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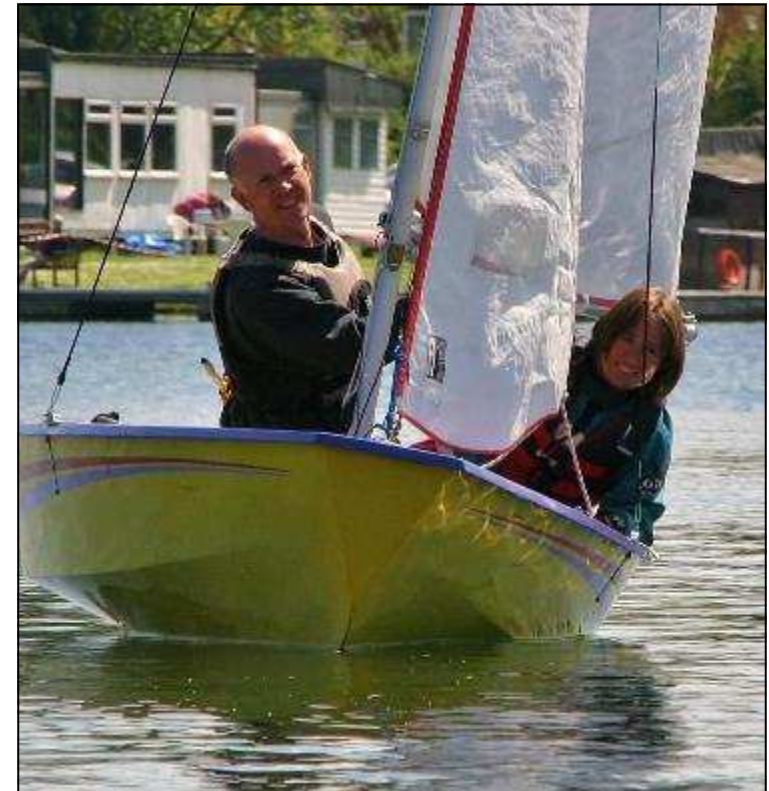
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For over 56 years insuring Britain’s sailors, better.

Join us at Hunstanton for the Nationals

The Halo

Miracle Association Magazine Summer 2014



Maidenhead Open

The Friendly, Family, Dinghy Class”

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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, photo Jennifer Heward-Craig; balloons - cover, p5-7, p17, p19 airportlanesjackson.com; p2 & p3 Sue Atherton; 40th roundel - p3, p5-7, p14, p19, p21, p27, p31 carrigar.com; p6 Hunstanton Sailing Club; p7 Rutland Sailing Club; p8 Wave Clothing; p10-12, p28-29 Gillan Gibson; p14 Kevan Bloor; p15 Jack Holt supplied by Paul Nudds; p15 Barry Read by Jean Reed; p16-17 boat by Brian Jones; flowers p16 carrigar.com; p22-23 and p25 Val Reddecliffe.

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

Editor's Corner

The Nationals at Hunstanton are a big part of this issue. I have found it interesting how many people have spoken very favorably about the Hunstanton area when I have said it is where we are going. It all bodes well for a good week.

There's also a bit more on the history of the Miracle. I really enjoyed meeting Barry Read at the Dinghy Show and hearing his description of how he thought of and evolved the slot and tab method of construction which is so much part of the Miracle's history.

Thinking of the future, there is going to be a good debate on what is a Miracle? It sounds like an obvious question, but it is interesting just how complicated an apparently obvious question like this can be. Is it a set of measurements? To what degree is it a method of construction? or to what degree do the materials matter and how they are used? I'm sure we will come up with many more angles. And of course there is then the matter of writing it down as a working measurement rule which will be robust for the future. Brian Jones has picked up the baton on this and will be leading discussion at the AGM. Part of the Miracle's success has been the ability to



absorb modern ideas and update whilst retaining the spirit valued by sailors. Let's have some good discussion and set a good course for the future.

Gillan Gibson
Miracle 3670

Chairman's Desk

The sailing season is well under way and we have had some very good meetings so far as you will see from those reported in this issue. We have two more meetings before the 'Big' one, that is the Inland Championships at Leigh and Lowton SC this weekend (although it may all be over before you receive this issue as we are running a little behind schedule) and at the end of the month, the North East Area Championships which this year will be at Welton SC. I am a bit of a warm weather sailor so I am more suited to the summer month events which means that I will be looking to see you at the above venues.

Talking of seeing you, the 'Big' one I mentioned above is of course the 40th Anniversary Nationals at Hunstanton Sailing Club, Norfolk, and a good number of you have already entered, but it would be nice to have a few more on the starting line. Be assured that any late comers will always be welcome and entries will be accepted right up to registration but of course it would make life easier for the administration staff's planning (guess who!) if you could enter before then. We have been promised a great welcome by the folks at Hunstanton and we have a good programme of events but with plenty of free time to enjoy the holiday.

