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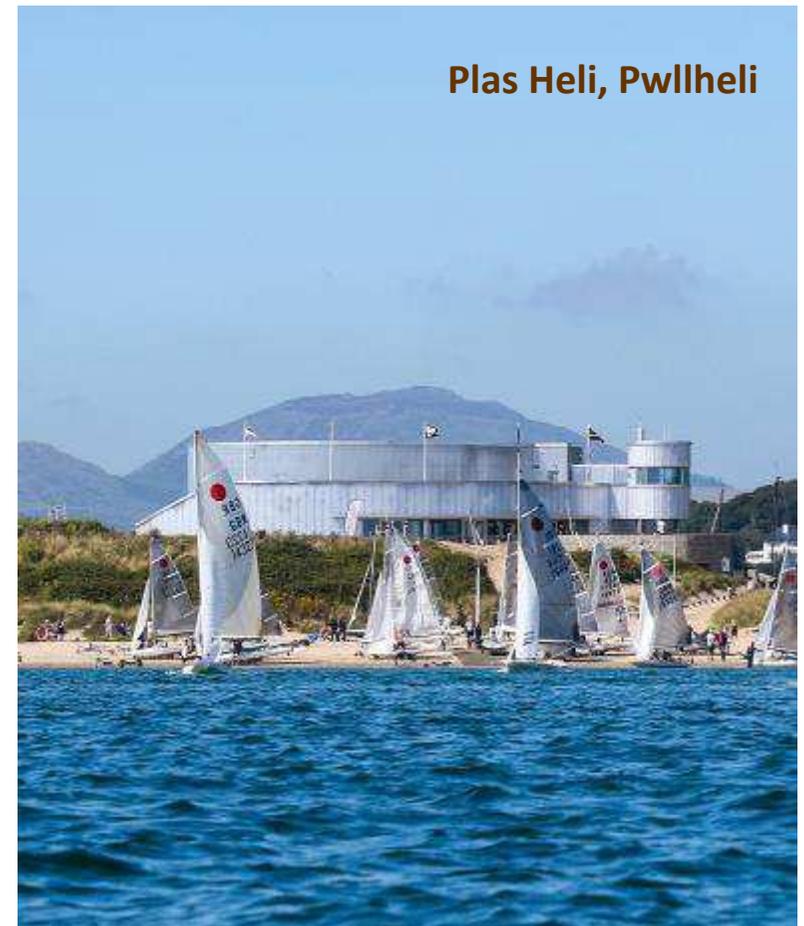
“ All the people involved in my claim were extremely helpful and speedy in their responses. This is our second claim in our sailing history and it is so good to see standards as high now as they were years ago. Many, many thanks”.

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Join us at the Dinghy Show in March

The Halo

Miracle Association Magazine Winter 2015



Plas Heli, Pwllheli

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 Sports Images Wales; p2 Sue Atherton; p3 and p7 Jean Reed; p9 terrace view WNSA Pwllheli; p9 inside views and p11 Jon Willars; p10 SigneT Association; p13 Nick Smith; p17 Joe Morana.

Items for the next issue should be with the Editor by 1st March 2016

Editor's Corner

The more I find out about the Welsh National Sailing Academy at Pwllheli where we are to have our Nationals the better it sounds, and this magazine has lots of information and photos. For more on the Nationals as it becomes available keep an eye on the Pwllheli page on the website. How would you like to win a refund of your entry fee? Enter early, or do 3 or more opens since the last Nationals, and you are awarded a raffle ticket, or 2. The draw is on the Sunday night at Pwllheli, so it's worth getting organised.

On a different note, there is a slow but steady stream of request for information on past Nationals and other Miracle history. You can now start looking things up for yourself. It is a work in progress, but Steve Fischer was kind enough to loan me his early copies of Halo and I have been scanning them and putting them on the website in the members area. So far I have done most of the 1980s and I am working backwards to that first issue in 1975. If you do not have your log-in email the webmaster at webmaster@miracledinghy.org.

To the present, and I had the delightful problem of being short of space with this magazine. I have squashed things in, but even so I was not able to publish all of Nick Smith's superb narrative of



competing in the Endeavour Trophy. You are going to have to wait until the next issue to find out how he and Hannah fared in the competition itself...

