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RYA Dinghy Show 2nd-3rd March 2013

## The Halo

Miracle Association Magazine Winter 2012



Weymouth and Portland National  
Sailing Academy

The Friendly, Family, Dinghy Class"

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Disclaimer: Much of the information within this publication is gathered from individuals, clubs, etc. The Miracle Class Association and its Officers and Committee accept no responsibility for the correctness of such information and opinion. Members are always advised to check with clubs before travelling to events.

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Items for the next issue should be with the Editor by 1st March 2013

## Editor's Corner

It's good to have something to look forward to and this issue looks to a year with all sorts of great things planned. Jon is still confirming some of the open meetings, so keep an eye on the website and the next magazine.

This is the year we can feel like Olympians, sailing the Olympic 2012 venue at Weymouth only a year after Team GB's successes. I'm really looking forward to it as it's a venue I've heard so much about for so long. I was introduced to it during a course in the mid 1980's when top sailing coach Jim Saltonstall gave a lecture. He gave tips on how to sail there and I'm going to hunt out that notepad and see if it can give Kenneth and I a head start!

Thinking of this magazine, it is a compliment to the website. It is the tangible paper information you can file or pin on your board which does not depend on "tekke" bits (our router went down just before Christmas just when we knew we wouldn't get another one delivered until the holiday was over!). The website is more ethereal, but can be so much more up to date. With the reworking of the site the plan is to be more proactive with updating, but it will depend on people supplying information. So when Jon Willars asks for reports and results please do your best to help. Photos are



also very welcome. Finally, you can join in the Forum which is more interactive and can be a bit more like a conversation, why not give it a go.  
*Gillan Gibson  
Miracle 3670*

## Chairman's Desk

I hope that you have all enjoyed your Christmas and New Year break, Gillan and I had a reasonably quiet time with the children, grand children and with this year's additions the great grandchildren. Where have the years gone to? Best to make the best of what is to come and let's hope that means a return to some better sailing weather.

So what is new, well for a start have a look at the website, Jon Willars, our new Race Organiser, has been collaborating with Mike Smith our Webmaster (that's the one from Thornton Steward SC not Delph SC) to improve the look and navigation and things are certainly on the up and up. It is an ongoing process so keep dipping in to see what is happening and catch up on the latest news. Also log into the Forum and see what the chat is (currently on the sheeting angle, but more on this elsewhere)! If you have not yet logged into the Forum a quick e-mail to the Webmaster will give you a password. The racing programme is well under way and you will find with this issue flyers for the first two events. These details will be on the website by the time you read this and hopefully full details of the rest of the events will follow soon after.

On the question of the new rules regarding the sheeting angle you will see that there are basically two suggested methods, one which does not necessarily involve great cost or much more than one fitting attached to the centre board casing. I think that this is the method I will try first with a small modification by replacing the



blocks on the sheets with Wichard snap hooks or any other spring loaded hook so that they can be unhooked when not required.

So what is next, well the RYA Dinghy Show at Alexandra Palace is on the 2<sup>nd</sup> and 3<sup>rd</sup> of March and there are preparations to be made for that event. Why not come along and as my American relatives say 'come visit with us', we would love to see you there, you may even spend a couple of hours on the stand and talk about the Miracle with the other visitors, there were over 7,000 who came to the show in 2012.

The next committee meeting will follow shortly after the show so if there are any matters you would like raised please contact either me or John Tippett.  
*Ken Gibson, Chairman  
Miracle 3670*



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**RYA Volvo Dinghy Show  
Alexandra Place  
London**

**Sat & Sun 2nd & 3rd March 2013**

**Come and join us and  
find out the latest on the Miracle and  
meet with other Miracle sailors**

**Stand F18  
Hall 2, West Hall**



**Official RYA website:**

<http://www.rya.org.uk/programmes/dinghyshow/Pages/RyADinghyShow.aspx>

## Race Organiser's report

With the 2012 season now complete we look back at the season and can conclude that we have had some really enjoyable events and seen some fierce competition not only at the front but throughout the fleet.

It's been a financially difficult year for most of us which I'm sure has been reflected in the attendance of some events. However, I feel that 2012 has been a good year for the fleet in general with a number of new Miracle sailors at club level who will potentially join the association and attend some of the events in 2013. I think it safe to say there will be some very good sailing to be seen from some of these new additions to the fleet and also some of the past crews who may be making the leap into the helm's seat which together will add to the unpredictability of placing at our events.

Most of the events scheduled in 2012 took place, some of which suffered from the unforeseen weather conditions, with either too much or too little wind, although that often created some really enjoyable and challenging racing.

A big thank you to those of you who made several long journeys throughout the season to attend events and provide your fellow sailors with an excellent level of competition. Without the travellers of the fleet we wouldn't be able to hold so many enjoyable and successful events.

We now look forward to 2013 and the event list is now available in this magazine and on the website (although it is not yet complete so please keep an eye out for new events which are awaiting

confirmation).

A particular highlight for the coming season is the National Championships which are to be held at Weymouth and Portland National Sailing Academy (WPNSA), the home of the Olympic sailing in 2012, where we will have a one off opportunity to use the specially designed venue for our racing enjoyment and potentially have chance to see some of the British team training in and around the academy.

Congratulations to Martin and Jack Lewis on becoming our National Champions at Ullswater after some really special racing and I hope we will all see you come to Weymouth to challenge for the title once again.

