

HALO

Easter 2021

Digital Edition

The magazine for the
Miracle Dinghy Association



Happy Easter!

Miracle Dinghy Association

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



Looking forward to our visit to Rutland Sailing Club for our national event in August

FROM THE CHAIR



Best Buddies!

Andrew will be organising a Buddy system for the nationals to particularly encourage our bronze fleet competitors and incorporate a combined team race result, with some fun prizes.....

More details to follow.

A reminder to download your nationals entry forms from the website, fill them in and send to Ken Gibson with the accompanying payment.

Visit the Rutland Nationals webpage [here](#)

Contact: Paul Robinson
Chairman



Best wishes and Happy Easter to all our members. I hope you are all well. Trust you are looking forward to getting the wind in your sails!

Sailing clubs around the country are planning to open and re-start sailing over the Easter weekend. It will certainly be good to get out in the fresh air participating in an activity we enjoy. For me, this week with the assistance of the family, will involve taking the boats out of winter storage, attending to maintenance issues, cleaning, polishing, locating all the necessary equipment and towing them back the club.

As part of Whitefriars SC preparations for the season we had an on-line racing workshop looking at the latest racing rules 2021-2024. These are updated every four years usually to coincide with the Olympics. See the article in this [Halo](#) on the new rules of racing which has been kindly written for us by Martyn Emberson who will be our race officer at the Rutland nationals.

I am very encouraged that Rutland Sailing Club have continued to engage with us during the closed season. The good news is that we now also have details of the catering costs for the week.

Further information is provided in this [Halo](#). Rutland have also agreed to provide a galley facility for the week which relies on your support to be viable for them. Let's have a bumper turn out for the nationals this year and support UK businesses.

There have inevitably been some changes to our open meeting calendar. Thank you to Wayne for his continuing hard work in this regard. Details are included in this [Halo](#) and can also be located on the website [here](#).

We have held several Zoom meetings in the past few months and it is proving to be an efficient method for the Committee to convene.

The role of Secretary is central to the successful operation of our Miracle Dinghy Class Association. As most of you will be aware Gillan Gibson is currently unable to fulfil this role due to her stroke last December. We are missing Gillan's guidance and administration skills and seek a volunteer to fulfil this important Committee position. In addition, we also need somebody to step up as Editor for the Halo magazine.

Please consider if you could assist with either of these roles. I will be incredibly grateful for the support.

I am planning to attend a number of events this year and look forward to meeting you all. Hopefully, we can all enjoy some sailing this season.

Regards,

Paul
Paul Robinson,
Chairman



Miracle 4110
M: 07395 995792

MEMBERSHIP MATTERS

Hello Association Members, a big thanks to everyone who has taken the time to log on and renew their membership throughout March.



- Your £26 gives you the right to sail in the National Championships and receive several copies of The Halo a year but I prefer to look at it in a very different way. You are not so much becoming a member as becoming a supporter and an advocate of the Miracle class and your membership fees allow the class to continue, get promoted and through a group of like minded individuals, we are able to organise Opens and a National championships.
- As someone who has got so much out of sailing a Miracle with my family, I consider that to be a bargain!
- Wayne Atherton has been working hard to arrange a full race calendar and we have our national championships in Rutland to look forward to in August. After the disappointment of 2020, there is a lot to look forward to this year.

- We all know we have some of the friendliest sailors in Europe and there are not too many other fleets that have so many families competing together. Without you, the members, we simply wouldn't exist. If you have changed your mind about leaving, we would love to have you back. Please go to <https://membermojo.co.uk/miracledinghy> to renew.
- Is there anyone at your club who sails a Miracle who might be interested in attending an Open or competing at the Nationals? Why not get them to join the association?
- To all our members who have renewed their membership, thank you for your continuing support in these troubling times and we hope to see you all again soon on the water.
- Stay Safe, Ian



Next week I will begin ringing around the lapsed members to try and convince them to remain in the association. If I am unable to convince them to stay, I mark down their reason for leaving which is usually they no longer own or sail a Miracle, which is fair enough.

If you are a lapsed member, this will be your final copy of the halo so how can I convince you to remain a member of the Miracle Dinghy Association?

