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Join us at the Dinghy Show in March

The Halo

Miracle Association Magazine Autumn 2015



A crowd at Rutland Nationals

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 December 2015

Editor's Corner

Needless to say the Nationals are an important part of this issue. Rutland made us so welcome and with the full gamut of weather you had to be able to sail in all conditions. And the competition was close, 4 boats could have become champion entering the final race, and out of that came our first lady champion. Congratulations Hannah. Though her Dad did quite rightly point out it was a man, him, who was actually first over the line!

Next year we are off to Pwllheli, a venue long known for its fine sailing. Word is the new shore facilities are quite amazing, though we can decide for ourselves when we get there. Mind it would be sensible to look at accommodation early as it is a major tourist destination popular with holidaymakers of all ages.

Looking at Miracles themselves there are photos of Brian Jones's finished boat. His journey ended with final fitting out at Rutland and launching to join in the racing. Richard Battey is preparing and varnishing his boat this issue which is also now ready for the water.

And some history, Steve Fisher sailed Miracle 124 at this year's nationals, 40 years after he and his brother sailed in the first ones. As he was around in those early days he knew the story of the first two boats built and "Origin of the Species", Miracle 3, and has written it up for us.

Gillan Gibson
Miracle 3670



Chairman's Desk



Hi folks, I've got to admit I wasn't looking forward to the Miracle Nationals at Rutland Sailing Club. How wrong can you be! The club was welcoming,

the OOD and race team were superb, the catering was excellent, especially the cakes! The campsite only 100 yards away ...what more could you ask? The weather came up trumps, OK we lost one day because of not sufficient wind, and I was ill for 2 days, what a wreck! It proved to be a fine place for a family holiday with

lots to do, places to visit, to cycle and walk. Cottages at reasonable prices or bunkhouse beds on site. We were too tired to stay up to see the shooting stars but we believe they were spectacular as there is little light pollution in that area. Also when has it ever happened that, going into the last race, four helms and their crews could have won the Nationals!? So...Well Done Dave Butler and Ross Flemming, Jack Hopkins and Ross Southwell, Wayne Atherton and Angela Sweeney, but, best of all, CONGRATULATIONS to Hannah and Dad, our first lady national champion. WELL DONE ! Good Sailing everyone.

Louis Moulden
Miracle 4100

RYA Suzuki Dinghy Show

In association with SUZUKI and YACHTS & YACHTING

Alexandra Place

5th to 6th March 2016

The Association is taking a stand again and needs volunteers to help man it, especially since we are taking a larger stand again. If you can give an hour or two to have more people available to speak with visitors, or cover whilst others go for breaks, or to have their turn to look around, it would be great. If you feel you could offer a day that

would be brilliant and it may be you can have one of the exhibitors passes we will be issued with so would get in for free! If you think you can help please let me know.

Kenneth Gibson
Dinghy Show Stand Co-ordinator

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



2015 Nationals Rutland SC 9th to 14th August



Days 1 and 2

28 boats arrived at Rutland for a weeks racing, two being brand new home-builds never raced or rallied, one still in need of a few fittings to be screwed on.

Lots of sunshine and a reasonable breeze saw Jon and Philip Aldhous from Beaver SC win the practice race, but only after Gemma Gibson fell out of her mum's boat while leading the fleet (dodgy toe straps were blamed!).

Race 1 later on Sunday was sailed in a similar breeze with Hannah and Nick Smith from Thornbury taking line honours just ahead of Wayne Atherton and Angela Sweeney from Delph. Leading the silver fleet was Dave Butler and Ross Flemming from Welton in third place, while the bronze fleet leaders were Marcel Neuetboom and his daughter Giulia, guest



visitors from the Netherlands.

Race 2 on Monday was sailed in a force 3 to 4, much steadier than the previous day with Hannah and Nick Smith sailing superbly into first place, this time followed by Jack Hopkins and Ross Southwell from Delph. Dave Butler and Ross Flemming again leading the silver fleet with another third. Bronze fleet leaders were again Marcel and Giulia.

The first youth race was won by Ross Southwell crewed by Jack Hopkins and the Juniors by Emma Main crewed by Hannah Mumford.

The last race of the day was for the crews and won by Philip Aldhous crewed by his dad with the wind now piping to force 5. Eilidh Campbell came fourth in the first race she had ever helmed

Day 3

No wind, no sailing so the crews all hired bikes and cycled round Rutland Water instead.

