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Join us at Plymouth for the Nationals

## The Halo

Miracle Association Magazine Summer 2011



Sam Mettam and Geoff Phillips getting very wet at Girton

**The Friendly, Family, Dinghy Class"**

Summer 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 Dave Raines; p2 & 3 Sue Atherton; p4, 12 & 14 Phil Gamlen; p8 Gillan Gibson; p10 Wave Clothing; p22 Mike Burton; p25 Nigel Reddecliffe; p27 top two Dave Raines, lower two Jean Reed; and p31 Jean Reed

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

## Editor's Corner

Another issue and other bout of learning. This time its been about photographs. The Miracle is a photogenic boat, but even so finding new views and ways of photographing them is a challenge. Fortunately there a quite a few of you out there who enjoy the challenge and for this issue I think it is the largest number of contributors in one issue. Of course they also go on the website and here you will find all the ones from which I have had to choose for the *Halo*, quite a task sometimes as there can be so many good shots. On the other hand the conditions in which some photos are taken do not lend themselves to that sharp, competition level, clarity I dream of. But then how do you take such a picture in the pouring rain, and we've had rather more of that than we would like recently, or when the sun's so bright it burns the picture out? And then there is what computers and printers do to photos!!! This is all coming round to the view that for the *Halo* I see content as the most important element, so photographic aficionados can consider what should have been, and the rest of us can appreciate the sailors and boats. If you like the quirky have a look at page 31 as Jean Reed seems to have the ability to



be in the right place at the right time and took some distinctly different shots. I'm sure you could keep yourself busy thinking up more captions!

Gillan Gibson  
Miracle 3670

## Chairman's Desk

My how time flies, we are nearly half way through this year's calendar of events which so far have been well attended. We have had some exciting sailing including a 'Master Class' at Girton Sailing Club on 23rd May when conditions were such that even competent sailors decided that sailing was only for the foolhardy! The 'Master Class'? well both Sam Mettam with Geoff Philips and Phil Bailey with Helen had each won a race on Saturday and to decide the 'Puddleduck' they moved to have a decider, it was an exciting spectacle for the rest of the fleet viewing from onshore and many photos were taken, some are elsewhere in the magazine.

The start was just off the clubhouse slipway so the spectators had a very close view of proceedings. Sam tried his best to squeeze Phil into the committee boat but the result was Phil managed to get through resulting in Sam capsizing on the line. From then on it was catch up time for Sam without success. Both boats had their

hairy moments and both managed more capsizes, the eventual winners being Phil and Helen. Our thanks are due to both crews who really showed just what the Miracle can do in such conditions. I will long remember both boats running down the water with their bows completely out of the water right up to their centre boards!

As for me, well we have had some wet and windy events so far so I am looking forward calmer conditions and a bit of sunshine, it could be like that when I see some of you at North Lincs. on 2nd & 3rd July or at the Inlands at Pennine on 16th & 17th July, or even at the Nationals in August. Well I can always dream!

Ken Gibson  
Chairman  
Miracle 3670



## Nautical Sayings Fly by night

Most people think that the term 'fly by night' means someone who will turn up to do something only to have disappeared by nightfall, usually after being paid for a job half finished. May be so but a fly-by-night was also a large sail used only in specific wind conditions. The fly-by-night was

employed instead of the usual collection of smaller sails, making it easier to manage. It could also only be used when sailing downwind and, more or less, the only time it would be used was during the night when most of the crew were asleep below.

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

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## Race Officer's Report



Hello fellow Sailors! Well we are halfway through the season and have only a few events left, one of which is the

The open meetings and Championships that have taken place so far have been well represented and a big thank you to all those who have attended. I hope you have enjoyed them as much as I have!

See you on the circuit.

*Wayne Atherton  
Miracle 3383*

Nationals in Plymouth. If you haven't entered yet please do so as it's a great event that all the family can enjoy, particularly at a holiday resort like Plymouth.

### Calendar 2011

<b>Margate</b> (CT9 1HD) Southern Areas	<b>9th &amp; 10th July</b>	<a href="http://www.margateyachtclub.org">www.margateyachtclub.org</a>
<b>Pennine</b> (S36 4TF) Inland Championships	<b>16th &amp; 17th July</b>	<a href="http://www.pennine-sc.co.uk">www.pennine-sc.co.uk</a>
<b>NATIONAL CHAMPIONSHIPS Plymouth</b>	<b>14th to 19th August</b>	<a href="http://www.mayflowersc.org.uk">www.mayflowersc.org.uk</a>
<b>Thornton Steward</b> (HG4 4BQ)	<b>3rd &amp; 4th Sept</b>	<a href="http://www.thornton-steward-sailingclub.co.uk/">www.thornton-steward-sailingclub.co.uk/</a>
<b>Kielder Water</b> (NE48 1BX)	<b>10th &amp; 11th Sept</b>	<a href="http://www.kielderwatersc.org">www.kielderwatersc.org</a>
<b>Portsmouth Watersports Centre</b> (PO3 5LY)	<b>17th &amp; 18th Sept</b>	<a href="http://www.portsmouthwatersports.com">www.portsmouthwatersports.com</a>