Due to other commitments one of our really regular National attendees who also attends many other events is not going to be with us this year and at the present time is not sure about 2015. Tracy Amos, how should I word this, has been around with us for many years and given

sterling service to the Association in the formidable post of Trophy Officer. She had a good team around her and the presentation at the National's



prize giving has always been outstanding. In view of the uncertainty of future attendance she has decided that she is to step down from her position and I would like to thank her (and the team) for all they have achieved in the past. I am pleased to report that whilst I will attempt to plug the gap at this year's Nationals, with may I add the usual assistance of Gemma Gibson and one pressed volunteer Dave Reed, I am relieved to confirm that John Tippett has volunteered to step into the post from the AGM.

I would like to take this opportunity to thank the officers and committee for the support since the last AGM, we are a merry band and try our best to keep the affairs of the Association in order, we do not always get everything right, but if you think we are wrong, please tell us but remember we are all volunteers.

See you on the water somewhere soon!

Ken Gibson
Miracle 3670



To the Miracle - Happy 40th Birthday



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Calendar 2014



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 Sept Note Draycote is one day—Saturday	www.draycotewater.co.uk

Still to be confirmed as a possible venue—Redoubt

For more information check the website closer to an event

www.miracledinghy.org

££ **Bag yourself
some fivers** ££

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

During the 2014 season any member who travels to and enters any of our scheduled meetings, other than the 2014 Nationals, will be rewarded with a £5 discount for each event against the entry fee for the 2015 Nationals. This incentive will allow members to maximise the benefit throughout the whole season and enjoy up to £60 discount. (Based on 12 events. One still to confirm for September).

If you've wondered about going to an open meeting but were not sure what was involved there was an article in an issue of *Halo*. Along with other articles from the magazine it can be found on the website. Click on "members", then "members articles" which will bring up a list of articles, one of which is on going to open meetings.

Event Crew Finder

If you want to attend an event but either have no crew or just want to offer yourself as a crew member, then add your details to the crew finder page on the website and you can then be contacted by anyone who is interested.





Practical points

Website:
www.miracledinghy.org/

Entry fee
£200
(minus £5 discounts for attendance at meetings in 2013)

Includes:
Racing Boat space
Trailer storage Car parking

Entry form available from secretary or downloadable from
www.miracledinghy.org/National_Entry_form_2014.pdf

The Notice of Racing

is on the website:
www.miracledinghy.org/Notice%20of%20Race%20Hunstanton%202014.pdf

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**

Miracle National Championships 2014

17th to 22nd August

Hunstanton Sailing Club

Norfolk

Scrutineering Notes

Please present your boat RIGGED to the designated area between
9.00 am and 6.00 pm on the Saturday

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. **Foils.**
5. **Black Bands.**
6. **Sails** - stamp one set for championship use.



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

Towing warp, minimum 10m, to be carried by all dinghies, though anchors are optional.
Notice of Race 14.5

Registration

Saturday 2.00 pm - 6.00 pm
Sunday 9.00 am - 12.00 noon

Race start times

Time/Warning Signal

Sunday

Practice race 9.55 hrs
1st Points race 12.55 hrs

Monday to Friday

First race of the day:

Mon 18th August

10.25 hrs

Tues 19th August

10.55 hrs

Wed 20th August

11.55 hrs

Thurs 21st August

12.55 hrs

Fri 22nd August

13:55 hrs



Websites

Hunstanton Sailing Club
www.hunstantonsc.co.uk/

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

Norfolk Tourist information
www.visitnorfolk.co.uk/

West Norfolk Tourist Information
www.visitwestnorfolk.com/

North Norfolk Tourist information
www.visitnorthnorfolk.com/

Wave Clothing
www.waveclothing.co.uk/

Wikipedia
<http://wikipedia.org/wiki/Hunstanton>

Social Events Diary

Sat 16th August
Informal evening

Sun 17th August
Commodore's reception
7.00 pm

Mon 18th August
Quiz
7.00 pm

Tues 19th August
A free Evening

Wed 20th August
Evening meal
7.00 pm

Thurs 21st August
Association AGM
7.30 pm

Fri 22nd August
Prizegiving and Meal
7.00 pm



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Miracle Nationals 2015



Rutland SC
9th-14th August



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 in the web search line. If that does not work use the following route

1. www.waveclothing.co.uk
2. Click on "Association Kit"
3. Click on "Miracle Class Association"

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

Sweatshirts—2 designs



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Order yours on Wave Clothing's website

Polo shirts—ladies' and men's



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Miracle Association Annual General Meeting

Thursday 21st August 2014, 7.30 pm

Hunstanton Sailing Club
North Promenade
Hunstanton
Norfolk
PE36 6BQ

Agenda

1. Apologies for Absence.
2. Minutes of the AGM held 15th August 2013 at Weymouth and Portland National Sailing Academy.
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.
8. Election of the Committee.
9. Any Other Business.

