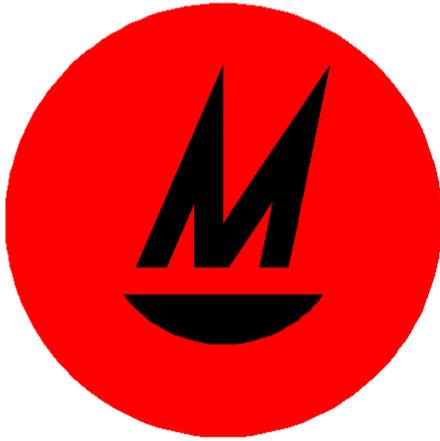


7 WORLD CHAMPIONSHIPS



AUS AT THE WORLDS WORLD CHAMPIONSHIPS w1-w14



AUS AT THE WORLDS

The first World Championship was held in Holland in 1976, where five Australian crews participated. Championships were held every four years until 1995, when the frequency was changed to every two years. National teams are limited in size on a pro rata basis, with the host country having a greater entitlement. The total number of entries is limited to a maximum of 100 boats. From 1983 onwards, the International Mirror Class of Australia resolved to send a full team to World Championships with team selection based on performance at the National titles.

1976 HOLLAND The first World Championship in Holland was dominated by English crews with Roy and Graeme Partridge the winners. Five Australian Mirrors competed in chartered boats with the best Australians David and Mary Lawry from Victoria twentieth.

1980 AUSTRALIA Only fourteen boats from four countries participated in the World Championship on the Swan River at Nedlands Yacht Club, Western Australia due to disagreements over the Rules of Measurement and South Africa excluded on political grounds. The series was won decisively by David Derby and Chris Bishop from England (representing Malta). Five Australian boats competed, with Keith Sclater and Ian Barrow from WA second.

1983 WALES The Australian Team at the World Championship in Wales “came of age” with Mitchell and Felicity Ranson from Tasmania a good second overall. Dave Sherwin and Neil Salmon from England won. Nick Rogers and Phillip McKay (Tasmania) were sixth with David Graney and Brett Cooper (Tasmania) seventh.

1987 IRELAND Australians dominated the World Championship in Ireland taking the first four placings with Paul Eldrid and Troy Storer from Western Australia being Australia's first World Mirror Champions. David Graney and Laurence Barrington (Tasmania) were second, Dean and Brooke Dixon (Western Australia) were third with Nick Rogers and Jason Mitchell (Tasmania) fourth.

1991 HOLLAND The World Championship in Holland saw an Australian quinella with Tom King and Raphael Heale from Victoria narrow victors from Tim Fitzsimmons and James Kornweibel from Western Australia.

1995 WALES Clive Goodwin and Tobey Heppell from England won the World Championship in Wales. Twelve Australia Mirrors competed in the light, tidal conditions with Stephen McElwee and Mark Padgett from Tasmania fifth.

1997 CANADA The World Championship in Canada was dominated by English and Irish crews with Christopher Balding and Nicola Harper from England the winners. Nine Australian Mirrors competed with Tasmanians Stephen McElwee and John Fletcher a close seventh and Norm Deane and Jenny Graney the first Masters Champions.

1999 SOUTH AFRICA Marty Maloney and Revlín Minhane from Ireland won the World Championship in South Africa. Eight Australian Mirrors competed with Tasmanians Mark Padgett and John Fletcher a very close second and Norm Deane and Jenny Graney the Masters Champions for the second time.

2001 IRELAND The Irish dominated the World Championship in Ireland with Peter Bayly and William Atkinson the winners. Twelve Australian Mirrors competed with Torvar Mirsky and Justin Jacob from Western Australia second and Junior Champion.

2003 AUSTRALIA The International Mirror Class of Tasmania hosted the World Championship at the Royal Yacht Club of Tasmania. Chris Clayton and Craig Martin from Ireland won with the best Australians Glenn and Lloyd Collings of Victoria third after two OCS disqualifications.

2005 SWEDEN The World Championship in Sweden was dominated by Irish and English crews with the winners Ross Kearney and Adam McCullough from Ireland. Two Australian Mirrors competed with Nick Davis and John Collova of Western Australia a creditable ninth.

2007 SOUTH AFRICA The World Championship in South Africa resulted in a brilliant win to Anna McKenzie and Holly Scott from Great Britain – the first female winners. Nine Australian Mirrors competed with Nick Davis and John Collova of Western Australia second only 4 points behind the winners.

2009 WALES Great Britain sailors dominated the World Championship in Wales with Andy and Tom Smith the winners. Six Australian Mirrors competed with the best Australians Paul and Austin Taylor of Western Australia fourteenth.

2011 AUSTRALIA The International Mirror Class Association of Western Australia hosted the World Championship at the Princess Royal Sailing Club, Albany. Ross Kearney and Max Odell from Ireland won with the best Australians Lachlan and Finn Gilbert of NSW fifth. Although numbers were affected by the global financial crisis the series was remarkable with five different countries filling the top five places – Ireland, Philippines, Great Britain, South Africa and Australia.



1976 MIRROR WORLDS

W1

Monnickendam, Holland

reprinted from the MCAA Year Book 1976-77



Some of the Australian team at the Mirror World Championship (from left) - the National President Cyril Barcham; National Champion skipper Greg Willcock; Victorians David and Mary Lawry who won the WA State title after second in the Nationals, and Mark Willcock the National Champion crew.



David Lawry with Grant Nichols and Max Barcham rigging borrowed boats at Monnickendam, Holland (photo: supplied by David Lawry)

Australians fared badly in the first ever Mirror World Championship held at Monnickendam (previously called the Zuyder Zee) in Holland. The best any of our five entries could manage was a 20th place taken by Victorians David and Mary Lawry. West Aussies Greg and Mark Willcock from Nedlands Yacht Club managed a 25th and fellow Sandgropers, Max Barcham and Denise White a 33rd. Grant Nichols was 34th and Carl Vorrath and Heather McDowell trailed way down at 47th.

The winner was Britain's Roy Partridge who cleaned up with three wins and a second place out of five races, with two other British entries, Chris Owen and Mark Rushall in second and third place respectively. Ireland's Ian McDowell managed a fourth, and two other Britons, Graham Ellis and Dave Derby, filled fifth and sixth. Roy Partridge, incidentally, visited Australia five years ago and sailed with several fleets here. The best visitors, apart from that fourth of McDowell, were Malta's Chris Rippard with local champ Hank Ozinga in eighth and another Malta entry John Abela in ninth. South African Ivan Gibbons just got into the first ten.