Gillan Gibson,
Miracle 3670

Chairman's Desk



Happy New Year! Hope you all had a good Christmas and you're working on your boats ready for the new season. The Alexandra Palace RYA

Suzuki Dinghy Show is on the horizon. Dave and Colleen Butler have offered to bring a composite Miracle to the Show and Ed and Chris from Woodwind are bringing a new all GRP boat. Both boats will be for sale afterwards so many thanks!

In addition our new national champions Hannah Smith and her father Nick have volunteered to help at the

show. Congratulations also to Tracy Amos and Gemma Gibson, our silver fleet national winners, and to Ellen Main and Hannah Mumford our bronze fleet national winners. This is the first time the three major trophies have all been won by ladies. What other fleet can boast this?

It's good to see on Facebook that Joe Morana is racing his Miracle on the beautiful seas of Malta, I hope we may have some fair weather this summer.

The arrangements are going well for the National Championships at Pwllheli, well done John! Everyone who enters early will be entered into a raffle for an entry fee refund so see the entry form for details.

Hope to see you at Ally Palace, Cheers .

Louis Moulden, Miracle 4036

Miracle Association

Rules of Measurement and Construction

Rules of the Association

The new Rules are now on the website

<http://www.miracledinghy.org>

Facebook GROUP:

<https://www.facebook.com/groups/56799327734/permalink/10152851737107735/>

Facebook PAGE:

<https://www.facebook.com/Miracle-Dinghy-Class-Association-965046153558785/>

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Race meeting Calendar 2016

Broadwater (UB9 6PD) Southern Area Championship	23rd & 24th April	www.broadwatersc.org.uk
Delph (BL7 9TS) Northern Championship	14th & 15th May	www.delphsailingclub.co.uk
Welton (HU15 1PT) Inland Championship	4th & 5th June	www.weltonsc.org
Girton (NG23 7HX) Puddleduck	25th & 26th June	www.girtonsc.org.uk
Leigh & Lowton (WA3 1BQ) Midland Championship	9th & 10th July	www.llsc.org.uk
Pwllheli (LL53 5YT) National Championships	7th to 12th Aug	www.plasheli.org
Shotwick Welsh Area Championships End of Season Championship	10th & 11th Sept	www.shotwicksailing.org/home/

Race Organiser

Merry Christmas and Happy New Year to one and all. After a disappointing Travellers' Series last year we have lost a couple of our regular clubs due to lack of numbers. I am still chasing a couple of venues at this time so hopefully we shall have a full calendar once again. I welcome suggestions on how we might improve travelling numbers; the clubs we have lost this year will not be able to run an event. Some years ago, Sam Mettam commented in an article about the greatest way to add value to your boat. His suggestion was to

get out and sail it as often as possible and spread the Miracle word. This is more true now than ever before. Your class needs you! So please join in the Travellers' Series. You don't need the most up-to-date boat or equipment. With enthusiasm and an open mind you may surprise yourself with how much fun can be had. I intend to do as many events as possible this season and I hope to see you there.

Richard Brameld, Miracle 3131

Sail Register.co.uk
01673 849893



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and
Sails**

***Sail Register - Unit 1, Gallamore Ind Estate
Market Rasen, Lincolnshire. LN8 3HA***

**RYA Suzuki Dinghy Show
Alexandra Place
London**

**Saturday & Sunday
5th & 6th March 2016**

**Come and join us and
meet with other Miracle sailors**

**Stand G46
West Hall**



Official RYA website:

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



Welsh National Sailing Academy Pwllheli North Wales

Social programme

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

Entry fee: £160

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 meal, for helm and crew (Additional tickets Adults £15, Children £9)

Midweek meal

Everyone: Adults £8.50
Children £6.50

Tickets from Reception

Websites:

Welsh National Sailing Academy

- <http://plasheli.org>

Tourist Information

- <http://www.pwllheli.org.uk/>
- <http://www.visitwales.com/accommodation-search>

Holiday guide to be mailed when available.

In the evenings a social programme is being organised:

Sunday	WNSA Welcome
Monday	Free evening
Tuesday	To be arranged
Wednesday	Meal and Quiz
Thursday	AGM
Friday	Prizegiving Dinner

National's Raffle

Win a refund of your entry fee

Tickets are not for sale, it is about being organised and earning them!