To the Miracle - Happy 40th Birthday

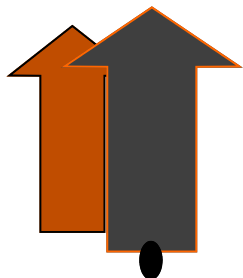
Towing and being towed

Sailors can sometimes go a very long time without being towed. In addition there are a number of methods and quite a few views and opinions on how it should be done. Ultimately follow the instructions of the safety boat doing the tow as they will have their reasons for doing it the way they

do, but to set the ball rolling here are a few common methods and ideas.

However, fundamental to everything is planning and everyone knowing what is going to happen and how things are to be set up.

Alongside



This could be as simple as holding the two boats together if for only a short distance. For longer tows this way expect the boats to be tied together

Sails

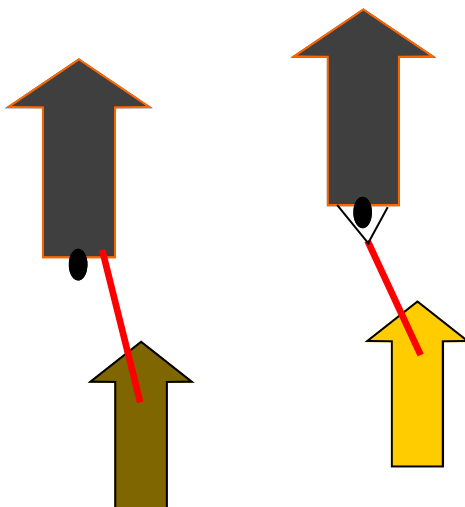
For a long tow expect to take the mainsail down. It is easier if it is rolled up out of the way.

Whether you roll the jib will depend on the crews willingness to go on the foredeck

Centreboard

Follow the safety boats instructions, they will most likely ask for either half board or board all the way up. (This is something about which there are varying views)

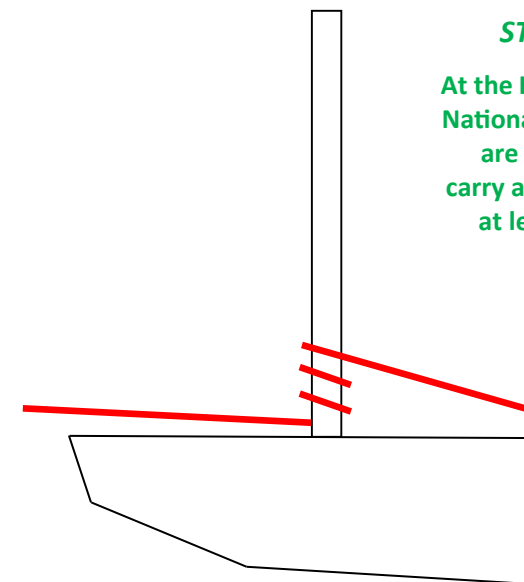
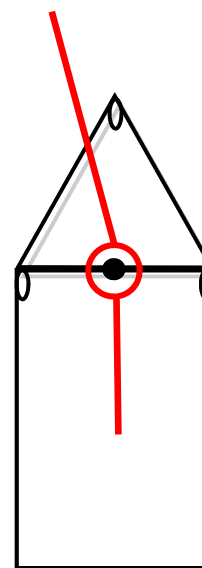
Astern



Here the tow line is likely to go from a cleat or post on the tow boat, or perhaps from a towing bridle.

Ideally both ends of the tow rope will be fixed to the relevant boat in such a way the tow can be dropped easily and quickly if there are problems.

In any event steer just to one side of the powerboat so that if it decelerates you will go to one side of it, rather than crash into the back risking damage to both boats.



STOP PRESS
At the Hunstanton Nationals dinghies are required to carry a tow line of at least 10 m in length.

In the dinghy it is usual to wrap the tow line around the mast. Take the end that is going into the dinghy above the turn before so it can be easily released. If taken below the towline can "lock" the "free" end down. With two or three turns the rope should not slip and should be easy for the crew to hold without slipping.

The mast is used as it is strong in itself and is strongly attached to the dinghy. If the forestay, shrouds, or even the painter are

used there is a risk the fittings could be pulled out as the boat is jerked by the towline.

Note a decision has to be taken about which side of the forestay the tow comes into the dinghy. This will be affected by where the powerboat plans to attach the tow on the powerboat. It will also decide to which side of the powerboat the towed dinghy will steer.

Jerking

Being jerked by the towline is almost inevitable, however careful the powerboat driver is. The boats are moving in relation to each other and if on different waves will accelerate and decelerate differently. It is sensible for crews to stay seated, because if stood up a jerk could knock someone off their feet.