<https://www.miracledinghy.org/join-us> here

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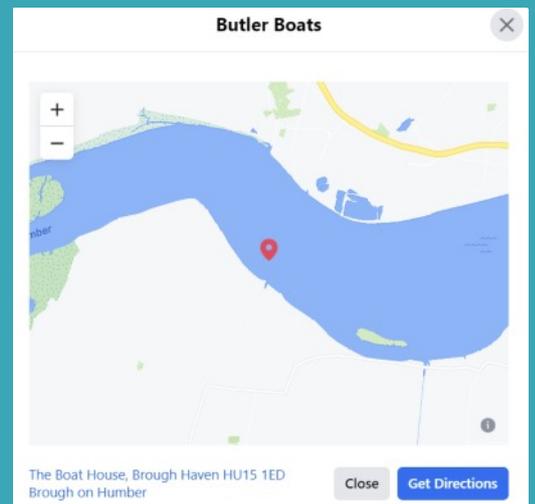
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CHANGES TO THE RACING RULES

World Sailing every four years revise the rules of racing and National Authority's (RYA in the UK) are expected to implement these changes. On the 1st January 2021 the RYA issued a new set of racing rules (Picture 1) which are scheduled to last until 2024. There are around 200 changes to the rules and where a rule has changed the RYA rule book indicates this with a bar in the margin

With thanks to Martyn Emberson

There has been a change to the order of some rules in the book. For example, the Rule 84 on national authorities has become Rule 5 and the decision to race has been moved from Rule 4 to Rule 3.

This reordering has been done to make rules more logical in their sequence and to promote the importance of some rules. Incidentally the changes to Rule 5 mean that Organising Authorities and Committees have to comply with the rules. All of this is important when it comes to protest forms as you have to state the rule number that has been broken, so please check the rule numbers before you enter the form.

The Notice of Race has become more important and there is a determined effort to prevent duplication in the Sailing Instruction. The result of this is that sailors need to make themselves fully aware of the contents of both documents as they will work together. In addition, the NOR has to be published before entry to the event opens.

The definition of the start and finish has changed. The hull is now the important part of the boat and it is this that determines if a boat crossed the line at the start, not the equipment (e.g., bow sprit or spinnaker) or the crew. The start and finish lines are now between the orange/blue flags. You will recall that the blue flag previously meant that the committee vessel was in position at the finish, not necessarily at the end of the line.

It now means that the blue flag is one end of the finish line. In regard to finishing, a capsized boat that drifts across the finish line now finishes, even if the crew are not in

its vicinity, as it's the hull crossing the line that counts.

A mark now includes any thing that is intentionally attached to it. For example, the anchor line of the committee vessel, a rib connected to a committee vessel or a pick-up buoy attached to a mark, the last one is important if you are using a mooring buoy as a mark of the course. Touching any of these is the same as touching the mark and so requires boats to take a penalty as specified in the rules.

There is a new flag signal 'Flag V' which is now a safety flag and requires every support boat with a radio to monitor the VHF Safety Channel and work to provide assistance. This means that coach boats and support boats can become part of the safety fleet.

Race Officers are now required (A5.1) to declare a boat NSC (Not Sailed Course) if they see that they have not sailed the course, rather than being required to protest the boat for this. To overturn this decision a boat will now have to protest the race committee. This is a reversal of responsibility.

If a boat sees another not sailing the proper course, they are still required to protest them, not just report it to the race officer.

This is in keeping with the principle that sailing is still a self-policing sport. If you do report this offence to the race officer, it is likely to be ignored as race officers are ad-

vised only to record boats NSC if they or their team witness the infringement.

The racing rules on trash disposal (RRS 47) now apply to all support persons, as well as competitors. This is to ensure that the environment is protected. Everyone needs to be very careful with the disposal of their banana skin or apple cores, or you may find yourself disqualified. Incidentally this is a rule that cannot be changed by organising authorities

There have been other changes, like a boat giving mark room, this now includes room to pass the mark as well as to round it. You will need to look closely at this rule in the RRS and consider its implication in particular circumstances.