This first Mirror World Championship attracted an entry of 51 from 14 countries - and the biggest daily protest lists! On average three to four of five or six protests a day were upheld! The course over the Monnickendam about 12 kms north of Amsterdam was excellent though some skippers had problems with weed brought about by the excellent European summer. Good 15 knot breezes on the first few days brought about a small, foot high chop, which should have suited Swan River skippers. But by Friday the wind had dropped to a faint breeze giving lighter crews a chance to get through.

1976 Mirror Worlds

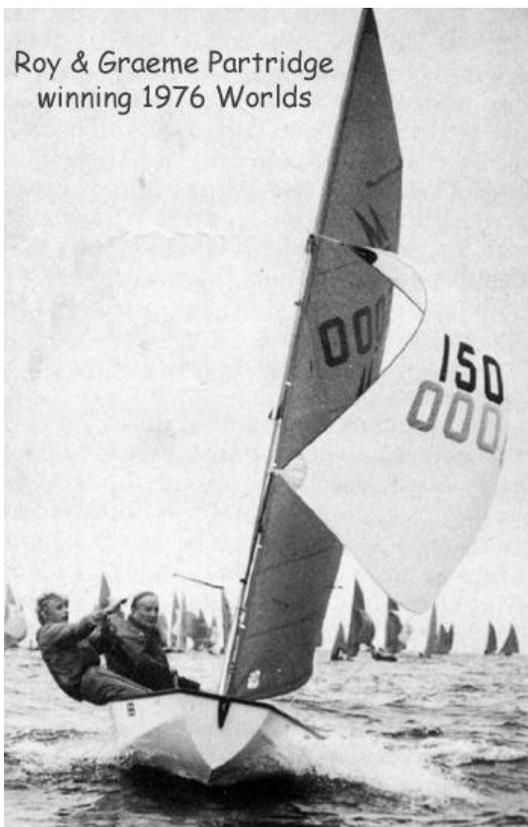
by Greg Willcock

The first Mirror World Championship is over. The series was well planned and well run in most aspects. It was difficult not to enjoy ourselves. Most of the Australian contingent arrived nearly a week before the series was officially opened. We were warmly welcomed despite the fact that the organisers did not anticipate early arrivals. Many lasting friendships were made during the championships.

Our first task was to select the boats we were to borrow for the championship. This was done fairly by choosing from numbered envelopes. We had a good selection of boats to choose from because we had arrived early. Generally, Australians chose well and finished up with good hulls although the accompanying spars, rudders and centreplates were less than satisfactory in most cases. Most of the visitors who had to borrow boats were disappointed that the hulls and spars were not officially measured before they were put up for selection. Many lost valuable practice time attempting to get their boats measured.

During the measuring sessions, we were confronted by a paradoxical situation. Many of our rigging ideas and fittings were disallowed. The measurement committee ruled that we were departing from the general theme of the Mirror dinghy and ruled that the costs of rigging a Mirror must be kept as low as possible to maintain it at its present level of popularity. Subsequently, we found ourselves facing competitors equipped with three or more suits of sails and a similar number of spars for use in varying wind conditions! In addition, the vast majority of our opposition had their sails designed specifically for inboard sheeting on the thwart. This allowed them to point higher in light to moderate airs. The measuring sessions were, on the whole frustrating for the competitors. The group of measurers were indecisive at times and there were varying interpretations of the rules.





After the measurement was finally completed the racing began. Throughout the series, the race committee did an excellent job setting up the start lines and supervising the racing. The racing was keen and they had a difficult task in front of them. The courses were challenging although a little short in my opinion. The marker buoys were excellent and they were visible from all parts of the course. All races were held at 10.00 am each morning. Three races were sailed in moderate winds and the remaining three in very light airs. The results of the races were available on the beach before we returned to the club house making it easier to evaluate our performances more quickly and to view any possible protests. The Australians sailed consistently over the series and finished in reasonable placings. The English dominated the series with their five boats finishing in the first six places. The South Africans performed the best among the visitors.

The International Mirror Week was conducted in conjunction with the Mirror World Championship and the racing was also very keen. These races were held in the afternoon in similar wind conditions as the morning races. Everyone who competed had a great time. The social side of the series was well organised and well planned. We all thoroughly enjoyed ourselves over the week long event. During the week a new world record was set at 29 for the largest number of people crammed into a Mirror. The record was set by the Dutch on a canal in the middle of Monnickendam. The visitors made an attempt to beat the record but failed dismally.



During the series a meeting of the International Committee was convened, it was decided that the next Mirror World Championship would be held in Australia in 1979-80. This decision brought mixed reactions from the competitors. Many suggested that it was too far to travel but most were very enthusiastic about the prospect of sailing in Australia. The Dutch are leading the way by making plans to charter a plane to bring competitors and spectators to Australia. We now have a big task to organise a series that will be comparable to that conducted by the Dutch.

First Mirror World Champion Roy Partridge (photo: supplied by David Lawry)

1976 MIRROR WORLD CHAMPIONSHIP RESULTS

R. Partridge	England	First World Champion	3 points
M. Rushall	England	Second	16.7 points
C. Owen	England	Third	29 points
I. McDowell	Ireland	Fourth	29.7 points
G. Ellis	England	Fifth	41 points

AUSTRALIAN TEAM PLACINGS

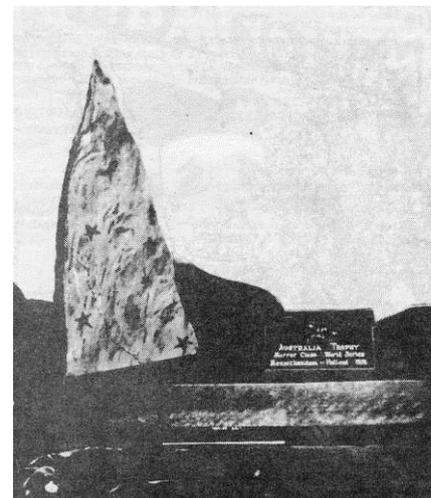
D. Lawry	20 th	103 points
G. Willcock	25 th	112 points
M. Barcham	33 rd	129 points
G. Nichols	34 th	144 points
C. Vorrath	47 th	186 points

COUNTRIES COMPETING

Australia -5 Ireland -5 Denmark -3 England -5 Holland -5 South Africa -5 Malta -5 U.S.A. -3 Canada -5 Sweden -4 Hong Kong -1

THE "AUSTRALIAN" TROPHY

Each competing country donated a trophy for presentation to heat winners of the Mirror World Championship, held at Monnickendam Holland August 1976. Our trophy was composed of Australian timbers and West Australian marble: The marble is deep green in colour, shaped to represent a sail, and polished on one face only. The polished face featured the "Southern Cross" constellation, inlaid in gold. The trophy was won by an Irish representative; winner of the first heat (and 4th placing overall).



