

Miracle Insurance

Cover and premium for:

Sum insured	£3m Third Party only	£3m Third Party + Fully Comprehensive	Including
n/a	£24.00	n/a	Racing
£100	a/a	£26.00	12 months use
£500	a/a	£34.00	Fire
£800	a/a	£37.00	Theft
£1,000	a/a	£39.00	Collision
£1,500	a/a	£41.00	Transit Damage
£2,000	a/a	£44.00	Launching
£2,500	a/a	£47.00	U.K. + C.I.
£3,000	a/a	£50.00	Trips to E.U.
£3,500	a/a	£57.00	
£4,000	a/a	£62.00	
£4,500	a/a	£67.00	
£5,000	a/a	£72.00	

FOR FULL DETAILS, PROPOSAL AND COVER

Telephone 01702 710 041
or visit www.newtoncrum.com

Newton Crum Insurance, 839 London Road, Westcliffe, Essex, SS0 9TE

For over 54 years insuring Britain's sailors, better.

RYA Dinghy Show 3rd-4th March 2012

The Halo

Miracle Association Magazine Winter 2011

Solo



Miracle

Jack Holt Centennial 2012

Streaker

Mirror



Enterprise



Cadet

The Friendly, Family, Dinghy Class"

Contents

Editor's Corner	2
Chairman's Desk	3
RYA Dinghy Show 3rd & 4th March	4
2012 Nationals, Ullswater	5
Miracle in Cowes Harbour	6
Racing Matters	8
Race meeting Calendar 2012	9
Measurement Matters	11
Nationals Survey	11
Miracle Association clothing	11
Jack Holt, 1912-1995	12
Miracle Nationals: a beginner's view	16
Committee members & meeting	18
2011 Nationals - Trophies	21
Travellers Trophy 2011	23
Racing results - TSSC & Bala	25

Contacts

Kenneth Gibson Chairman
kengillian2@yahoo.co.uk
Thornton Steward SC

John Tippett Secretary
tippet.john@tiscali.co.uk
Draycote Water SC

Mike Smith Webmaster
mikesmith@stuk.freemove.co.uk
Thornton Steward SC

Gillan Gibson Halo Editor
kengillian2@yahoo.co.uk
Thornton Steward SC

Miracle Association website:
<http://www.miracledinghy.org>

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, p12 & 13 supplied by Paul Nudds; p2, 3 & 11 Sue Atherton; p4 Jean Reed; p5 & 17 Gillan Gibson; p6 Hamo Thornycroft; p25 Phil Gamlen; p26 Andrew Burgess.

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

Editor's Corner

This issue highlights the life of Jack Holt, designer of the Miracle, as 2012 is the 100th anniversary of his birth. It was intriguing to discover just how many other classes owe their existence to him, a prolific designer by any account. A testament to his skills is the number of those classes, like the Miracle, which are still going strong.

In with this *Halo* are one or two additions. First is the entry form and *Notice of race* for the 2012 National Championships at Ullswater giving the opportunity to enter early and pay the reduced rate of £125, rather than the £160 charged after the 31st March 2012.

Second are some charts giving the results of the questionnaire about Miracle Nationals. I found it quite fascinating to enter up and it was interesting to see the patterns emerge - go and have a look for yourself. See also page 11 regarding the venues proposed by respondents.

To continue the survey theme the Royal Yachting Association is conducting one at: www.rya.org.uk/newsevents/news/Pages/RyAMembershipSurvey.aspx to find out what people think of the organisation. They would like to hear from both members and non-members, and are raffling an iPad2 to encourage people to fill it in.



Finally, can I point you to the events calendar on page 9. Let's hope we have some better weather in 2012!
Gillan Gibson,
Miracle 3670

Chairman's Desk

When you read this we will be into the new year, 2012, the year of the Olympics and our good wishes go to our world beating sailors.

One of my other hobbies is flying model aeroplanes and the weather conditions required for each hobby are in complete contrast, for flying I would prefer calm balmy days and for sailing, well you know what is required! Suffice it to say that 2011 has been one of the poorest years for both flying and sailing, too much wind and too much rain, what's all this about global warming! So roll on 2012 and let's see some good sailing and flying in the conditions best suited for it.

So what happens next, first we have the RYA Volvo Dinghy Show on 3rd and 4th March at Alexandra Palace. As this is the Jack Holt Centenary Year we have been honoured to have been selected out of the 40+ boats designed by Jack to provide a Miracle as one of 10 boats to be displayed in the West Corridor at the Palace. Our own stand is to be B30 in Hall 3 - the Great Hall. We will have our usual display of two Miracles provided by Butler Boats. Why not come and join us, if you get lost we are in the same area as Topper International, Laser Performance, Enterprise and Pinnell and Bax. Log on to the RYA website for your tickets which for Saturday are £11, with £5.50 for children and for Sunday are £11 with up to 2 children free with each full paying adult. If you are a RYA member then you can save £2 on the adult prices. The on the door price is £13 for adults.

