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The Halo

Miracle Association Magazine Winter 2014

Miracle Association



40th Anniversary



The Friendly, Family, Dinghy Class”

Editor's Corner

The Halo. Miracle Association Magazine

Winter 2014

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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 2015.

The
Gillan Gibson
Miracle 3670



Chairman's Desk



Hi Folks,
I hope you all had a Merry Christmas and are looking forward to a Happy New Year. My Christmas present is the Boss said I

pad well and strap down in the middle and not only strap down to your trailer at the bow, but also forward from the bow fitting to the mast prop to stop it sliding backwards on the trolley.

Finally, please get your entries in early for the for the Nationals at Rutland SC and save £50 and I look forward to seeing you at Ally Palace on the 28th Feb to 1st March.

Louis Moulden, Miracle 4036

could order a new a FRP from Woodwind, that is, a bare hull and deck which I have volunteered to fit out to display at Alexandra Palace Dinghy Show so I will have to get my skates on. This means I now have last years new boat 4052 for sale, tel 07977514776.

This year is the 40th birthday of the Miracle Association and Ken Gibson and the Committee are looking at the Miracle Association Rules with a view to bringing them up to date if needed. Gillan has asked for general tips, mine is: as boats are often damaged in transit, to be sure to



Bow tied to stop boat sliding back when being towed



To the Miracle Association Happy 40th Anniversary



Nautical Sayings "Cranky"

Cranky for someone being irritable stems from a mispronunciation of the Dutch word 'krenkd' or 'crank'. A crank was an unstable ship or sailing vessel. Usually the

problem was down to bad design, imbalanced cargo, or a lack of ballast. This would cause the vessel to heel too far to the wind.

Race Organiser

Happy New Year, as I write this it's currently minus 1 outside and 3131 rests in the garage awaiting the warmer weather. All thoughts of last season are slowing drifting away, I can always tell how active I have been by the quantity of work required to maintain "Woody" to a reasonable standard. It must have been a good year, removal and re fixing of rubbing strakes this winter for me.

Onto the program for next year, its proved more difficult than expected to get

some new events in the calendar and I am still waiting for one club to get back to me, so don't worry too much about the hole in the program. So it's a really big thank you to our favourite clubs that are able to run our events year in and year out and an equally big thank you to all of you that attend. Here is the 2015 calendar to date, I hope to see you soon.

Richard Brameld



Race meeting Calendar 2015

Broadwater (UB9 6PD)	25th & 26th April	www.broadwatersc.org.uk
Southern Area Championships		
Welton (HU15 1PT)	9th & 10th May	www.weltonsc.org
North East Championship		
Delph (BL7 9TS)	16th & 17th May	delphsailingclub.co.uk
Northern Championships		
Girton (NG23 7HX)	6th & 7th June	www.girtonsc.org.uk
Puddleduck		
Redoubt (CT21 4ND)	20th June	www.redoubtsc.org.uk/
Burton (DE65 6EG)	27th & 28th June	www.burtonsailingclub.co.uk
Shotwick	To be confirmed	
Leigh & Lowton (WA3 1BQ)	11th & 12th July	http://leighandlowton.wordpress.com/
Midland Championships		
Rutland (LE15 8HJ)	9th to 14th Aug	www.rutlandsc.co.uk/
National Championships		
Draycote (CV23 8AB)	5th & 6th Sept	www.draycotewater.co.uk
Inland Championships		
Thornton Steward (HG4 4BQ)	12th & 13th Sept	www.thornton-steward-sailingclub.co.uk
End of Season Championships		



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Derek Beere



Pauline Beere has contacted Dennis Southwell over the Christmas period and he is sad to report her husband Derek died earlier this year. Derek was our first national

champion and first Commodore of our Association. He was a very talented sailor who had already won the Mirror 10 nationals. Derek was a friendly person and a more unassuming man you could not wish to meet and he certainly set the standards for all our future national champions.

Our sympathies are with Pauline and family at such a sad time for them all.
Dennis Southwell

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**RYA Volvo Dinghy
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London**



Sat & Sun 28th Feb & 1st March 2015

**Come and join us and
Celebrate the Association's 40th Anniversary
and meet with other Miracle sailors**

**Stand C52
Great Hall**



Official RYA website:

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



2015 Nationals Rutland SC 9th to 14th August



Pretty much as central a venue as you can get it is a venue used by many fleets and has many on site facilities.