1980 MIRROR WORLDS

W2

Perth, Australia

by Michael Adams, reprinted from the MCAA Year Book 1980-81

The second World Mirror Championship was contested by fourteen boats from four countries on the Swan River at Nedlands, WA. This disappointingly low entry was caused by a number of factors, the most significant being the disagreement and misunderstanding between the English Association and the MCAA on the Australian variations to the International Rules. The result of this altercation was the non-attendance of representatives from England, Scotland, Wales and Ireland. The collapse of the Canadian Association and the exclusion of the South Africans on political grounds further reduced the entry.

The Australian team of five yachts was selected from the 14th Australian Championship held immediately before the Worlds. All the foreign competitors used the Australian Championship as a warm-up to the Worlds and it was quickly apparent that the English sailors (representing Malta), with their superior "big fleet" experience, were the ones to beat. Dave Derby, Simon Jackson and Chris Sidey in particular excelled in all conditions. The myth that the British are only good light weather sailors was exploded as Dave Derby and Simon Jackson vied for the honours hundreds of yards ahead of the nearest Australian competitors.

The World Championship series was conducted in predominantly light to moderate conditions and in the smaller fleet the Australian contenders fared much better. From the outset, however, it was clear that there were two separate classes of yachtsmen - Dave Derby and the Rest. David's performance cannot be too highly praised. *The Gaffer* was meticulously prepared and brilliantly helmed. His starting procedure was a model of control, timing and precision, and to watch *The Gaffer* sailing upwind in a breeze put new emphasis on the dictum of "keeping her flat"! David won five of the six heats to easily take the World championship.

The fight for second was much more closely contested, with Keith Sclater (Aus), Simon Jackson (Malta), Max Barcham (Aus), Michael Adams (Aus) and Chris Sidey (Malta) all having a chance up until the second last heat. Keith Sclater, the eventual second place getter, sailed a very consistent series and excelled in the lighter wind. Simon Jackson sailing *Shadow* finished a good third.

The social activities arranged for the Worlds were extremely successful. Christmas dinner was celebrated at St. Columba College and culminated in a riotous water fight introducing the astonished Japanese couple to the "ancient Australian custom" of being doused on arrival.

The New Year's Eve party raged right through the night with an ad hoc bush band taking over when the regular band packed up. New Year's Day saw "Australia" take on "Tasmania and the World" at cricket. The Tasmanians managed to hold their side together to win by one run (a major tactic of this match was to snatch ten or twelve runs while the opposition searched the clubhouse roof).

The Royal Freshwater Bay Yacht Club provided a magnificent venue for the presentation night. It was a memorable occasion. Two days later we all went out to the airport to farewell the international visitors. A highly enjoyable and successful Australian and World series!



Rigging area at Nedlands Yacht Club, Perth WA during the opening ceremony of the Worlds



Nedlands Yacht Club



1980 Mirror Worlds

by Jock Sclater, reprinted from NYC history

The first World Championship in Holland had been run and overseen by a coterie of the English Mirror Association whose authority derived from their position as the mouthpiece implied, if not real, for the copyright holder. Measurement for the first Worlds had disclosed several differences in measurement between the Australian boats and the rest. The English body took a very hard line on this but were tolerant of other points in their fleets which the Australian team felt inadmissible. The new MCAA Committee was determined to ensure that all measurement problems were resolved prior to the 'second Worlds'. One of the major problems was that the Australian boats had fittings that differed from those on English derived boats. This was due, at least in part to Blockey substitution of parts not available in Australia though some may have been substituted to keep the price down, or may be just to keep the profits up. The Australian position was that these fittings were supplied in a kit from the licensed maker and therefore legal. The Poms would have nothing of it. A personal visit to the UK by the President of the MCAA, NYC member, Cyril Barcham, was judged by him a social success but a complete failure from a business point of view. Discussion was not an option. The MCAA Committee then asked RPYC Commodore Langoulant to make representations on behalf of the MCAA and NYC whilst he was in the UK on AYF business. Again there was to be no discussion. The MCAA organising committee then decided to go ahead with the measurement rules as understood in Australia. The English MCA decided it would not send a team to the Worlds at NYC.

The winner of the inaugural Worlds was an Englishman, Roy Partridge, about 60 years old. He was determined to sail to defend his title and other English sailors wanted to make the trip. Finally five crews joined the Mirror Association of Malta and entered. Other teams entered were from Ireland, Holland and a single boat from Japan sailed by a couple on their honeymoon. A team from South Africa entered but because of the ban on sporting events involving South Africa, they were refused entry visas. The club patron, Sir Charles Court, tried hard to overcome this but was unsuccessful. The MCAA National Championship was held at NYC over Christmas/New Year in 1979-80. This was also the selection series for a team of 5 boats to represent Australia in the Mirror Worlds sailed from NYC in January 1980. Two NYC boats were selected, *Jonathon Livingston II* skippered by Max Barcham with Brooke Dixon as crew and the second was *Erewan* skippered by Keith Sclater with Ian Barrow as forward hand. *Erewan* finished second overall to one of the English boats. The 'Malteesers' brought their boats with them and they were a revelation, rigged to a degree of sophistication that had not been seen in Australia. In particular, they all had inboard sheeting, i.e. jibs sheeted on the inner edge of the tank tops, as opposed to gunwale sheeting that Australia thought the rules demanded. The Sclater boat was taken home between the Nationals and the Worlds and 'sailed' up and down the street on his trailer while an attempt was made to get benefit from sheeting down on the tank top.