For more information check the website closer to an event

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

# Racing Matters

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

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

## **Margate Yacht Club** (CT9 1HD)

Margate, Kent  
www.margateyachtclub.org  
**9th & 10th July**

### **Southern Area Championships**

There will be hot and cold refreshments available on both days. The galley will be open from 12:00 on Saturday and from 08:30 on Sunday. There will be a social event with a meal on Saturday night £TBC per head. Boat park will be available (if no one around phone Gaye for access). Note boat park and access route as before from the top of the hill. Continue up the hill past Police Station, take next left at shelter, taking you down to the promenade. Sharp left following works traffic sign. Continue towards Lifeboat Station. Further details can be obtained from Gaye Lamb, 01843 833421/ 07882 799084 or gayeklamb@gmail.com

## **Pennine Sailing Club** (S36 4TF)

Winscar Reservoir, Holmfirth, West Yorkshire  
**16th & 17th July**  
**Inland Championships**

This is a new venue for us. The club have assured us of a warm welcome. There is

plenty of free boat and car parking and an excellent launching area. They have first class changing facilities with ample showers. Food will be available throughout the weekend. Free camping is available on both Friday and Saturday nights.

## **Mayflower Sailing Club** (PO1 2)

**Plymouth, Devon**  
www.mayflowersc.org.uk  
**14th to 19th August**  
**National Championships**

See details elsewhere in this issue.

## **Thornton Steward Sailing Club**

(HG4 4BQ)  
Near Bedale, North Yorkshire  
www.thornton-steward-sailingclub.co.uk/  
**3rd & 4th September**

A regular venue, a small club in a beautiful part of North Yorkshire. There will be camping available on Friday, Saturday and Sunday nights if required. Food will be available from breakfast on Saturday through to Sunday. There will be an evening meal on Saturday. There is no bar so you need to bring you own booze. Plenty of boat and car parking spaces.

## **Kielder Water Sailing Club**

(NE48 1BX)  
Northumberland  
www.kielderwatersc.org  
**10th & 11th September**

5 races open to all classes of dinghy and catamaran. Camping is available on the grass around the Clubhouse. There will be someone at the club after tea-time on Friday. There will be an evening meal and a bar at the clubhouse on the Saturday night.

## **Portsmouth Watersports Centre**

(PO3 5LY)  
Portsmouth, Hants  
www.portsmouthwatersports.com  
**17th & 18th September**  
Another new venue.  
See the flyer notice with this issue.

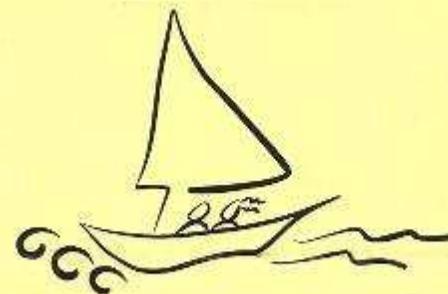


## **Going to an open meeting - Give it a go**

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.

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# Miracle National Championships Mayflower Sailing Club

Plymouth

14th to 19th August 2011



## Practical points

Entry forms are available from:

John Tippett:

tippett.john@tiscali.co.uk

Website:

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

Entry fee

£160

though some special offers  
are available so  
contact John Tippett

### *The Notice of Racing*

is on the website:

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

Don't forget to take:

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

## Scrutineering Notes

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

1. **Visual Check** for any obvious deviations from the Rules of Measurement and Construction.
2. **Check Measurement Certificate**
3. **Check current buoyancy signed off.**
4. **Rudder** - Check profiling - some rudders were too wide last time.
5. **Stocks** - Rule 70 states that the stock shall be constructed of wood or metal, reinforced by glass fibre or resin.
6. **Centreboards.**
7. **Sails** - stamp one set for championship use.

**Future Nationals**

**2012**

**Ullswater Yacht Club**

**12th to 17th August**

## Mayflower Sailing Club

Phoenix Wharf

Maderia Road

Plymouth

Devon

PL1 2NX

[www.mayflowersc.org.uk](http://www.mayflowersc.org.uk)

### Websites:

Miracle Class Association

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

Mayflower Sailing Club

[www.mayflowersc.org.uk](http://www.mayflowersc.org.uk)

Tourist information

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

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

[www.visitcornwall.com](http://www.visitcornwall.com)

Fireworks

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

**British Fireworks Championships Finals**

**16th & 17th August 2011**

## Social Events Diary

**Saturday 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**

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## Fast Sails - Great Service