Enter the Pwllheli Nationals early

- 2 tickets if enter by end of April.
- 1 ticket if enter in May and June.

Go to open meetings

- 1 ticket if enter 3 or more open meetings August 2015-August 2016

To be drawn at the
WNSA Welcome
Sunday 7th August 2016
Welsh National Sailing Academy

Race Timings

2016 we return to 10 championship races.

The timings below are for the Miracles.

The SigneTs, who are to join us this year, are 5 minutes later

	Warning signal		
Sunday 7th August		Wednesday 10th August	
Practice Race	10:55 hrs	6th Points Race	10:55 hrs
1st Points Race (PR)	13:55 hrs	7th Points Race	ASAP after 6th PR
		Singlehanded/non spinnaker	ASAP after 7th PR
Monday 8th August		Thursday 11th August	
2nd Points Race	10:55 hrs	8th Points Race	10:55 hrs
3rd Points Race	ASAP after 2nd PR	9th Points Race	ASAP after 8th PR
1st Youth Race (YR)	ASAP after 3rd PR	Crews Race	ASAP after 9th PR
Tuesday 9th August		Friday 12th August	
4th Points Race	10:55 hrs	10th Points Race	10:55 hrs
5th Points Race	ASAP after 4th PR	3rd Youth Race	ASAP after 10th PR
2nd Youth Race	ASAP after 5th PR		

The upstairs bar and canteen areas are very nice and the modern balcony allows good viewing of launching and racing, although I would advise a good pair of binoculars for spectators!!
Jon Willars



SigneT

Designed in 1961 by Ian Proctor (also designer of the Topper, Merlin Rocket, Wanderer and many other classes of that era), the SigneT (always with the capitalised T) was designed specifically for low cost home construction. All-up, in 1961, it would cost the average DIYer about £100 and take only a few weeks to build, paint and rig for sailing. The simple single chine design allowed it to be built right-side-up, with no jigs or frames, in a space equivalent to a single garage. A hull weight of 160lbs meant easy towing and manoeuvring ashore. The original main and jib gave just over 8 sq m of sail, but in the first few years after launch, the class association persuaded Ian Proctor to add a 4 sq m genoa and an 8.3 sq m spinnaker making it quite a handful for the two man crew in a strong breeze. Other than the sail plan, there has been very little development in the class and the hull shape remains exactly as Proctor drew it 55 years ago. Transom sheeting has given way to centre main, and jib fairlead positions are relatively unrestricted by the class rules so you will notice quite a lot of difference in set-up between boats. Spinnaker systems also vary quite a bit but the kite is always launched from bags as chutes are not allowed.

In the peak years the class would attract up to 45 boats at a Nationals but in recent years this has dropped to around 8 to 12, depending on crew and boat fitness in any given year! Nevertheless we still have a programme of 4 open meetings and



a full week Nationals every year and have a core of members who regularly race their SigneTs and spend time maintaining them. A few have been built in the last few years and we still award a trophy for the highest placed home-built boat in the Nationals.

A few things to know:

- * The ST stands for Sunday Times, who commissioned the design, leading to several newspaper sponsored designs, such as the (Daily) Mirror (1962) and Express (1970).
- * There were Signets built in the USA and Australia. Perth still has an active fleet and has also departed from our rules with local developments that include spinnaker chutes and false floors with self-draining cockpits. They didn't go the Genoa route though, so a UK one still has more power. See more at <http://perthsailing.org.au/classes/signet/>
- * Gybing the SigneT and launching the kite in a strong wind are REALLY challenging and it's essential to have a nimble crew and carry a BIG bailer or bucket for the inevitable capsize!
- * More information on the UK SCOA website at <http://www.sailsignet.org.uk>
Pat Overs, SigneT Association

Welsh National Sailing Academy, Pwllheli

Jon Willars visited Pwllheli when the Fireballs were there and found the place very well set up.

The club and boat park, tucked behind sand banks, are protected mostly from the winds.



The walk to the water is minimal, even at low tide.

The bay used for launching keeps the water very flat which eases launching, this photo was taken when it was blowing around 30-35 knots!!!



This year we share out Nationals with the SigneT class

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The Endeavour Trophy: Nick Smith's tale



Nationals Champion Hannah Smith,

email in late June from the RS Association about the RS200 being selected for the Endeavour Trophy. The following is part of the email that caught my attention - 'although the Endeavour Championship is by invitation only for the national champions of the UK's most popular dinghy classes, the organisers are keen to hear from any class association that would like to be considered'.