1980 MIRROR WORLD CHAMPIONSHIP RESULTS

BOAT	HELMSMAN	COUNTRY	HEAT 1	HEAT 2	HEAT 3	HEAT 4	HEAT 5	HEAT 5	FINAL PTS	FINAL PLACING
The Gaffer	David Derby	Malta	1	1	1	1	1	3	3%	1
Erewan	Keith Sclater	Aust.	4	4	3	2	3	4	16	2
Shadow	Simon Jackson	Malta	6	2	2	8	6	5	21	3
Jonathon Livingston	Max Barcham	Aust.	11	3	6	3	8	2	22	4
Odysseus	Michael Adams	Aust.	2	6	5	4	5	8	22	5
Super Sidewinder	Chris Sidey	Malta	5	8	4	5	2	7	23	6
Suomira	Rod Viney	Aust.	7	5	9	11	7	6	34	7
Merinda	Roy Partridge	Malta	8	13	12	6	10	1	36%	8
Good News	Grant Nicholls	Aust.	9	7	10	10	4	9	39	9
Fandango	Neil Marsden	Malta	3	9	8	9	11	11	40	10
Shindy	Pieter Janssen	Holland	12	10	7	7	9	10	43	11
Bo Jangles	Hans Verwoerd	Holland	10	11	11	12	12	12	56	12
My Mischief	Hans Reitkerk	Holland	13	12	13	13	13	13	64	13
Gulan-Wyn	Tosh Tsubono	Japan	14	14	14	14	14	14	70	14



1983 MIRROR WORLDS

W3

Mumbles Yacht Club, Wales

reprinted from the MCAA Year Book 1983-84

Australian Mirror Sailing Came Of Age

by Norm Deane, Team Manager

This year, 1983, will go down in history as the year that Australian Mirror sailing "came of age". Our five boat team contested the World titles at the Mumbles Yacht Club in Wales and performed most creditably.

Mitchell and Felicity Ranson of the Port Dalrymple Yacht Club in Northern Tasmania were the 'stars' of our team. They sailed consistently and finished the series in a creditable second position. They displayed excellent boat speed, especially in the lighter breezes, and good sailing strategy throughout. Nick Rogers and Phillip McKay of Montrose Bay Club excelled by winning the two races sailed in heavier breezes - 15 knot average - and finished in a close sixth position only 1½ points behind fourth placing. David Graney and Brett Cooper of the Kingston Beach Club performed consistently and finished seventh despite two broken spinnaker poles. Gordon and Ellis Armstrong of the Kingston Beach Club battled with a significant crew weight disadvantage but finished in sixteenth placing only one point behind thirteenth. Bob and Helen Wright of the Grange Yacht Club struggled to find form throughout the series without success and finished in twentieth position which was disappointing for them but still meritorious in such a fleet.

The title was won by David Sherwin of England from the Thames-side club of Leigh-on-Sea. David was a clear winner who had excellent boat speed and good strategic sailing based on the principle of gaining clear air on the favoured side of the course. He won one heat by a large margin and three others by small margins. David is a 43 year old design engineer with the Ford Motor Company.

From an Australian point of view the series was a great success despite the fact that all the team felt that they should have performed a little better. However, when it is remembered that the 58 boat fleet from 13 countries contained 10 of England's best crews as well as 15 crews from Wales, Scotland and Ireland, sailing under conditions familiar to them, the Australian performance is all the more creditable.

We went to the titles hoping to prove that the standard of Australian Mirror sailing had risen to near the best in the World, and we were not disappointed. I believe that our team's boat handling was better than most, our downwind speed - when there was any wind about - was superior and our up wind speed had the capability of equalling the best. Our tactical sailing was very good but our strategy often let us down at the start and in the vital first leg.

Taken overall, however, it was a marvellous team effort and fully justified the praises freely and generously given by all other countries. The UK Mirror people were especially gracious and vocal in their applause and I believe the best way to salute the team's effort is to quote a prominent UK official who said - "*The way in which the Aussie boys prepared themselves, and their whole disciplined and thorough approach to the World Championship has been an inspiration to every country*". We were humbled by this and many similar generous comments and we hope that we may not only be able to help Australian Mirror sailors but also those of other countries to lift their standard, and to enjoy their Mirror sailing even more.

The Team's Preparation

After being selected at last year's Nationals, each crew had to decide whether they could afford the money and time to go to Mumbles. Eventually, each decided that they would take their place in the team despite the considerable personal cost to them. Each was heartened in various degrees by indications of at least some financial support from the Mirror fraternity and from the community in general.

Having made the major decision we then had to decide how to obtain boats, whether we would take our own rigs, how long before the Worlds should we arrive and what training should be arranged before departure. After considering the cost of boat transport and other possible problems in shipping our own boats over, it was decided that it would be best to have new boats made in England by Bell's Woodworking Co., and to sell them after the series. With the considerable assistance of Roy Partridge in England this was arranged with a loss on each boat of about \$250.

So that the boats would be as near to our own as possible, a specification list was given to Bell's as their building guide. Each crew took all their own spars, rigging and sails. It was also decided, having made the decision to go, that we wanted to do everything we could to represent Australia well. We therefore determined that the team should arrive early giving several days to rig the boats, and a few more days to tune up before competing in the UK Nationals. Because there was only one day, and 250 miles, between the end of the UK Nationals and the beginning of the Worlds, we decided not to sail in the last two heats of the Nationals.



Having sorted out the general plan of attack, team members then set about their training schedule. Bob and Helen Wright had the assistance of Ross Whitehorn and others in South Australia, and they travelled to Victoria to contest the State titles as part of the preparation. However, Bob and Helen were not as fortunate as the four Tasmanian crews who were able to train together. With Mike Adams (a state coach and former National Mirror champion) and Jeremy Firth (a national coach and former National OK Dinghy champion) as their coaches, Nick, David and Gordon, who live in Hobart, sailed every weekend, while Mitchell trained under direction alone on his home waters at Port Dalrymple in Northern Tasmania. At Easter and several long weekends, Mitchell and Felicity came to Hobart for concentrated sessions of coaching and training. Each session was followed by a comprehensive de-briefing session led by the coaches.

Competitive pressures during these training sessions were often high and helmsmen and crew harmony and emotional and mental attitudes were thoroughly tested. Special analysis and de-briefing sessions were arranged with crews to pinpoint these emotional and psychological problems and the importance of having them under control. Crew and helmsmen came to realise that each needed the other's support.

During the training sessions we experimented with different cuts of sails to see if we could gain some improvement. But apart from some small refinements to the cut of the mainsail no assured improvements could be ascertained. Details of the training programme which contributed so much to our team's boat handling skills are given in the booklet "Learn to Sail Your Mirror Well" produced by the Tasmanian Mirror Class Association.

The UK National Championship

The Nationals were conducted by the Mounts Bay Yacht Club at Marazion in Cornwall. It was a beautiful venue and a lovely way to be introduced to UK sailing. During their trialling before the series the team found a few minor problems with the boats, the worst being the very 'soft' kit centreboards provided. With the assistance of Roy Partridge these were replaced with stiffer full size boards. After each training session and each heat of the Nationals, I arranged a debriefing session to discuss performances, how the helmsmen found things, and what I observed.