You may have noticed that since the last issue we have had to say farewell to our Membership Secretary and I also have to advise that after several years of service

to the Association our Race Officer, Wayne Atherton, has decided to step down. On behalf of the Association I would like to thank both for the sterling service they have given to us over the years and wish them good sailing in the future. I would also like to take this opportunity to welcome Martin Bathe, the Miracle Fleet Captain of Delph Sailing Club, who has kindly agreed to take on the task of Membership Secretary. We are still looking for a Race Officer so I look forward to hearing from volunteers.

Looking back on 2011 events, it was disappointing that some had to be cancelled, often at the last minute. However, there were some upsides, e.g. when Welton Sailing Club stepped in to the breach and at very short notice gave us a 2 day event and not only that but they have agreed to do the same this year. Broadwater Sailing Club have agreed to hold the 'Puddleduck' over 2 days and it is nice to welcome back Draycote Sailing Club who are to host the Midland Championships. The programme is all but complete and is displayed later in the magazine under *Racing Matters*.

Just a little plug for the 2012 Nationals which return this year to Ullswater, a favourite place of mine and I am sure lots of you also, it's always a great venue for sailing and a holiday.
Ken Gibson, Chairman
Miracle 3670



**RYA Volvo Dinghy Show
Alexandra Place
London**

Sat & Sun 3rd & 4th March 2012

**Come and join us and
find out the latest on the Miracle and
meet with other Miracle sailors
Stand B30, in the Great Hall**

**See also Miracle 59 in the
display of Jack Holt designs in
the West Corridor**



**Official RYA website:
www.rya.org.uk/programmes/dinghyshow/Pages/RYAVolvoDinghyShow2010.aspx**

**2012 Nationals
Ullswater Yacht Club
12th to 17th August**



Ullswater Sailing Club has always been a popular venue for the Nationals. With sailing, camping and car parking on site and excellent catering and superb scenery all that is needed is for the weather to co-operate. With a totally refurbished clubhouse following a flood all is most welcoming.

The race officer will have the choice of sailing both off the club and round in Sharrow Bay, wherever the wind is best. With a choice of courses to suit the day the racing should be the best.

For those ashore the Lake District is one of the premier tourist areas with many, many, fine visitor attractions and superb walking and cycling.

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



**Entry
fee: £160**

**Early entry fee £125
(Paid by 31st March 2012)**

Includes: Racing
Boat space
Car parking
Commodore's Reception
Prizegiving Buffet

A midweek evening meal is to be arranged at an extra charge.

Onsite camping

In a field adjacent to the sailing club:

Fee for up to 7 days, Saturday to Friday inclusive (extra nights are available)

Small tent:	£45
Large tent:	£85
Motor home:	£105
Caravan:	£105

Websites

Ullswater Yacht Club
www.ullswateryachtclub.org/

Ullswater Association
www.ullswater.com/

Ullswater.co.uk
www.ullswater.co.uk/

Cumbrian Tourism
www.golakes.co.uk/

Miracle in Cowes Harbour

by Simon Bean

I thought others might be interested in this photo of my wife and myself sailing through Cowes Harbour, Isle of Wight, on that glorious weekend at the beginning of October.

We are sailing my 50 quid Miracle "Ringle".

I have sailed Miracles on and off since the 1970's and have always enjoyed the sweet and swift handling. I bought Miracle 609 three years ago for a cheeky offer of £50 when I saw her for sale on a driveway near Gurnard Sailing Club. The hull was tatty, but she had been re-decked and most of the fittings were Harken so it seemed like a bargain.

I spent spring 2009 replacing rotten bottom panels (another £50 for ply and another £50 for epoxy and paint).

By May she was tidy enough to sail, so another £50 for insurance and another £50 for a club boat berth.

The aim was to race in Cowes Dinghy Week and not disgrace ourselves. Sailing with my student daughter, Alice, we had a good week, winning the last race of the Slow Handicap fleet and finishing 4th overall in a fleet of 30 entries.

Alice and I raced again

in 2010, we had great fun again and finished 4th again.

For 2011 I treated "Ringle" to a new suit of sails (ten times £50) from Graham Caws and we went for it again. The Week went well, 2 firsts (offset by 2 shockers) left us as runners-up. Brilliant and happy sailing.

The October sail was a club rally to the Folly Inn, taking us from Gurnard Bay

through Cowes Harbour and up the Medina River for a pub lunch at The Folly Inn. I finally persuaded my wife, Jacky, to sail with me. We met 30 years ago, but have never sailed together (something to do with my 'attitude' in my Laser racing days) but in a Miracle I am much more mellow. For this voyage it was a perfect autumn day, sun, enough breeze and the tides working with us. On the way up the river we passed a cruiser who called over to say that he had a Miracle as well, it is a boat that people seem to really like.

Passing through Cowes Harbour, professional yachting photographer Hamo Thornycroft took several shots including this one where it all looks in good order.

Down here on the Isle of Wight we are rather off the Miracle circuit, so I appreciate the Association, *Halo* and the website. Thank you.

At Gurnard Sailing Club anyone who is interested in sailing is welcome, visitors and potential members are always welcome to call in. Check out opening times on www.gurnardsc.org.uk.



Photo: Hamo Thornycroft

Gibson Sails

Based in Kent

Tel 07801 815 861

www.gibsonsails.com



Sails
Sail repairs

Top covers
Under covers

Foil bags

All at competitive
prices



Photo: Phil Gamlen

Racing Matters

I am sorry to report that after several years of service our Race Officer, Wayne Atherton, has decided to call it a day. I would like to take this opportunity to thank him and Sue for the excellent job carried out on our behalf. It is not always an easy task but he always made it work.