So, having got back home and let the realisation of winning the Nationals settle in, Hannah contacted Edwin Buckley, the event organiser, about getting an invite to the Endeavour. After about a day Edwin got back to Hannah and we were in.

For me the opportunity to sail in the Endeavour was a dream come true and something I thought would never happen. Luckily for us we have a RS200 which we sail at our club, because there is now a small fleet at Thornbury. It is an

old RS200, but we would get new sails for the event and over the time I have owned it I have replaced most of the worn fittings and string. For the event I only needed to replace some rusty screws holding the centre board in and give it a clean and polish.

What do you do after winning the Miracle National Championships? The Miracles don't have a European or World Championship, but winning the Nationals does give you the chance to try and get into the Endeavour Trophy.

I have known about the Endeavour Trophy for a long time and in fact it has been running for a little bit longer than I have been sailing with the first event in 1961. The event is organized by the Royal Corinthian Yacht Club at Burnham-on-Crouch in Essex, and the full story and history behind the Trophy is available on their excellent website.

My understanding was that it was for the most popular dinghy classes, those with more than 50 entries at their Nationals. This understanding changed when I received an

The RS200

Although the RS200 appears only slightly bigger than the Miracle it is a lot different to sail. The fully battened mainsail is a lot bigger and the hull shape is very rounded and a lot wider than the Miracle. The asymmetric spinnaker makes sailing downwind totally different to the Miracle where sailing straight between the marks is fastest. From the Nationals on we sailed the 200 to give ourselves as much time in the boat as possible.

Endeavour Trophy (cont.)

Training - an RS200 open meeting

In preparation we also took advantage of an RS200 open which was being run by the Royal Corinthian for their newly established RS200 fleet. This gave us a chance to get familiar with the club, the sailing water and even journey times.

For the open meeting we drove up Friday night and stayed in a hotel just off the M25. This was so we could arrive in time to enter, rig up and launch for the 10.25 start. When you enter Burnham you go along a traditional town high street and the Royal Corinthian is around the corner at the end. The clubhouse is a classic 1930's designed 3 story white box, which is right over the river on stilts. I had not been to Burnham before so I looked at it on Google Earth. From that view I didn't see anywhere to launch. Alongside and extending out in front of the clubhouse is a wood decked pontoon walkway. We took the boats out to the end of this where there was a section of plastic floats which sank down as we pushed our boats over them allowing us to launch into the river.

The sailing, the level of competition and time spent on the water gave us a good idea of what to expect at the Endeavour. Over dinner at the club we got chatting to the 2000 (formerly Laser 2000) champions, Fergus Barnham and Serena de Nahlik, who were also taking the chance to test the water. Our accommodation for Saturday night was the White Hart which was on the front, a five minute walk from the club along the prom. We passed the Royal Burnham Yacht Club on this walk and there are two other clubs in addition to the Royal clubs within half a mile of each other, which probably accounts for the hundreds of boats on swinging moorings and the packed

marina. Burnham, might once have been the centre of the oyster, cockle and whelk trade, but now it's all about sailing.

The Endeavour

The Endeavour is run over three days. Friday morning is registration followed by a training session in the afternoon and Saturday and Sunday the event proper with four races each day.

Friday 9th October came round quickly. We left home just before 7am and arrived at Burnham at 11. We had already entered on-line so we were given the sails we were to use and further instructions about the afternoons training session and most importantly meal times. One of the joys of the event is that you are looked after from the moment you arrive. Our accommodation was provided by the members and we were told we would meet our host for the weekend after the evening meal.

We took our new sails back to the dinghy park and started to rig up alongside the other champions who were all very friendly and keen to know what boat we sailed.

The RS200 Association has recently approved new sail materials (now more readily available than the original material) and a new panel layout (radial cut) for the spinnaker to make it last longer. The new sails are the same shape as the old sails so no difference in performance. The mainsail material is a carbon/mylar film (see through) and all the boats had bright pink spinnakers. The sails didn't have numbers, but had the name of the sailors class, on a big sticker, down both sides of the jib luff.