The Invitation race was sailed in a light northerly and the team did very well for a first race there, not knowing the course at all. Mitchell was fifth, Nick was sixth and Bob, David and Gordon were in the high teens and early twenties in a field of 92 starters.

However, the first heat was a shattering experience for most of our team. It was very light winds, still northerly, and there were funny fluctuations in the three to six knot wind around the Mount that is situated near the course, and queer currents which they couldn't work out. They were devastated when they came in. Mitchell did best again finishing 10th, David 17th, Bob 21st, Gordon 25th, and Nick an incredible 40th. So we had a gloomy de-briefing that night, trying to puzzle out just what the problems were. Three of our team felt that they lacked badly in boat speed under light conditions and it was very difficult to console them. But it was obvious from the performance that there was something funny in the local currents and winds, and it was encouraging later that evening to learn from former world champion Roy Partridge that he had exactly the same trouble.

In the second heat, our crews knuckled down, applied themselves to looking for improvements in their boat handling, and in breezes that were just slightly stronger than the day before, perhaps 5-8 knots, Bob came up with a 3rd, Nick 7th, Mitchell 8th, David 15th and Gordon 25th. And we could see that the Poms were starting to get worried already. Our team sailed extremely well with boat speeds starting to be better after learning which side of the course to go and how to play the winds.

After the second heat, we felt that we were starting to get boat speed, even in these light breezes, comparable almost with the very best UK and that was David Derby who won both heats. So we had a more optimistic de-briefing that night and hoped that there would be slightly stronger winds again the next day because that was going to be our last race there at Marazion. We felt at that stage that in winds anything above eight knots, we would have comparable speed or better.

And that proved to be the case, for the third heat was sailed in breezes, still northerly, but commencing at about 10 to 12 knots and gradually increasing during the race to about 18 knots. It was a warming experience for me to walk into the clubhouse unrecognised and to hear the English supporters saying "look at those bloody Aussie boats, how fast they are going". As the wind increased so did our positions in the fleet improve. David won the race. He sailed an extremely good race. Nick was not far away in 4th position, Mitchell recovered to 11th position after having got down the drain a bit, Gordon in 13th and Bob finished up in 18th position. So we had a great result and if it wasn't for broken gear, which occurred to Gordon and Bob, then the result would have been better. It was obvious that we had an advantage over the UK boats in winds about 12 knots. After this third heat we packed up with some confidence and made our way to Swansea.



The World Championship

The World Championship was officially opened by the Scotsman, Chay Blyth, the renowned seafaring adventurer, in the presence of the Lord Mayor of Swansea resplendent in his magnificent chain of office. The Lord Mayor welcomed all competitors, and during the ceremony I presented him with a gift from the Mayor and Councillors of Nedlands, the venue of the last Worlds.

The weather continued in Swansea much the same as it was at Marazion, beautiful mid-twenty temperatures and light northerly winds. So light in fact that the Invitation, or Practice race as the English call it, did not start until 7.30 pm, By 9.30 pm most boats headed for home but not David Graney and eight others, all of whom stuck it out and finished in near darkness. David finished 7th.

Worse was to come the next day. After sitting out on the water for three hours the OOD called the race off due to lack of wind. Then began the task of getting the fleet back to shore. At Mumbles with a 30 ft. rise and fall of tide, it is only possible to launch or return to shore on the top half of the tide, otherwise there is mud which cannot be traversed. So timing of the races was based on the state of the tide. Hence, heat 1 was scheduled for 10.00 am, heat 2, 10.30 am, etc.

After the aborted heat 1, overseas teams became aware that a number of English crews who missed out on selection for their team, had hastily become members of either a Maltese, West-Indian, or Scottish club, and been nominated to sail for that country. On behalf of the overseas teams, I lodged a protest to have the situation clarified. The resultant ruling was that, although, this was against the intent of the rules, everything had been done in accordance with the rules and the entries had to stand. MCIA are to take steps to rectify the matter for future titles. We also lodged a question to the measurers on David's behalf in relation to his ultralight spinnaker material. It was ruled as valid.

Heat 2 was sailed on a course far too close to the Mumbles peninsular, with the result that fortunes fluctuated due to patchy winds as the breeze lightened. The race began in 12 knot winds and approaching the first mark all five Australians were well up near the lead with three of them in the first five. Unfortunately for us, a major wind shift of 20° to 30° caused the race to be aborted. At the next start we didn't do quite as well. Gordon, David and Mitchell were in the top ten at the first mark and at the end of the first triangle David had a clear lead with Gordon 3rd and Mitchell 6th. The wind lightened temporarily to a patchy 5 knots just before the end of the second beat and David got caught in a hole and dropped back to 7th. Gordon kept to the port side of the course and maintained 4th position while Mitchell fell back after having to do a 720° penalty. The patchy and fluctuating wind strengthened a little up to average 8 knots for the remainder of the race, and Gordon remained the most consistent holding 3rd or 4th place throughout the race only to have the disappointment of dropping to 7th (from 4th) when he mistook the finishing line. David finished 6th, Nick 9th after a bad start, Mitchell 13th after having to do two 720°'s during the race, and Bob 17th. The heat was won by Dave Sherwin (Eng) by a boat's length from Guy Wilkins (Eng) with Mark Sherwin (Eng) a few boat lengths further back.

Most of our crews were somewhat disappointed with the result of the first completed heat, but each felt that if the breeze was above 10-12 knots they would perform very well. We were somewhat fortunate that it was decided to run two races the next day which had winds more to our liking.

In the resail of Heat 1 none of the Australians got good starts but all gradually made their way through the fleet with the aid of good downwind speed. It was thrilling to see Nick overcoming boats on each leg until he hit the lead on the final beat to win by about half a minute from Dave Sherwin with Paul Irons (Eng) close up in third place. David finished a creditable 4th after breaking his spinnaker pole during the race, Mitchell 6th, Bob 10th, Gordon 26th.

Heat 3, sailed in the afternoon, had similar characteristics to the morning heat 1, with the Australians generally getting bad starts, and having to make up through the fleet after the first beat. Nick did his best again and had a thrilling last leg battle with Graham Castle (Malta) who led for the whole race. Castle left his last critical covering tack a little late and enabled Nick to work up to a lee bow position three hundred yards from the line. The best non-Australian overseas competitor in the series, Charlotte Grebbe from Sweden, was third. David Graney again had the misfortune of a spinnaker pole breakage - the new pole he bought between races was thin walled without his knowing it!! Without this breakage, David would have been right up with the leaders. Mitchell finished 7th, David 10th, Gordon 11th and Bob 13th.