That news of course means that we need a new Race Officer and I hope that someone who perhaps can offer a little of their time to the Association will step forward, I look forward to hearing from you.

Next year's programme of events is almost complete and the dates and venues are shown on the right. By the time you receive this winter *Halo* the calendar should be on the website in its new form,

as well as on the *Yachts and Yachting* website calendar. Please note the new calendar arrangements on the website. When you highlight an event you will see a drop down heading '*count me in!*' If you complete the details that will give an idea of the likely attendance at an event which assists the organisers, so please help by showing your interest.

The first event will be the two day open meeting at Welton Sailing Club which is on the north bank of the Humber within sight of the Humber Bridge. A flyer with details will be included with your next *Halo* for this and other events.

Ken Gibson
Miracle 3670

Race meeting Calendar 2012

Welton	(HU15 1PT)	14th & 15th April	www.weltonsc.org
Broadwater Puddleduck	(UB9 6PD)	21st & 22nd April	www.broadwatersc.org.uk
Maidenhead	(SL6 8HZ)	5th May	www.maidenheadsc.org.uk
Delph Northern Area Championships	(BL7 9TS)	12th & 13th May	delphsailingclub.co.uk
Girton	(NG23 7HX)	26th & 27th May	www.girtonsc.org.uk
Burton	(DE65 6EG)	9th & 10th June	www.burtonsailingclub.co.uk
Wigan	(WN3 5HJ)	17th June	http://wigansailingclub.webs.com
Bala Welsh Championships	(LL23 7BS)	23rd & 24th June	www.balasc.org.uk/
North Lincs.	(DN18 5RB)	23rd & 24th June	www.nlsail.co.uk
Draycote Midland Area Championships	(CV23 8AB)	14th & 15th July	www.draycotewater.co.uk
Ullswater National Championships	(CA10 2NA)	12th to 17th August	www.ullswateryachtclub.org
Thornton Steward North Eastern Championships (HG4 4BQ)		1st & 2nd Sept	www.thornton-steward-sailingclub.co.uk
Pennine Inland Championships	(S36 4TF)	22nd & 23rd Sept	www.pennine-sc.co.uk
Margate Southern Area Championships	(CT9 1HD)	Date to be announced.	www.margateyachtclub.org

Note: Bala and North Lincs. are on the same weekend as this was their available date.

"Count me in"

Don't forget to register your interest in events on the website
<http://www.miracleinghy.org/>



Quality Miracles for leisure and racing

Boat repairs

FRP * Composite * Wood
Custom boats built



The Boat House
Brough Haven, Brough
East Yorks. HU15 1ED

Tel **01482 669848**
Email **dave@butlerboats.biz**
Web **www.butlerboats.biz**

Sail Register.co.uk
01469 589444



**Covers
and
Sails**

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

Measurement Matters

Laminate sails

The trial of one set of laminate sails is to continue until the summer.

If you wish to try them please make your requests to the Southwells.

Reducing sheeting angle

Following on from comment at the AGM and a rethink at our last committee meeting a further trial of a reduced sheeting angle will be conducted over the next 9 months. It will use four boats and a couple of different systems. The four boats have been picked to represent the best cross section possible of the fleet, and

most of the trials will be conducted at club level.

Depending on the results a new proposal may be put to the 2012 AGM.

Spinnaker control lines

It is proposed to abolish restrictions on spinnaker control lines being placed within the mast tube, Rule 11 B 12) (ii).

Brian Jones, Measurement Secretary



Nationals survey

Thank you to everyone who filled in a questionnaire. The results have been compiled into a series of charts, copies of which are enclosed with this *Halo*. Rather than go into deep analysis the simplest way to consider the results is to have a look for yourself. Not included is the list of suggested possible venues, both inland and on the sea. Whilst not a vote as such it was noticeable that certain venues

cropped up often. On the sea it was Abersoch, Bridlington, Llandudno, and Filey, with a general liking for Wales coming through. Inland it was Bala, Carsington Water, Chew Valley and Rutland, with the English Lake District proving popular in general. I can send a copy of the full list, and the data sets, to anyone interested.

Gillan Gibson

Miracle Association clothing

Following the success of the clothing for the Nationals, Wave Clothing have created a general collection with the Association logo and wording. In addition there is an option to personalise garments using up to 35 characters.

Polo shirts, hoodies and sweatshirts are available in a range of colours and sizes and can be ordered direct from the website:



www.waveclothing.co.uk/association-kit/miracle-class-association

Jack Holt

1912—1995

Designer of the Miracle

by Paul Nudds



Miracle
Mirror
Cadet

Jack Holt was one of the greatest small-boat designers that Britain has ever had. In a career spanning over 60 years, a quarter of a million examples of Holt's 40-odd designs, including the Cadet, Merlin, Mirror and Miracle dinghies, were built. Holt is the only British designer to have had three boats recognised with a classification from the International Yacht Racing Union. Latterly, the company he built up, Jack Holt Ltd, has switched the emphasis in its business from making boats to manufacturing and selling one of the biggest selection of boat fittings in the world.