Steve Fischer and his brother Richard brought their Miracle sail number 124 to its first Nationals since they last sailed it together at Brixham in 1987. It's still in original condition and using the same gear and they are not at the back of the fleet. A tribute to the boat and their interest in the class.

Day 4

The wind came as promised but from the NW eventually building to F2-3 with bright sunshine all day.

Three races were sailed with first places going to Wayne Atherton and Angela Sweeney from Delph, Yvonne and Brian Mumford in their brand new self-build from Redoubt and Jack Hopkins and Ross Southwell also from Delph.

Hannah and Nick Smith, who had been leading the fleet, suffered a black flag penalty along with 3 other boats in race 3, but gained a second place in Race 4.

Dave Butler and Ross Flemming from Welton continued to dominate the Silver fleet with a second and a third place overall, but Tracy Amos and Gemma Gibson from Redoubt were the highest placed Silver fleet boat in Race 4.

Ellen Main and Hannah Mumford were clear leaders in the Bronze fleet with a consistent 7th, 11th and 6th over the three races.

Day 5

A brilliant day for racing, with F3-4 North Easterlies building throughout the day. Races 6 and 7 saw 3 capsizes and ended with four possible National Champions depending on the last race on Friday.

Wayne Atherton and Angela Sweeney had a one point lead after two second places on the Thursday. Hannah



Champions Hannah and Nick Smith

and Nick Smith, although winning Race 6, trail a point behind. Jack Hopkins and Ross Southwell gained two third places and are a further point behind. Not out of the running and promoted to the Gold fleet Dave Butler and Ross Flemming won race 7 and trail by just one further point. How close can you get? Never has a Miracle Nationals been so hotly contested by so many crews.



Tracy Amos and Gemma Gibson led the Silver Fleet with some solid performances whilst Ellen Main and Hannah Mumford led the Bronze with an 11th place overall.

The final race of the Youth and Juniors was also sailed on the Thursday in fairly wild conditions with a few swimming lessons thrown in. It was won by Andrew and James Robinson from Whitefriars SC first Youth, Ross Southwell and Jack Hopkins from Delph second and Ellen Main and Hannah Mumford Warsash/Redoubt SCs first Junior. They probably sailed this last race in the most testing conditions of the week.

The final day: History made!

First Lady Champion, congratulations to Hannah and Nick Smith from Thornbury SC. The first four boats in race 8 were crewed by female helms. Three boats in the top four in Race 8 all from Redoubt SC.

The day dawned with a light northerly and limited visibility in the low

cloud. Wisely the racing was postponed until the promised westerly set in, leaving the four potential champions "chewing their finger nails".

The first beat in light shifty winds was a real tester with Yvonne and Brian Mumford being first round the windward mark, a position they held till the finish. Hannah and Nick Smith were close behind determined to hold off Wayne Atherton and Angela Sweeney from Delph SC who they need to beat to gain the trophy, this they did by staying in second place with Wayne and Angela 5th, giving them second overall.

Dave Butler and Ross Flemming from Welton ended the series in fourth beaten by Jack Hopkins and Ross Southwell in third place overall. Ellen Main and Hannah Mumford from Redoubt, both from the Youth and Junior fleet, sailed superbly to come fourth in Race 8, gaining 11th place overall.

Miracle 124 sailed on its 40th birthday by Steve and Richard Fischer from Aldenham SC enjoyed the day in 9th place with 16th overall. The rain returned and the wind died shortly after the race finished so completing a great weeks sailing at Rutland very well managed by the resident race team.

Brian Jones

An advertisement for Sail Register.co.uk. It features a large, white sailboat sail with red trim and the letters 'M', 'E', and '4' visible. To the right, two smaller sailboats are shown with blue covers. The text 'Sail Register.co.uk' is prominently displayed in a blue circle, with the phone number '01673 849893' below it. At the bottom, the text 'Covers and Sails' is written in a large, white, serif font. The address 'Sail Register - Unit 1, Gallamore Ind Estate Market Rasen, Lincolnshire. LN8 3HA' is at the very bottom.

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A spectator's point of view

Nationals come and Nationals go but 2015 proved to be very different! At many of our Nationals, the same front runner takes the bull by the horns and streaks out into open water in practically every race, leaving the rest of the fleet in his wake. Remember Sam Mettam and more recently Jeremy Davy? But this year the role of leader changed with each race, which made it riveting to watch. By Thursday Wayne Atherton was in the lead by one nail biting point but Friday dawned with mist, rain and not a breath of wind! True the wind did fill in around 11.00 o'clock but it was not in Wayne's favour! He needed a big blow, in which he excels, in order to overhaul Hannah, whereas Hannah is the expert when it comes to light airs and so it was Hannah's week! Our first lady champion! What excitement! Nigel and I thank you all for the thrilling sailing you engendered! We both felt that it was a real privilege to go out in one of the safety boats on Wednesday and Thursday in order to take photos and so we were able to watch all the action at close range!