The training session was run by Pete Vincent, a good 200 sailor and previous

chairman of the RS Association. The training area was just up river from the club in an area that was clear of moorings. The light wind was blowing across the river so the course was compact and resulted in very close racing. During the session Pete came round and told us to slow down our tacks to help with the getting good drive out of the tack. With no spreader mark boats were coming away from the windward mark on the same line as those approaching it and at one time we looked like we were going to have a head-on collision. Fortunately this was avoided at the last second. We spent a good couple of hours on these short course/2 lap races. We came ashore at 5 o'clock and gathered in the clubhouse for the video debrief. All these champion sailors were there and very attentive, keen to learn

anything that would help them sail the 200 better.

Dinner was at 7 in the main lounge/bar downstairs – lasagna, garlic bread and salad. Guy Marks and his son Tom from the Wayfarer class were on our table and of course we talked about how we had got there. The Wayfarer Nationals were held at Brixham this year, a venue familiar to Miracle sailors and it had attracted an entry of 13 boats. Guy, I think, is in the group which considers doing the Endeavour a once in a lifetime opportunity. Some of the other champions have done it 6 or 7 times.

Julie our host arrived not long after 9 and we went back to her house a short drive away. After a long day we went to bed early.

Nick Smith

to be continued.....



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Tony James starts a restoration...

I'm fairly new to the Association and have just started renovation of my Miracle so I'm soaking up information on the best methods from a DIYer's point of view. This is my first Miracle though I've done various Solos and Enterprises in the past both from new and as renovation. The website and past articles have already been interesting. Richard Battey, and the suggestions in the link he gave (<http://www.cvrda.org/wp-cvrda/hints-and-tips/>) gave me a number of tips but they have prompted me to offer a few comments of my own.

Richard, in common with others, recommends cleaning with acetone. My own preference is a large bottle of ladies nail polish remover! Same stuff really, but cheap and available from the local supermarket! In my limited experience it's just as efficient. I even spilt a bottle over an untreated deck and it dried without any water mark. I've also found that, when wetting my finger with it, I can use it for tidying up epoxy fillets without actually dissolving the epoxy. (I'm hopeless at getting them straight and even!). The old trick of using a tongue depressor (£2 for 250 from my village pharmacy!) seems to work for straight line fillets but not for the corners and bends. But then I am a DIYer!

Fairy liquid in the water for wet and dry is a new one. I'll try it!

I haven't weighed my paint scrapings in the past even if my family might think me an "anorak!", but on an Enterprise, I did once weigh the copper bronze screws and nails I removed - 5kgs! On the other hand I did not weigh the epoxy glue I used to hold the boat together again - probably 5Kgs!

With regards to the CVDRA articles (Classic and Vintage Racing Dinghy Association), I thought the options for varnishing were really well explained and was encouraged by what I had already picked up by trial and error. I'll certainly use the Jenny brushes in future. The author's sceptical views on oxalic acid caught my attention because I've used it to good effect providing it is used when really hot - in fact just off boiling. I was able to get an economic supply from eBay.

When stripping old varnish the articles rightly describes the tortuous process, but I would be interested in the balance of opinion about the use of a heat gun. I've always been advised to avoid them. This is because even a moment of carelessness can overheat the wood (when stripping plywood/decking) which damages the glue between the layers - or so I've been told. Such damage, being latent, doesn't emerge until after your beautiful new varnish/paint has been on show in the boat park for a few months! Am I correct in this or not?

Also, I wonder how common it is for people to use a dremel multi tool for stripping varnish. There is a great variety of attachments. I've found mine invaluable for those awkward corners, no heat or nitromors needed because it strips in seconds, but the course grade sanding drums seem to be difficult to source in the UK - anyone got a solution? Larger size sanding drums attached to a power drill can also be useful in saving elbow grease but they can be quick to rip right through the top layer (variable speed essential) and once done there is no going back! I feel

sure we would all be keen to minimise the hard labour described in the CVDRA articles. It would be great to hear of any other labour saving techniques that other DIYers use.

The articles also recommend various thinners but my own favourite is International 333 (and it's cheap by thinners standards) although of course it doesn't suit all varnish types. I've found that it really helps in maintaining a flow line.

Neither Richard nor the CVDRA articles have specifically mentioned Eposeal as a multi layered base coat (perhaps they used different terminology). Surely this is one of the most common in use is it not? I've used it frequently to protect the wood (especially inside built in buoyancy tanks and forepeaks). It soaks into the fibres and can be "hot coated". Again, am I going down the wrong route?