### MIRACLE RESULTS

<b>Nationals 2008</b>	<b>1st, 2nd</b>
<b>Inlands 2008</b>	<b>1st, 2nd</b>
<b>Southern Areas 2008</b>	<b>1st</b>
<b>Midland Areas 2009</b>	<b>1st, 2nd</b>

Lowside Bowness-on-Windermere Cumbria LA23 3DH  
Tel 015394 88686 Fax 015394 88683 [sg@goachersails.co.uk](mailto:sg@goachersails.co.uk)  
**[www.goachersails.co.uk](http://www.goachersails.co.uk)**

## Nationals clothing

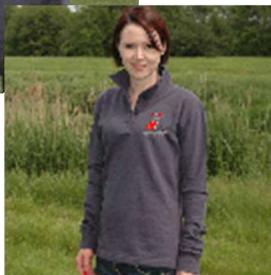
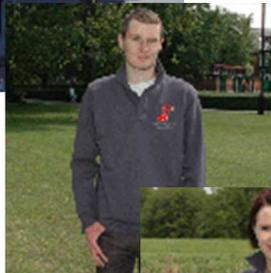
In a new initiative the Miracle Association is collaborating with Wave Clothing to provide clothing with the Nationals logo. Members will order direct from Wave Clothing's website and can choose the type of garment, colour and size. Everyone does this and pays for themselves so it takes the pressure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

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

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

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

## Sweatshirts—3 designs



## Order yours on Wave Clothings website

### Polo shirts—ladies and mens



### Hoddies—childrens and adults



All with 2011  
Nationals logo  
embroidered on the  
left breast



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

## Future Nationals – questionnaire

### Your views matter!

### *and your Committee wants to know them.*

We've been planning ahead for a few years now and wish to go even further into the future with Nationals venues.

However, there are lots of elements to balance out, e.g.

- Sea or inland?
- Holiday venue?
- Where in the country?
- For some clubs we are too small a fleet, others too large.
- How much are we prepared to pay as some clubs charge more than others?
- Etc.

So far we've worked on what we think members want – now we want to find out what you actually want, hence the questionnaire.

So this is your chance to help steer the direction of future Nationals venues. You can do this a number of ways:

- Fill in the questionnaire sent in this copy of *Halo* (photocopy it if you need to) and post it to the address on the bottom of the second page.
- Print the PDF version off the website

and post it to the address on the bottom of the second page.

- A Word version is to be sent out by e-mail – fill that in and return it by e-mail.

The grand plan is to have as many questionnaires as possible returned by the end of July so some initial rough analysis can be done in time for the A.G.M. on Thursday 18th August in Plymouth. There will then be an item in the *Halo* on the findings so you can add your thoughts if you were not able to go to Plymouth. Your Committee will then consider the results and use them when it gets down to the work of arranging future venues.

Finally, your Committee knows that whilst we would like to please everyone all the time that is impossible. So we are aiming to please most of the people all the time and everyone at some time or another – but to attempt to do that we need your views – so get filling in.

*Ken Gibson*  
Chairman

## *Nautical Sayings*

### *Piping hot*

When something is served piping hot it basically means it has come more or less straight from the hob or oven. So why 'piping'? It is basically a reference to an old fashioned ship's form of dinner bell or

gong. Rather than ring a bell or banging a gong the boatswain would pipe a signal to announce that meals were being served.

# Sailing in wild weather

## Do you go out?

by Gillan Gibson

Last issue we considered surviving when the wind and conditions blew up – always useful to know in case you are caught out. However, once you have “survived” a few times it’s likely that you will have found the pleasurable times when the boat is going really well, really fast and you are in control and enjoying it. For some people the real fun is when it’s breezy and both crew can delight in the power and controllability of the Miracle. The clanking of halyards as you arrive at the club are now not the sound of doom, but a portend of the delights to come if you can get rigged fast enough (beware of chatting and delaying as the wind may go and your fun with it!)

So how do we achieve the greatest enjoyment? We’re not talking about racing here (that’s for a later issue), just going out for the fun of it and having a good whizz round. First of all you have to



consider whether you go out. There are a number of things to consider, both for your health and safety and for that of others:

- Is your boat up to it? – Everything, absolutely everything, must be sound and secure. The Miracle is a tough boat when sound, but you must be certain the boat you are to use actually is.
- Are both sailors fit enough – physically and mentally? If you’re just recovering from that cold, or had a twinge of pain in that dicky shoulder you may be far better staying ashore and watching everyone else.
- Are both sailors happy to go out? It is quite usual for one to be keen and the other not so happy about it. Keenies, please be aware of this and don’t push someone to go out – they

are much more likely to sail with you in the future if you are sensitive to their concerns. If one sailor is not happy ask around and see if there is someone at the club or from another boat who does want to go out.

- Are there people who are with you who would worry about you if you went out? Think of them. If you do go out, go for a short trip first and come in so you prove you can

more than handle it and they have no need to worry.