A new addition to the website is the Crew Finder page so you can now plan to sail at an event even if you haven't got a crew or a boat to take. Try to plan ahead and add your details as soon as possible to allow other members to view your availability in good time and snap you up!

We will be trying our best as a committee to keep all the areas of the website up to date so please try to take the time to check for updates and results as the season unfolds.

Also the Forum on the website is open for you all to have your say, get help, or provide your knowledge to other members, not only in the UK but around the world, so keep an eye out there too.

I wish you all a successful 2013 and look forward to seeing you at the events throughout the season.

*Jon Willars  
Miracle 3793*

## Race meeting Calendar 2013

<b>Welton</b>	(HU15 1PT)	6th & 7th April	<a href="http://www.weltonsc.org">www.weltonsc.org</a>
<b>Broadwater</b>	(UB9 6PD) Southern Area Championships	20th & 21st April	<a href="http://www.broadwatersc.org.uk">www.broadwatersc.org.uk</a>
<b>Maidenhead</b>	(SL6 8HZ)	4th May	<a href="http://www.maidenheadsc.org.uk">www.maidenheadsc.org.uk</a>
<b>Delph</b>	(BL7 9TS) Northern Area Championships	11th & 12th May	<a href="http://delphsailingclub.co.uk">delphsailingclub.co.uk</a>
<b>Girton</b>	(NG23 7HX) Puddleduck	8th & 9th June	<a href="http://www.girtonsc.org.uk">www.girtonsc.org.uk</a>
<b>Bala</b>	(LL23 7BS) Welsh Championships	22nd & 23rd June	<a href="http://www.balasc.org.uk/">www.balasc.org.uk/</a>
<b>Pennine</b>	(S36 4TF)	7th July	<a href="http://www.pennine-sc.co.uk">www.pennine-sc.co.uk</a>
<b>Leigh &amp; Lowton</b>	(WA3 1BQ) Inland Championships	13th & 14th July	<a href="http://leighandlowton.wordpress.com/">http://leighandlowton.wordpress.com/</a>
<b>Burton</b>	(DE65 6EG)	27th & 28th July	<a href="http://www.burtonsailingclub.co.uk">www.burtonsailingclub.co.uk</a>
<b>Weymouth and Portland</b>	National Championships	11th to 16th August	<a href="http://www.wpnsa.org.uk/">www.wpnsa.org.uk/</a>
<b>Thornton Steward</b>	North Eastern Championships (HG4 4BQ)	31st Aug & 1st Sept	<a href="http://www.thornton-steward-sailingclub.co.uk">www.thornton-steward-sailingclub.co.uk</a>
<b>Draycote</b>	(CV23 8AB) Midland Area Championships	7th & 8th Sept	<a href="http://www.draycotewater.co.uk">www.draycotewater.co.uk</a>

## Nautical Sayings "Mayday"

It has nothing to do with poles and ribbons, the rights of spring or bank holidays. The international voice radio signal for ships and persons in serious

trouble at sea was actually made official in 1948. Mayday is an anglicized version of the French phrase 'm'aidez' which means 'help me'

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



# Miracle National Championships 2013

## Weymouth and Portland

### National Sailing Academy (WPNSA)

Weymouth and Portland National Sailing Academy is probably the most high profile sailing venue in the UK, and amongst the top few in the world. The 2012 Olympics showed us how good a venue it is (if you avoid the Nothe Course area!). This year's National Championships is your chance to race on the same waters and use the same facilities as the Olympians did last year. What is more, the Association is subsidising the week and providing video coaching for 2 days of the Nationals, making it an event to remember.

### Facilities

WPNSA has hard standing for hundreds of boats, cars, caravans and campervans (more of which later), a marina, training rooms, a sailing school, physiotherapist, bars, cafes and social facilities. Launching is easy from several slipways with plenty of hoses for boat wash.

**11th to 16th August 2013**

### For the non-Racers

If you're bringing people who won't be racing, there are plenty of things to do. Chesil Beach is only just across the road, and in the local area there is a host of activities including cycling, fishing, theatres, cinemas, horse riding, a skate park, canoeing, art studios, sand sculptor, rock climbing, shopping and many more activities. You could even learn to sail at the on site sailing school.

### Sailing Area

Portland harbour provides a large sheltered racing area if conditions are too difficult outside, or if the class decides it would rather race in a sheltered location. As long as racing is not too far in, the wind is generally very good, and often better than out of the harbour! Racing outside is also very high quality. The committee has given the race team the following guidance on when we want to be in the harbour and

when we want to be out of the harbour to keep the event safe and give good racing:

Wind strength	Racing location
0-5 kts	No racing
5-10 kts	Either harbour or bay - whichever has most/steadiest wind
10-15 kts	Bay unless forecast shows a large increase or decrease is likely
15-25 kts	Harbour
25+kts	No racing

### Accommodation

**Campervans and caravans** can stay on site for £18 per night.

**Camping:** The nearest campsite is at Wyke Regis, a short cycle/drive away ([www.pebblebank.co.uk](http://www.pebblebank.co.uk)).

**Hostel accommodation** is available at Boscawen House ([www.boscawenhouse.co.uk](http://www.boscawenhouse.co.uk))

**RYA Portland House** offers 24 en-suite twin rooms, each with a kitchenette. ([www.rya.org.uk/contactus/portland/Pages/RYAHouse-Portland.aspx](http://www.rya.org.uk/contactus/portland/Pages/RYAHouse-Portland.aspx)).