After three heats the series appeared to be between David Sherwin and Nick Rogers. If the stronger breezes held, Nick would have the advantage. In lighter airs David would probably have the advantage. And so there was an air of excitement as the day dawned on heat 4. The race got under way in light westerly winds varying during the race from 6-10 knots. Dave Sherwin went well to the port side of the course and appeared fortunate to have gone so far to the lay line late in the beat. He and Dave Derby who battled for the lead during the whole race were joined by Mitchell Ranson during the latter half of the race. With superior boat speed Mitchell almost caught the leaders and finished only 4-5 boat lengths behind Sherwin with Derby in between them. Unfortunately, Nick got a bad start again and could only make up to 10th, David finished 6th, Gordon 20th and Bob 25th. Bob was puzzled at his lack of performance and we couldn't discover just what was preventing him from 'going' in breezes that normally suited him.



In Heat 5 with westerly winds from 5-8 knots, Nick still had a chance if he could do well and David Sherwin drop back a bit in the fleet. Nick went out with confidence but again got a bad start due to being hemmed in at the port end of the line and had to fight back to finish in 7th position. But the highlight of that race was Mitchell's excellent sailing again where he began in a moderate position, worked his way up the first beat to 5th and then slowly pegged back those in front of him, to finish in a clear 2nd position, again behind the series winner Dave Sherwin who won by the biggest margin of the series. Mitchell displayed excellent boat speed and good tactical control. Gordon, after having been in 4th position around the first mark was obviously affected downwind by heavy crew weight and dropped back to 11th position. David got a very bad start, went the wrong way and was well back in the fleet and did well to work up to 13th position. Bob again had a disappointed race to finish in 26th position.

With only heat 6 to go Dave Sherwin had already won the title but there was an intense battle for the minor placings. After discarding one race Nick was on 17½ points, Graham Castles and Mitchell on 18, Mark Sherwin 21, David Derby 24 and David Graney 26. Our objective was to do well in the last heat so that Nick and Mitchell would share 2nd and 3rd overall placings and David move up to 5th. However, this was not to be. The race was sailed in a moderate, gusty and fluctuating northerly and Mitchell, who was about a third of the way down the fleet ten minutes after the start, picked his way with the shifts across to the starboard side of the course and made up good ground. The race developed again between David Sherwin and Dave Derby who see-sawed the lead well out in front of the remainder of the fleet. However, Mitchell steadily pegged them back and was only 25 seconds behind at the leeward mark for the last time. Dave Derby had to cover Mitchell, to preserve second position. Dave Sherwin failed to cover, stuck to the port side of the course and was fortunate to retain the lead, while Dave Derby held second position comfortably as Mitchell, 3rd, searched for an advantage on the extreme starboard side of the course. David Graney finished a creditable 6th, Nick 15th, Gordon 18th and Bob 21st.

Thanks and Appreciation

On behalf of all team members I would like to record sincere appreciation and thanks for the financial and moral support provided by all State Mirror Class Associations and many individuals which helped the team represent Australia to the best of their ability.



1983 AUS Team from Tasmania – from left front - Nick Rogers, Felicity Ranson, Brett Cooper, rear - Ellis Armstrong, Mitchell Ranson, David Graney and Gordon Armstrong, missing - Phillip McKay (photo: Mercury, Hobart)

1983 MIRROR WORLD CHAMPIONSHIP RESULTS

BOAT No.	HELMSMAN	COUNTRY	RACE						CUM. POINTS	FINAL POSITION
			1	2	3	4	5	6		
20758	R. TAE	CANADA	40	42	NS	38	19	46	185	41
24679	D. LIGHTNER	USA	R	55	NS	54	55	R	279	58
25954	R. SPENCER	CANADA	28	32	37	R	23	24	144	33
26707	L. LIGHTNER	USA	45	54	48	52	53	51	249	53
28834	M. BATES	SCOTLAND	48	47	46	47	27	29	196	43
31341	J. MC CULLOCH	CANADA	46	45	58	51	50	NS	250	53
36476	J. PILLING	CANADA	14	20	15	14	16	9	68	14
41650	M. DAVIES	CANADA	33	31	44	26	9	28	127	27
43367	M. RAMSAY	SCOTLAND	47	41	39	36	47	48	210	47
50393	H. DOUMA	HOLLAND	27	26	33	34	25	17	128	28
50564	J. PASSMORE	SWAZILAND	42	51	R	49	R	54	252	55
50602	T. AMOILS	SWAZILAND	37	44	35	46	21	34	171	39
50678	M. HAWKSWORTH	SWAZILAND	R	R	29	44	46	41	217	49
50720	A. MOUNTAIN	SWAZILAND	15	29	23	32	29	23	119	26
51901	F. GUSTAVSON	SWEDEN	31	28	43	39	31	38	108	23
52645	P. BLEZARD	WALES	30	35	28	30	54	37	160	36
53156	B. DE ROOS	HOLLAND	25	34	34	R	18	21	132	29
54790	R. PLANK	SWAZILAND	50	R	40	48	43	47	228	50
55092	B. SUNDESTRAND	SWEDEN	24	12	19	27	32	32	114	25
55565	J. EVANS	WALES	21	22	26	15	8	12	78	17
55703	L. TREUL	USA	44	46	R	55	R	50	251	54
56217	A. JOHANSSON	SWEDEN	34	48	49	40	35	43	200	45
57664	D. GRANNEY	AUSTRALIA	4	6	10	6	13	6	32	7
57927	R. WRIGHT	AUSTRALIA	10	17	13	25	26	22	87	20
60415	R. STORWICK	USA	49	50	47	50	48	55	244	52
60998	D. GRIFFITHS	SCOTLAND	R	37	41	35	40	45	198	44
60999	R. LYNE	MALTA	22	4	25	8	3	18	55	10
63743	D. TURTLE	WALES	7	15	6	21	37	20	69	16
62779	K. GAUCI MAISTRE	MALTA	R	30	24	31	42	44	171	38
63129	M. RANSON	AUSTRALIA	6	13	7	3	2	3	21	2
63200	D. HILL	IRELAND	16	24	22	18	20	31	100	21
63365	K. DRYSDALE	SCOTLAND	43	27	20	23	41	25	136	30
63669	S. GILIS	IRELAND	39	38	R	24	22	39	162	37
63762	B. ARMSTRONG	AUSTRALIA	26	7	11	20	11	19	68	16
64203	D. SHERWIN	ENGLAND	3	0.75	4	0.75	0.75	0.75	6	1
64507	P. ERIKSON	SWEDEN	35	39	36	28	38	35	172	40
64522	R. VAN MAANEN	IRELAND	19	11	14	37	33	33	110	24
64808	G. WILKINS	ENGLAND	18	2	9	12	12	7	42	8
64868	D. MILLER	IRELAND	38	21	30	45	30	36	155	35
65065	G. PUGH	SCOTLAND	41	43	42	41	39	40	203	46
65205	C. GREPPE (MISS)	SWEDEN	13	16	3	13	34	15	60	12
64515	N. ROGERS	AUSTRALIA	0.75	9	0.75	10	7	16	27.50	6
65455	S. HAWKEY	WALES	23	23	R	33	45	27	151	34
65665	W. JANSSEN	HOLLAND	36	49	31	9	24	42	142	31
65906	C. LEWIS	WALES	29	33	27	29	51	26	144	32
65908	M. SHERWIN	ENGLAND	8	3	8	5	6	4	26	4
66017	C. OWEN	ENGLAND	17	18	12	4	17	8	58	11
66055	P. IRONS	ENGLAND	2	8	16	11	R	10	47	9
66066	D. DERBY	ENGLAND	12	NS	5	2	5	2	26	5
66502	G. INDER MAUR	HOLLAND	32	36	38	43	44	R	193	42
66536	A. BELL	IRELAND	20	10	18	19	10	11	68	15
66597	T. TOUCHER	JAMAICA	52	52	51	53	49	52	256	56
66611	G. GORDON	USA	53	53	50	R	52	53	261	57
66666	G. CASTLE	MALTA	11	5	2	7	4	5	23	3
66742	M. ELLIS	MALTA	9	14	32	16	28	14	81	19
66766	J. HOOD	MALTA	5	25	17	17	15	13	67	13
66779	J. ABBOT	JAMAICA	51	40	45	42	36	49	212	48
66908	B. DER MAUR	HOLLAND	R	19	21	22	14	30	106	22