- Do both sailors have suitable kit? The probability is you are going to get very, very, wet, even if you keep the boat upright. All that spray flying in from bow is very wet, even for the helm as the crew can’t stop all of it! Consider wearing a helmet – canoe ones are good and much better than a split head.
- Is there a safety boat on duty? You don’t want to capsize or have problems, but you need to be prepared and know help is available if needed – after all you are planning to push the sailing “envelope”. Be aware of what time the safety crews duty ends and be ashore before they finish.
- Are the safety boat crew happy for you to go out? If they’re not don’t argue, go and find someone to chat to, do some work on the boat, or wait to see if conditions change to some where they are happy about your going out. Because it is not just your health and safety you have to think of, but also that of those who would have to come and help you if you do have problems. Having said that, many is the safety boat crew who is only too happy to have boats out to add to their excitement and perhaps give them the chance to practice their rescue skills!!! (I’ve seen a few licking their lips in delighted expectation in my time and been one myself!).
- Are you confident you can deal with a capsize?
- Are there already other boats out? How are they coping? Has anyone

been out and come in – what is their view on conditions? Are they in for a rest and a drink and itching to get out again, or have they decided it’s just too fluky and twitchy to be enjoyable?

- What is the weather forecast to do? – If it’s going to get windier you may be best ashore.
- Is tide an issue?
- Are there any other local issues you need to consider? It may be a busy port, or there may be racing on in the area, or a ferry may be due in – all sorts of things. Ask around so you have the best information you can.
- Ensure there is someone ashore who knows what you are doing. Do you and they have mobile phones? Those special waterproof pouches are good for taking a phone afloat if necessary, though they are not cheap. When you come ashore make sure they know you are ashore. A few years ago a motorboat went to sail out of the River Tyne but decided to turn back as the conditions were so bad, but they forgot to tell the person they had briefed about their trip that they were ashore. They were most embarrassed when they found there had been a full search and rescue effort whilst they were supping a pint in the pub and telling their tale of how wild it was!
- What else do you need to consider?????

In essence – if in doubt, don’t go out.

Having considered everything you can the decisions made – you’re going out.

Contain your excitement and make sure

## Sailing in wild weather (cont.)

you rig the boat properly – it's just times like these that something gets forgot!!! There are a few tips to make life easier which you can consider:

- Have good non-slip gloves. The cheap rubber covered ones from the hardware stores are in favour at the moment.
- Make sure your hat and glasses are tied on so you don't lose them if they are knocked off.
- Make sure you have good water/wind proofs so you stay warm as you will get very wet.
- If you have the option fit thicker sheets. Some sailors have thinner sheets for light winds, but they can be hard to hold in a blow so they have another set of thicker ones for windy weather. I once had a thick sheet on my Topper which was a bit tight in the block and it made life even easier as the resistance took some of the strain.
- Check you have a bailing bucket of some description and that it is tied on securely, but out of the way until needed.
- If you know how to, set up the rig (mast, spreaders and shrouds) for the conditions. If you don't know find someone and ask for their help.
- Sail setting – the rough rule of thumb is the fuller the sail the more powerful it is, the flatter the sail the less powerful it is. So you are going to be going for a flatter

sail. Pull on the outhaul and heave on the kicker. The word in the fleet is no one does anything with the downhaul and if it does need to go on it probably is too wild to be out!

Once you are rigged it is quite likely you will find there are lots of willing helpers when it comes to launching as everyone wants to see the fun! – just make sure you know where they put your trolley! And even now it is a time to reassess whether to go out as the weather may have become worse whilst you rigged up, or it's rougher at the water than it seemed. There is no disgrace in changing your mind and staying ashore – in fact it shows the ability to think for yourself and make sensible decisions as needed. If you're still on for a sail launch and ease yourselves away from the shore feeling for what the wind is doing. Do a few tacks and reaches to get the feel of things and if you are still happy find that nice "reaching spot" and see how fast you can go.

Next issue we'll look at the practical sailing side of wild weather sailing.



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# Miracle Association Committee

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

## Miracle Association Annual General Meeting

Thursday 18<sup>th</sup> August 2011, 7.30 pm

**Mayflower Sailing Club**

Phoenix Wharf, Maderia Road  
Plymouth  
PL1 2NX

### Agenda

1. Apologies for Absence.
2. Minutes of the A.G.M. held 12<sup>th</sup> August 2010 at the Royal Anglesey Yacht Club, Beaumaris.
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.