**Self catering:** There is also a reasonable amount of self catering accommodation in the local area ranging from cottages to caravans.

**Sources of information:** Hopefully by now you should have received a brochure from the Weymouth and Portland Tourist information office, but if not you can go to their website ([www.visitweymouth.co.uk/](http://www.visitweymouth.co.uk/)) or call them on 01305 785747. Websites such as <http://holidaylettings.co.uk> and <http://homeaway.co.uk> have a number of properties in the area.

### Racing programme

There will be 2 races a day starting at 1100 hours, with the practice race and 1 points race on the Sunday and just 1 race on Friday (if all races have been completed). The plan is to turn around races as quickly as possible to allow people the afternoon off or to do the more fun races and for the Youth and Junior Championships.

### Social programme

In the evenings there will be a social events laid on as follows:

Sunday	Quiz Night
Monday	Video De-brief
Tuesday	Video De-brief
Wednesday	Free Night
Thursday	AGM
Friday	Prizegiving Dinner

In addition to these, the bar will be open in the evenings to allow people to chat about the day's racing or sightseeing.

### Entry Costs

The Association is covering the cost of the coaching and the prizes to bring the entry cost down to:

**£150 per boat if entered by 30th April 2013**  
**£200 after this date.**





This is probably, therefore, the cheapest Nationals ever held at the venue! In addition the Association is subsidizing a sit-down prizegiving meal, if you pay at the same time as entry, to a cost of £5 for sailors (£3 children) and £8 for supporters (£6 children).

## Entering

Entry is online at [http://events.sailracer.org/eventsites/default\\_s.asp?eventid=156337](http://events.sailracer.org/eventsites/default_s.asp?eventid=156337)  
If you are unable to enter online, please contact Sam Mettam ([sam@mettam.co.uk](mailto:sam@mettam.co.uk)) who will sort out any problems... Likewise, please contact Sam if you have any questions about the event.

The 2013 Nationals promises to be one of the best ever for the Class, with a low cost of entry, free video coaching and the chance to rub shoulders with the next generation of Sir Bens while they train.  
*Sam Mettam*

## Measurement Matters

Two proposals came up for approval at this years AGM, the introduction of laminate sails and the use of a reduced jib sheeting angle. Both had been on trial over the past two years with reasonably positive results and were viewed as ways of either updating the Miracle or improving its performance, particularly in regard to club handicap racing. The results of these trials were published in depth in the last issue of Halo.

It was, therefore, disappointing that neither proposal was accepted at the AGM. However a straw poll after the vote indicated that had the wording for the introduction of laminate sails included a restriction to be "polyester only" it would have been viewed much more favourably. This would tie in with a comment made by the next days National Champion that laminate sails could be a wow factor particularly among the young crews/helms.

Also as the numbers voting against the introduction of a reduced sheeting angle were so small it brings into question the voting rules of the Association. So I would hope that in the light of the above both can be looked at again next year and some small improvements can be made to the Miracle in time to celebrate its 40th Birthday in 2014. It would be a great target to get 40 new boats built by then and I have been encouraged over the last few weeks to have had several requests for information and orders for sets of plans. The Miracle is a great little boat but I do feel that its continued success and appeal partly depends on updating it by small changes being made on a regular basis.



*Brian Jones, Miracle 4021*

## Racing Rules of Sailing 2013-2016

After each Olympic Games the *Racing Rules of Racing* are reviewed, revised and reissued by the International Sailing Federation (ISAF). This time relatively little has changed and it is considered there will be little practical impact for the general sailor. Race organisers have more to ponder on so expect some changes in racing documents. The *Rules* come into force 1st January 2013. For those interested in the finer points some changes of interest are:

1. Rules 18 (Mark room) and 20 (Obstructions). Re-written for clarity and to remove anomalies.
2. Now cannot amend the size of the zone around a mark.
3. New Rule 55 on trash: *Intentional* disposal of trash (rubbish) brings

- disqualification. The Americans wanted this, though some think it could cause problems. Some consider the penalty harsh and are changing it to something lesser in their *Sailing instructions*.
4. The RYA has revised its recommendations for *Notices of Race* and entry forms to replace the "disclaimer of responsibility" with a "statement of risk".
  5. Substantial changes in:
    - Appendix D – Team racing
    - Appendix E – Radio controlled sailing
 In addition the ISAF has a revised the *Regulation* on advertising which has required an addition to the Miracle Class Rules to maintain the "no advertising" position.  
*Gillan Gibson*

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# Telford Sailing Club chooses Miracles for Training Boats

## Background:

After being founded in 1975 Telford Sailing Club grew steadily and numbers were boosted by a move to our present water, Priorslee Lake, which is just off junction 4 of the M54, in the mid 1980s. There were regular series of racing with good turnouts of up to 20 boats. We had links with other local Sailing Clubs – Dudley SC, Himley SC and Shropshire SC and held regular interclub races. In fact Telford SC prospered and membership grew to over 100. We became an RYA Training Centre and ran RYA Learn to Sail Courses for several years, which helped to boost membership further.

In recent years, our instructors moved on or became a little long in the tooth for running training courses and we lost our status as an RYA Training Centre. So there was little in the way of “new blood” to keep us going. Activity at the Club and membership declined and we were fast approaching the point where our income was not enough to cover costs. Something had to be done to re-grow the Club.