1987 MIRROR WORLDS

W4

Sponsor: Harp Lager, Sligo Yacht Club, Ireland

reprinted from the MCAA Year Book 1987-88

History made at the Sligo World Championship

by Norm Deane, Team Manager

In 1983 after we returned from the World titles at Mumbles, Wales, I recall reporting to you that Australian Mirrors had "come of age". Now, four years later it gives me a great thrill to be able to report to you how we went about the task which not only led to young Paul Eldrid winning the World title, but saw Australians take out the first four placings. I believe that it could now be said that Australian Mirror sailing has reached "the age of maturity".

The experience of the 1983 World Championship in Mumbles was that our Australian crews were deficient in boat speed, both up and down wind, in breezes under 15 knots. Above 15 knots we tended to "come into our own", particularly downwind, but also upwind. Since 1983, therefore, we have been working to improve our light wind performance by a sail development program and by using lighter crew weights. We were fairly certain that all three sails had been improved by a combined effort between Steve Walker and the leading helmsmen, working in parallel with David Graney's development of his own sails. Paul Eldrid also trialled Ulmer Kolius sails which he eventually used under certain conditions in the titles.

However, although we were fairly certain that we had made advances we could not finally be sure until they had been tested against the best from the rest of the world, particularly the UK. We were anxious to prove that not only had we improved our light weather performance, but that we had not lost any of our heavy weather superiority. It was very pleasing to have our hopes fulfilled in the UK Nationals at Eastbourne. No matter what the weather, there was always a majority of Australians in the leading group. Most importantly, the two light weather races definitely proved that we had made significant advances under these conditions.



1987 AUS Team as announced at the 1987 Nationals, (rear) Norm Deane, Mitchell Ranson, John Corser, Dean Dixon, Nick Rogers, Paul Eldrid, David Graney, Christian Zerovich, Duncan McGlashan, Kyle Rees, Arthur Dixon, (front) Brooke Dixon, Jason Mitchell, Nick Catt, Troy Storer, Jonathan Li, Kathy Ranson, (missing) Laurence Barrington, Adrian Wilde, Jenny Graney, Peter & Lesley Roberts

The UK National Championship

The Eastbourne Sailing Club ran the series most efficiently. As usual the UK Nationals consisted only of five heats and one practice (invitation) race. Because Eastbourne is on the English Channel, southerly winds produce difficult and dangerous waves on shore and racing in southerly winds has to be confined to light to moderate strengths. We were fortunate during the week of the titles to have basically northerly off-shore breezes. Even so, when the wind got over 15 knots the waves off-shore were larger than we were used to, somewhat similar to Adelaide and Port Phillip Bay, but made worse at times by the action of a strong tidal current.



In most races the varying tidal currents over the course played a significant part in the racing strategy. Although we were not accustomed to currents of such strength and variability, our crews seemed to "read them" fairly well and overall were not at a significant disadvantage against the 'home' crews.

Dave Graney was the most consistent performer with scores of 3, 3/4, 2, 4, 3, but Paul Eldrid just pipped Dave with 4, 3, 3/4, 10, 3/4, while Nick, Dean and Duncan were hard on David's heels. Christian and I were not far behind. We therefore finished the series with a result as good as we had hoped for, finishing with all 7 boats in the top ten. Placings were: Paul 1st, David 2nd, Nick 3rd, Dean 4th, Ian Walker (UK & European Champion) 5th, Duncan 6th, Guy Wilkins 7th, Robert Lyne 8th, Christian 9th and Norm 10th.

These results were a perfect fore-runner for the World Championship and we packed up that night (31 July), with light hearts, albeit with tired bodies, in preparation for the trek to Ireland. Three Tassie boats were towed by Dave on Martin Grose's multi-decked trailer and the other four boats were car-topped. Our total contingent of 28 sailors and supporters arrived in Sligo in 6 cars in early evening on 2 August. Peter and Sue Roberts joined us on 8 August. I forgot to mention that we all had our own boats, except Peter who borrowed one from the UK. The four Tassie boats were transported free of charge by ANL in a container. They were mounted on Martin Grose's four decker trailer. Paul and Christian flew their boats over, and Dean had purchased a boat in the U.K. while he was over there last season.

The Sligo Scene

A Pre-Worlds series of five races in three days was run from the 5 to 7 August, primarily to give those not selected in their National Teams an opportunity to qualify for the Worlds. A limited number of places were available on a proportionate basis for those who finished in the top 25% of the Pre-Worlds. Naturally Ireland was the main country to benefit from this series. The resultant line-up for the World Championship was a total of 65 entrants made up as follows - Ireland 17, Great Britain 17 (England 15, Wales 1, Scotland 1), Australia 8, Holland 6, Africa 6, Sweden 5, Canada 3, USA 1, Malta 1, Denmark 1.