I know that there was much criticism regarding the loss of two races for the main fleet in favour of more youth races but our youngsters did us proud. They competed in some of the most testing



conditions of the week with many thrills and some spills but also showing expert boat handling. You all proved that sailing is certainly a spectator sport! The clubhouse balcony was full of spectators for the last Youth and Junior Race. These were not only from the home clubs of the racing crews but from the whole gamut of clubs from north to south. Such is the camaraderie of the Miracle Fleet! It was an especially thrilling race to watch Ellen Main and Hannah Mumford crossing the finishing line first, to win the junior section. It had certainly been a cat and mouse race! Thank goodness your capsize was after the finish! Go and tell your friends how great the Miracle is to sail! At the other end of the spectrum was Rene Savelli helming 3414. At the age of 75 [Sorry Rene I am so impressed by your gutsy performance that I must reveal your age!] Rene gained 22nd position overall. I do not think she has ever enjoyed a Nationals and been so relaxed before! Remember "Windy Thursday" at Hunstanton Rene? And then there was sixteen-year old Eilidh Campbell, who had never helmed a race before, taking the helm in a "National" crew's race, ably assisted and encouraged by crew Gillan Gibson and she completed the race, again in testing conditions! Watch out Louis, you may be crewing for Eilidh at Pwllheli!

Quite apart from their piratical spinnaker, for entertainment value alone, Tommy and Matt Donaldson never fail to amuse! Their on-board videos are priceless. I believe one has been posted on the Miracle Website. Many a fellow sailor passing 4022 would often hear the plaintive cry of "Da-ad!" from Matt. It must have had a desirable effect as they

achieved a creditable 13th overall. What is even more wonderful is that they can laugh at themselves. The Nationals really would not be the same without you!

Angela

Sweeney again managed to prove that Miracles do happen after the incident with her camera being recovered from beneath the waves at Hunstanton! This year there was the tale of the missing "Tactick"! She had decided to leave Wayne's spare one charging in the sunshine in the back patio of our rented accommodation, whilst out for the day at the Sailing Club. On return it was nowhere to be seen but...there was a note to the fact that the window cleaner had been! After much detective work and suspicious explanations the Tactick was returned!

How could anyone have criticised the choice of Rutland Sailing Club for our 2015 venue? It was in a beautiful setting with plenty of safe room for boat and car parking. Support teams and parents were able to enjoy the countryside on bicycles. Rutland is very bicycle friendly! Some families enjoyed the huge public park on the opposite shore. The club was spacious with excellent facilities. The Race Teams were expert and very accommodating. Rutland Water is scenic and we enjoyed visits to the chapel



on the water, albeit to watch racing closer at hand but with a wedding thrown in to add interest! Also what a delightful drive we had along the peninsula and then a final walk down to the shore to watch Wayne Atherton and Angela Sweeney win their first National Race! And also to wonder why five boats were heading back to the club mid-race?!

Our thanks go to the Committee for once again organising a superb National Championship. We know that it does not just happen and that many miles, time and expertise are involved in the successful running of a great fleet. You do Jack Holt proud! Pwllheli here we come!
Valerie Reddecliffe, Delph SC



Miracle National Championships 2015 - Rutland Sailing Club**Results Part 1**

Pos	Club	Sail	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	Pts	
1st	Hannah & Nick Smith	Thornbury	3805	G	1	1	BFD	2	5	1	6	2	18
2nd	Wayne Atherton & Angela Sweeney	Delph	3383	G	2	4	1	4	7	2	2	5	20
3rd	Jack Hopkins & Ross Southwell	Delph	4010	G	5	2	6	3	1	3	3	11	23
4th	Dave Butler & Ross Flemming	Welton	4060	G	3	3	3	7	2	7	1	7	26
5th	Jon & Phillip Aldhous	Beaver	3794	G	4	5	2	6	4	4	5	8	30
6th	Yvonne & Brian Mumford	Redoubt	4099	G	9	9	4	1	11	9	8	1	41
7th	Tracy Amos & Gemma Gibson	Redoubt	4040	S	10	8	5	5	3	10	7	3	41
8th	Simon Reddecliffe & Mark Atherton	Delph	4007	S	6	10	11	8	10	5	4	14	54
9th	David & Michelle Raines	Leigh & Lowton	3740	G	8	6	BFD	9	9	6	10	6	54
10th	John Tippett & Kathy Boulton	Draycote	4020	S	7	7	10	10	12	8	11	17	65
11th	Ellen Main & Hannah Mumford	Warwash/Redoubt	4047	B	13	15	7	11	6	13	12	4	66
12th	Brian Jones & John Green	Maidenhead	4064	S	18	14	9	12	8	14	14	10	81
13th	Matt & Tom Donaldson	Delph	4022	S	15	11	16	16	15	11	9	12	89
14th	Marcel & Giulia Neuteboom	Netherlands	2007	S	11	12	BFD	13	13	15	16	15	95