## The Way Forward:

The decision was made to re-start a programme of training and with the help of our RYA Regional Development Officer, Gareth Brookes we have made a good start in 2012. With much promotion of the Club across Telford, a new website

([www.telfordsailingclub.co.uk](http://www.telfordsailingclub.co.uk)) and a widely publicised Open Day in May, we have managed to double our membership! We now have a strong junior section to the Club and have completed a Level 1 & 2 Learn to Sail course for Adults, under the leadership of our Senior Instructor, Andy Felthouse, who was “bought in” to lead training. There is now also a successful Sailability Section to the Club.

Gareth also advised us to update our fleet of Club boats. We have two GRP Miracles which are approaching 20 years old, three Toppers and a couple of Oppies. Only having two dual handed Club boats meant we had to rely on being able to borrow members own boats for the training courses. Gareth suggested that we apply for a Sport England Small Grant (max £10K) to fund the purchase of two new boats, so we completed the application in March. The next decision was which boats to buy, should the grant application be successful.

We decided the boat should be no longer than 14ft, (Club rules, because of the small lake), low maintenance, so constructed in GRP/FRP, a dual hander, not too heavy to launch and recover, and relatively simple set up with an aft mainsheet and reasonably stable but still responsive.

We considered second hand GRP GP 14s. None available! New ones very expensive! They are a bit on the heavy side too.

The only Enterprises we could find were wooden boats, too much maintenance for Club boats.

We looked at new Wanderers. The new Wanderers are great but two new boats came in at well over the £10K with trolleys and covers. We felt the Graduate was too small.

We decided that the Miracle met all our requirements. The Sport England Small Grant application was successful and so we ordered two new FRP Miracles from Butler Boats in June. Dave Butler was most helpful in bringing the two boats in at our budget of £10k. This meant having

second hand spars and keeping the spec simple (no Spinnakers) but the boats will be used for Level 1 & 2 courses so no problem there. We may upgrade sometime in the future but they are ideal for now. The boats came with covers and launching trolleys. We have to save up for a road base now!

Our two new boats, 4048 and 4049, arrived on 5<sup>th</sup> October. We named them “Gold” and “Silver” in honour of the 2012 Olympics. The new boats are admired by all and will now play their part in the re-growth of Telford Sailing.

*Phil Morris*



## On: AGMS, sheeting angles and voting

Life is simple until it is complicated! And life became complicated as a result of the voting at the AGM in August on the jib sheeting angle proposal, or to be more precise the way the voting was counted.

At the AGM the voting was 12 in favour, 6 against, and 6 abstentions. A two thirds majority is required to make a change. At the AGM abstentions were counted when tallying the total vote (12 of 24) and the proposal was adjudged to have failed. However, subsequent research found abstentions should not have been included in the total tally, therefore, the two thirds majority was achieved and the proposal carried (12 of 18). It came into force 1st January 2013.

Members should have received an e-mail from John Tippett with a formal explanation/report for the record book and it has been reproduced below in case anyone has not seen it.

Needless to say there are those who are not happy at the situation and there has been some comment on the Miracle website Forum and comment to the

committee, who are of course still open to views, both on this and the subject of voting for changes. Committee members' e-mail addresses are elsewhere in this magazine and if you wish to participate on the Forum:

- Enter the website:  
[www.miracledinghy.org](http://www.miracledinghy.org)
- Move the cursor over the "Members" button onto the triangle to the bottom right.
- In the drop down box click on "Miracle Members Forum".
- In the list of topics it is "More on the inboard sheeting".

If you have not been in before you will need to register which you should find simple to do, though remember it is volunteers who deal with registrations so the response will not be instantaneous.

(PS: The Forum has also has a thread "inboard sheeting" discussing methods of doing it and see also the article in this magazine with some suggestions.)

*Gillan Gibson,  
Miracle 3670*

## Secretary's report

We have a procedural issue for which on behalf of the Committee I apologise.

Firstly here is a copy of the relevant part of my Minutes of the AGM held at Ullswater on 16<sup>th</sup> August 2012

### " Proposal 7B – Inboard Jib sheeting

Brian Jones put forward an amendment to

his original proposal since he realised the wording did not include fairleads as an option to sheeting via a block.

The amendment as voted on For 21, Against 0, Abstentions 1.

The revised proposal now reads :-

### Proposal

To be added under Permitted Exceptions:

Sheeting angle may be reduced by routing each sheet through a single block *or fairlead* attached to the Seat Coming ( Part No 25 on the plans ) at a minimum distance of 350 mm from the centre line of the boat and not more than 2325 mm from the aft side of the of the aft transom. These blocks *or fairleads* may be fixed, or attached to a sliding track mounted on the Seat Comings

Alternatively a floating block *or fairlead* attached to the forward face of the centreboard case may be used to achieve the same measurement as above

All measurements are taken to the bearing surface of the block *or fairlead*.

Discussions and questions from the floor covered

Costs – estimated lowest cost for slide rails at £100, plus £20 for two blocks.

Initially existing handicapping would be an advantage but eventually the RYA would catch up following feedback from club results.