# Jib sheeting angle

## A.G.M. proposal

The Miracle's jib sheeting angle has not changed since the boat was designed around 40 years ago. In this time, thinking on rigs has come a long way and most classes (both one design and development) have graduated to a narrower sheeting angle (most OD classes don't control the position). People that sail Miracles in handicap fleets know that they do not point as well as other boats. This is due to a number of reasons, but the sheeting angle is the main one until around 12 knots of breeze when drag reduction becomes more important. The optimum is around 7 degrees and at the moment the Miracle is around 23. In a fleet race this does not make a big difference, but most of us do most of our sailing in club handicap fleets. Although our handicap takes this poor pointing performance into account, it makes it difficult and unpleasant to sail in a few key areas on the race course. It means that people often cannot get particularly good starts as a better pointing boat can quickly squeeze you out and if you round the leeward mark behind other boats, even with good rounding, you fall quickly into dirty air. As a side point, the wide angle means we have to pull our jib in so tight that many young or female crews cannot pull it in enough by themselves.

The two options proposed will allow a narrower sheeting angle and should make the boat more pleasant to sail and

easier to sail at club level. If we are to encourage newcomers to the class they have to know that it will be enjoyable to sail on a Wednesday night race as well as at Opens, etc. It will have the most effect in 5-12 knots of wind, but this is the wind in which the majority of club racing takes place. In the medium term it is likely to decrease our handicap, but in the short term may give us a short "PR boost" as people are able to do quite well at club/big handicap events. It should also slightly modernise the look of the boat to make it more appealing. On new boats the cost difference between the current system and the new system should be minimal. Brian Jones has tested a simple version of the system. Initial findings are good.

The idea is to vote on which of two options are preferred and then to vote on whether or not we should implement the preferred solution.

**Option 1** is the cheapest, has more adjustability, and will allow a narrower angle, but will not look so neat and does not define any measurement (as most classes don't). It is likely to cost between £30 and £80 to retrofit to a current boat, depending on how simple a system is used.

**Option 2** is simpler and gives a specific measurement but is more expensive and would not allow such a close sheeting angle. It is likely to cost around £140 to retro fit.

*Sam Mettam*

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# Jib sheeting angle (cont.)

The formal proposal is:

**Miracle Dinghy Class Association**

**Annual General Meeting at Plymouth  
Mayflower SC on 18<sup>th</sup> August 2011**

**Proposals for Changes to the rules of  
Measurement**

Proposed by: **Sam Mettam**

Seconded by: **Phil Bailey**

**Remove the following from the  
Rules of Measurement:**

## HULL- TOPSIDE

**Rule 22**, Fairleads to be fitted above deck except in Mk4.

**Rule 22a**, Distance from aft face of aft transom to aft face of the fairlead bearing surface.

Starboard side 2325 max

For Mk 4 if through deck holes maximum measurement is to forward bearing surface of hole.

Starboard side 2325max

**Rule 22b**, Distance from aft face of aft transom to aft face of the fairlead bearing surface.

Port side 2325max

For Mk 4 if through deck holes maximum measurement is to forward

bearing surface of hole.  
Port side 2325max

**Rule 23a**, Distance from centreline of boat to outer bearing surface.

Starboard side 560 min

For Mk 4 if through deck holes minimum measurement is to inside bearing surface of hole.

Starboard side 560 min

**Rule 23b**, Distance from centreline of boat to outer bearing surface.

Port side 560 min

For Mk 4 if through deck holes minimum measurement is to inside bearing surface of holes.

Port side 560 min

**Rule 24**, Through deck hole for jib fairlead.  
and 25 max

## SAILS

**Clause 11[A] 7** The jib fairleads may be fixed any where in the fairlead pad or that part of the deck carlin which is rebated into the fairlead pad.

**Clause 11[A] 8** The position of the jib fairlead shall not be more than 2325 from the aft side of the aft transom and shall not be less than 560 mm from the centreline of the boat.

## Replace with

### Option 1

The jib must be sheeted from the fairlead pad or on that part of the deck carlin which is rebated into the fairlead pad and /or lower tank side.

The sheeting angle may be narrowed by the use of no more than two floating blocks (one on each side) anchored to the centreboard case. These lines may be adjustable, but the anchor point must be fixed.

These Options are intended to be mutually exclusive.

The idea is to vote on which of two options are preferred and then to vote on whether or not we should implement the preferred solution.

or

### Option 2

The Jib must be sheeted from the fairlead pad or on that part of the deck carlin which is rebated into the fairlead pad and /or the lower tank side. A slider and track may be used to adjust the sheeting angle. The bearing surface of the fairlead shall not be less than 375 mm from the centreline.

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Photo—Phil Gamlen

## Welton 23rd & 24th April 2011



Due to run a one day event on Sunday the Club stepped into the void to also run the Saturday after the cancelation of Hornsea's meeting. They did a superb job and the fleet found a great welcome and a weekend of very interesting racing. 11 boats entered, 4 from the home club, though 3 visiting boats could stay for only one of the days.

Welton is a 90 acre ex-clay pit and the Club use about 80 acres of that water.

On the north bank of the River Humber, just to the west of the Humber Bridge, it's close to the A63 in a beautiful setting.