Paddles

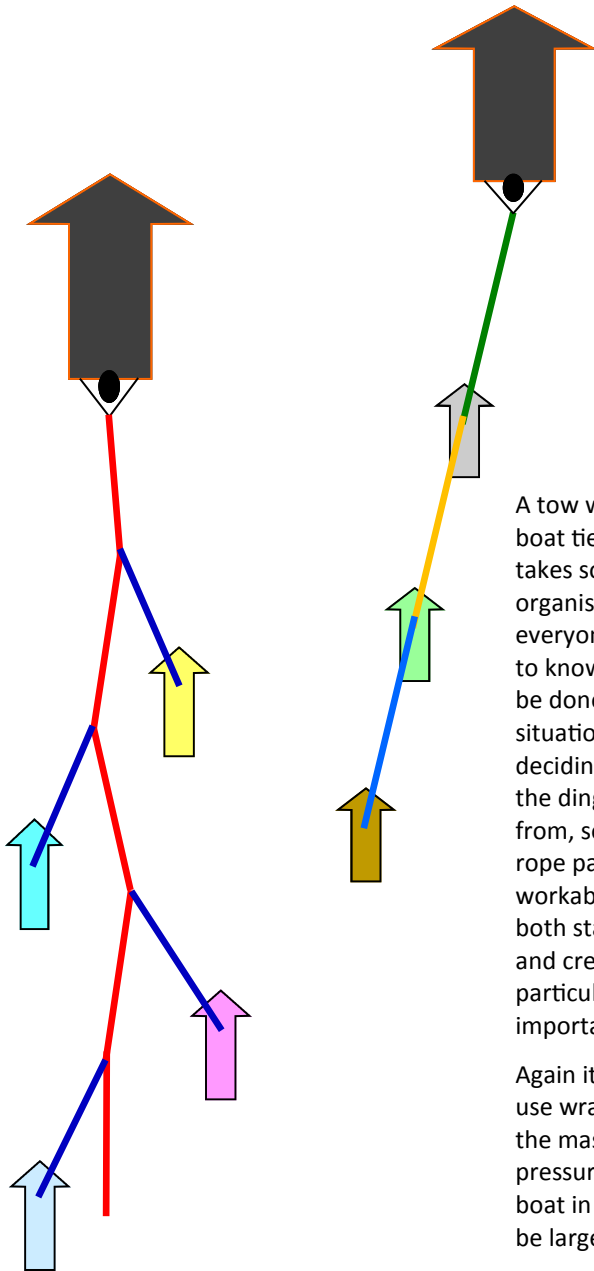
Something to paddle with can be useful to pick up a tow in light winds and at the end of the tow when the dinghy is released

Towing (cont.)

If the safety boat streams a line behind to tie onto it is usual for dinghies to be on alternate sides.

If there is a loop to tie onto a bowline or round turn and two half hitches can work. If it is the rope alone a rolling hitch is what is usual.

http://wikipedia.org/wiki/Rolling_hitch



A tow where one boat ties to another takes some organising and everyone will need to know what is to be done. This is a situation where deciding which side the dinghy is to tow from, so the tow rope passes the a workable side of both standing rigging and crew, is particularly important.

Again it is usual to use wraps around the mast as the pressure on the lead boat in particular can be large.

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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



“To have a number of great ideas to create a dinghy which everyone will like is one thing - to put these ideas together to make a beautiful boat requires an expert. The Daily Mirror decided that only the best would do, so they commissioned a design from the man who is probably the foremost designer of small sailing boats. With illustrious names such as Enterprise, GP14, Heron, Hornet, Solo and many others including the most famous of them all, the Mirror Dinghy, his boat designs are celebrated throughout the world—

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

The name: Jack Holt, of course. Who better to design the Miracle.

The sparkling result of his flair and experience is evident in the pictures here—the inspired magic of a master craftsman.

What is not so obvious is the revolutionary contribution made by a newcomer to boat designs, Barry Read, for it is he who invented a construction system which makes boat assembly so easy that even a man with two left hands could make a Miracle.”



Miracle 3, “Origin of the Species”, at Burton SC



Slot and tab

One of the Miracles unique aspects is the slot and tab method which can be used when building the hull, see page 16 for a photo. The Mirror had been the first dinghy which the person with ordinary DIY skills and a standard tool box could easily build. However, it still required great care to keep the hull the correct shape.

In the meantime Barry Read was working for Bell Woodworking, spending his days building Mirrors, Enterprises, GP14s, etc, and it was whilst contemplating the method of construction of a table in the pub that he realised the peg system could be used to build a dinghy. He developed the idea over the next couple of years and contacted the Mirror newspaper. They got in touch with Jack Holt and he presented 2 boats to Barry to see which would best suit the system. He chose the hull which is now the Miracle. The hull was developed and went into production at Bell



Jack Holt

Woodworking (where they would build one in one and a half days). They also sold kits for home build. The dinghy prove to be popular with good numbers sold both as complete boats and as kits.

The following list gives the sail number of the last boat sold in each of the early years.

1975	776
1976	1456
1977	2023
1978	2487
1979	2487
1980	3078
1981	3229
1982	3359
1983	3433
1984	3476
1985	3527
1986	3554
1987	3571
1988	3598
1989	3634



Barry Read

4064's build continued

Brian Jone's continues building a Miracle using pre-cut ply parts



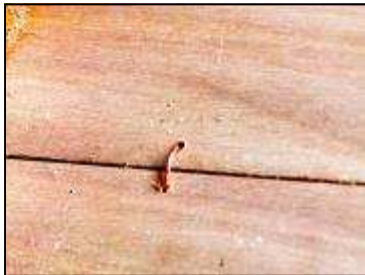
Not much progress has been made since the last article, too many other things on! But I have started to add the transom, bulkheads and place the floor panels. It's beginning to look like a boat now!