Miracle National Championships 2015 - Rutland Sailing Club**Results Part 2**

Pos	Club	Sail	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	Pts	
15th	David & Jean Reed	Girton	4052	S	16	17	8	17	19	17	17	16	108
16th	Steve, Richard & Pauline Fischer	Aldenham	124	B	17	19	15	20	14	16	18	9	108
17th	Dave Herbstritt & Josie Airns	Shotwick	3770	B	20	16	12	15	22	12	15	19	109
18th	Andrew & James Robinson	Whitefriars	3101	B	12	20	17	14	21	20	13	13	109
19th	Colin & Maureen Lown	Wilsonian	206	S	DNF	21	13	19	17	22	21	20	133
20th	Paul & Nathan Robinson	Whitefriars	3655	B	14	18	14	18	24	21	DNC	DNC	138
21st	Martin & Mavis Bathe & Mark Partington	Delph	59	B	22	22	19	21	18	18	19	23	139
22nd	Rene Savelli & John Tucker	Delph	3414	B	21	27	18	22	20	24	22	18	145
23rd	Steve & Matt Bloomfield	RYA	2018	B	DNC	23	BFD	DNC	16	19	20	21	157
24th	Barry Mellor & John Finnemore	Broadwater	3838	B	23	25	20	DNC	25	23	23	22	161
25th	Gillan & Kenneth Gibson	Thornton Steward	3670	B	24	24	22	23	26	25	24	DNC	168
26th	Louis Moulden & Eilidh Campbell	Delph	4100	B	19	13	DNS	DNC	23	DNC	DNC	DNC	171
27th	Angela & Paul Featherstone	Welton	3720	B	DNC	26	21	DNC	27	26	DNC	DNC	187
28th	Mike & Lucy Burton	Welton	3844	B	DNC	203							



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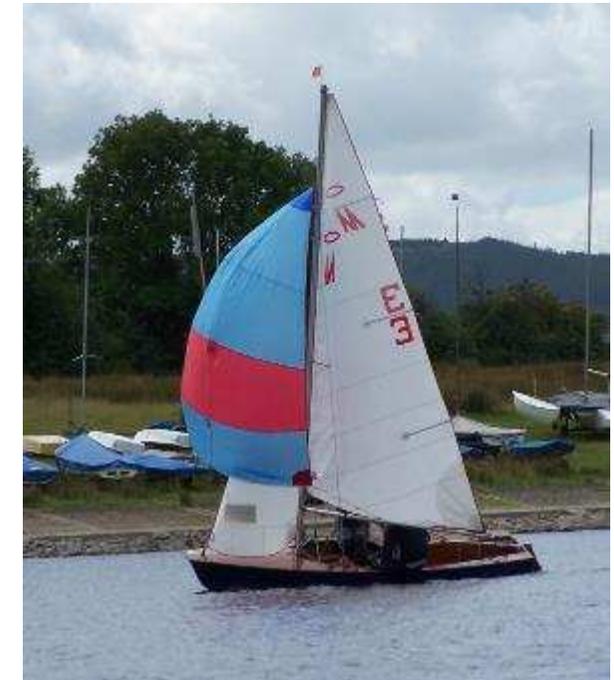
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**Miracle
Nationals**

**2017
WPNSA
Weymouth
13th-18th August**

Miracles: In the beginning

The first Miracle built didn't satisfy Jack Holt et al and was destroyed, the design was modified and a second one built. This was still not accepted and also destroyed. Further mods were made and a third boat was built. Finally they were satisfied and this formed the basis of the production boats. This became known as "the prototype". It was owned by Mirror group who then sold (given?) to Bernard Gray, the first president of the Miracle Association. He was a member at Taplow and obviously a driving force in the establishment of the fleet there. Originally it didn't have a sail number and for the purists didn't quite measure as a Miracle. I think the floor was made of thicker ply and there were one or two extra bracing pieces in the buoyancy tanks that the production boats didn't have. She



sailed for a bit with a red P on the sail !! The Grays' christened her "Origin of the species". Then she was given a measurement certificate on dispensation and given sail number 003.

