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Nationals: Weymouth 11th-16th Aug 2013

## The Halo

Miracle Association Magazine Spring 2013



At the Dinghy Show

Start to follow *Etty Ketty's* build inside

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.

**Photo credits:** Cover, p10 & 11 John Topliss; p2, 3 & 11 Sue Atherton; p4 Kenneth Gibson; p6 Weymouth and Portland Sailing Academy; p14 Brian Jones;

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

## Editor's Corner

There's much to look forward to this year and beyond, with a good range of open meetings scattered throughout the country. The reference to "beyond" is the Nationals for the next couple of years have been arranged. In 2014 they are to be at Hunstanton Sailing Club in Norfolk, situated on The Wash. It's quite a few years since the fleet has been there and we will be making use of the brand new clubhouse which is being built this year. Rutland Sailing Club is to be our 2015 venue. A very well known club it couldn't be placed much better in the centre of the country. Unless things have changed the camping is the other side of the track to the club entrance and there is a vast area of water.

Those who went to the Dinghy Show will remember the beautiful composite Miracle on the stand. The proud owner, John Topliss, has been visiting her whilst she was being built and taken lots of photos. It didn't take much persuading to have him hunt out a sequence showing her progress and add some notes. The result is this issue of *Halo* has the first of 3 articles. I suppose the question which comes to my mind next is: "Is there anyone out there planning to have and all wooden one built they could take photos of?!!!"



So to our first Miracle sailing. We're preparing for Welton and all that is needed now is for the weather to co-operate!  
*Gillan Gibson*  
*Miracle 3670*

## Chairman's Desk

I sit here, huddled up against the cold, thinking of the 'Summer' we had at this time last year! The first meeting of the 2013 season starts on 6<sup>th</sup> and 7<sup>th</sup> April, less than two weeks away and I am finding it difficult to build up any enthusiasm to even take the covers off the boat. The message is that this cold spell will only last a few more days after which the temperatures should get back to normal for this time of year, I do hope so.

We have a good crop of events lined up this year which require our support. Our host clubs go to a lot of trouble to organise them and I know what is involved because I run the event at Thornton Steward Sailing Club and can confirm that in the past we have always had a successful meeting, thanks in no small part to our non-Miracle club sailors who give their support.

We all appreciate that travelling is becoming more expensive, but if we do not give our support to the host clubs then we will lose them. Can I suggest that we try to support the events which are within a reasonable driving distance and as an encouragement the Association will give a discount of £5 for each event travelled to (except the Nationals) from the entry fee for the 2014 Nationals. These will celebrate our 40<sup>th</sup> Anniversary and will be held at Hunstanton Sailing Club, Norfolk.

The Dinghy Show was again a success, we entertained many interested visitors and gained a few new members. I would like to thank all the Association members who helped man the stand for their enthusiasm and support. Our



particular thanks this year go to Sam Mettam for putting together a 'Miracle Buyers Guide' which we printed and had available on the stand. It was well put together and well received. A copy is enclosed with your magazine.

More recently we had a committee meeting where, apart from our normal business, a few interesting points were raised, some of which are mentioned elsewhere in this magazine. There have been some queries about entry arrangements for the Weymouth Nationals which this year is online with links from the Weymouth and Portland NSA and Miracle Association websites. Should you have any queries Sam Mettam, who is this year's Nationals co-ordinator, will be happy to help if you e-mail him at [registration.queries@miracledinghy.org](mailto:registration.queries@miracledinghy.org).  
*Ken Gibson, Chairman*  
*Miracle 3670*

## Race Organiser's report

In a matter of weeks the new season will be underway so have a look at the calendar for details.

Though also watch out on the website for any changes, including details of a National Sprint Championship at the end of the season which is still under discussion.

Happy sailing

*Jon Willars, Miracle 3793*



## Event Crew Finder

If you want to attend an event but either have no crew or just want to offer yourself as a crew member, then add your details to the crew finder page on the website and you can then be contacted by anyone who is interested.

## Eskimo Trophy 2012

**Blackpool and Fleetwood YC**

Hardy souls Wayne Atherton and Simon Reddecliffe took to the water in December and came 5th at this event racing some very fast boats. Congratulations.

## Going to an open meeting: Give it a go

If you've wondered about going to an open meeting but were not sure what was involved there was an article in the Spring 2010 issue of *Halo*. Along with other articles from the magazine it can be found

## ££ BAG YOURSELF SOME FIVERS ££

During the 2013 season any member who travels to and enters any of our scheduled meetings, other than the 2013 Nationals, will be rewarded with a £5 discount for each event against the entry fee for the 2014 Nationals. This incentive will allow members to maximise the benefit throughout the whole season and enjoy up to £70 discount. (Based on 14 events. One still to confirm for September).

on the website. Clicking on "members" will bring up a page with a list of articles at the bottom right, one of which is on going to open meetings.