Jack had sailed with the Sea Scouts as a boy,

helping them with their boats, and bought his first boat, a 14ft dinghy in 1929, when he was 17. He set up business in a hut under Hammersmith Bridge where his late great-uncle John Holt had repaired boats. When building his first boat, "Candlelight", he did not have enough money to buy a brass tack, let alone the metal shanks which every other builder used on their masts to hoist the sail. Jack Holt solved the problem by making a groove in the wooden mast through which the thick side of the sail was pulled up. This "boltrope" groove was laughed at at the time but is now used by many small boats.

On his first visit to Cowes in the 1930s Holt competed in the championship for 14ft boats, one of which he had built. His entry was looked upon with sneers by the sailing establishment. Though Holt did not win he made a good placing. He was busy in the Thirties building other boats designed for eager sailors. His boat in the 18ft class was an outstanding success as was his 12ft National.

During the Second World War Holt built lifeboats and wooden copies of enemy planes for the Government, moving with his staff down the river to a former oar-making works near Putney Bridge. It is still a Jack Holt shop, selling everything you could need for a boat.

After the war, a small group from Ranelagh Sailing Club, based on the same stretch of the Thames, commissioned Holt to design a small boat. It was called a

Merlin and was accepted as a fine racing boat more simply made and more economic than other 14ft boats. The first Merlin is now on show at the Maritime Museum, in Greenwich.

In 1947 *Yachting World* magazine asked Holt to design a children's boat. His design could be sailed by boys and girls aged 8 to 16. They were soon sailing them very proficiently and word of this small boat went all over the world. It was called the Cadet. In those early post-war years there was still a divide in the sailing world, with the yacht club for the gentry and the sailing club for the workers. But youngsters, in Holt's cheap and simple Cadet, did not know this and when Cadets from yacht club and sailing club were out on the same bit of water the class privilege was ignored. It was the first breakthrough in solving the class problem on the water. The Cadet was followed by a simple boat with blue sails called the Enterprise,



commissioned for promotional purposes by the *News Chronicle* newspaper in 1955. This too became very popular and has world-wide fleets. Both the Cadet and the Enterprise were accepted by the International Yacht Racing Union and were recognised as International Classes. Then came an even simpler boat that people could make

from kits themselves. It was called the Mirror, promoted by the *Mirror* newspaper titles, and it too was accepted as a World International Class. Manufactured as a kit by Bell Woodworking, it has been built in greater numbers than any other of Holt's designs.

Other innovatory craft from Holt's design board included a single-handed boat, the Solo, and a longer one called the Hornet (1952), which was the first boat to have an aid to the crew in having a seat that extended over the water, the forerunner of what is now known as a



Streaker

Enterprise

Solo

GP14

Jack Holt (cont.)

trapeze. One of his very successful designs was the General Purpose 14 (GP14, 1950), a very wholesome boat, well adapted to sailing, going fishing, with room for a picnic, and a good boat to row.

Holt also made time to race, both in Britain and in countries abroad. He was a first-class racing helmsman and won many championships, including three Merlin championships in that boat's early days. His boats were the first RYA Class boats to sail abroad: in Italy, Spain, France, Belgium, Sweden, the Netherlands, Switzerland, and Poland.

The list of Jack Holts designs is extensive, Cadet, Diamond Keelboat, Enterprise, GP14, Heron, Hornet, International 10sqm canoe, International 14, Jacksnipe, Lazy E, Merlin Rocket, Miracle, Mirror, Mirror 16, National 12, National E, North Norfolk 16, Pacer, Rambler, Solo, Streaker, Vagabond. A look around a boat park today will reveal a number of examples.

The Miracle, designed in 1973, was one of the last designs to come from Jack's drawing board and was the culmination of the lessons learned from his other designs. Along with Barry Read he developed the slot and glue method of construction for the Miracle, which enabled good results to be obtained from kits by inexperienced amateur builders.

The first Miracles were launched in 1975, since then the Miracle has gone from strength to strength and sail numbers today exceed 4000.

*Paul Nudds, Fleet Captain
Wilsonian SC*

Jack Holt was born in 1912 and awarded an OBE in 1979 for his services to sailing. He died in Chichester in Nov 1995.

Centennial events

As part of the celebration of 100 years since Jack Holt's birth a number of events are planned throughout the year by various organisations. So far we have been advised of:

- RYA Volvo Dinghy Show
3rd & 4th March 2012
Alexandra Palace, London
Exhibition of dinghies designed by Jack Holt, including a Miracle, in the West Corridor
- Chichester SC
22nd April 2012
www.cyc.co.uk/
- Classic and Vintage Racing Dinghy Association
7th & 8th July 12
Wraysbury Lake SC
near Staines, Middlesex
Pre registration required as limited to 50 boats
Pre registration online
www.cvrda.org

Watch the sailing press and websites for more information and other events.

The 1st Place to Head for Watersports Equipment

www.1stMark.co.uk
Clothing | Chandlery | Rigging

The Northwest's
Dedicated
Dinghy
Chandlery

1ST
Mark
.co.uk



Stockists of the latest dinghy fittings and accessories, from the worlds leading manufacturers.