She was used as a club boat for a few years and started to get a bit scruffy. I sailed her a number of times myself in the club races. I'm not sure what happened to her after that, but its good to know she has survived. Despite having sail number 003 she is actually the first "Miracle" ever built.
Steve Fisher, Miracle 124



Refurbishing Miracle 2796: Part 2

Richard Battey

Having renewed the transom on Miracle 2796 the decks were stripped back removing all the old and lifting varnish. As mentioned last issue of the *Halo* the gunwales had de-laminated in areas through glue failure so I raked out the old glue, applied an epoxy microfibre mix and clamped until cured. This was followed by an awful lot of sanding ready to receive a coat of SP106 epoxy. As most of you will know, with epoxy the conditions need to be very warm, dry and virtually humidity free otherwise the system will fail, and given that I was doing all this work outside, a perfect day dawned in May where conditions were absolutely spot on. Warm, dry and humidity free. So if you have a garage/workshop with heater then you are lucky.

Epoxy is not easily to apply and has a quite thick consistency so I tend to put my 3kg pack of resin into a shallow bucket of hot water, giving gentle shakes of the tin periodically to move the cooler core epoxy out to create a uniform temperature. The warmth adjusts the

epoxy properties making it much easier to flow and with some heat in the mix creates a quicker reaction time.

Once the epoxy has cured, wet and dry with warm water with a drop of Fairy liquid. If you intend to apply varnish wipe the surface with a clean cloth and some thinners or acetone to remove any grease and dirt. Do this between coats after the wet & dry process.

I decided to go down the varnish route as I hate epoxy and it certainly doesn't like me, and neither does varnish if I come to think of it! I adopted the foam roller and Jenny brush approach as the results are far better than brush, and for those not familiar with this method there is a very useful article on the CVRDA website, the link is: <http://www.cvrda.org/boats/hintstips/varnishing/application.htm>

The decking is old and tired so perhaps doesn't look the most beautiful after about 6 coats of varnish so maybe next year I will replace the decking but for now she'll do and it gets me sailing.

Similarly with the hull, I removed all the old paint. In fact being a bit sad and most probably need to get out a bit more, although my wife has requested an extension of my Restraining Order, I

decided that I would hold on to all the old paint scrapings as I had read that someone had done a similar exercise to see how much extra weight is carried on boats with paint. At the end there was 6lbs or 2kg's of the stuff that came off!

As for the hull finish, I adopted the same principle as the deck, apart from the epoxy, as I used a two pack primer.

By now my wife was becoming increasingly frustrated that I was utilising the lean too for boat repairs, as I had initially negotiated it's construction as an over sized wood store ;-) and with an eviction notice formally served time was of the essence, so from a personal perspective I am not very happy with the finish of the hull, but at least it will get me and the old girl back on the water by mid June once fit out is complete and I can re-visit this area next year....



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4064 launched and lessons learnt



The boat is now back in the garage having all these minor details rectified.

It weighed in at 75 kg which was to be expected with the addition of the half false floor, the adult crews reaction to this floor was positive (after I added the non slip stripes!!).

All in all a successful project which could have been improved if more time had been available. The viability of the part kit has been ratified and the results from 4099

prove you can build a very competitive boat yourself (Brian himself will admit to being a novice boat builder)
Brian Jones

Two brand new wooden boats built from routed out ply parts were at Rutland. Brian and Yvonne's 4099 went on to win two races while 4064 was fitted out on the Saturday and rushed onto the water for the first race on Sunday. Needless to say we suffered a few teething problems during the week!!! but overall the boat sailed well and handled nicely.

Our biggest problem was a leak in the centreboard case which due to the false floor was impossible to locate during the week. It later turned out to be situated in the forward spine/case sides area, possibly due to laminating the spine, or just faulty epoxying?

Further small leaks were discovered in the side tanks where decorative beading had been used between the decking. I think if the deck had been coated with SP 106 as well as Eposeal 300 prior to varnishing then these very small gaps would have been filled.