A vote on the revised proposal showed:-

**12 For, 6 Against, 6 Abstentions**

The proposal did not achieve the

necessary two thirds majority and was therefore not accepted "

Secondly our Rules of the Association state that

"A resolution of any General Meeting, Committee Meeting or postal ballot to recommend a change in and addition to or deletion from the Rules of Measurement and Construction shall require at least two thirds of **the total vote cast** to be in favour of the motion"

Brian Jones had questioned the decision made at Ullswater and your Committee discussed this at our meeting on 20<sup>th</sup> October 2012. Brian also obtained an statement from the RYA legal dept, and after consulting other authoritative sources the Committee agrees Abstentions do not count in tallying the vote

**Therefore the above proposal was carried and the amendment to The Rules of Measurement and Construction comes into effect from 1<sup>st</sup> January 2013.**

*John Tippett  
Miracle 4020*

## Hints and tips

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

### Try seeing how *slowly* you can sail whilst still keeping the rudder working

(remembering that the rudder needs a flow of water over it to be effective).

Everyone works on going faster, but

sometimes the ability to slow down or sail slowly, e.g. at a mark, or approaching a jetty or shore, can be just as important.

*Gillan Gibson*



## Reduced Jib Sheeting Angle: Some suggested methods

Due to the discovery of a procedural error at the Miracle Association AGM held in August 2012 the following change to the Rules of Measurement and Construction came into effect from 1st January 2013:

To be added under Permitted Exceptions:

*“Sheeting angle may be reduced by routing each sheet through a single block or fairlead attached to the Seat Coamings (Part number 25 on the plans) at a minimum distance of 350mm from the centerline of the boat and not more than 2325mm from the aft side of the aft transom. These blocks or fairleads may be fixed, or attached to a sliding track mounted on the Seat Coamings.*

**Alternatively** a floating block attached to the forward face of the

*centerboard case may be used to achieve the same measurements as above. All measurements are taken to the bearing surface of the block or fairlead.”*

So how do you modify your boat, that is if you want to? From trialing it for two years there is not a huge amount of difference and you might want to try a simple system first.

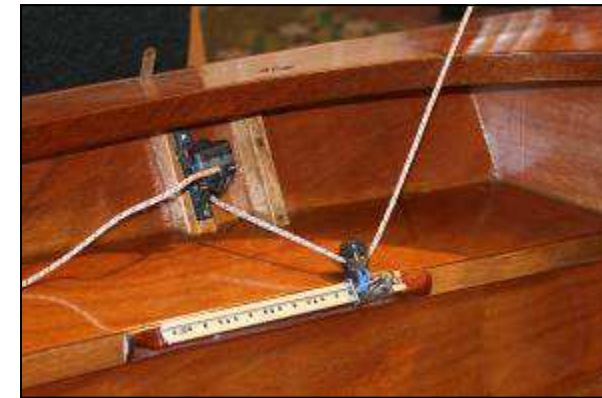
To do this you can attach a bullseye (eg A452) to the front of the centerboard case and simply run a rope through it of a suitable length with a block tied to each end. This system is simple, cheap and self adjusting although you do need to find a way of cleating it off. Please note the photo and ignore the absence of all other fittings!!! (I have just revarnished my boat!)



**Or** you can screw a slide rail onto a wooden file glued to the side tank coaming and attach a block. The slider enables you to experiment with the fore and aft positioning. For a cheaper system omit the slider bar and use a fixed block.

The photos are of a relatively new boat with wider decks than some of the original boats. The hole in the deck is the through deck jib fairlead used in the

previous sheeting position. Originally the jib sheet would have passed down through this hole to be cleated in the swivel cleat (Allen Brothers 4988). The photo shows how this arrangement was adapted for the inboard sheeting with the swivel cleat being turned upside down to enable it to work. This swivel cleat is shown fixed onto the chainplate block.



**Another of the trial boats** used tracks and fairleads from an Enterprise and mounted them horizontally on the top

surface of the tank, this provided an easy solution as it obviated the need to find a separate cleat.

The critical measurements for **the jib fairlead or block bearing surface** in the new Rule are 2325 mm (unchanged) **and 350 mm from the Centre line** - a reduction of 210 mm on the previous dimension. The above solutions are suggestions and ideas as to how this may be achieved.

It has also been proposed that two inspection/ventilation hatches be allowed in the seat tops to aid installing the above fittings. Permitted Exception (j) already allows for their installation in tank vertical surfaces. The Committee will be considering this in March.

*Brian Jones  
Measurement Secretary  
Miracle 4021*

Remember modifying your boat is an option - you don't have to change anything if you don't wish to.

# Miracle Association Committee

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# Miracle Association Committee

## Summary of minutes

### Upton – 20<sup>th</sup> October 2012

- **Race Organiser:** Jon Willars was welcomed as Race Organiser.
- **2012 Nationals at Ullswater:** With 41 entries, the event was financially successful.
- **Localised Travellers Trophies:** It was thought this might work in the North West area where several clubs were located in close proximity in the Manchester Area, but was considered to be impracticable for other areas of the country.
- **Promotion:** Various methods of promoting the class were considered. It was decided the Association should not purchase a Miracle.
- **Miracle number 3:** The Association was offered number 3 by its present owners and the offer accepted. Dave Reed has collected the boat on behalf of the Association and he is to refurbish and sail it.
- **ISAF Advertising Codes:** The following RYA wording is provisionally added to the Class Rules with immediate effect and is to be proposed for ratification at the next AGM: "The display on the **boat** of advertising chosen by the owner or person in charge is prohibited".
- **Membership:** Enquiries with lapsed members resulted in some possible renewals. Members are to be sent the Weymouth and Portland tourist brochure. Electronic payment is still being pursued.

- **Measurement:**
  - ◇ **Transparent panel:** Amended Rule 11A (3) page 7 to read:

"The foresail may be fitted with one transparent Panel which shall not exceed 1300 mm **in length** x 300 mm **in height**.