See our website for latest offers and current opening times.

Ample Parking
&
Disabled Access



Unit 10 | Golborne Enterprise Park | Golborne | WA3 3DP
Tel: 01942 273372 | www.1stMark.co.uk | Fax: 01942 273377

Miracle Nationals 2011

A beginners' view

by Brett and Isabelle Candy

Why attend the Nationals? We had four reasons this year to give it a go:

- We'd bought the T-shirts
- It was only an hour away by car
- Bragging rights back at our home club
- To race against another Miracle and look (spy) at rig setups.

Really it was the last reason that was the clincher. Myself and my other half, Isabelle, sail our boat on the River Exe in Devon. In our club the main class raced is Lasers, so since getting our boat, 3838 "Taliesin II", two seasons ago, we had never actually raced against another Miracle. True, there is another Miracle in our boat park, but it only gets out once or twice a year. We've done a fair bit of club racing, with the most competitive event being the annual River Regatta in which there can be a fair bit of action around the cans. However, we did wonder whether we would be completely outclassed at the Nationals. So as an insurance policy, accommodation was booked at Wembury, a coastal village to the east of Plymouth. The idea was we could retire gracefully and do some coastal walks if it all got a bit too much. But we never did have to dust off our walking boots as we really enjoyed the week of sailing in Plymouth. Here is a short account of what we got up to.

Arriving at the Mayflower dinghy park we had to undergo the pre race check. As our boat was previously owned by the Measurement Secretary, we were pretty sure it was within class rules and

indeed it passed the checks with flying colours. So far so good. The amount of people tinkering with various tools on their boats made us feel a little nervous, so it was nice to see a familiar face (Brian's) and look at "Taliesin's" successor, "Puff" with its distinctive dragon design. After a little chat with our neighbours in the park and a quick look round at the other boats, we headed off to our Wembury refuge, wondering what the next days would be like.

Then came the first day of racing. The slip at Mayflower is steep and narrow, no worse than our brook at home, but we never have 35 boats trying to launch at the same time there. So it was a bit daunting but we soon got the hang of it: rig boat, launch, instruct crew (briskly) to paddle like crazy until you get round the corner, pass the passenger ferry and into some wind. We'd not been in such large starts before, but the race line was long and we found it easiest to hover just back from the first row of the action. The bronze fleet can best be described as competitive, but friendly, and we soon got confident enough to fly the kite on the reaching leg of the course. That was a first for us, normally back home the kite only goes up on the run (and if the crew is feeling up to it!). Racing in Plymouth Sound made us feel right at home, a bit of chop though not too much and fairly constant wind, plus a little tide. Day 2 was harder, winds were lighter and we struggled to keep up

with the rest of the bronze fleet, particularly on the beat. At the intermission between races 2 and 3 we looked at the other boats and realised that we had far too much tension on the tack of the sail. Back on shore and after a quick discussion with more experienced racers it was off to the chandlery to get some more string. (So that's why we had a bit of rope left after rigging the boat for the first time six months after buying it...)

Equipped with our new setup for the rest of the week we found the boat sailed faster and crucially pointed better. We even got a bit quicker at spinnaker launch and recovery, but never quite managed to get ahead of the Gibson's in "Great Expectations". Our last day of racing was Day 5 on which we encountered the lightest winds of the race. The first and only race of that day was situated just off the Sound Breakwater, with a fast tide running against us. As the wind dropped most of the bronze fleet got stuck at the top mark and a variety of tactics were employed to attempt to get round the buoy. We got timed out as try as we might we were stuck fast against the tide. The second race was cancelled and we had a long paddle home, including a handy tow out the way of one Her Majesty's finest ships. Fortunately back at the club there was curry and chips on the menu.

Overall we learnt so much in the week, through sailing against other Miracles and seeing what other competitors did. Will we come again? Well, an order has already been placed for a new set of sails and we are looking at buying a new trailer road base with the intention of travelling more than an hour away to some Miracle meets in 2012.

Finally, thanks to all who helped organise the week and especially those who made us feel so welcome.

*Brett and Isabelle Candy
Lympstone Sailing Club, Devon
Miracle 3838*



Miracle Association Committee

Committee Members

Kenneth Gibson, Chairman

kengillian2@yahoo.co.uk
0191 537 1712
Thornton Steward SC

John Tippett, Secretary

tippett.john@tiscali.co.uk
01788 572129
Draycote Water SC

Brian Worrall, Treasurer

brian.worrall1@tiscali.co.uk
01757 289393
Beaver SC

Martian Bathe, Membership

mjbmlbuk@aol.com
01254 689308
Delph SC

Peter Cuthbert

peter.cuthbert1@ntlworld.com
0161 281 0543
RYA

Brian Jones, Measurement Sec.

briantjones47@gmail.com
Maidenhead SC
01628 416511
Taplow SC

Gillian Gibson, Halo Editor

kengillian2@yahoo.co.uk
0191 537 1712
Thornton Steward SC

Jon Aldhous

jonald@lineone.net
01302 882461
Beaver SC

Sam Mettam

sammettam@talktalk.net
01428 722388
Hayling Island SC

Other officials

Tracy Amos, Trophy Officer

michael.amos4@btopenworld.com
01303 246921
Redoubt SC

Mike Smith, Webmaster

mikesmith@stuk.freemove.co.uk
01609 748989
Thornton Steward SC

<http://www.miracledinghy.org>

Miracle Association Committee

Summary of minutes

Girton – 19th November 2011

• Membership:

- ◇ Thanks extended to Ian Downs who stood down as Membership Secretary and Martin Bathe welcomed as the new post holder.
- ◇ Membership fees to remain at current levels for next year.
- ◇ Electronic payment of fees to be explored. Payment by Pay Pal not to be pursued.
- ◇ Data protection matters were discussed to ensure we are compliant.