## 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)	20th & 21st April	<a href="http://www.broadwatersc.org.uk">www.broadwatersc.org.uk</a>
		Southern Area Championships	
<b>Maidenhead</b>	(SL6 8HZ)	4th May	<a href="http://www.maidenheadsc.org.uk">www.maidenheadsc.org.uk</a>
<b>Delph</b>	(BL7 9TS)	11th & 12th May	<a href="http://delphsailingclub.co.uk">delphsailingclub.co.uk</a>
		Northern Area Championships	
<b>Girton</b>	(NG23 7HX)	8th & 9th June	<a href="http://www.girtonsc.org.uk">www.girtonsc.org.uk</a>
		Puddleduck	
<b>Wigan</b>	(WN3 5HJ)	16th June	<a href="http://www.wigansailingclub.webs.com">www.wigansailingclub.webs.com</a>
<b>Bala</b>	(LL23 7BS)	22nd & 23rd June	<a href="http://www.balasc.org.uk/">www.balasc.org.uk/</a>
		Welsh Championships	
<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)	13th & 14th July	<a href="http://leighandlowton.wordpress.com/">http://leighandlowton.wordpress.com/</a>
		Inland Championships	
<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>		11th to 16th August	<a href="http://www.wpnsc.org.uk/">www.wpnsc.org.uk/</a>
		National Championships (DT5 1SA)	
<b>SailFest Weymouth</b>		23rd to 26th August	<a href="http://www.wpnsc.org.uk/">www.wpnsc.org.uk/</a> <a href="http://events.sailracer.org/eventsites/default_s.asp?eventid=157188">http://events.sailracer.org/eventsites/default_s.asp?eventid=157188</a>
		(DT5 1SA)	
<b>Thornton Steward</b>		31st Aug & 1st Sept	<a href="http://www.thornton-steward-sailingclub.co.uk">www.thornton-steward-sailingclub.co.uk</a>
		North Eastern Championships (HG4 4BQ)	
<b>Draycote</b>	(CV23 8AB)	7th & 8th Sept	<a href="http://www.draycotewater.co.uk">www.draycotewater.co.uk</a>
		Midland Area Championships	
<b>Redoubt</b>	(CT21 4ND)	5th Oct	<a href="http://www.redoubtsc.org.uk">www.redoubtsc.org.uk</a>

# 2013 Nationals Weymouth and Portland National Sailing Academy 11th to 16th August



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## 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,  
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## 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

([registration.queries@miracledinghy.org](mailto:registration.queries@miracledinghy.org)) who will sort out any problems... Likewise, please contact Sam if you have any questions about the event.

## Websites

Weymouth and Portland National  
Sailing Academy  
[www.wpnasa.org.uk/](http://www.wpnasa.org.uk/)

Weymouth Tourist Information Centre  
[www.visitweymouth.co.uk/](http://www.visitweymouth.co.uk/)

Dorset Tourist Information  
[www.visit-dorset.com/](http://www.visit-dorset.com/)

Chesil Beach Visitors Centre  
[www.chesilbeach.org/](http://www.chesilbeach.org/)

Wave Clothing  
[www.waveclothing.co.uk/](http://www.waveclothing.co.uk/)

## Social Events Diary

**Sat 10<sup>th</sup> August**  
Informal evening

**Sun 11<sup>th</sup> August**  
**Nationals Welcome event with  
Quiz  
7.00 pm**

**Mon 12<sup>th</sup> August**  
**Video De-brief  
7.00 pm**

**Tues 13<sup>th</sup> August**  
**Video De-brief  
7.00 pm**

**Wed 14<sup>th</sup> August**  
A free Evening

**Thurs 15<sup>th</sup> August**  
**Association AGM  
7.30 pm**

**Fri 16<sup>th</sup> August**  
**Prizegiving and Meal  
7.00 pm**

**Miracle  
40th Anniversary  
Nationals 2014**

**Hunstanton SC**

**Nationals 2015**

**Rutland SC**

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## Notice of Annual General Meeting

The Annual General Meeting of the Miracle Dinghy Class Association will be held at  
The Weymouth and Portland National Sailing Academy,  
Osprey Quay,  
Portland,  
Dorset  
DT5 1SA

On Thursday 15<sup>th</sup> August 2013 at 7.30 pm  
( room location to be advised )

### Agenda

1. Apologies for Absence
2. Approval of Minutes of AGM held on 16<sup>th</sup> August 2012 at Ullswater
3. Matters Arising
4. Chairman and Officers Reports
5. Treasurers Report
6. Proposals for changes to the Miracle Association Rules of the Association
7. Proposals for changes to the Miracle Association Rules of Measurement and Construction
8. Election of the Committee
9. Any Other Business

According to our Rules of Association any proposal for consideration at the AGM shall be proposed and seconded by full members and submitted to the Association Secretary no later than 22 May 2013.