Panels are clipped into place using the tab and slot method and held in position by sliding a nail through a predrilled hole in the tab.



Panels are wired together to ensure a close fit, but these wires are later removed after the boat is spot welded using epoxy (John's good idea so you don't see the wires in the finished product—the building instructions say to tape over them)



Note the cross strut to hold the central bullheads in the correct position and to maintain the correct width for the centreboard slot (this will be removed at a later stage). There are some measurement checks at this stage to ensure you have the boat square.



Some floor battens are inserted and glued as they are easier to reach now.

The bow is built up as if for the original design, but the top of the stem unit will need to be cut away to insert the central spinnaker shute (later when the hull is taped up and secure)



It took about half a day to carefully pin the side panels in place. Now she is starting to look like a boat.



Measurement: Revising page 1

Brian Jones, our Measurement Secretary, and a number of others, feel that the Rules of Measurement and Construction need a bit of clarification.

The various Marks and options have all evolved over time and we need a clearer, cleaner, definition of what a Miracle is.

With that in mind Brian plans to

circulate a few proposals for a rewrite of Page 1 at the Nationals and to see if we can get any consensus. If so Brian would like to put it to a vote at the AGM. He has already submitted an outline motion.

So everyone has it to hand the text of page 1 is printed below.

Miracle Dinghy

Rules of Measurement and Construction

2013

Page 1

1. GENERAL

[a] This is a One Design Class and the object of these rules is to ensure that the Hull form, hull weight, Sail plan and Spars, the boats are nearly alike as possible. They can be constructed of wood, glass or foam reinforced plastic, laminated reinforced plastic or a combination of these. The said form of construction shall have received the approval of the committee of the Association and shall comply with any measurement or other condition that may be applied. If the Measurer considers that there has been any attempt to depart from the design in any particular way, he shall record it on the measurement form.

[b] The Composite/FRP Hull and the Full Composite/FRP boat, from the copyright holder's approved mould as approved by the Association, is adopted by the Association. The Deck (in the case of the Composite/FRP Hull), the Spars, Foils and Sails need measuring. Measurements 30-45 need not be taken for a new Composite boat. Measurements 4-21 and 30-45 need not be taken for a new FRP Boat.

[c] Variations to the One Design concept are only permitted as follows:-

Mk1 Original design, all timber construction, as designed by Mr Jack Holt and Mr Barry Read.

Mk2 Original design, Built in GRP or GRP/ Wood Composite (GRP hull with Wooden Decks)

Mk3 Original Hull Shape (conforming to all Hull measurement points) with re-modelled decks and interior to design of Mr Terry Smith and Speed Sails Ltd. Built only in GRP.

Mk4 Original Hull Shape (conforming to all Hull measurement points) with re-modelled decks and interior to design of Mr Ian Kelly (May be constructed without a false floor to accommodate larger helms,)

Boats may -

Have a half height full length front tank (to Robert Spoltons design)

Have an enclosed or open mast gate.

Be constructed so that through deck foresheet sheeting is possible

Have a central spinnaker chute fitted along with the necessary modifications to the fixing of the jib plate as per design published in the appendices to the Miracle Association Building Plans.

All variants are to conform to all the relevant measurement points as detailed on the measurement form revised October 2009 and

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Thornton Steward SC



Retiring officials

Jon Willars, Race Organiser,

Is standing down from his role.

Could you continue his good work?

Contact Kenneth Gibson for more information.

<http://www.miracledinghy.org>

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and
Sails**

Sail Register - 4 Yarborough Court
Ulceby North Lincolnshire DN39 6RZ

**Welsh Area Championship
Bala
19th & 20th April 2014**

Pos	Club	Sail No	Pts
1st	Wayne Atherton & Angela Sweeney	Delph	3383 3
2nd	David & Josie Herbstritt	Shotwick Lake	3770 4
3rd	Caroline Noel & Greg Jones	Draycote	3839 7

**Maidenhead
3rd May 2014**

5 Miracles and 12 Comets enjoyed a bright day with a gentle breeze. The following statement sort of sums it up "Paul Cook was helming the last race in 4021 and disappeared from the spectators view in 4th position to round the last mark, when

the fleet reappeared 5 minutes later he was leading the fleet to cross the line first having sailed round a raft of stationary boats stuck in a hole"

Brian Jones

Pos	Club	Sail No	Pts
1st	Brian Jones & Paul Cook	Maidenhead	4021 2
2nd	Yvonne & Brian Mumford	Redoubt	4047 4
3rd	Nick & Indigo Smith	Thornbury	3805 6
4th	James & Kathryn Gladwyn	Maidenhead	3705 8
5th	Barry & Joe Mellor	Broadwater	3333 10



Hints and tips

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

Changing sail numbers: If the numbers are of the peel off type they can usually be changed easily. Once done scatter talc over the area to cover any areas which are still sticky so they do not collect dirt
Gillan Gibson

If your rear bungs are of the screw in variety tie one (or both) of them to the rudder with a piece of thin rope to act as a retaining line if the rudder comes off.
Gillan Gibson

**Northern Area Championship
Delph
10th/11th May 2014**

Organising a sailing event is a bit of an emotional roller coaster.