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Facebook PAGE:

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Miracle Association meetings

Summary of minutes

Annual General Meeting 13th August 2015 Rutland Sailing Club

- **Chairman**, Louis Moulden:
 - ◇ Thanks extended to committee members for their hard work in organising the Dinghy Show and the Nationals.
 - ◇ Reminder of 2 remaining open meetings
- **Secretary**, John Tippett
 - ◇ Visits with Louis Moulden and Dennis Southwell to Abersoch and to Plas Heli at Pwllheli to assess as venues for Nationals. Plas Heli chosen for 2016 (7th to 12th August) and deposit paid.
 - ◇ Miracle 3: A new home required, offers welcome.
- **Membership**, Martin Bathe
 - ◇ Membership of 140 is up compared to last year when it was 124.
 - ◇ 36 new/re-joined members since last AGM.
 - ◇ 31 non renewals compared to 40 in previous year.
 - ◇ There are 8 honorary members and 8 sponsors.
- **Race Organiser**, Richard Brameld
 - ◇ Numbers of boats travelling to events has dropped this year.
 - ◇ Thanks to those who have held open meetings.
 - ◇ Work needed on increasing publicity using eg website, Yachts and Yachting, social media, etc.
- **Treasurer**, Jon Aldhous
 - ◇ The Association is in a sound financial

position.

- **Halo**, Gillan Gibson
 - ◇ Four issues a year. Contributors and advertisers thanked.
- **Website**, Gillan Gibson
 - ◇ A useful means of promotion and has generated a number of queries.
 - ◇ Members asked to send reports for website, *Halo* and the online *Yachts and Yachting*.
 - ◇ The current Facebook page is a "Group", a public "Page" would be beneficial.
 - ◇ Other ways of promoting the Miracle were discussed.
- **Measurement**, Brian Jones
 - ◇ **Scrutineering**: Only issue related to Spolton tanks/half bulkheads which is to be address by the Technical Committee over the winter. Thanks to Mike Smailes and John Green for their assistance with the measuring.
 - ◇ Technical Committee has worked hard on the revision of the Rules of Measurement.
 - ◇ The last sail number is 4103
 - ◇ 14 boats built in the last year.
- **Rules of the Association**: Revised Rules were circulated prior to the AGM. Following extensive discussion and some amendments revised Rules were approved.
- **Rules of Measurement**: Revised Rules were circulated prior to the AGM. Brian Jones gave a presentation on the revised Rules and discussion followed. The revised Rules were voted upon and approved.
- **Committee**: The following were voted

on en block: Martin Bathe, Richard Brameld, Gillan Gibson, Ken Gibson, Brian Jones, Louis Moulden, Dennis Southwell, and John Tippett. It was noted under the new Rules of the Association next year individual executive officers will be elected.

- **Any other business**:
 - ◇ Discussion about reduced attendances at open meetings. Suggestions ranged from modern methods of weather forecasting, to the number and type (race duration), youngsters being encouraged by training /parents to opt for more recently designed single hander boats. Nationals attendance still better than many other classes, but improvement still necessary.
 - ◇ Facebook presence important.
 - ◇ Gemma Gibson available to attend coaching sessions.
 - ◇ Consider running cruising week alongside Nationals, though there had been no response when it was tried at the last event at Ullswater.

Committee Meeting 8th August 2015 Rutland Sailing Club

- Arrangements for the National Championships and AGM were discussed and confirmed.

Committee Meeting 14th August 2015 Rutland Sailing Club

- Committee Members roles were addressed.
- Association Technical Committee to meet.
- 2016 Nationals at Plas Heli Sailing Club.
- 2017 Nationals at Weymouth (WPNSA)
- 2016 race programme to be compiled.
- Future Nationals venues to be investigated.
- Future meeting date and location discussed.

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

Nautical Sayings

Scraping the bottom of the barrel

This is an expression originating from the ship's cook who literally scraped the bottom of the food barrel, resulting in a little desired serving. Today this term is used to mean the last resort or something generally not wanted

Batten down the hatches

Now used as a term meaning "get ready". The term originates from the act of securing the hatches on a boat, and tarpaulins covering them, using battens (long flat blades made of wood) in preparation for a coming storm.

Courtesy of <http://see-the-sea.org/nautical/naut-body.htm>

Northern Championship Delph 16th & 17th May 2015

Sponsored by the Bank Top Brewery, Bolton

The 2015 Miracle Northern Championships took place at Delph Sailing Club a few months ago but unfortunately those of us that had sailed in the event were at the time too cold, wet and tired to write an account and time passed and our memories faded and nothing got written.