Finally, I'm firmly in the camp of

"don't polish"! Apart from slipping off one's sometimes precarious perch, I've found that over a long period the polish tends to stain the foot of the jib if it swipes the deck at every tack. Maybe I've been using the wrong polish or perhaps I'm being over fussy because there must be lots of sailors who are quite content to polish regularly! Is there any evidence that lingering presence of old polish has any impact on "rejection" of later coats of varnish, especially if repairing small damaged areas?

Opinions about polished finish versus matt/roughened finish on the hull panels (and even foils) seem to wax (sorry for the pun!) and wane over the years. Is there a favoured view within the Miracle class at present? Also, does that view differ for "glass" versus wood hulls?

Any supplementary advice would be appreciated before my renovation goes beyond the point of no return.



Miracles in Malta

Follow our Maltese members of Facebook, Joe Morana is posting on <https://www.facebook.com/groups/56799327734/>



Miracle Association Committee

Committee Members and summary of minutes

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Upton – 24th October 2015

- **Miracle 3:** To have a new home at Broadwater Sailing Club.
- **Rules of the Association:** The revised Rules were confirmed and will become effective from 1st January 2016.
- **Rules of Measurement and Construction:** The revised Rules were confirmed.
- **Membership:** Various options regarding membership promotions at the Dinghy Show discussed.
- **Treasurer:** The Association is in a financially sound position, however, caution re the spend on future Nationals is advised.
- **Measurement:**
 - ◊ No new Miracles in 2015.
 - ◊ Plans sent to Bali, USA and Sea Cadets.
 - ◊ Kit built boats considered a success.
- **Facebook:** The Association has a Page, all can access, and a Group where registration is required.
- **2016 Open Meetings:** Draft programme considered.
- **Open meeting attendance:** Discussion regarding low numbers attending open meetings and Nationals. More joint events with other classes to be pursued.
- **Plas Heli, Pwllheli 7th-12th August 2016:** Details considered. Of note:
 - ◊ Return to 10 Championship races
 - ◊ Kestrels and SigneTs to be invited to join us.
 - ◊ Early entry to be encouraged by raffling cost of one entry, plus 1 raffle ticket to boat travelling to 3 open meetings Aug 2015-Aug 2016.
 - ◊ Additional family boats £20 discount each.
- **Future Nationals:** Venues for future years were considered.
- **RYA Dinghy Show 2016:** Arrangements agreed.
- **Video camera:** Association camera available for Miracle promotions, training and open meetings.

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

The Travellers Trophy 2015

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 used is based on the distance travelled between home sailing club and venues 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 & 4052

Open meetings: Use them or lose them

You will all be aware that last year we lost some of our race venues through lack of support. We are frequently asked by our host clubs what the likely attendances will be.

In an attempt to avoid further losses we are asking that you look at the calendar of events and give an indication of which meetings you are likely to attend.

We are not asking at this time for a firm commitment only that subject to personal circumstances and the weather conditions which events you would expect to attend.

You can e-mail Ken Gibson on kengillian2@yahoo.co.uk, and/or use the form on the website "Events" page

Ken Gibson, Miracle 3670

Pos	Name	Boat	Miles	Events	Total
1	Dave Reed	3 &	1056	6	6336
2	Dave Butler	4060	844	4	3376
3	Brian Jones	4021	764	4	3056
4	John Tippett	4020	575	3	1725
5	Wayne Atherton	3383	540	3	1620
6	Gillan Gibson	3670	518	3	1554
7	Hannah Smith	3805	418	2	836
8	David Raines	3740	258	2	516
9	Dave Herbstrit	3770	254	2	508
10	Tracy Amos	4040	396	1	396
11	Cathy Goodwin	662	298	1	298
12	Jon Willars	3793	294	1	294
12	Richard Brameld	3131	294	1	294
12	Richard Wharram	4045	294	1	294
15	Simon Reddecliffe	4007	268	1	268
16	Graham Watts	3840	118	2	236
17	John Aldous	3794	212	1	212
18	Yvonne Mumford	4047	204	1	204
18	Jack Turnbull	3254	204	1	204
20	Peter Cogill	3807	186	1	186
21	Phil Bailey	3825	154	1	154
22	Martin Bathe	59	104	1	104
23	Andrew Clarke	210	90	1	90
24	Steve Fisher	124	18	1	18

Oops!!! Correction

Enclosed with this magazine is a replacement centre sheet for the last issue of the Halo.