I don't know how other championship organisers go about getting "their" trophies back. However, back in 2013, a month in advance of the 2013 Northern in May, I phoned the 2012 winner in an attempt to reclaim the Northern Championship trophy for the 2013 event. "What does it look like?" I was asked. So I then emailed photos of the trophy in the hope that it would be found and returned but to no avail. We ended up bereft of the trophy for the 2013 Northern prize ceremony, as the trophy was still in Rugby. The 2013 winners, Wayne and Angela, were finally united with the trophy in July 2013 when a



club mate of the 2012 Northern Champion brought it with him to the Inland National Championships at Leigh and Lowton. Wayne duly popped the trophy behind the bar at Leigh and Lowton (which is managed by his wife Sue) and, unbeknownst to me, promptly forgot about it.

Fast forward to May 2014. As Wayne sails at Delph most Sundays, I thought that getting the trophy back would be the least of my worries. Wrong! Wayne had no recollection of having received the trophy. It's his age I'm told. Fortunately, Angela had a recollection similar to mine. Duly reminded, Wayne turned the bar and trophy cabinet at Leigh and Lowton upside down but no sign of the trophy. Whoops!



Wayne was minded to buy a replacement but whilst we couldn't fathom what had happened to the trophy, logic dictated that as it was only silver plate surely it couldn't have been purloined and melted down? Let's wait and see if it turns up! And, lo and behold, the following weekend, it turned up back at Leigh and Lowton. Apparently, at the culmination of the 2013 Inland National Championships, Leigh and Lowton, not content with having just staged the Inland Nationals, decided to re-award the Northern trophy to the Inlands winners who gratefully accepted it and took it back to Rugby – Wayne and Angela weren't paying attention at the time! Fortunately, the trophy was returned out of the blue to Leigh and Lowton when the Teras visited the week before the 2014 Northern. Phew!



Anyway, what of the 2014 Miracle Northern Championship I hear you ask?



Well, Leigh and Lowton please note, it was held at DELPH SC! That's the Delph SC that sails on the Delph reservoir which lies on the outskirts of the picturesque Lancashire village of Egerton, near Bolton and is fed by pure clean fresh water from the West Pennine Moors and where, in the shelter of the moors, the sun always "shines" and the wind is always "gentle", and, as such, is not to be confused with the village of Delph near Oldham or with a sailing club that sails at Pennington Flash which was formed as a result of subsidence from the local coal mines and is fed by who knows what and is exposed to the gales that howl in across the Lancashire plain from the Irish Sea!



Louis Moulden, Delph Commodore, having finished mid fleet with his crew Eilidh Campbell, in addition to offering his congratulations, thought that some friendly advice would also be appropriate for the event's winners. "If you want to win the Nationals





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Northern Area Championship (cont.)

Delph

10th/11th May 2014

you will have to start better than that" were his words to Wayne and Angela, after they had just won the Northern Championship for the second year in succession. Not that to my knowledge Louis has ever won the Miracle Nationals, although he claims he's won things in an Enterprise and so knows how it should be done.

Wayne and Angela, unable to sail the two races on the Saturday, won the event by sailing just three races on the Sunday. On the Saturday, it had been fairly windy but the conditions had been manageable with Jon Alhous crewed by son Phil and Simon Reddecliffe sailing with Mark Atherton sharing the honours. On the Sunday, the wind was a similar strength to Saturday but the gusts were harder to cope with. Wayne and Angela pretty much dominated

the racing to take first overall. However, there was some very competitive sailing for the next three places between Jon & Phil, Simon & Mark and Ashley Southwell sailing with his brother Ross.

At the prize ceremony at the end, most importantly, we had the trophy to present to Wayne and Angela in front of Wayne's mum and dad, so that was nice. And, in a year's time if Wayne forgets he has the trophy, they'll be able to remind him!

My thanks to everyone who sailed, to everyone at Delph Sailing Club for helping run the event and Bank Top Brewery for sponsoring the event.

How am I? Oh I'm fine – thanks for asking – I'm off on me hols!