The mainsail may be fitted with one transparent panel which shall not exceed 2.5 mm in length and 300 mm in height.

The measurement form to be amended accordingly".
  - ◇ **Plans:** The cost is to remain at £50 with additional £100 when the sail number is registered.
  - ◇ **AGM proposal to change jib sheeting angle:** At the AGM the voting was 12 in favour; 6 against; and 6 abstentions. A two thirds majority is required to make a change. At the AGM abstentions were counted when tallying the total vote (12 of 24) and the proposal was adjudged to have failed. However, subsequent research found abstentions should not have been included in the total tally, therefore, the two thirds majority was achieved and the proposal carried (12 of 18). It will come into force 1st January 2013.
- **Finances:** The finances of the Association are sound.
- **Open meeting incentive:** There is to be a £5 credit for travelling to attend each

- Open Meeting during 2013 offset against the 2014 Nationals Entry fee.
- **Website:** Jon Willars is to work with the webmaster to update the site.
- **Halo:** This can include a "For sale" list.
- **2013 race calendar:** Planning is well underway.
- **Fleet allocations:** The revised fleet allocations were confirmed.
- **2013 Nationals:** Details were discussed and the cost confirmed as £200 per boat, with a discounted entry fee of £150 for those entering by 30th April 2013. Entry will be online with the Weymouth and Portland National Sailing Academy.
- **Future Nationals:** Rutland Sailing Club is to be confirmed for 2015 and confirmation is awaited for 2014.

- **Miracle 40th anniversary 2014:** Following research it was established the first Miracles were produced in 1974 with the Miracle Association being formed in 1975.
- **Dinghy Show 2013 and 2014:** In 2013 the stand would be similar to previous years. In 2014 a larger stand will be taken with space for more boats to celebrate the 40th anniversary.
- **Publicity:** An advert is to be placed in *Yachts and Yachting* offering a free Miracle sail at a convenient sailing club and the same offer made on the website.

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



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## National Championships 2012

### Trophies—Part 1

Daily Mirror Cup	Overall Winner	Martyn & Daniel Lewis
John Bray Trophy	Silver Fleet Winner	Dave Butler & Dave Smith
Bob Ferguson Plaque	Bronze Fleet Winner	Ian & Molly Southwell
Practice Race Shield	Practice Race	Ally & Harry Jones
Bell Woodworking Trophy	1st Points Race	Martyn & Daniel Lewis
Trimnell Trailer Trophy	2nd Points Race	Martyn & Daniel Lewis
International Paints Trophy	3rd Points Race	Martyn & Daniel Lewis
Jack Holt Trophy	4th Points Race	Nick & Indigo Smith
Sovereign Cup	5th Points Race	Martyn & Daniel Lewis
Charles and Diana Cup	6th Points Race	Martyn & Daniel Lewis
Bala Challenge Cup	7th Points Race	Nick & Indigo Smith
Cornwall Trophy (no name)	8th Points Race	Martyn & Daniel Lewis
Miracle Association Cup	9th Points Race	Martyn & Daniel Lewis
Starboard Cup	10th Points Race	Nick & Indigo Smith
Youth Championship Trophy	Youth Championships	Matt & Tom Donaldson
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	Emily & Lawrence Wride
City of Plymouth Cup	Youngest Competing Crew	Molly Southwell
St. Polly Plaque	Highest Placed Lady	Tracy Amos & Gemma Gibson
Casper Cup	Winner Single Handed Race	Eamon Cuthbert
Crews Cup	Winner Crews Race	Jack & Martyn Lewis
Newton Crum Trophy	Winner Non Spinnaker Race	Ally & Phoebe Jones

# National Championships 2012

## Trophies—Part 2

Master's Trophy	Highest Placed Helm 40-54 Years	Martyn Lewis
Senior Master's Trophy	Highest Placed Helm 55-64 Years	Richard & James Hewitt
Ancient Mariner's Trophy	Highest Placed Helm 65 Years and Over	Peter Cuthbert
Ton Up Trophy	Highest Placed Helm & Crew 100 Years+	Peter Cuthbert & Mark Atherton
Endeavour Trophy	Helm or Crew Displaying Endeavour	Gillan & Ken Gibson
Tom Pearson Trophy	Overall 16th Place	Ian & Molly Southwell
Senior Helm Trophy	Eldest Helm	Peter Cuthbert
Southwell Cup	Highest Placed Parent & Child(not to have won a race)	Dave Southwell
Bailey Family Trophy	Highest Place Helm & Crew Siblings	Not Awarded
Bay of Colwyn Trophy	Highest Placed Non Spinnaker Overall	Ian & Molly Southwell
G.R.I.D. Spoon	Highest Non Placed Husband & Wife	Dave & Jean Reed
Club Trophy	Club with the Highest Placed 3 Boats Outside The Top 10	Leigh & Lowton
Travellers Trophy	Travellers Trophy	Dave & Jean Reed