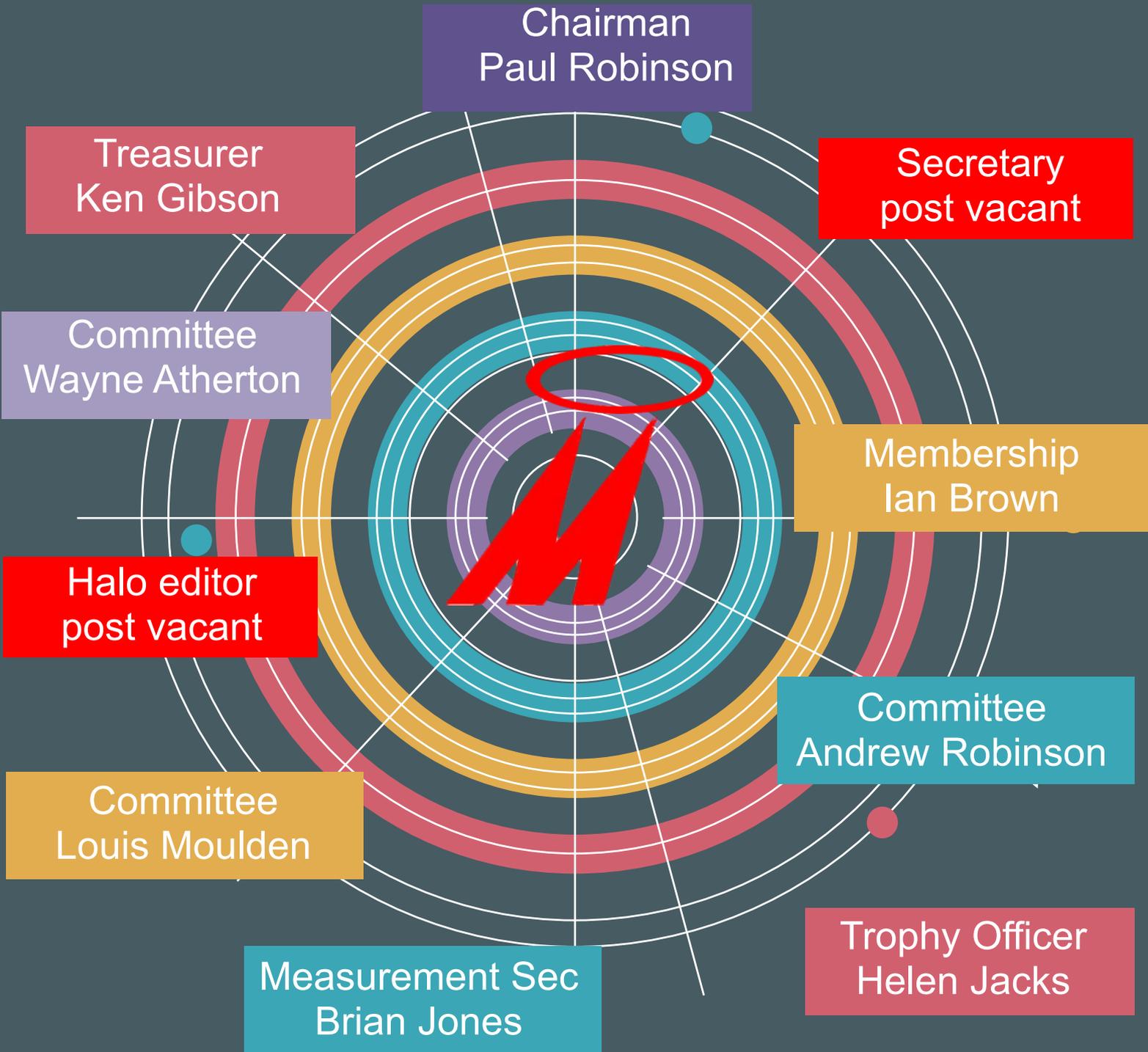
I would stress that these are just a few of the 200 changes and in some cases are my interpretation. Interpretation of the rules is properly a matter for the protest committees, but I have

tried to give some common sense examples. I would encourage you to read the new RYA RRS 2021 – 2024.

To seek further explanation of the rule changes there are two 'You Tube' links that I would encourage you to watch and they are from the recent RYA National Race officers Conference.



Martyn Emberson



YOUR COMMITTEE NEEDS YOU!

“ The role of Secretary is central to the successful operation of our Miracle Dinghy Class Association..... We also need somebody to step up as Editor for the Halo magazine.
Please consider if you could assist with either of these roles.
I will be incredibly grateful for the support. - Paul Robinson ”

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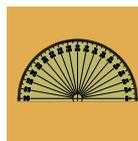
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MEASUREMENT MATTERS

Running Rigging

Expect to see a proposal at the AGM to reword 8b



This is our present rule under Permitted Exceptions.

8 b) Centre or transom main sheeting are options on all boats.

The mainsheet must route through a block on the end of the boom and then must be fixed either to a slide or to a bridle on the transom. A block fixed to either of these may be used to achieve a maximum purchase ratio of 3:1

The slide shall be free running in the Mainsheet track and shall have an unrestricted travel of 250mm plus or minus 5mm, (125mm either side of the centreline of the boat and the track) when measured through the centreline of the hole into which the Mainsheet Block is fitted.

Alternatively up to two non-adjustable bridles may be used fixed to the top edge of the transom with the apex of the bridle having a maximum height of 150mm from the transom sheer line and in line with the boats centreline.