## Building ETTY KETTY II - part 1

When John Topliss ordered his boat from Dave Butler he became involved in the build, calling in to see how she was

progressing and taking lots of photos. In the first of 3 parts we start a sequence showing the build with John's comments.

This first photo shows the vinyl ester hull in its "raw" state. As you can see, it looks a bit like the liner for a garden pond at this stage. However, it is a bit more sophisticated than it looks.

The yellow and green panels are closed cell foam stiffening, bonded to the inside of the hull. They are of different density, dependent upon the duty required, and there is further

reinforcement in areas of high stress like the mast step and the shroud attachment points.

My last boat, 3732, was also a composite hull, but was just standard GRP. The new hull is much stiffer( and lighter). However, I am sad to report, all the high tech stuff does not point the boat in the right direction, that is still down to the helm!!



Next we see the first frames in place. At this stage they are not fixed. Dave and Andy took immense care with this set up

to ensure that everything is spot on. Not very flashy work, but absolutely vital for the boat's performance in the future.



Once Dave and Andy were happy with the set up, the frames were fixed in place with epoxy. Everything started to look a bit more "boat like" and "ship shape"

Notice that the wood braces remain on the hull to stabilise the shape at this stage of construction; not pretty, but effective.

At the bow, you can see the construction of the half tank. Apart from its function as a safety feature and a platform for the spinnaker, it forms, together with the spinnaker chute, an immensely strong and rigid structure at the bow. ( I mention this in case anyone has ideas of sneaking in at the favoured end of the start line.)





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## Measurement Matters

Three rules were amended slightly at the recent committee meeting to correct anomalies. They concern: the number of inspection hatches allowed per tank and how placed; the materials allowed for constructing rudder stocks; and a slight increase in the positioning of Tang eyes and T terminals on the mast.

### INSPECTION HATCHES

Under **PERMITTED EXCEPTIONS 8[I]** amended to read:

“Maximum two screw type Ventilation Hatches for each tank - maximum size 152mm diameter (6” dia.).”

Rational: it assists boats with false floors to install hatches in side tanks; it can assist installation of reduced sheeting fixings in FRP boats; it is more suitable for the half height front tanks being produced as standard.

### FOILS

under **CENTREBOARD, CENTREBOARD CASE, RUDDER AND TILLER 4 [f]** amended to read:

“The Stock, Tiller and Tiller Extension are optional in size and shape, and shall be constructed of wood, metal, or glass fibre and resin, or any combination thereof.” ( measurement 70 similarly reworded)

Rational: several commercial stocks already in use; it can provide a lighter weight alternative.

### SPARS

Under **SPARS** measurement 83 amended to read:

“Mast step to centre of shrouds and forestay tang eyes or T terminals  
min 4410mm max 4455mm.”

Rational: slightly increased tolerances; simpler wording; all current spars now in class.

### REDUCED SHEETING ANGLE

With reference to Reduced Sheeting Angle please note that the wording states:

*“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 centreline 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.”*

I realise all rules are open to interpretation, but it was never the aim to radically affect the crews seating position which is a positive feature of the boat. Therefore, the above attachment positions were specified in order to maintain this feature.

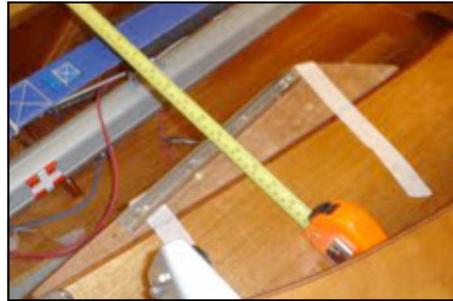
The following photographs were submitted as a **proposed** fitment. They detail a fairly substantial shelf added to the side tanks to which the tracks would



(Measurement cont.)

be screwed. In no way can the sliding track be considered as mounted on the seat coamings in this example and installations such as this would be considered as outside the Rules. In the last *Halo* under "Some suggested methods" the track is shown screwed onto a small wooden fillet installed to take the curve out of the seat coaming which is perfectly permissible as the sliders will not work on a curved track. We will need to allow some form of spacer for the FRP boats as their seat coamings are further apart than those of the wooden boats. This is due to an oversight on my part. It will be interesting to see this year how much, if any, difference there is to boats using this system. At present the jury is out.