All seemed lost, but then by good fortune it emerged that Val Reddecliffe had documented much of what had happened in an email to a friend, so using her email along with the combined jottings of two Delph sailors, better late than never, here is an account of what happened.

Indeed, we wouldn't want any Miracle sailors at other clubs thinking that the Delph Miracle fleet had capsized and sunk without trace. We are very much still here and have recovered from the experience and would like to invite you all to come and have a go next year if you think you are tough enough!

Anyway, what a weekend – wow! Well done to Wayne Atherton and Angela Sweeney who won the five race championship comfortably with David and Michelle Raines second and Simon Reddecliffe sailing with Mark Atherton third.

As has already been alluded to, the conditions this year were challenging. Because of the forecast of 20 to 25 knots, we only had two visiting boats - David and Michelle Raines who sailed both days and Dave Butler sailing with Ross Flemming who sailed only on the Sunday.

In the first race of the two races, held on the Saturday, Wayne with Angela and David with Michelle set off up the middle of the course while the rest of the fleet went up the right hand side. When the boats met up again at the windward mark it was only the boats who had gone up the middle and Louis Moulden sailing with Clare Charnock who were still in contention. There was close racing between these boats on the reach to mark two whereupon Wayne and Angela put up their spinnaker, created a slight lead downwind and then survived a challenging gybe at mark three.

In contrast the pursuing boats opted not to fly their spinnakers and to safety tack. This meant Wayne and Angela got clean away from their pursuers. On an upwind leg Rob Cocking lost his crew Bob Larking overboard but fortunately managed to retrieve him and sail on to complete the race - just as well really, as otherwise the barbeque team on Saturday night would have been a man down.

Race two saw a good clean start and Wayne and Angela took the lead. Louis and Clare had a bad capsize near the gybe mark, causing David and Michelle to capsize on top of them. The latter pair were soon up and away again but not so Louis and Clare who ended up on the wall. Fortunately no damage was done but they ended up being towed in. This left Simon and Mark in second and Rob and Bob in third.

Then, as it often does at Delph, the wind dropped, the sun came out and

conditions improved for the barbeque on the Saturday evening. Small mercies.

Sunday saw similar conditions to the Saturday. Martin and Mavis Bathe tried one beat of one race and thought blow this for a lark and came straight back in. Thinking the wind had dropped they tried again in another race and almost sailed a whole lap before realising that it hadn't and retired for a second time. Louis and Clare also had to retire, leaving those that were enjoying the conditions to get on with it.

In race three there was a three-way tussle between Wayne & Angela, David & Michelle and Dave & Ross with the lead swapping several times. Wayne and Angela eventually established a lead and crossed the line to secure their third victory and to hence secure the championship.

However, second place was till up for grabs, and in race four, Dave and Ross took the lead. Rob and Bob started well but slipped back. Dave and Ross, having mastered the conditions were sailing well and establishing a good lead until they had a problem with their spinnaker.

Wayne and Angela, who had been dawdling along with the championship already in the bag mounted a charge up the final beat, overtook David & Michelle and Rob & Bob and were catching Dave and Ross who just managed to hang on to take first. Simon and Mark were sailing well until Simon got the spinnaker pole stuck down his buoyancy aid and the boom knocked him off his feet causing them to



lose ground and they ended up last.

In the final race of the Championship, race five, Wayne and Angela took an early lead and led all the way to the finish. In the race for second place behind them Dave and Ross were having a tussle with David and Michelle until a breakage on the former's boat forced them to retire leaving David and Michelle to finish an unchallenged second in the race and to secure second place overall in the championship.

Finally, Delph Sailing Club's Miracle Fleet would like to thank Angela Sweeney and the Bank Top Brewery for sponsoring the event and those who helped run the event: Dorri Moulden and Rachel Cronshaw, Ruby and Zoe Harty, Martin and Mavis Bathe, Rob, Roz and Rachael Cocking and Bob Larking for helping in the galley and bar, John Cronshaw, Peter Evans, Albert Smith, Patrick Manning and John Haines for acting as race team and Steve Starbuck for taking the photos (hopefully that's everyone – sorry if someone was missed out).