With regard to the conditions it was a race officer's nightmare with very little, very changeable, wind. Despite this there was only a little delay before the fleet was got off to a start - which was closely followed by a big windshift. Advantage of this was taken by Gillan & Kenneth Gibson (3670) who beat the fleet to the windward

## Welton 23rd & 24th April 2011

Pos	Club	Sail No	Pts
1st	Wayne Atherton & Liz Kemp	Delph 3383	3
2nd	Dave & Giles Smith	Welton 4031	6
3rd	Tracy Amos & Neal Gibson	Redoubt 3692	10
4th	Stan Lubner & Brian Henline	Welton 4027	10
5th	Jon & Phillip Aldhous	Beaver 3794	11
6th	David & Jean Reed	Girton 3725	11
7th	Dave Butler & Andy Yates	Welton 4035	11
8th	Gillan & Kenneth Gibson	Thornton Steward 3670	17
9th	Martyn Travis & Ray Baskerville	Beaver 4026	23
10th	Richard & Todd Brameld	N. Lincs 3131	26
11th	Angelina & Paul Featherstone	Welton 3720	28

mark. However, as the light conditions continued it was Wayne Atherton & Liz Kemp (3833) who prevailed to take first place. Race 2 saw the wind drop and the whole fleet attempting to round one mark at the same time. Again Wayne & Liz made the best of what was on offer, but with a reduced lead. In the first race there had been 20 minutes between the first and last boat finishing, in this second race there were only 4 minutes.

In the evening a gorgeous meal in a beautiful setting was a fine round up to a day all had enjoyed.

Sunday brought more sun and the same lack of wind. Even so 3 races were fitted in, the last two running 5 minutes after the clubs racing. Races 3 and 4 again called for light wind skills so Wayne & Liz won again in race 3, but Jon & Phillip Aldous (3794) took the 4th race. Some

chose not to sail race 5, but those that did had the best wind of the day and a thoroughly good sail. On this occasion Tracy Amos & Neal Gibson (3692) took the win.

Overall Wayne & Liz won with 3 first places, with Dave and Giles Smith (4031) from Welton coming second with 3 second places, a very consistent placing in view of the conditions.

Welton was a new venue for the Miracles and it was the first open meeting they had run, but with the excellent weekend they put on there are many in the fleet who hope we can go back there again.

*Gillan Gibson  
Miracle 3670*

## **Northern Area Championship Delph 14th & 15th May 2011**

When Tim Wareing phoned me up at the back end of March and asked if I was interested in being Miracle Fleet Rep at Delph I'm sure that he said that all it involved was attending a monthly Sailing Committee meeting at Delph, nothing much. Since then it's all been a bit of a blur as I have tried to comprehend the organisation of open events at Delph in time for the Miracle Northern Championships.

Of course, the actual racing on the water was the least of my worries – the racing ran as usual like a well-oiled machine, especially as the RCC computer wasn't allowed to interfere. And with a race team of John, Albert, Chris, Dave, Keith and Peter what could have possibly gone wrong? Well, apart from the wind?

No, it's all the other stuff that was the tricky part from my point of view. The "other stuff" involved an absolute army of people. And as it was a 2 day event lots of the "other stuff" was times 2. The army who did the "other stuff" comprised Jane, Leah, Jake, Diane, Graham, Haley, Liz, Phil, Ryan, Hilary and Tim. Also, Mavis (and I) did a little bit of the "other stuff" as well. And Angela and Bank Top Brewery contributed 18 gallons of "other stuff". I think that's everyone (my apologies if I missed someone), so race team and "other stuff" army, thank you very much from the Delph Miracle Fleet and the visiting sailors for making the event a success.

Key to the success of the event is the catering and as in previous years this was, based on the comments I received and my own sampling of the fare, up to its

usual high standard, with teas, coffees etc., bacon butties, hot tasty lunches and of course the Delph Miracle Barbeque which attracted 64 diners this year.

And so to the main bit, the racing, for which 19 boats signed on. It's a bit tricky to get a handle on what's happening at the front of the fleet when you're trolling along at the back trying to stay upright so I am grateful for the notes made by Nigel Reddecliffe and Peter Cuthbert. Any inaccuracies / elements of fiction in the following race reports are down to me and if there are any I apologise. Also, if you feel you can do better and would like to write the race reports next year, then please volunteer.

### **Saturday Race 1**

11 boats. North-westerly breeze with "mischievous" gusts. Jack Hopkins and Angela Sweeney (Delph) took an early lead upwind to be overtaken downwind on lap 2 by Wayne Atherton and Liz Kemp (Delph) and then Jon and Philip Aldhous (Beaver) on the third. Louis Moulden sailing with the youngest crew Jake Beckford (Delph) managed a respectable fourth.