Brian Jones, *Miracle 4021*



An example outside the Rules

## Single-handed sailing: a consultation

A proposal is being considered to change the rule which states there must be 2 people on board for Association events. Currently Miracles are widely sailed single-handed at club level, but are not allowed to sail the boat this way for Association events. Other classes, including the Mirror, allow people to race single-handed against double-handed boats on equal terms.

The intention is to discuss this at the AGM this year (2013) with a view to allowing single-handed boats to enter events on a trial basis for a year before a vote at the next year's AGM (2014).

In light airs, single-handed sailors may have an advantage (as do a

lightweight 2 person team in light airs), but this is probably outweighed by it being more difficult to use the spinnaker and the lack of weight when the wind is stronger. It is hoped more single-handed Miracle sailors would join the Association and that entries may increase by one or two per event (at last year's Mirror Nationals there were 2 single-handed entries. One finished 37th and the other 43rd).

The Association would like to hear the views of current and potential association members and have therefore opened a discussion on the class Forum on the website.

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## Miracle Association Committee

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# Miracle Association Committee

## Summary of minutes

Upton— 16<sup>th</sup> March 2013

- **ISAF advertising Codes:** a proposal to formalise and confirm the provisional agreement made at the last meeting and confirmed in the Autumn 2012 *Halo* to be put forward at the AGM. "On boat" to be clarified.
- **Membership:** Membership renewals have been sent out.
- **Measurement Matters**
  - ◇ **Ventilation hatches:** The addition of 2<sup>nd</sup> ventilation hatch per buoyancy tank, but not limited to vertical surfaces, a maximum 2 each tank to assist boats with false floors, installation of reduced jib sheeting in FRP boats and more suitable for half height front tanks.
  - ◇ **Foils:** The stock, tiller and tiller extension to be optional in size shape and constructed in wood, metal, or glass fibre resin, or any combination thereof since several commercial stocks are already available and can provide a lighter alternative.
  - ◇ **Mast tang eye and T terminal:** A rationalisation of measurement to shroud and forestay tang eye and T terminal. Masts from Needlespar and more recently Superspar have had their T terminal plates located 15 mm lower than permitted Measurement No.83 in error. Since approx 30 masts were supplied before this error was spotted the best solution is to amend the Rule to incorporate all measurements.
  - ◇ **Foresail area:** The foresail area is

restricted in luff length due to the leech length being at its maximum. With only minor adjustment to this measurement the area can be increased from 2.23 to 2.37 sq mtrs. Equating to a 6% increase. It was agreed that this change was not essential and could alienate part of the Fleet but could be discussed at the next AGM if considered important enough.

- ◇ **Laminate sails:** There was further discussion, the Committee recognising that at the last AGM if polyester only was proposed, then it might have been accepted. No further action to be taken unless further proposals are received.
- ◇ **Technical Sub Committee:** This is to be set up under Brian Jones's control to assist and advise on technical issues. One of the first issues will be the reduced sheeting arrangement for plastic Miracles.

- **Finances:** The finances of the Association are sound.
- **2014 Dinghy Show:** A larger stand is to be taken in celebration of 40 years of the Miracle.
- **Yachts and Yachting boat test:** The magazine is interested in doing a report.
- **Website:** Updating is continuing and ways of improving the site pursued.
- **"Contact us":** It is suggested more use is made of this facility on the website.
- **Halo:** The next issue is due out early April.

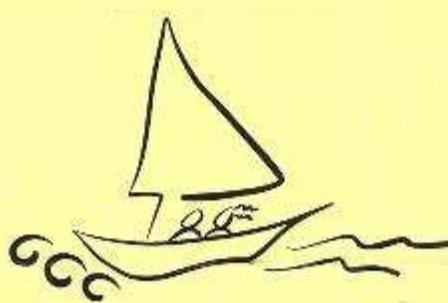
- **2013 open meetings:** The programme was finalised, though details of a Sprint Championship at the end of season is require confirming.
- **£5 credit:** There will be a credit of £5 per Open Meeting travelled to which will count as a discount against the 2014 Nationals entry fee.
- **National Championships 2013:** Many details were finalised for the event at Weymouth.
- **National Championships 2014:** These will be at Hunstanton Sailing Club in their new clubhouse.
- **National Championships 2015:** These are to be at Rutland Water Sailing Club.
- **National Championships 2016 and 2017:** Options were discussed and are to be pursued.

- **Secretary:** John Tippett has advised he is to retire at the next AGM. A new secretary is being looked for.
- **Crew size:** Consideration is to be given to removing the requirement for 2 sailors in the boat during Association events. This will allow singlehanded sailing and more sailors in the boat during racing. There is to be a thread on the Forum on the website and an article in *Halo*.
- **AGMs:** In future the registration of members and counting of votes is to be improved.

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

## WOODWIND GRP

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