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

Entry fee: £175

Early entry fee £125

(if paid by 30th April 2015)

Note - Electronic Payment available - See Entry Form

Entry fee includes:

- Racing
- Boat space parking
- Car parking
- Commodore's Reception for all
- 2 tickets for Prizegiving, for helm and crew (Additional tickets Adults £15, children £7.50)

Midweek meal

Everyone: £7.50 from Reception, Rutland Sailing Club

Social programme

In the evenings there will be a social programme which is being arranged, currently confirmed are:

Thursday AGM
Friday Prizegiving Dinner

In planning are:

Midweek meal
Quiz night.
Lake Cruise if there is sufficient interest

Websites

Rutland Sailing Club
<http://www.rutlandsc.co.uk/>

Rutland Tourist Information
www.discover-rutland.co.uk/

Please note we have organised that the 2015 "Discover Rutland" brochure be sent direct to all our Members

Hints and tips

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

Sail in clean air, sounds easy but the amount of times I see boats following each other in the dirty air of the boat in front astounds me. I accept it's sometimes necessary, to

get round a mark and such like, but once clear of the obstruction aim for clean air and defend it when you get it.

Richard Brameld

Race Timings

For the Nationals at Rutland to make more time for the non points races it has been

decided to reduce the number of Points Races back to 8 races.

	Warning signal		
Sun 9th Aug		Wed 12th Aug	
Practice Race	10:25 hrs	5th Points Race	10:25 hrs
1st Points Race (PR)	13:25 hrs	3rd Youth Race	ASAP after 5th PR
		Singlehanded/non spinnaker	
Mon 10th Aug			ASAP after 3rd YR
2nd Points Race	10:25 hrs	Thurs 13th Aug	
1st Youth Race (YR)	ASAP after 2nd PR	6th Points Race	10:25 hrs
Crews Race	ASAP after 1st YR	7th Points Race	ASAP after 7th PR
Tues 11th Aug		Fri 14th Aug	
3rd Points Race	10:25 hrs	8th Points Race	10:25 hrs
4th Points Race	ASAP after 3rd PR		
2nd Youth Race	ASAP after 4th PR		



Nationals Survey

Where do you want to go for future Miracle Nationals?

What proportion of Inland to sea venues would you prefer?

What sea and inland venues can you suggest?

Your Committee wants to know so it can plan for the future.

Play your part and complete our survey:

- Use the form sent with this *Halo*, or
- Send an email to gillan_gibson@yahoo.co.uk, or
- Vote on the Miracle website www.miracledinghy.org/

Consideration of venues for the Miracle National Championships is always ongoing. There was a survey a few years ago where the Committee found out much about what sailors and families wished for in a venue. One aspect which has come under discussion recently is the relative number of sea venues to inland venues. Currently

there are two sea venues to one inland. Have the fleets views changed? Inland venues in particular are in short supply as there are many excellent sailing waters, but they frequently do not have enough facilities for the family. Do you have any suggestions?

Let your Committee know.

The Miracle Association: Inauguration

With the Miracle in production Peter Nunn of the Daily Mirror attended a number of Miracle open meetings sailing and talking with sailors. He was also quietly noting who the regular sailors were and who could be useful. One day Dennis Southwell received a



Peter Nunn - Key player in the early days of the Association .

Do you know where he is?

telephone call from Peter asking him to go to London for a meeting with regard to the Miracle. It was rather short notice and Dennis advised he could only make it if he caught the Pullman train which was rather expensive. Peter said whatever it took he was to get to the meeting and his expenses would be paid, so Dennis duly made his way to London.