• Measurement:

- ◇ **Laminate sails:** A definition of materials to be used to be compiled.
- ◇ **Sheeting angle:** There is to be a trial using 2 or 3 boats of different types.
- ◇ **Spinnaker pole control lines within the mast:** As this modification does not affect general performance the *Rules of measurement* are to be revised to accommodate it.

• Treasurer:

The Plymouth Nationals made a small profit and the accounts for the year currently show a small surplus for the year. In light of this positive situation membership fees not to be changed.

• Website:

- ◇ The way the calendar and reports for events is presented is under revision.
- ◇ Reports of events, photos, etc, are to be retained on the website for one season plus the current season.
- ◇ The *Rules of the Association* to be added.

- **Halo:** Four issues a year continue to be produced and advertising revenue remains strong. Articles have been received from a number of people, but more always welcome. There is often difficulty in getting results and reports from regattas.
- **Race Officer:**
 - ◇ Wayne Atherton has resigned and is to be thanked for all his, and Sue's, hard work.
 - ◇ **2012 programme:** Ken Gibson is currently working on this and a draft calendar was presented and discussed.
 - ◇ **Jack Holt Centennial: Classic and Vintage Racing Dinghy Association:** They are planning a celebration which is likely to be a series of handicap races at his old club, Wraysbury SC. Details will be circulated when available.
 - ◇ **Jack Holt Centennial: Chichester YC,** have extended an invitation for Saturday 22nd April 2012.
 - ◇ **Race series ties:** Unless specifically changed in the *Sailing Instructions* for the regatta ties are to be broken using the ISAF *Racing rules of sailing*.
 - ◇ **Wind speed at race starts:** This is to be left to the discretion of the race officer as no legislation can cover the wind dropping during a race and race officers know local conditions and are best qualified to make a decision.
- **Fleet allocations:** These were reviewed and the automatic 2 up, 2 down, promotion/demotion between fleets will be used.

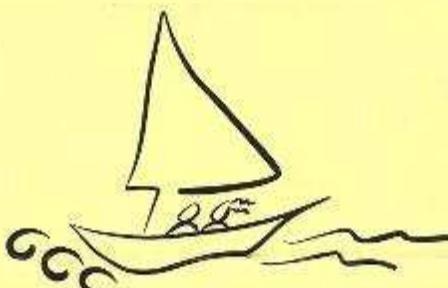
Miracle Association Committee

Summary of minutes (cont.)

- **National Championships 2012—Ullswater:** Details were discussed and planning is well under way. It was noted that the Club run Ullswater Week the preceding week and all are welcome to attend.
- **National Championships 2013 and subsequent:** Various venues were discussed and some are to be followed up.
- **RYA Dinghy Show 2012:** A stand has been booked and arrangements are in hand.
- **Miracle's 40th anniversary in 2013:** This highlights the importance of having a healthy class and a sub committee is to be set up to work on strengthening the Miracle's future appeal.
- **Nationals survey:** Results were presented and are to be published with the *Halo*.

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

WOODWIND GRP
FIBREGLASS SPECIALISTS



Contact Edward

The Workshop

The Old Fire Station

Rochdale Road

Todmorden

Lancashire

OL14 7NA

01706 819999
woodwindgrp@tiscali.co.uk

THE UK'S LEADING DINGHY REPAIR SPECIALISTS

National Championships 2011

Trophies—Part 1

Daily Mirror Cup	Overall Winner	Sam Mettam & Geoff Phillips
John Bray Trophy	Silver Fleet Winner	Hannah & Nic Smith
Bob Ferguson Plaque	Bronze Fleet Winner	Sam Donaldson & David Rowlands
Practice Race Shield	Practice Race	Ian & Julia Bradley
Bell Woodworking Trophy	1st Points Race	Sam Mettam & Geoff Phillips
Trimnell Trailer Trophy	2nd Points Race	Martyn & Daniel Lewis
International Paints Trophy	3rd Points Race	Martyn & Daniel Lewis
Jack Holt Trophy	4th Points Race	Martyn & Daniel Lewis
Sovereign Cup	5th Points Race	Ian & Julia Bradley
Charles and Diana Cup	6th Points Race	Sam Mettam & Geoff Phillips
Bala Challenge Cup	7th Points Race	Martyn & Daniel Lewis
Cornwall Trophy	8th Points Race	Sam Mettam & Geoff Phillips
Miracle Association Cup	9th Points Race	Martyn & Daniel Lewis
Starboard Cup	10th Points Race	Martyn & Daniel Lewis
Youth Championship Trophy	Youth Championships	Sam Donaldson & David Rowlands
Junior Championship Trophy	Junior Championships	Rebecca & Daniel Lewis
West Wales Observer Trophy	Highest Placed Under 16	Not awarded
Ullswater Cup	Highest Placed Over 16 under 18	Sam Donaldson & David Rowlands
City of Plymouth Cup	Youngest Competing Crew	Todd Brameld
St. Polly Plaque	Highest Placed Lady	Tracy Amos & Brian Mumford
Casper Cup	Winner Single Handed Race	Ian Bradley
Crews Cup	Winner Crews Race	Not awarded
Newton Crum Trophy	Winner Non Spinnaker Race	Martyn & Jack Lewis