For centre main sheeting a block must be mounted on a strengthened pad to the rear of the thwart

The wording and diagram below are taken from Association records but are **not** referred to in The Rules of Measurement and Construction

Centre main sheeting may be fitted on any Miracle as an option.

In the case of Centre Main Sheeting, the Main Sheet is to be fixed to a block on the end of the Boom or a block fixed directly to the apex of the bridle. After attaining the required purchase ratio (see Rule 8 [b] (iii)), The Main Sheet is taken through the block on the end of the boom. It is then lead forward to a block on the boom (position to suit centre main block and jamming device.) and then down to a block mounted to the rear of (not on) the thwart.

One ratchet block with a 2:1 purchase at the transom, or a 3:1 purchase at the transom with free running sheaves, may be fitted to the main sheet system.

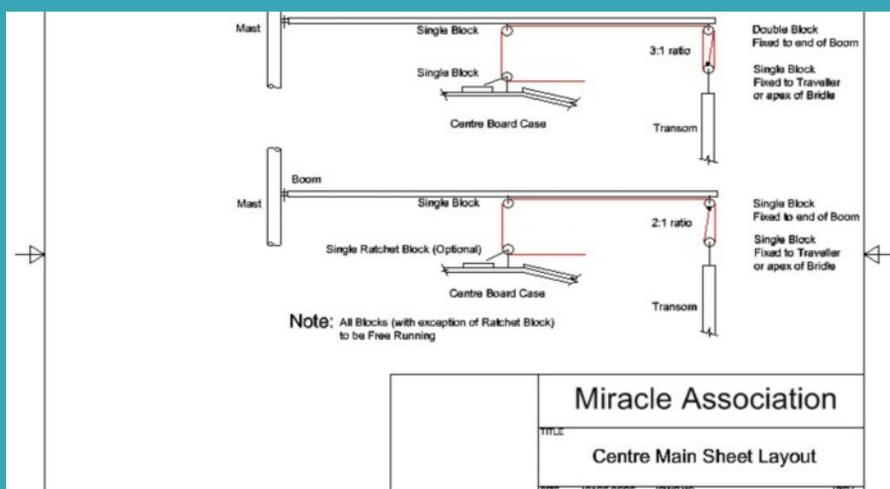
Other Classes like the Solo and the Streaker state that running rigging is optional while the Mirror defines a maximum of 5 turning blocks with only one a ratchet. Most state that the mainsheet runs to hand from either the transom, boom or central block mounted to the rear of the thwart.

How do we clarify and simplify rule 8 b?

Your suggestions please to:
briantjones47@gmail.com

Before I draft a proposal for the AGM, this proposal needs to be submitted and seconded by the 27th May. i.e. 12 weeks before.

This diagram is taken from Association records but is **not** referred to in The Rules of Measurement and Construction



EVENTS FOR 2021

The event calendar is in a state of constant change, however at publication time the diary is looking like the chart below....

Check website for most up to date details



CHANGES

- Port Dinorwic 5th & 6th June (now a 2 day event)
- Whitefriars Cancelled (was 12th & 13th June)
- Staunton Harold 4th & 5th Sept (note revised dates)
- Shotwick 25th & 26th Sept (note revised dates)
- Delph 2nd & 3rd Oct
- Shustoke 9th & 10th Oct (note revised dates)
- Welton 16th & 17th Oct (note revised dates)

Miracle Association Events Provisional Calendar

LOCATION	DATE	MEETING
PORT DINORWIC	5th & 6th June	2 Day Event
WHITEFRIARS	This event is cancelled	
GIRTON	10th & 11th July	Puddleduck
Nationals	8th - 13th August	Rutland
STAUNTON HAROLD	4th & 5th Sept	Midland Area Championships
DELPH SAILING CLUB	2nd & 3rd Oct	Northern Area Championships
SHOTWICK	25th & 26th Sept	Welsh Area Championships
SHUSTOKE	9th & 10th Oct	Open Championships
WELTON	16th & 17th Oct	North East Area Meeting

RUTLAND NATIONALS - 8th to 13th AUG



Download separate event details here >>>>

Or.....
Visit the Rutland Nationals 2021 web-page for:

- N.O.R.
- Event details
- Entry form
- Rutland website link
- [here](#)

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

RUTLAND WATER

EXPLORE ONE OF EUROPE'S LARGEST MAN-MADE RESERVOIRS

This trail takes an anti-clockwise route around this horseshoe-shaped lake, starting and finishing at Rutland Sailing Club. There is an optional stop off for refreshments at Whitwell on the north shore, where The Watersports Centre also provides an alternative starting point for your cruise. With an extensive cruising area, an interesting shoreline and lots of wildlife, there is plenty to explore.