On arrival at the meeting Peter Nunn told those present the purpose of the meeting was to form a Miracle Association and advised Dennis he had been chosen to be Race Organiser. Dennis duly accepted his role, as did others, and a Steering Committee was formed which did the groundwork in the formation of the Association. Before, during and after that initial meeting in London Peter Nunn was Honorary Secretary and over some 18 months he gathered together a team. This included John Wilson, an early appointment

as Membership Secretary, and then Dennis Southwell as Race Officer and Bob Ferguson as Chairman both of whom were appointed at that first London meeting. Bob, an ex Colonel, was an ideal Chairman having helped Peter work on the team before the London meeting. There were two main meetings of the Steering Group and Peter Nunn brought proposed *Rules of the Association* for discussion. He explained the various provisions and after some discussion and some amendments these were circulated.

The inaugural meeting of the Association was on 29th July 1975 at the Ranelagh Sailing Club, Putney, London.

On that day Victor Shaw of Mirror Group Newspapers, supremo of the whole project, welcomed members and said that a Steering Committee had been formed from the result of a questionnaire sent out earlier in the year. In view of this the Daily Mirror Group had agreed to underwrite the cost of running the Association for an initial period and that all Miracle owners would automatically be members with no subscription due until the 1st April 1976. He also said that nearly 700 boats had been sold since the January. Victor also told the meeting that Bernard Gray had been elected Chairman of the Steering Committee and would chair the inaugural meeting that night.

Bernard then advised *Rules of Association* had been drawn up and it was proposed that the Miracle Association be inaugurated that night and this was voted in unanimously.

Next Bernard read out the list of Committee Members who were prepared to continue as the full Committee, plus some other nominations and a vote was taken on all proposed members and carried unanimously. Peter Nunn became Secretary and was instrumental in the following appointments:

Bob Ferguson as Chairman; John Wilson as Membership Secretary; Dennis Southwell as Race Officer; Terry Castle as Measurement Secretary and Phil Twinning as *Halo* Editor.

Subsequently *Rules of Measurement* and a Class Flag were agreed. Following this it was explained there had been a series of sailing trials to devise a Portsmouth Yardstick number and 104 was to be recommended to the RYA.

"Any other business" produced a mixture of topics, including discussion on a newsletter where contributions from all members were considered important. Members were asked to speak to their clubs about having an open meeting and there were to be 2 open meetings in 1975, Thames Sailing Club on 17th August and IPC MC on 24th August. Knowing which clubs had adopted the Miracle was also considered important so members would know where they could sail or race their Miracles. That the Miracle was selling outside the UK was indicated by the introduction of Tim Boorman, the Licence Manufacturer for Mirror Dinghies for South Africa. Though just how many countries were possible was indicated in a list of countries where Licensed Overseas Manufacturers and Agents had been appointed since the January: Germany; Switzerland; Yugoslavia; Holland; Sweden; Denmark; Norway; Saudi Arabia; Kuwait; South Africa; Canada; Australia; Japan; Algeria; Spain and Malta. But to continue with South Africa, at the meeting there was also South African agent Laurie Stevens (Dennis still has his business card) and plans were made for a sailing championship to be held in South Africa with several of our helms and crews flying over with sponsorship from the Daily Mirror Group and South African Airways. Dennis was involved with Peter to organise the project and progress had been made with everything in place including Dennis's sunglasses. Unfortunately, the apartheid row hit the headlines and it became too hot to handle for a major

newspaper so the project folded.

That Jack Holt attended the inaugural meeting was demonstrated by his explaining, in response to a question, that as the boat had three buoyancy tanks it was allowed three hatches, one in each tank. Another measurement matter was someone who considered their boom was too long and the Committee were asked to look into that. Thoughts turned to the future when an open meeting at Grafham on 18th and 19th September 1976 was discussed and the subscription fee for 1976 was set at £3. There were already thoughts of an AGM and the Committee were to look into having it either at a sailing event or at the Dinghy Exhibition at Crystal Palace. The final item had the Chairman explaining that each complete boat supplied by Bell Woodworking Company must measure. They would not, however, be issued with a measurement certificate.

The meeting closed with Bernard thanking all for attending and with that the Miracle Class Association stepped out into its future.

The Association's link with the Mirror Group Newspapers ended when it had the misfortune of Robert Maxwell buying the newspaper in July 1984. Robert Maxwell called in Vic Shaw and Ivor Finn to a meeting as to which Maxwell had already decided the outcome and the connection between the two organisations was to cease. Ivor told Dennis the meeting was most unpleasant. Maxwell had a reputation of being a foul mouth bully and this evidently proved to be the case.