It was found some copies had the previous years pages 13 and 16! As it is not know how many copies are affected replacements are going to everyone.

National Championships 2015

Trophies—Part 1

Daily Mirror Cup	Overall Winner	Hannah & Nick Smith
John Bray Trophy	Silver Fleet Winner	Tracy Amos & Gemma Gibson
Bob Ferguson Plaque	Bronze Fleet Winner	Ellen Main & Hannah Mumford
Practice Race Shield	Practice Race	Jon & Philip Aldhous
Bell Woodworking Trophy	1st Points Race	Hannah & Nick Smith
Trimnell Trailer Trophy	2nd Points Race	Hannah & Nick Smith
International Paints Trophy	3rd Points Race	Wayne Atherton & Angela Sweeny
Jack Holt Trophy	4th Points Race	Yvonne & Brian Mumford
Sovereign Cup	5th Points Race	Jack Hopkins & Ross Southwell
Charles and Diana Cup	6th Points Race	Hannah & Nick Smith
Bala Challenge Cup	7th Points Race	Dave Butler & Ross Fleming
Cornwall Trophy (no name)	8th Points Race	Yvonne & Brian Mumford
Youth Championship Trophy	Youth Championships	Andrew Robinson
Junior Championship Trophy	Junior Championships	Ellen Main
Ullswater Cup	Highest Placed over 16 under 18	Andrew Robinson
West Wales Observer Trophy	Highest Placed Helm under 16 Years	Ellen Main
City of Plymouth Cup	Youngest Competing Crew	Nathan Robinson
St. Polly Plaque	Highest Placed Lady	Hannah Smith
Casper Cup	Winner Single Handed Race	Not sailed
Crews Cup	Winner Crews Race	Not sailed
Newton Crum Trophy	Winner Non Spinnaker Race	Not sailed

National Championships 2015

Trophies—Part 2

Master's Trophy	Highest Placed Helm 40-54 Years	Wayne Atherton
Senior Masters Trophy	Highest Placed Helm 55-64 Years	Dave Butler
Ancient Mariner's Trophy	Highest Placed Helm 65 Years and Over	David Raines
Woodwind Trophy	Highest Placed Helm and crew both 70 Years and Over	David & Jean Reed
Gracie Trophy	Highest Placed Helm 70 years and over and no other prizes	John Tippet
Ton Up Trophy	Highest Placed Helm & Crew 100 Years+	David & Michelle Raines
Endeavour Trophy	Helm or Crew Displaying Endeavour	Marcel & Giulia Neutetboom
Woodwind Cups	Most Improved Helm & Crew Over Event	Steve, Pauline & Richard Fischer
Tom Pearson Trophy	Overall 16th Place	Steve Fischer
Senior Helm Trophy	Eldest Helm	Rene Savelli
Southwell Cup	Highest Placed Parent & Child (not to have won a race)	Jon & Philip Aldhous
Bailey Family Trophy	Highest Place Helm & Crew Siblings	Andrew & James Robinson
Bay of Colwyn Trophy	Highest Placed Non Spinnaker Overall	Barry Mellor & John Finnemore
G.R.I.D. Spoon	Highest Non Placed Husband & Wife	Yvonne & Brian Mumford
Club Trophy	Club with the Highest Placed 3 Boats Outside The Top 10	Redoubt
Travellers Trophy	Travellers Trophy	David Reed

Welsh Area Championship Shotwick Lane 25th & 26th July 2015

This was a first for Shotwick SC to host this two day event. The club *just* qualifies, as the lake's east end boundary fence literally runs alongside the national boundary, the original course of the River Dee. The river is now some way away as in 1737 the river was diverted to improve the maritime link with the port in Chester, 5 miles inland.

Five boats sailed in the two races on the Saturday, and we had the lake to ourselves. A sixth miracle joined in the fray on the Sunday (when Phil and Jon Aldhous finally wrestled themselves away from TV, footstool and the Americas Cup commentary!) Three remaining races were scheduled for Sunday, and we shared the water and staggered starts with a small Scorpion fleet holding their own one day open event.

