

Jib sheeting angle

A.G.M. proposal

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

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

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

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

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

Sam Mettam

The formal proposal is:

Miracle Dinghy Class Association

Annual General Meeting at Plymouth Mayflower SC on 18th August 2011

Proposals for Changes to the rules of Measurement

Proposed by: **Sam Mettam**

Seconded by: **Phil Bailey**

Remove the following from the Rules of Measurement:

HULL- TOPSIDE

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

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

Starboard side 2325 max

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

Starboard side 2325max

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

Port side 2325max

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

Port side 2325max

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

Starboard side 560 min

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

Starboard side 560 min

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

Port side 560 min

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

Port side 560 min

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

and

SAILS

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

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

Replace with

Option 1

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

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

or

Option 2

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

These Options are intended to be mutually exclusive.

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