Fortunately by this time the Association was standing firmly on its own and continued its good work up to the present day. *Dennis Southwell and Gillan Gibson, including reference to the minutes of the inaugural meeting*



4064's build: Part 4

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



I have now added some hardwood to the rear of the spinnaker chute to provide a solid base for the jib plate, with the whole assembly being designed to take the loading on the rigging



All deck stringers are now complete and the front tank has been epoxied in place, as you can see from the picture I am using the redesigned deck shape which is very easy to profile using the hull as a template



The thwart is constructed to the reverse curve design previously published in the *Halo*, Spring 2010, and also on the website under Members/Members Articles



Cardboard templates are made for the deck panels, these are then cut out from two sheets of Tiger striped sapele along with the seat tank tops

Small bulkheads for a half false floor are installed. As this is not in the plans, design and construction are via cardboard templates and a bit of trial and error!! The last boat I fitted a false floor to leaked so I am hoping for an improvement with this design.

The mast foot stays at the standard height by angling the floor inboard (makes it much simpler to measure!!!). It also seems to suit the profile well. This stiffens the boat but adds an extra 3kg to the overall weight and should reduce the amount of water sloshing around under certain conditions. It also provides a raised platform for younger crews to work from (no reflection on my crews intended)



The last two pictures show the false floor, integral seat tops and thwart ply in position but yet to be glued and trimmed.

The whole interior has been coated with Eposeal 300, at last it is nearly time to fit all the decks.



I did weigh the boat halfway through the above stages and it was on target although the keel has yet to be fitted which will add a bit.

I don't think it will be ready for the "Bloody Mary" in a weeks time!!



Miracle Association Committee

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GP-14 THROUGH DECK CONVERSIONS



Miracle Association meeting

Summary of minutes

Upton – 1st November 2014

- **Advertising:** The new wording to be in the next *Halo* and to be taken to the next AGM for approval.
- **Open Meeting reports:** Clubs to be encouraged to provide reports and results to the *Yachts and Yachting* website, *Miracle* website and *Halo*.
- **Association promotion strategy:** Richard Brameld to be Publicity Officer. The Mirror Group Newspapers to be approached for promotion in the Association's 40th anniversary year. Any other bright ideas most welcome.
- **Hunstanton Nationals:** The exceptional high tides combined with westerly winds provided difficulties on launching and recovery. The Committee agreed that Hunstanton SC provided a friendly atmosphere despite the Clubhouse not being completed as promised, and the Prize giving venue was very good.
- **Travellers Trophy:** For the 2015 season the calculation will be the product of the total

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Miracle Association Summary of minutes (cont)

- distance travelled from the home club and the number of open meetings attended.
- **Association Rules:** Thought is being given to whether updating is required and a sub committee is to look into the matter for the next meeting.
 - **Co-option:** Ken Gibson was co-opted onto the committee as Organiser for the Dinghy Show.
 - **Membership:**
 - ◇ There continue to be new members and renewals and the provisions of membership were discussed.
 - ◇ Online payment of fees for membership and the Nationals has become available.
 - **Treasurer:** The Association is in a financially sound position. Jon retires in August 2015 so a new Treasurer is required - offers please.
 - **Measurement:** Work continues on updating page 1 of the *Rules of Measurement*.
 - **Website:** The number of phishing scams received by committee members is to be investigated.
 - **2015 Open Meetings:** Draft programme considered.
 - **Rutland Water Nationals 9th-14th August 2015:** Details considered.
 - **Future Nationals:** Venues for future years were considered.
 - **RYA Dinghy Show 2015:** Arrangements agreed.
 - **Associations 40th birthday:** celebrations reviewed.
- Copies of the full minutes of meetings are available from the Secretary on request.

Advertising on boats and sails

The wording covering advertising on boats and sails as detailed in the Minutes of the AGM 2014 and Minutes of the Committee meeting 29th March 2014 was agreed at the Committee

Meeting on the 1st November 2014 to be adopted and incorporated in revised Association Rules, be included in the next *Halo* and taken for approval to the next AGM.