Saturday gave excellent sailing conditions, with good spinnaker courses set, and strong winds gusting 18 knots in dry and sunny weather. Wayne & Angela finished first in both races, but were kept on their toes by Dave & Ross in close races.

The home team, Dave & Josie ended up third on the day, and with the benefit of familiarity of courses and buoys finished just ahead of David & Jean, and Martin & Mavis. A most enjoyable afternoon's sailing was followed by a very	Pos	Club	Sail No	Pts
	1	Wayne Atherton & Angela Sweeney	Delph	3383 3
	2	Dave Butler & Ross Flemming	Welton	4060 6
	3	Jon & Phillip Aldhous	Beaver	3794 7
	4	David Herbstritt & Josie Airns	Shotwick Lake	3770 8
	5	Martin & Mavis Bathe	Delph	59 13
	6	David & Jean Reed	Girton	4052 13

End of Season Championship Draycote 10th October 2015

Ethan Plank aged 13, crewed by stepdad Jeremy Davy, won the Miracle End of Season Championships held at Draycote Water Sailing Club on Saturday 10th October. All three races were sailed in an easterly breeze Force 2 to 3 over a Standard Olympic

Course, (triangles and sausages) with one discard race.

Early in Race 1 Ethan and Jeremy, at their home Club, showed their potential starting at the Committee boat end then tacking onto port to get a lift off the Clubhouse bank to be first at the windward mark. Dave Butler and crew Ross Fleming (Welton) rounded in second place followed by Brian Jones and Paul Cook (Maidenhead) and Graham Watts and Helen Jacks (Staunton Harold)

Subsequent laps became very much of a procession with no place changes, Ethan and Jeremy extended their lead on each leg going on to win comfortably with the followers finishing in the same order as above.

Race 2 saw Ethan having to duck back behind the line having been OCS at the start, while the rest of the fleet got away. Draycote sailors John Tippett and Kathy Boulton went left initially then worked the shifts up the middle of the course to round first, followed by Brian & Paul and Ethan & Jeremy then Dave & Ross. But by the start of lap 3 Dave and Ross had moved up one place

On the last beat Dave went hard left and picked up a stronger breeze which lifted them to the top mark overtaking Brian and Paul and closing the gap with John and Kathy. On the subsequent and final run Dave and Ross applied the pressure, gaining an inside overlap at the leeward mark, and going on to cross the finish line in pole position, with John and Kathy second, Brian and Paul finished third with Ethan and Jeremy in fourth.

Pos	Club	Sail No	Points
1	Ethan Plank & Jeremy Davy	Draycote Water	4023 3
2	Dave Butler & Ross Fleming	Welton	39 3
3	Brian Jones & Paul Cook	Maidenhead	4064 4
4	John Tippett & Kathy Boulton	Draycote Water	4020 6
5	Graham Watts & Helen Jacks	Staunton Harold	3840 7
6	David & Jean Reed	Girton	4052 12
7	Helen & Mary Stewart	Draycote Water	1352 14
8	Godfrey Winn & Caroline Noel	Draycote Water	2895 19

All boats got cleanly away for Race 3 with Brian and Paul first at the windward mark, followed by Ethan & Jeremy then Dave & Ross, John & Kathy and Graham & Helen.

On the next beat Dave and Ross had gone left again to find the same wind as they had before in Race 2 and established a considerable lead, also Graham and Helen had moved up to third place.

This order stayed the same until the third and final lap (triangle) when on the last reach Dave Butler, with about a 200 metre lead and half the leg to go, slipped, and the boat capsized and turned turtle. While they quickly righted their boat the rest of the pack sailed gaily by.

Thus the finishing sequence for Race 3 was first Brian & Paul, then Ethan & Jeremy, Graham & Helen, John & Kathy, and then Dave & Ross.

This left both Ethan Plank and Dave Butler each with 1st place and one 2nd place to count, but on count back to break the tie Ethan had a 4th to Dave's 5th place discards. But for their unfortunate capsize Dave Butler and Ross Fleming would have taken the Championship - C'est la vie.

Ethan Plank was then presented with the Miracle End of Season Champions Trophy; he thanked the Race Officers and the Organisers and commiserated with Dave Butler and Ross Fleming for their misfortune, but with a very smiley face.

John Tippett