Val Reddecliffe, Wayne Atherton and Louis Moulden

**Northern Championship
Delph - 16th & 17th May 2015**

Pos	Club	Sail No	Points
1	Wayne Atherton & Angela Sweeny	Delph 3383	3
2	David & Michelle Raines	Leigh & Lowton 3740	8
3	Simon Reddecliffe & Mark Atherton	Delph 4043	9
4	Dave Butler & Ross Flemming	Welton 4060	11
5	Rob Cocking & Bob Larkin	Delph 3077	11
6	Louis Moulden & Clare Charnock	Delph 3835	17
7	Martin & Mavis Bathe	Delph 59	24



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**Inland Championship
Leigh & Lowton
11th & 12th July 2015**



The Miracle Midland Area Championships took place at Leigh & Lowton Sailing Club on the weekend 11th & 12th July. This 2 day event was a combined event with the club's annual Regatta. The fleet was greeted with warm weather and a stiff breeze making excellent sailing on what is recognised as the best sailing venue in the North West. There were 4 individual starts and the 8 Miracles joined the handicap fleet start.

Race 1

Dave Butler and Ross Southwell (Welton) started at the port end and quickly established a lead chased by Cuthbert (L&L) and Raines (L&L). Leigh & Lowton professional race officers had set an excellent course testing the skills of the sailors to the limit where one mistake or wind shift could prove very costly. This

proved the point with the Cuthbert boat breaking tacks with the Butler boat and took the winning gun. Once off the water it turned out that the Butler boat was over the start line therefore giving the Raines boat 2nd and Stapleton Jones (L&L) 3rd

Race 2

Eamon unfortunately had the leave at this point to work and Dave Southwell decided to take his boat out. Again another excellent course was set by the race officers and the Southwell boat hotly in pursue of the Butler boat went for a flying start with the Raines boat just keeping up. However, at the final mark the Raines boat broke tacks to take the win with the Butler boat 2nd and Herbstritt (Shotwick) 3rd

Race 3

Eamon managed to make it back just in time with a quick change over of crews kindly given by the rescue boats. This gave another exciting race between the 3 boats giving the Butler boat 1st followed by the Raines 2nd and Cuthbert 3rd leaving the first day's events with each boat having one victory each and day 2 everything to play for.

Race 4

Day 2 the competitors were greeted again with warm weather and slightly stronger winds than the day before. The Cuthbert boat set off from the start line establishing a very commanding lead and recorded his 2nd victory. Butler 2nd and Raines 3rd.

Race 5

The Raines boat set off from the start line establishing a nice lead followed by Butler and Cuthbert boats. However, due to a substantial wind shift the Raines boat found themselves on the wrong side of the course and gave the victory to the Butler boat Raines 2nd and Cuthbert 3rd



Race 6

The Raines boat set off from the start line establishing a nice lead followed by Butler and Cuthbert boats. This remained the positions up and until the last 2 marks of the course when it came apparent that the Cuthbert boat had more downwind speed and was catching at a very commanding rate. A gybe was needed before the 2nd to last mark which the Raines did and Cuthbert noticed the wind shift and

decided not to and took room at the mark. Reaching to the final mark a gust of wind came across catching the Cuthbert boat first giving them the chance to pull away and taking the final gun giving him the championship.

The Miracle fleet at the start of the event got together and decided to do all the 6 races with the Regatta fleet but only count 3 to enable any boats that turned up to race on the Sunday only to qualify.
Michelle Raines

Pos	Club	Sail No	Points
1	Eamon & Thomas Cuthbert	Leigh & Lowton 4016	3
2	Dave Butler & Ross Flemming	Welton 4060	4
3	David & Michelle Raines	Leigh & Lowton 3740	5
4	David Herbstritt & Josie Airns	Shotwick Lake 3770	11
5	Gareth Staples Jones & Ross Southwell	Leigh & Lowton 4010	12
6	Ashley Southwell & Alex	Leigh & Lowton 4011	15
7	Iain & Chloe Wilkinson	Leigh & Lowton 3480	19
8	Gillan & Kenneth Gibson	Thornton Steward 3670	20

Tynemouth Summer Regatta 18th & 19th July 2015

Thanks to Ken and Gillan Gibson for their support of the Tynemouth open meeting, though they decided it was too windy to launch both days. Ellie and I were not able to finish the race on Saturday due to the ferocious conditions, but managed one race on the Sunday in the North Bay off Longsands Beach, before an ill timed gybe

put us in the drink for a little too long. Retiring to the relative safety of the harbour we were able to watch a classy demonstration of high wind sailing by the Enterprise fleet in winds gusting up to 30mph (Force 6-7).
Simon Fay



Pos	Club	Sail No	R1	R2
1st	Simon & Eli Fay	Tynemouth	4061	1
2nd	Gillan & Kenneth Gibson	Thornton Steward	3670	DNS

Shotwick 25th & 26th July 2015



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