*Martin Bathe
Miracle 59*



**Southern Area Championship
Broadwater
17th & 18th May 2014**

**Northern Area Championship
Delph - 10th & 11th May 2014**

Pos	Club	Sail No
1st	Wayne Atherton & Angela Sweeney	Delph 3383
2nd	Jon & Phillip Aldhous	Beaver 3794
3rd	Simon Reddecliffe & Mark Atherton	Delph 4007
4th	Ashley & Ross Southwell	Leigh & Lowton 4011
5th	Dave Herbstritt & Josie Airns	Shotwick 3770
6th	Rob Cocking & Bob Larkin	Delph 1314
7th	Louis Moulden & Eilidh Campbell	Delph 3835
8th	Martin & Mavis Bathe	Delph 59
9th	David & Jean Reed	Girton 3
10th	Deborah Massey & Wendy Gaddes	Delph 445
11th	Rene Savelli & John Tucker	Delph 3414

**Southern Area Championship
Broadwater - 17th & 18th May 2014**

Pos	Club	Sail	Pts
1st	Dave Cherril & Emanuele Nardini	Broadwater 4029	5
2nd	Tom & Lucy Hewitson	Broadwater 1625	5
3rd	Neal Gibson & Keith Macey	Redoubt 4040	6
4th	Tracy Amos & Gemma Gibson	Redoubt 3692	7
5th	Yvonne & Brian Mumford	Redoubt 4047	9
6th	John Tippett & Kathy Boulton	Draycote 4020	15
7th	Jack Turnbull & Hannah Mumford	Redoubt 3254	19
8th	David & Jean Reed	Girton 3	20
9th	John Green & Filip Kozlowsk	Broadwater 3290	21
10th	Clare Medcalf & John Finnemore	Broadwater 2132	24
11th	Colin & Maureen Lown	Wilsonian 206	24
12th	Peter Joseph & Grace Constant	Broadwater 3403	27
13th	Barry & Joe Mellor	Broadwater 3333	28
14th	Richard Anstey & Mark Joyce	Broadwater 4024	29

Saturday 17th May dawned bright and clear, but windless, at the start of the weekend marking Broadwater's hosting the Miracle Association's Southern Area Championship. The home crews of 7 Broadwater Miracles were joined by 7 visiting boats, their crews and families, and all were rewarded with a fascinating weekend of sailing! Our visitors included returning friends from Redoubt, Wilsonian, Girton and Draycote sailing clubs; all were made very welcome.

Wind barely ruffled the lake for the two Saturday afternoon races but Greg Hart, Race Officer, managed to set courses that resulted in engaging and close-fought battles, which were occasionally enlivened by encounters with the Albacore fleet!

Experienced Miracle sailors Tracy Amos and Gemma Gibson won the first race. Broadwater sailors Dave Cherril with Emanuele Nardini and Tom Hewitson with daughter Lucy took second and third places setting a new, high standard for our club Miracle fleet.

Tom followed up with first place in the second race leading home Yvonne and Brian Mumford from Redoubt with Dave third. At the end of Saturday, Broadwater's own Tom and Dave were leading the championship! Later we all enjoyed a fish and chip supper and were entertained to a "mini-concert" thanks to Greg and Dave Cadd from BSC.

Sunday's three races took place in fantastic conditions of bright sunshine and a fresh wind and Brian Deacon, Race Officer, managed to expertly guide the Miracle fleet between the regular Sunday morning club races. Overnight we had been joined by Miracle expert sailor Neal Gibson with crew Keith Macey - a pairing who have won this championship before and have had several successes at national level.

Tussels emerged throughout the field in all three races and each one resulted in position changes in the fleet. Ominously, Neal and Keith won races 3 and 4 and it looked like the trophy was going to go to them for another year.

Race 5 followed a superb lunch and proved vital to the overall result. Dave Cherril built an unbeatable lead and was followed home by Tom Hewitson. On a points reckoning of the 3 best results, each of these Broadwater boats had 5 points. If Neal Gibson finished third in the final race he would also have 5 points and would win the Championship on account of his two first places.

Crucially, Neal was pipped for third by Tracy, sailing with Neal's wife (!) as crew, giving him 6 points and third place overall - Dave and Tom, from Broadwater, would occupy first and second places in the Southern Area Championships!

Bradwater website



**Puddleduck
Girton
7th & 8th June 2014**

With twelve visitor boats from eight different clubs across the UK, the omens for the weekend Puddleduck were good. The weather forecast for Saturday was mixed (to say the least). Thunder, lightning, heavy rains and winds possibly coming from all directions. Fortunately by the time the racing began all the heavy stuff had disappeared and all the fleet had to contend with was a variable light/medium easterly.

At the end of the first two races the top two positions held by Neal Gibson & Keith Macey (4040) and Eamon & Thomas Cuthbert (4016) were separated by only one point.

In the evening an excellent dinner followed by many hours of convivial company, once again confirmed the social pleasures of being part of the Miracle fleet.

Sunday dawned with a complete change of weather. Wind had shifted



around to a southerly with constant strength which enabled the race officer to set a course using most of the water. With the sun out and staying out everyone looked forward to a good days sailing.

The change of course and wind obviously suited Neal and Keith in 4040 as they recorded two more firsts to secure the title. Meanwhile Eamon and Thomas (4016) were fighting off a challenge from Wayne and Angela (3383) who were improving their position with every race. In the final race of the day Wayne and Angela recorded their first win to secure second overall. Eamon and Thomas although retiring in the final race had done enough to give them overall third but only after countback with Jon and Phil Aldhous (3794).