INFORMATION:

Distance / Time
OS Map
Trail Start / Finish

Approximately: 16km, shorter route 10km / 4-8 hours (approx)
OS 234
Rutland Sailing Club, LE15 8HJ.
rutlandsailingclub.co.uk

Parking, launching, trailer storage and accommodation is available at the club. Please email sailing@rutlandsc.co.uk to book before arrival. Please book at least 24 hours prior to arrival.

KEY:

-  Area is close to the departure point with plenty of accessible shoreline
-  Area is out of sight from the launch point

-  Refuge area
-  Wildlife area please avoid

Stay safe and be aware of:

- **Wildlife conservation areas marked by red buoys**
- **The Rutland Belle pleasure cruiser from April-October**

INTERESTED IN LEARNING MORE? WHY NOT SIGN UP TO ONE OF OUR COURSES...

RYA #DinghyTrails RUTLAND WATER

EXPLORE ONE OF EUROPE'S LARGEST MAN-MADE RESERVOIRS

THE AREA...

When the Gwash Valley in landlocked Rutland was flooded in the mid-1970s, England's smallest county gained one of Europe's largest and most beautiful man-made lakes.

Roughly the shape of a horseshoe, Rutland Water provides 3,000 acres to explore, complete with inlets, creeks and bays more usually associated with coastal sailing.

This provides lots of options for cruising sailors looking for a grand day out at this Anglian Water reservoir, whether it is an ice-cream run to Whitwell, sailing to the top of the northern leg, or dropping anchor in Barnsdale Creek for a picnic.

While Kielder Water in Northumberland is the UK's biggest artificial lake by capacity, Rutland Water claims the title when measured by surface area.

Rutland Sailing Club was founded even before there was any water by enthusiasts who had spotted the potential for boating during the planning stages.

With its expanse of water, the club runs some of the largest events in the country, including the Tiger Trophy

in memory of Olympic medallist and local hero John Merricks, which takes place in the depths of winter and is renowned for its hard sailing and hearty dinner in nearby Oakham.

When visiting, it is worth remembering that both Rutland SC and Rutland Watersports Centre offer relatively sheltered launching, and conditions may be much windier on the main lake.

The Hambleton Peninsula divides Rutland Water and when westerly winds blow straight down either arm of the reservoir, large waves can build up in the main sailing area towards the dam wall at the eastern end as there is a fetch of at least three miles.

A fantastic viewpoint from which spectators can watch all the action on the water is Normanton Church on the South Shore, which is now a museum and wedding venue.

Visitors can also take in the sights from the Rutland Belle pleasure cruiser or by walking and cycling around the reservoir. The full trail around Rutland Water is 23 miles - or you can take a shortcut by skipping the peninsula for a 17-mile route!

INTERESTING FACT

Rutland Water is a haven not only for people but also for wildlife – including ospreys!

Thanks to the Rutland Osprey Project, which in 2001 celebrated the first osprey chick to fledge in central England for 150 years, the reservoir is now a hotspot for watching these magnificent birds of prey. Ospreys migrate from Africa to Rutland in spring so look out for them from April to September. Find out more:

lrwt.org.uk/rutlandospreys



FEEL LIKE A CHALLENGE?

Why not enter the
John Merricks Tiger Trophy!
tiger-trophy.com

WANT TO EXTEND YOUR TRIP?

Why not cycle around Rutland Water?
anglianwaterparks.co.uk/rutland-water-park/cycling

SAFETY GUIDANCE

- Check all key fixtures and fittings on the boat
- Know your limits
- Check the weather forecast
- Wear a correctly sized buoyancy aid
- Sign up to safetrx.rya.org.uk
- Take a charged mobile phone in a waterproof case and keep in touch
- Take a map and/or route description
- Appropriate clothing for the weather conditions - remember it can be colder on the water than on the shore (+ spares in a dry bag)
- Drinks and sun cream!

SAIL RESPONSIBLY

- Consider the impact of your boating on others
- Watch and be ready to assist others if needed
- Respect other water users
- Be environmentally aware, minimise your impact
- Observe navigational rules - keep right and give other users space
- Prevent the spread of invasive species - Check, Clean and Dry thegreenblue.org.uk/check-clean-dry

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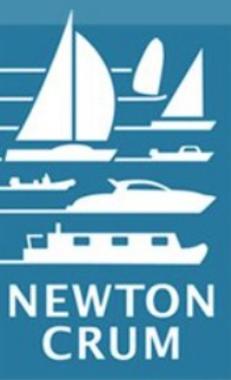
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