National Championships 2011

Trophies—Part 2

Master's Trophy	Highest Placed Helm 40-54 Years	Martyn Lewis
Senior Master's Trophy	Highest Placed Helm 55-64 Years	Brian Jones
Ancient Mariner's Trophy	Highest Placed Helm 65 Years and Over	John Tippett & Kathy Bolton
Ton Up Trophy	Highest Placed Helm & Crew 100 Years+	John Tippett & Kathy Bolton
Endeavour Trophy	Helm or Crew Displaying Endeavour	Malcolm & Sara Perkins
Tom Pearson Trophy	Overall 16th Place	Richard & Todd Brameld
Senior Helm Trophy	Eldest Helm	Rene Savelli
Southwell Cup	Highest Placed Parent & Child (not to have won a race)	Richard & Katheryn Byne
Bailey Family Trophy	Highest Place Helm & Crew Siblings	Not awarded
Bay of Colwyn Trophy	Highest Placed Non Spinnaker Overall	Malcolm & Sara Perkins
G.R.I.D. Spoon	Highest Non Placed Husband & Wife	Dave & Jean Reed
Club Trophy	Club with the Highest Placed 3 Boats Outside Delph The Top 10	
Buddy Trophy	Highest Placed Helm In The Buddy Race	Not awarded
Travellers Trophy	Travellers Trophy	Tracy Amos

Hints and tips

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

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.

Tie the ends of the jib sheets together to make one loop. Especially useful when sailing single handed, many find it helps not to have to work out which sheet you have.

The Travellers Trophy 2011

The objective of this Trophy is to encourage members to attend Open Meetings and to reward the member who travels the furthest in support of Open Meetings. The formulae for this is based solely on the distance travelled between home sailing club and the venue.

All Open Meetings qualify, except National Championships and Regattas. The qualification period runs from one National Championships to the next. Presentation of the Trophy and any prizes are awarded at the National Championships.

Name	Boat	Total Miles	Events	Name	Boat	Total Miles	Events
1st Tracy Amos	3692	2024	6	23rd Peter Cuthbert	3747	296	2
2nd Ally Jones	3847	1762	7	24th David Raines	3740	258	2
3rd Sam Mettam	3812 4039	1294	3	25th Trevor Thompson	2656	244	1
4th Wayne Atherton	3383	1190	7	26th Nick Smith	3805	234	1
5th Gillan Gibson	3670	1174	6	27th Gaye Lamb	2468	224	1
6th John Tippett	4020	1026	4	28th Steve Bloomfield	2018	222	2
7th Ian Downs	3775	942	5	=29th Rob Cocking	3077	214	2
8th Dave Reed	3725	818	6	=29th Richard Brameld	3131	214	3
9th Brian Jones	4021	680	4	31st David Smith	4031	166	2
10th Ashley Southwell	4011	636	5	32nd R Thorpe	1645	160	1
11th Brian Worrall	3679	572	4	33rd Colin Lown	206	146	1
=12th Sam Donaldson	2166	482	2	34th Paul Robinson	3101	140	1
=12th Tom Donaldson	4022	482	2	35th Stan Lubner	4027	132	2
14th Martyn Lewis	3834	462	2	=36th Geoff Philips	3812	120	1
15th Martin Bathe	59	428	3	=36th Jeremy Mitchell	4012	120	1
16th Neal Gibson	4016	406	2	=36th Richard Byne	3678	120	1
17th Phil Bailey	3825	396	2	=36th Peter Burfield	2132	120	1
18th Jon Aldous	3794	388	4	40th Andrew Clarke	3707	106	1
19th David Butler	2166	364	3	41st John Holmes	3807	94	1
20th Hannah Smith	3805	346	1	42nd Mike Smith	3493	86	1
=21st Martin Huett	3796	342	1	43rd Martyn Travis	4026	48	1
=21st D Snead	3623	342	1	44th Eamon Cuthbert	1352	16	1

TRIDENTUK.com

The North's Yacht & Dinghy Shop



Online Shop
 Boats & Canoes
 Boat & Dinghy Covers
 Books, DVDs, & Videos
 Lifejackets
 Chandlery
 Clothing - Yacht, Dinghy
 Drysuits - Wetsuits
 Engines - Honda
 Games & Models
 Paints, Glues, Maintenance
 Ropes & Shockcord
 Safety & Communication
 Trailers & Towing
 Watches & Binoculars

Manufacturers of
 Sails, Covers
 Trailers
 Boats
 Rigging
 Drysuits
 Waterproof Clothing