### **Saturday Race 2**

9 boats. Easing north-westerly breeze but still with troublesome gusts. Wayne and Liz got an early lead. Jack and Angela chased hard, gaining ground up wind but tending to lose it again downwind. Jon and Philip were hard on their heels for most of the race. Louis and Jake managed a respectable fourth again.

### **Sunday Race 3**

18 boats. Light to moderate shifting north-westerly breeze with manageable gusts. David and Michelle Raines (Leigh and Lowton) took an early upwind lead from Rob and Hannah Cocking (Delph), Wayne and Liz, Jack and Angela. Wayne and Liz took the lead downwind and held it for the rest of the race. Rob and Hannah fell back to fifth and then managed to hold their position until in the latter stages of the race when they fell further back to eighth. Louis and Jake again finished fourth. Having secured three first places out of three, Wayne and Liz had won the championship, and the racing hereon in was only for the "minor" placings.

### **Sunday Race 4**

15 boats. A light to moderate shifting north-westerly breeze with manageable gusts in the main part of the lake but fluky conditions in the tree sheltered north-western end of the lake. Jack and Angela took an early lead and held it until the second upwind leg when they were overtaken by Wayne and Liz. David and Michelle who

were third for most of the first lap were passed on the broad reach into the leeward mark by Jon and Philip. Louis and Jake had to settle for fifth.

### **Sunday Race 5**

11 boats. A light shifting north-westerly breeze. David and Michelle got a clear lead up the first beat. Jon and Philip followed by Rob and Hannah also got clear of the rest with Rob and Hannah just pipping Jon and Philip on the line.

A key feature over both days was the gusts and I lost track of the numerous capsizes. Mavis and I managed to limit our own capsize total to one although Hannah and Nick Smith (Thornbury) capsized at least once each day and also at one point seemed to be developing a novel push-me-pull-you sailing technique.

Finally, in conclusion, thank you to all those who took part in the racing and



## Northern Area Championship (cont.)

### Delph

14th & 15th May 2011

congratulations to the 2011 Miracle Northern Champions, Wayne and Liz. Can they make it a hat-trick together by winning again next year? Is there a crew out there who can master the

“mischievous” Delph winds and stop them becoming the Miracle Northern “Olympic” Champions in 2012?

*Martin Bathe*

### Northern Area Championship

Delph - 14th & 15th May 2011

Pos	Club	Sail No	Pts
1st	Wayne Atherton & Liz Kemp	Delph 3383	3
2nd	David & Michelle Raines	Leigh & Lowton 3740	7
3rd	Jack Hopkins & Angela Sweeney	Delph 3414	7
4th	Jon & Phillip Aldhous	Beaver 3794	8
5th	Louis Moulden & Jake Beckford	Delph 3835	12
6th	Robert & Hannah Cocking	Delph 3077	16
7th	Ashley Southwell & Mark Atherton	Leigh & Lowton 4011	17
8th	Brian & Sharon Worrall	Beaver 3679	19
9th	Hannah & Nick Smith	Thornbury 3805	22
10th	Simon Reddecliffe & Liz Lee	Delph 4007	23
11th	Martin & Mavis Bathe	Delph 59	28
12th	Dave Butler & Andrew Yates	Welton 2166	31
13th	David & Jean Reed	Girton 3725	31
14th	Tom Donaldson & Jason Kaye	Delph 4022	31
15th	Gillan & Kenneth Gibson	Thornton Steward 3670	35
16th	Ian & Geraldine Downs	Killington 3775	36
17th	Tim Wareing & Mike Smith	Delph 2772	57
18th	Nigel & Val Reddicliffe	Delph 1355	61
19th	Paul & Simon Winn	Pennine 2235	63

See page 27 for some photos with a difference taken at this event!

## Puddleduck

### Girton

21st & 22nd May 2011

It had to happen! After years of taking place in warm sunshine and nice breezes our wonderful weather decided it was payback time for Girton.

Eleven visitors joined the three club boats for a very blustery weekend.

On the Saturday a strong south westerly kept everyone on their toes (or toe straps) with a number of boats sustaining some damage. Fortunately we were able to complete the two races because Sunday turned out to be too challenging for many crews.

Suffice to say that only two boats decided to sail one more race to decide the eventual winner. The rest of us took the opportunity to watch and learn how quickly to right your boat after capsizing and how quickly to get rid of all that water.