# The Travellers Trophy 2012

Pos	Name	Boat	Total Miles	Events
1	David Reed	3725	1332	7
2	Jon Aldhous	3794	1198	6
3	Wayne Atherton	3383	994	6
4	Neal Gibson	4040	808	3
4	Tracy Amos	3692	808	3
6	Martyn Lewis	3834	683	3
7	Colin Lown	206	624	3
8	Gillian Gibson	3670	548	3
9	Jon Willars	3793	524	4
10	David Raines	3740	474	3
11	Hannah Smith	3805	468	2
12	Martin Bathe	59	412	2
13	Brian Jones	4021	294	2
14	John Tippett	4020	282	2
15	Richard Byne	3678	280	2
16	Eamon Cuthbert	4016	258	2
17	Peter Cuthbert	3747	216	1
17	Stan Lubner	4043	216	2
17	Richard Bramheld	3131	216	3
20	Nick Smith	3805	200	1
21	Sam Donaldson	2166	186	1
21	Simon Reddecliffe	3007	186	1
23	Dave Herbstritt	3770	160	2
24	Brian Worrall	3679	146	1
25	Ally Jones	3847	120	1
26	Dave Butler	3338	114	1
27	Cathey Goodwin	1667	106	1
28	Geoff Weir	2881	88	1
29	Barry Green	3333	40	1
30	Iain Wilkinson	3480	30	1
30	Rob Cocking	3077	30	1

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. The results cover 13 meetings  
*David Reed, Miracle 3725*



David and Jean Reed  
Winners

**North East Area Championship  
Thornton Steward  
1st & 2nd September 2012**

Saturday started with the sheep pinned to the fence. The race officer set a simple figure 8 course which challenged a few with the 2 gybe marks meaning tacking or swimming on several occasions.

Race one started with 8 boats, many of whom decided it was too windy and retired within a matter of laps. First round the windward mark was Neal Gibson and Keith Macey in 4040 followed by Wayne Atherton and Lizzy Evans in 3383. Neal and Keith attempted the win or swim technique finishing the race in 2nd position after checking the buoyancy of the new boat 3 times.

Race two the wind abated which tempted all of the previously overpowered boats back onto the water. First to the windward mark was again Neal and Keith

followed by Wayne and Lizzy, this time without any mistakes, leading to the finish.

Saturday night, which as usual included some fantastic food and pictures, ensured that everyone had a good night sleep despite the sheep and geese trying their hardest to keep everyone awake.

The view out of the tent at 6.30am was that of a half mirror, luckily the wind filled through whilst the fleet watched another local Miracle rig to increase the fleet to 9 boats.

Race 3 the local boat 3375 sailed by Scott Train and Kate Bernard led for the first lap chased closely by Wayne & Liz and Neal & Keith. The teamwork and spinnaker work that is well known in the top part of the fleet gave Neal and Keith the ability to overtake Wayne and Liz downwind and

then take Scott and Kate upwind which gave them the lead that was held until the finish.

Race 4 and a single recall for Neal and Keith gave Wayne and Liz the opportunity to get clear and keep clear leaving it all down to the last race between the two of them.

Race 5 with all to play for saw Neal and Keith first to the windward mark followed by Wayne & Liz and Martyn Burgess and Paul Bernard holding 3rd place for a significant part of the race. With more time in the boat this year and some good upwind tactics Peter Cuthbert and Mark Atherton in 3747 pulled through to third leaving the final results for this race with Neal and Keith first, Wayne and Liz second and Peter & Mark third.

*Neal Gibson,  
Miracle 4040*



**North East Area Championship  
Thornton Steward - 1st & 2nd September 2012**

Pos	Club	Sail No	Pts
1st	Neal Gibson & Keith Macey	4040	7
2nd	Wayne Atherton & Liz Evans	3383	9
3rd	Peter Cuthbert & Mark Atherton	3747	20
4th	Scott & Finlay Train & Kate Bernard	3375	21
5th	Martin Burgess & Paul Bernard	1204	26
6th	Martin & Mavis Bathe	59	35
7th	Richard & James Hewitt	2323	37
8th	Gillan & Kenneth Gibson	3670	40
9th	Ken and Clare McArthur	3486	48

## **Inland Championship Pennine 22nd & 23rd September 2012**

### **From the Committee Boat**

Eleven sailors arrived on Saturday for the first day of the Miracle Inland Championships. By Sunday this number was boosted to thirteen.

The wind on Saturday was on average from the east south east and speed averaged 5 knots, but huge shifts and variations were encountered.

The Miracles were very keen on the start line and a shift just before the first start caused a bunch at the pin end and resulted in a re-start under the black flag. The black flag was used as the venue was shared with the NE Crewsaver Mirror championship and these boats were keen to get to the start area as well. The race was two laps and Dave and Jean Reed (3725) gave out a great cheer as they crossed the line first. The race leaders had failed to go through the finish line thinking there was a further lap to do and forgetting the race brief which had stated

that each race would be 2 laps. Race two saw a victory for Richard and Todd Brameld (3131).

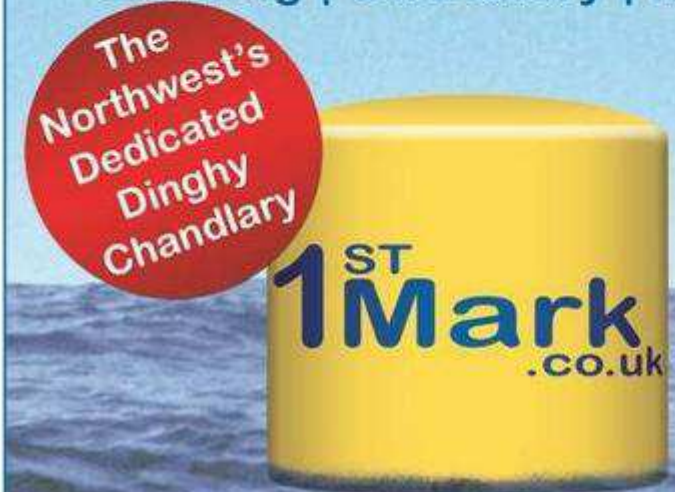
Day two saw a steady easterly with a rising 10 knot wind, ideal conditions. The third race got away and despite a lead boat the fleet sailed the wrong course. It looked for a moment that Gillan and Kenneth Gibson (3760) would sail the right course, but even they rounded the leeward mark the wrong way. The race officer abandoned the race. The restart saw Ian Wilkinson and Ross Southwell (3480) take the bullet. Races 4 and 5 saw starts under the black flag to keep this very keen fleet in order on the start line. The ploy worked and the final races were won by Eamon and Thomas Cuthbert (4016) who secured the Inlands title, with Ian Wilkinson and Ross Southwell second and Dave Butler and Ross Flemming third.