"2. Matters Arising From Minutes of Meeting Held At Girton Sailing Club on the 26th October 2013

Proposal 1 Advertising – Following circulation of a draft wording which was discussed at the meeting the following is proposed:

"13. **ADVERTISING**

DEFINITION OF ADVERTISING

[a] For the purposes of this code, advertising is the name, logo, slogan, description, depiction, a variation or distortion thereof, or any other form of communication that promotes an organization, person, product, service, brand or idea so as to call attention to it or to persuade persons or organizations to buy, approve or otherwise support it.

GENERAL

[b] i) Advertisements and anything advertised shall meet generally accepted moral and ethical standards.

[b] ii) Advertisements on sails shall be clearly separated from national letters and sail numbers.

ADVERTISEMENTS

[c] i) On the mainsail and jib advertising may only be displayed within 1 metre from the foot of the sail."

The intention of the above is to limit advertising to a reasonable level, and The Committee of the Miracle Dinghy Class Association reserves the right to censure any advertising it deems not to meet the above terms and conditions.

National Championships 2014

Trophies—Part 1

Daily Mirror Cup	Overall Winner	Jeremy Davy & Ethan Plank
John Bray Trophy	Silver Fleet Winner	Richard and Hanna Wharram
Bob Ferguson Plaque	Bronze Fleet Winner	Simon & Eleanor Fay
Practice Race Shield	Practice Race	Race cancelled due to high winds
Bell Woodworking Trophy	1st Points Race	Jeremy Davy & Ethan Plank
Trimnell Trailer Trophy	2nd Points Race	Jeremy Davy & Ethan Plank
International Paints Trophy	3rd Points Race	Jeremy Davy & Ethan Plank
Jack Holt Trophy	4th Points Race	Jeremy Davy & Ethan Plank
Sovereign Cup	5th Points Race	Jeremy Davy & Ethan Plank
Charles and Diana Cup	6th Points Race	Jon Willars & Max Wharram
Bala Challenge Cup	7th Points Race	Jeremy Davy & Ethan Plank
Cornwall Trophy (no name)	8th Points Race	Jeremy Davy & Ethan Plank
Miracle Association Cup	9th Points Race	Jeremy Davy & Ethan Plank
Starboard Cup	10th Points Race	Martin & Abbey Huett
Youth Championship Trophy	Youth Championships	Ross Southwell
Junior Championship Trophy	Junior Championships	Dan Ryder Davies Lee
Ullswater Cup	Highest Placed over 16 under 18	Andrew Robinson
City of Plymouth Cup	Youngest Competing Crew	Max Wharram
St. Polly Plaque	Highest Placed Lady	Hanna Smith
Casper Cup	Winner Single Handed Race	Brian Jones
Crews Cup	Winner Crews Race	Ross Flemming and John Willars

National Championships 2014

Trophies—Part 2

Newton Crum Trophy	Winner Non Spinnaker Race	Carolynn & Nick Smith
Master's Trophy	Highest Placed Helm 40-54 Years	Martin Huett
Ancient Mariner's Trophy	Highest Placed Helm 65 Years and Over	David Raine
Woodwind Trophy	Highest Placed Helm 70 Years and Over	Louis Moulden & Rene Saville
Gracie Trophy	Highest Placed Helm 70 years and over	John Tippett
Ton Up Trophy	Highest Placed Helm & Crew 100 Years+	David & Michelle Raine
Endeavour Trophy	Helm or Crew Displaying Endeavour	Andrew and James Robinson
Tom Pearson Trophy	Overall 16th Place	Simon Reddecliffe & Mark Atherton
Senior Helm Trophy	Eldest Helm	David Hudson
Southwell Cup	Highest Placed Parent & Child (not to have won a race)	Hanna & Nic Smith
Bailey Family Trophy	Highest Place Helm & Crew Siblings	Andrew & James Robinson
Bay of Colwyn Trophy	Highest Placed Non Spinnaker Overall	Deborah Massey & Wendy Gaddes
G.R.I.D. Spoon	Highest Non Placed Husband & Wife	David and Michelle Raines
Club Trophy	Club with the Highest Placed 3 Boats Outside The Top 10	Delph
Travellers Trophy	Travellers Trophy	Neal Gibson

The Travellers Trophy 2014

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 on the distance travelled between home sailing club and the venue. In 2015 the number of miles will be multiplied by the number of events attended.

