard Smith	Delph
David Snead	Draycote
Ashley Southwell	Leigh & Lowton
Mike Thompson	Crawley
John Tippet	Draycote
Nina Wallis	Wilsonian
G. Watts	Staunton Harold
Gwyn Willians	Draycote
Brian Worrall	Beaver

BRONZE FLEET

Martin Bathe	Delph
Steve Bloomfield	R.Y.A.
Richard Brameld	N. Lincs
Robert Cocking	Delph
Ian Coverdale	Winsford Flash
Sam Donaldson	Delph

Tom Donaldson	Delph
Angelina Fetherstone	Welton
Gillan Gibson	Thornton Steward
John Green	Taplow Lake
Paul Honey	Radford Lake
Andrew Hudson	Margate
Brian Joyce	Hornsea
Jason Kay	Delph
Dave Killey	Taplow Lake
Ian Lacy	Girton
J. Leek	Burton
Ian Payne	Draycote
Malcolm Perkins	Thornton Steward
Caroline Ramsey	Draycote
Giles Rawlinson	Bartley
Simon Reddecliffe	Delph
Nigel Reddicliffe	Delph
Peter Sebire	Taplow Lake
Derek Sylvester	Girton
Scott Train	Thornton Steward
Martyn Travis	Beaver
Ian Southwell	Leigh & Lowton
Christopher Wallis	Wilsonian
Tim Wareing	Delph
Godfrey Winn	Draycote
Paul Winn	Pennine

Broadwater open meeting 3rd April 2011

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 showed the way in the first two races and Tracy 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.

Broadwater Open - 3rd April 2011

Pos		Club	Sail No
1st	Ally & Harry Jones	Draycote	3847
2nd	Tracy Amos & Brian	Redoubt	3692
3rd	Brian Jones & Ian Stone	MSC	4021
4th	Nic & Amy Smith	Thornbury	3805
1st Non-spinnaker			
	John Green & Sara Stone	Broadwater	

Full results list next issue

New arrival

**Gemma and Neal Gibson
are the proud parents of a baby boy,
James, born in March**