I have it on good authority that next year we will be back to our normal hot & sunny with warm breezes sailing weather, I'm already looking forward to it!  
*Dave Reed 3725*



**Puddleduck**

**Girton - 21st & 22nd May 2011**

Pos	Club	Sail No	Pts
1st	Phillip & Helen Bailey	Hunts	3825 2
2nd	Sam Mettam & Geoff Phillips & Brian Henline	Hayling	4039 3
3rd	Wayne Atherton & Liz Kemp	Delph	3383 5
4th	David & Michelle Raines	R.Y.A.	3740 7
5th	Ashley Southwell & Mark Atherton	Leigh & Lowton	4011 9
6th	Harriet Baldon & Richard Harvey	Girton	4033 13
7th	Brian Worrall & Mike Smith	Beaver	3679 17
8th	David & Jean Reed	Girton	3725 19
9th	Stan Lubner & Brian Henline	N. Lincs	4027 20
10th	Tracy Amos & Geoff Phillips	Redoubt	3692 21
11th	Richard & Todd Brameld	N. Lincs	3131 22
12th	Ian & Geraldine Downs	Killington	3775 23
13th	Gillan & Kenneth Gibson	Thornton Steward	3670 26
14th	Derek & Judy Sylvester	Girton	4013 30

**Midland Area Championship**

**Burton**

**11th & 12th June 2011**

Burton Sailing Club laid on its usual warm welcome for the visiting fleet. The racing on Saturday was dominated by light fluky winds, whilst Sunday saw rain from the first start of the day until the end. The final race also saw much more wind and challenging conditions so only 5 hardy crews went out.

Sam Mettam & Geoff Phillips (4039) dominated, with Martyn & Daniel Lewis snapping at their heels. Lower in the ranks places changed backwards and forward which made for some very good competition.  
*Gillan Gibson*  
3670

**Midland Area Championship**

**Burton - 11th & 12th June 2011**

Pos	Club	Sail No	Pts
1st	Sam Mettam & Geoff Phillips	Hayling	4039 3
2nd	Martyn & Daniel Lewis	Draycote	3834 5
3rd	Richard & Katheryn Byne	Draycote	3678 9
4th	Graham Watts & Sally Massie	Staunton Harold	3840 9
5th	Ally & Phoebe Jones	Draycote	3847 12
6th	Brian Jones & John Green	Maidenhead	4021 13
7th	Ashley Southwell & Mark Atherton	Leigh & Lowton	4011 16
8th	Peter Burfield & Barbara Green	Draycote	2132 21
9th	David & Jean Reed	Girton	3725 25
10th	John Holmes & Margaret Mettam	Rotherham	3807 28
11th	Gillan & Kenneth Gibson	Thornton Steward	3670 31
12th	Grant Pollard & David Bryard	Burton	1300 37
13th	Steve & Matt Bloomfield	R.Y.A.	2018 39

**Nautical Sayings**  
**Money for old rope**

A saying with its basis in nautical history that is a quite literal translation. The phrase used to describe financial gain for doing very little, actually derives from a

fact that, in olden times, if a sailor landed in port short of cash he would sell lengths of old rope that would otherwise have been discarded.

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## Killington 18th June 2011

During the week the forecast for Saturday had ranged from force 7 to no wind, so we were pleased to have a force 3 to 4 S.S.Westerly and no rain for race day. Unfortunately the number of boats forecast reduced from 10 to 7 on the Friday night and we ended up with just four visitors plus us. Things then got worse when the electricity went off just as I was cooking the bacon! Mild panic but we were saved by an offer from the farmer's wife (next door) to cook the pies and stew – Ian rushed back home and collected our camping stove to boil water for drinks.

The racing was very enjoyable with Wayne and Ally fighting it out at the front

whilst the other three boats had an exciting tussle in the second division.

The last race was a windward-leeward course (just the sausage of an Olympic course). The First division did not take part leaving us three to fight it out. We all finished within 20 seconds of each other! Rob, with his crew Chris (on loan from Killington), finally got his act together and won whilst Martin + Mavis just beat us to the line.

Martin is probably still smiling!

Hopefully we will see more of you

next year.....

*Geraldine Downs*

*Miracle 3775*

### Killington 18th June 2011

Pos	Club	Sail No	Pts
1st	Ally & Harry Jones	Draycote	3847 2
2nd	Wayne & Mark Atherton	Delph	3383 4
3rd	Martin & Mavis Bathe	Delph	59 5
4th	Rob Cocking & Chris Morphet	Delph	3077 6
5th	Ian & Geraldine Downs	Killington	3775 6

### Hints and tips

Do you have any ideas that would help others?

**Have a piece of string on the rudder to tie it to the hull** so if you do capsize and it comes off you still have it attached to the boat where you can reach it .

**An anchor line can double as a towing line so you don't have to carry 2 pieces of rope.**

## Delph produced some photos with a difference

**—all ready for those who like making up captions!!!**

*Hannah and Nick Smith struggle to get to grips with their push-me-pull-you Miracle : "I told you that our old Miracle was easier to sail Dad!"*



Mark and Ashley.  
So who's the other guy?

Three men in a boat  
—or is it two boats???

Brian decided he was bored with sailing so he walked instead!



*Thanks to Jean Reed who caught these masterpieces*

**Puddleduck  
Girton  
21st & 22nd May 2011**



Dave Raines



Dave Raines