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. These results cover 12 meetings.

David Reed, Miracles 3 & 3725



Pos	Name	Boat	Total Miles	Events attended
1	Neal Gibson	4040	1664	4
2	David Reed	3	1282	7
3	Dave Herbstritt	3770	1155	6
4	Wayne Atherton	3383	852	6
5	Yvonne Mumford	4047	808	3
6	Martin Bathe	59	688	3
7	Matt Ambrose	3636	678	2
8	Tracy Amos	3692	600	2
9	Jon Willars	3793	584	3
10	Gillian Gibson	3670	572	3
11	Hannah Smith	3805	546	2
12	Brian Jones	4021	462	2
13	Dave Butler	3900 4060	372	2
14	Richard Bramheld	3131	340	2
15	Rich Wharram	4045	294	1
16	Jon Aldous	3794	288	3
17	John Tippett	4020	282	2
17	S Fay	4061	282	1
19	Caroline Noel	3839	270	1
20	Eamon Cuthbert	4016	240	2
21	David Raines	3740	224	1
22	Jack Turnbull	3254	204	1
23	Nick Smith	3805	200	1
24	Carolynn Smith	3805	184	1
25	Simon Reddicliff	4007	198	1
26	Peter Cogill	3807	178	2
27	Colin Lown	206	146	1
28	Richard Hewitt	4057	92	1
29	Barry Mellor	3333	40	1
30	Ashley Southwell	4011	30	1

Thornton Steward 6th & 7th September 2014

Saturday

Light, fluky, winds were the order of the day for the 2 Saturday races at TSSC in North Yorkshire. But there was always something to work with even if every leg was sailed using every point of sailing at some stage! It was Dave and Jean Reed (Miracle 3) who made the best of the conditions to take the win from Peter Coghill and Margaret Mettam (3807), with Gillan and Kenneth Gibson (3670) in third. A smaller triangle for the second race as the wind dropped kept the fleet concentrating hard with the same result as before so at the end of the first day the Reeds were first, their best result ever, Peter and Margaret were second and the Gibson's third, also their best result. All was celebrated at the excellent evening meal where the choice of puddings was quite delicious.

Sunday

Sunday dawned with glorious sunshine and more wind, plus more boats as two more Miracles joined the fleet. Wayne Atherton and Angela Sweeny (3383), fresh from the Nationals, assessed the conditions straight off and disappeared into the distance to take first. However, in the next race at the second mark



Dave and Jean Reed in Miracle 3 lead the fleet

they and Peter & Margaret who were second, took it to port instead of starboard and were left to unwind as Dave & Jean and Gillan & Kenneth sailed through to take first and second positions. Unfortunately they could not hold this situation as Wayne & Angela and Peter & Margaret gradually took back their places, though Peter and Margaret could not quite get past David and Jean who took second in the end. For the last race the wind went lighter and more changeable and most boats found a hole at some stage and the fleet strung out to a greater degree than before. Once again it was Wayne and Angela who came out best to win both this race and the series.

Gillian Gibson, Miracle 3670

Pos	Club	Sail No	Pts
1st	Wayne Atherton & Angela Sweeney	Delph 3383	3
2nd	David & Jean Reed	Girton 3	4
3rd	Peter Cogill & Margaret Mettam	Rotherham 3807	6
4th	Gillan & Kenneth Gibson	Thornton Steward 3670	10
5th	Ken & Clare McArthur	Thornton Steward 3486	16
1st	Non Spinnaker	Ken and Clare McArthur	



Draycote 13th September 2014

A close run thing

Fourteen Miracle dinghies enjoyed some very competitive racing at Draycote Water in an easterly Force 2, occasionally gusting to Force 3, with accompanying swings in wind direction. Sailing a standard Olympic course (triangles and sausages) with all 3 planned races to count, the start and finish line was positioned 150 Metres to upwind of the leeward mark