Service & Repairers (insurance approved) Of
 Sails - Yacht - Dinghy - Windsurfing - Kitesurfing
 Engines
 Trailers, Trollies,
 Boats - Wood & Grp
 Tents - Caravan Awnings
 Covers
 Drysuits & Clothing



Everything to do with Boats

call in and see us in our extended showroom (mid March 07)

South Shore Rd, Gateshead. NE8 3AE - 200yds east of the Baltic Mill

+44(0)191 490 1736

Mail / Web Order Specialists

Thornton Steward 3rd & 4th September 2011

Patience required

The ability to make best use of the Miracle's light wind capabilities was paramount on this weekend. Saturday had wind, but it was of the very fickle variety both in direction and speed, with the emphasis on low speed. However, 10 boats hit the water and those who could follow the shifts up the beat and make a good approach and rounding at buoy 1 had the advantage. In the first race the battle for first place was won by Wayne Atherton and Liz Kemp (3383) who pushed Jon and Phil Aldhous (3794) into second place on

usually achieve such high placings, but who mastered the conditions on this occasion.

Sunday was another day and yes the wind was steadier, but there was rather less of it! It always managed to fill in when the decision was made to launch and during the start, but then it would drop and the skill to take best advantage of the opportunities which came your way really mattered. Race 3 was dominated by Wayne and Liz who took and kept the lead. David and Jean Reed (3725) chased David and Michelle finally overtaking them to



gain a welcome second place. They were really pleased with this result, but in the fourth race they surpassed themselves and won their first open meeting race. The final race belonged to Jon and Phil who in the lightest of conditions could not relax for one moment as

the last lap. In the second race Wayne and Liz again fought for first place, but this time it was they who were pushed out as David and Michelle Raines (3740) took the lead on the second last lap. Following were Martin and Mavis Bathe (59) who took third and Gillan and Kenneth Gibson (3670) who took fourth, crews who do not

throughout David and Michelle were only seconds behind them.

Overall, the weekend belonged to Wayne Atherton and Liz Kemp (3383) whose consistency shone through.

Gillan Gibson
 Miracle 3670

Thornton Steward 3rd & 4th September 2011

Pos	Club	Sail No	Pts
1st	Wayne Atherton & Liz Kemp	Delph 3383	4
2nd	David & Michelle Raines	R.Y.A. 3740	6
3rd	Jon & Phil Aldhous	Beaver 3794	7
4th	David & Jean Reed	Girton 3725	7
5th	Peter Cuthbert & Mark Atherton	Leigh & Lowton 3747	12
6th	Scott & Finlay Train	Thornton Steward 3375	15
7th	Martin & Mavis Bathe	Delph 59	17
8th	Gillan & Kenneth Gibson	Thornton Steward 3670	19
9th	Martin Burgess & Paul Bernard	Thornton Steward 1204	24
10th	Malcolm & Sara Perkins	Thornton Steward 3645	28



Nautical Sayings "A clean slate"

During each watch aboard a ship a record of relevant details would be made by the watch keeper –courses, distances, speeds, tacks and any problems. These would be

written on slate tablets with chalk. If, at the end of his watch, there were no problems to report the tablets would be wiped clean ready for the next watch.

Bala 8th & 9th October 2011

Just six Miracles travelled to Bala for the Welsh Areas. Hopefully this wasn't a reflection on the acceptance of the club as a racing venue because it really is a great place to sail.

The Miracles were joined by the Supernova and Albacore fleets which gave the clubhouse a good atmosphere.

On the Saturday we were greeted with a brisk south westerly which promised some good sailing. Ominously we were informed by the OD that it may be wise to reschedule for three races that day instead of two as the weather forecast for Sunday was for increasing winds. This turned out to be a wise decision!

In the first race even with only six boats it soon turned into two separate battles within the fleet. With John Aldhous and Mark Atherton (3794) fighting it out with Wayne Atherton and Liz Kemp (3383) for first and second (Wayne claiming he forgot the way around a couple of the marks). Dave and Jean Reed (3725) found themselves swapping places throughout the race with Sam & Tom Donaldson

(2166) and Simon Reddecliffe & Elizabeth Lee (4007), eventually gaining a third place by the narrowest of margins with Geoff Weir and Louise Stevenson putting up a gallant fight to improve their position.

The second race proved almost identical with Wayne and Liz taking the honours over John and Mark. The rest of the fleet following on reflecting the same positions as race 1.

In the third race an excellent start by Sam and Tom placed them amongst the leaders for most of the race, losing out only in the final legs to take third place. Honours for first place went to John and Mark with Wayne and Liz a close second. Dave and Jean had to be content with a fourth.

Sunday dawned with overcast skies and a south westerly blowing between 25-30 mph. After one postponement it was decided to abandon the rest of the days sailing.

*Dave Reed
Miracle 3725*

Pos	Club	Sail No	Pts
1st	Jon Aldhous & Mark Atherton	Beaver 3794	4
2nd	Wayne Atherton & Liz Kemp	Delph 3383	5
3rd	David & Jean Reed	Girton 3725	10
4th	Sam & Tom Donaldson	Delph 2166	11
5th	Simon Reddecliffe & Liz Lee	Delph 4007	15
6th	Geoffrey Weir & Louise Stevenson	Shotwick Lake 2881	19