And so ended another excellent sailing/social weekend at Girton and if our events are all like this I shall be happy even if I don't win anything. See you soon!



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**Girton Puddleduck
7th-8th June 2014**

Pos	Club	Sail No	Pts
1st	Neal Gibson & Keith Macey	4040	3
2nd	Wayne Atherton & Angela Sweeney	3383	6
3rd	Eamonn & Thomas Cuthbert	4016	7
4th	Jon Aldhous & Philip Aldhous	3794	7
5th	Jon Willars & Ross Fleming	3793	11
6th	Tracy Amos & Gemma Gibson	3692	11
7th	David & Michelle Raines	3740	16
8th	Richard & Todd Brameld	3131	18
9th	David Herbstritt & Josie Airns	3770	19
10th	Peter Cogill & Margaret Mettam	3807	23
11th	Dave & Jean Reed	3	28
12th	Matin & Mavis Bathe	59	35
13th	Gillian & Ken Gibson	3670	38

Midland Area Championship Burton 28th & 29th June 2014

With predicted thunderstorms moving South to deluge Wimbledon 6 miracles enjoyed an excellent weekend of racing at Burton. With the wind steadily building all the races over a variety of course were extremely competitive with some good scrapping and frequent place changes. As eventual winners our abiding image is of being chased down by Wayne and Angela hot on our heels in their black boat with it's

superbly flown black kite. On at least two races we rounded the final mark with either Wayne and Angela or Hannah and Nick literally breathing down our transom. Excellent sailing too from Dave and Josie with John and Kathy hounding the leaders and David and Jean proudly sailing 3, the original Miracle. If you weren't there you missed out.

Brian Jones & Paul Cook, Miracle 4021

Miracles from as far apart as Maidenhead, Bristol and Deeside met at Burton Sailing Club for the Midland Areas Championships comprising 5 races in total with 3 to count. The venue was also shared with the National 12 Dinghy Class, with separate starts for both classes. The weather forecast was not too promising which might account for the rather low Miracle turn out

Rigging on Saturday morning was carried out in the wet, but by the first race the rain had cleared and some very close racing ensued. The wind was mainly light force 2 from the North East was quite fickle with continuous changes in both direction and wind strength which made for some interesting and close competitive sailing. The Race Officer had set a course around the Club buoys with beats, broad reaches and runs included in each lap. Best results were achieved by the boats that read the wind up the first beat correctly and then were able to power away on the subsequent off wind legs, leaving the

chasing pack to fight between themselves and to try to catch up.

By the end of the first days racing Brian Jones & Paul Cook and Wayne Atherton & Angela Sweeney were on equal pegging with one 1st and one 2nd place each, so all to play for on Sunday

The Club prepared a BBQ for the evening meal and of course this was shared with the National 12 Fleet so a good cheerful evening was had by all with plenty of the famous local brew being supped

By Sunday morning the wind had become more easterly and enabled more of the lake to be used, the Miracles and National 12s were joined by the Club racers.

Straightaway, Brian and Paul got a first in Race 3, with Wayne & Angela second and Hannah & Nick Smith in third Place. Race 4 was run back to back and Brian and Paul won though again, with Hannah & Nick second and Wayne & Angela third this time.

So, Brian and Paul had their three wins under their belts and did not need compete in race 5. Dave Herbstritt and Josie Airns lead from the start of Race 5 but were overtaken by Wayne & Angela and then Hannah & Nick to finish 3rd. Halfway through this race the heavens opened and sent down lashings of rain and we sailed in some wind for a time, but then the rain

stopped, the wind stopped too and we finished race 5 in an absolute drifter, then to crown it all after drifting through the finish line, we all had to paddle all the way back to the dinghy park.

Many thanks to Burton Sailing Club the Race Officer and all their teams.

John Tippett, Miracle 4020

Pos	Club	Sail No	Pts
1st	Brian Jones & Paul Cook	Maidenhead 4021	3
2nd	Wayne Atherton & Angela Sweeney	Delph 3383	4
3rd	Hannah & Nick Smith	Thornbury 3805	7
4th	David Herbstritt & Josie Airns	Shotwick Lake 3770	12
5th	John Tippett & Kathy Boulton	Draycote 4020	12
6th	David & Jean Reed	Girton 3	18



Nautical Sayings "On the fiddle"

The fiddle was the name given to rim around the square wooden plate used by sailors. It was designed to help prevent slopping over in rough seas and has been used on round porcelain plates to varying degree ever since. But the sailor's fiddle didn't just prevent spillage it was also a means of portion control. It marked the

limit of how much each crew member was entitled to. Anyone found with food that crossed the boundary was said to be "fiddling" or "on the fiddle" - translated as depriving fellow crew of food. With the strict rationing necessary in the days of oceanic discovery it was considered a crime punishable by flogging.

Courtesy of www.harbourguides.com