Race 1 provided the closest finish of the day, it started with most boats tacking onto port and using the right-hand side of the beat. At the windward "M" mark Jon Willars and Max Warram (3793) led from Hanna & Nick Smith (3805) and John Tippett & Kathy Boulton (4020). As the race developed the two leading boats swapped places several times, meanwhile Paul and Catlin Huett (4056) had moved up into third place. The battle for first place continued until the final stage on last run where Jon Willars and Max Warram got the inside overlap at the leeward mark, going on to take the gun with a margin of only a foot (300mm to you) from the Smiths, with the Huetts in third place behind

Again in Race 2 there seemed to be an advantage in going up the right hand side of the

first beat to take advantage from a lift off the Clubhouse bank. By the first lap Jon Willars and Max Wharram led, followed by Richard Warram crewed by daughter Hannah (4045), Simon Reddecliffe and Mark Atherton (4007), Peter Burfield and Barbara Green (4034) and then the Smiths. By the end of the next lap (sausage) dramatic changes in fortune saw Hanna and Nick Smith in the lead followed by Richard and Todd Brameld (3131) and then Jon Willars & Max Wharram and then the Huetts. This order stayed unchanged through the next lap to the finish.

For race 3 only two boats hung far right up the first beat John Tippett & Kathy Boulton and Richard & Hannah Warram to find they both had a considerable lead over the chasing pack led by Peter Burfield & Barbara Green and the Huetts. By the end of the third lap John Tippett and Kathy Boulton still had a good lead with the Huetts second and the Warrams in third. On the last beat the Huetts had closed the gap and John Tippett & Kathy Boulton had found a hole in the wind at the windward mark. A neck and neck run down to the leeward mark saw the Huetts take the lead and go on to win from John Tippett & Kathy Boulton and then the Warrams.

When all the dust of battle had settled, the accounting found that the Smiths and Huetts had the same points, but that the Smiths had won the event on count-back. Third and fourth positions were also decided on count-back.

Thanks to PRO Richard Hope and the Draycote Flying 15 fleet who ran an excellent event and to Draycote President, Harry Sayers, who presented the Trophy and prizes.
John Tippett, Miracle 4020



Pos	Club	Sail	Pts
1st	Hannah & Nick Smith	Thornbury	3805 8
2nd	Paul & Caitlin Huett	Draycote	4056 8
3rd	Jon Willars & Max Wharram	Welton	3793 10
4th	Richard & Todd Brameld	Welton	3131 10
5th	John Tippett & Kathy Boulton	Draycote	4020 12
6th	Richard & Hannah Warram	Welton	4045 16
7th	Simon Reddecliffe & Mark Atherton	Delph	4007 22
8th	Caroline Ramsey & Rachel Palmer	Draycote	4037 27
9th	David & Jean Reed	Girton	3 28
10th	Peter Burfield & Barbara Green	Draycote	4034 30
11th	Caroline Noel & Greg Jones	Draycote	3839 32
12th	Godfrey Winn & Steve Clemment	Draycote	2895 36
13th	Ollie Frickling & Steve Woodhead	Draycote	103 43
14th	Chris & Claire King		3716 48

Redoubt 11th October 2014



A completely glass like lake greeted the sailors in the morning, however, after an hour of postponement the first race begun. With everyone on the water (eventually) there was good close racing and after a few laps the positions seemed to have settled down with Brian and Yvonne Mumford (4047) drifting off into the lead.

Another visitor arrived during the first race and was ready for the afternoon races which were thankfully greeted with

a bit more wind. Both afternoon races had good close racing throughout with a few wind shifts that split the fleet at times. Both races were won by Neal Gibson and Keith Macey (4040) with the positions behind fought for.

A huge thanks to Andy Gibson for being race officer along with all the other club members who were down helping out and supporting. A good day was had by all even through the showers.
Brian Jones

Pos	Club	Sail No
1st	Neal Gibson & Keith Macey	Redoubt 4040
2nd	Yvonne & Brian Mumford	Redoubt 4047
3rd	Brian Jones & Paul Cook	Maidenhead 4021
4th	Tracy Amos & Gemma Gibson	Redoubt 3692
5th	Roger Filby & Hannah Mumford	Redoubt 3831
6th	Jack Turnbull & Emma Bambridge	Redoubt 3254
7th	Andrew, Abigail and Stephanie Clarke	Wilsonian 210