*Richard Benson, Race Officer*

Pos	Club	Sail No	Pts
1st	Eamon & Thomas Cuthbert	Leigh & Lowton 4016	7
2nd	Ian Wilkinson & Ross Southwell	Leigh & Lowton 3480	8
3rd	Dave Butler & Ross Flemming	Welton 404	8
4th	Peter Cuthbert & Mark Atherton	Leigh & Lowton 3747	10
5th	Jon Aldhous & Wayne Atherton	Beaver 3794	11
6th	Richard & Todd Brameld	Beaver 3131	12
7th	Ashley Southwell & James Wilkinson	Leigh & Lowton 4011	12
8th	David & Jean Reed	Girton 3725	16
9th	Dave Herbstritt & Jo Airns	Shotwick 3770	17
10th	Rich and Hannah Wharrom	Welton 4045	18
11th	Jon Willars & Rachel Day	Welton 3793	25
12th	Simon Reddecliffe & Liz Lee	Delph 4007	29
13th	Gillan & Kenneth Gibson	Thornton Steward 3670	30


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**Southern Area Championship  
Redoubt  
6th October 2012**

The weather was kind for Redoubt Sailing Club's first open meeting in many years. With the sun shining 6 visitors joined the 4 club members boats for some close racing in light shifty conditions.

The first race started with all boats too keen to get to line and a general recall followed, luckily for Neal Gibson and Keith Macey (4040) as they were sailing in the wrong direction at the gun! The restart, however, was more to their liking with a good start leading to first round the windward mark, closely followed by Brian Jones & Paul Cook (4021) and Nick &

Indigo Smith (3805). The rest of the fleet were close behind and at times threatened the top 3 positions, 4th place was fought over with Tracy Amos and Gemma Gibson (3692) trying hard to defend from new crew Yvonne and Brian Mumford (4047) pushing hard. Eventually 4047 came through and looked like stealing 2nd as boats in front tried a luffing battle on the last spinnaker leg, but the top three held firm and positions ended as follows: 1st Neal Gibson and Keith Macey (4040), 2nd Brian Jones and Paul Cook (4021), 3rd Nick and Indigo Smith (3805), 4th Yvonne and



Brian Mumford (4047), 5th Tracy Amos and Gemma Gibson (3692).

With a change in course race 2 started with Yvonne and Brian Mumford well over at the gun, but after returning to the line still managing to round the windward mark 3rd. The top two places were held by Neal Gibson & Keith Macey and Nick & indigo Smith the lead changed on several occasions with the wind often shifting 45° making decisions to tack up the beats very testing. Nick and Indigo Smith (3805) eventually snuck through for the win with Neal & Keith Macey (4040) 2nd, Yvonne & Brian Mumford (4047) 3rd, Brian Jones & Paul Cook (4021) 4th and Tracy Amos & Gemma Gibson (3692) 5th.

All crews entered the final race with none of the top places decided. Brian Jones and Paul Cook got off to a flyer and lead round the windward mark, closely followed by the rest of the fleet. Neal Gibson & Keith Macey, Nick & Indigo Smith

eventually pulled through to fight for the top 2 positions which were not decided till the final beat. A battle for 4th place between Tracy Amos & Gemma Gibson and Yvonne Mumford & Brian Mumford was taking place behind the top 3; with positions changing on frequent occasions, Tracy Amos and Gemma Gibson eventually pulled through to take 4th. 1st position was ultimately decided a couple of boat lengths from the finish with Neal Gibson and Keith Macey (4040) taking 1st place from Nick & Indigo Smith (3805) and with it the Championships, with Brian Jones and Paul Cook (4021) taking 3rd.

Thanks to all at Redoubt Sailing Club for supporting and running this event, lets hope more open meetings will return in the future to this great venue.

*Brian Mumford,  
Miracle 4047*

**Southern Area Championship  
Redoubt - 6th October 2012**

Pos	Club	Sail No
1st	Neal Gibson & Keith Macey	Redoubt 4040
2nd	Nick & Indigo Smith	Thornbury 3805
3rd	Brian Jones & Paul Cook	Maidenhead 4021
4th	Yvonne & Brian Mumford	Redoubt 4047
5th	Tracy Amos & Gemma Gibson	Redoubt 3692
6th	Keith & Christina Jeremiah	Wilsonian 3738
7th	Martin Smith & Mike Groom	Wilsonian 3737
8th	Jack Turnball & Emma Bambridge	Redoubt 3254
9th	Colin & Maureen Lown	Wilsonian 206
10th	Roly Thorpe & Fred Rayment	Margate 1645