I did not think it was a good idea for our team to sail in the Pre-World series and run the risk of being physically and mentally tired at the beginning of the Worlds. On the other hand there was some advantage to be had in sailing in at least part of the Pre-Worlds, This would provide some practice in local conditions and primarily provide some line starting practice (all races at Eastbourne were gate starts). It was for these reasons that Duncan, Christian, Dean and Paul entered the Pre-Worlds. However, they did not sail all races and some of those they did start in were not completed. Nick, David and I used the time for speed trialling together. So the time for the big event had arrived with the team confident but guarding against over confidence. We emphasised that "this was a new ball game". We knew that the English would have learned from Eastbourne and that some of their top sailors had not sailed at Eastbourne, notably Graham Castles and Jonathan Evans. Also we were aware that the Irish had been demonstrating improvement against English helmsmen and that in their home waters they would be difficult to beat.

It was no surprise therefore that the UK and European champion, 17 year old, Ian Walker, Graham Castles and Jonathan Evans, threw out a strong challenge in the first heat which was run in winds varying from 7 to 10 knots at the start, mounting to 12 to 15 knots after the half-way mark. Ian and Graham led around the first triangle with Paul and David close on their heels. As the wind freshened Paul and David closed the gap and Paul snatched a half boat length lead over Ian around the leeward mark for the last time. After an exciting tacking duel Ian came out on top and won by half a boat length from Paul, with David a few boat lengths back in 3rd place and just ahead of Graham. Dean finished in 7th and Nick 8th after a disastrous start that saw him 38th around the first mark. Norm finished 11th, Christian 13th, Duncan 17th and Peter 46th.

The first heat gave us something to think about and our after-race team debriefing concentrated on some problem areas, particularly Nick, David and Christian's bad starts. The second heat was sailed in similar wind conditions to the first, commencing in 8 to 10 knots and finishing in 15 knots. Tidal current effects were important and combined with 20° wind shifts made for excellent tactical racing. Nick and Dean led around the first mark followed closely by Graham Castles and Paul with Dave in 7th position, Christian 12th, Norm 14th and Duncan 20th. Dean, who had been displaying new-found down-wind speed, eventually overtook Nick at the wind mark for the last time and held this lead to the beginning of the last beat. He led Nick by 5 seconds around the leeward mark followed a few boat lengths behind by Paul, Graham and Dave. The last beat was a classic tacking duel between the four Aussies and Graham Castles which had the spectators at a high pitch of excitement. Paul eventually got to the front and held on to win from Nick, Dean and Dave. Only 20 seconds separated the four, followed by Graham a short distance back. Christian had to retire with a broken gaff halyard while holding 9th position midway through the race. Duncan was 14th, Norm 20th and Peter 52nd.

It would occupy too much space to continue to give similar details for all remaining heats, but I think you will catch the excitement we experienced when I say that all remaining heats were almost as close. Only in the two heats won by Dave, and that won by Nick, was the winning margin more than a few seconds with others close on their heels. The remaining four heats were sailed in mainly stronger breezes often up to 20 to 25 knots, and in large seas. The results were:

Heat 3: Dave 1st, Graham Castles 2nd, Paul 3rd, Nick 4th (after leading most of the race before part of his keel band came adrift), Dean 5th, Duncan 10th, Christian 16th, Peter 56th and Norm retired.



Heat 4: Dean 1st, Paul 2nd (by ½ boat length), Nick 3rd (2 lengths), Graham 4th (1 length), Dave 5th, Christian 13th, Duncan 18th, Norm 38th and Peter DNS.

Heat 5: Nick 1st, Paul 2nd (after leading by big margin for first half but dropping back to fourth after failing to round an offset buoy at the end of the run), Dean 3rd, Graham 4th, Dave 5th, Duncan 15th, Christian 28th, Norm 48th and Peter 56th.

Heat 6: Dave 1st, Guy Wilkins 2nd, Dean 3rd, Graham 4th, Ian Walker 5th, Paul 7th, Christian 8th, Duncan 9th, Peter 54th, Norm DNS and Nick retired.

The final placings and points score for the top ten boats were **1.** Paul Eldrid 9.75; **2.** David Graney 13.5; **3.** Dean Dixon 14.75; **4.** Nick Rogers 17.75; **5.** Graham Castles (Eng) 18; **6.** Ian Walker (Eng) 22.75; **7.** Guy Wilkins (Eng) 30; **8.** Robert Lyne (Eng) 42; **9.** Jonathan Evans (Eng) 44; **10.** Roger Morris (Ire) 49; with other Australians Duncan McGlashan 12th; Christian Zerovich 15th; Norm Deane 39th and Peter Roberts 62nd.

Paul thoroughly deserved his win. His sailing right throughout the series was a consistent combination of good boat speed, boat handling, strategy and tactics, rarely seen in helmsmen much his senior. To have won an open World title just a week before his seventeenth birthday almost says it all, but this was the culmination of hundreds of hours of training, preparation and self discipline. Well done Paul!

The final result was the culmination of a total team effort, and I would like to place on record my appreciation of the contribution of each team member to a job well done.

Our Preparation and the 'Team Approach'

In our preparation at home in the preceding months, and our tuning up in England and Ireland, we adopted the team approach that has proved so successful in Tasmania in recent years and is now spreading to other States. By sharing information in an open and frank way and by trialling against each other for optimisation of boat speed we were able to ensure that each was able to attain consistent good boat speed.

Beginning in Eastbourne we established a routine of pre-race briefings and post race de-briefings, as well as trialling against each other before each race. In particular, the frank de-briefing after each race was most valuable and helped to give mutual support for the benefit of all. Alan Eldrid and Steve Zerovitch gave valuable input to the de-briefing sessions from their observations of events during the races. In Sligo, Alan also obtained the weather forecast each morning for us in readiness for the pre-race briefing. Steve, on the other hand, was our representative on the protest committee in Sligo and accompanied a member of the International Jury in a runabout during each race. Arthur Dixon was also a great help in ensuring that all helmsmen signed on and off before and after each race.

Even the ladies played a significant part in our on-shore effort, by helping with lifting boats in and out of the water and other many general helpful acts, not the least of which was leading the cheer squad. The highlight of the "cheer squad" was our entry into the water before the first heat of the Worlds. By getting onto the water 1¼ hours before the race start we ensured that we were first out, while the ladies and others cheered and played "Men at Work" at full volume on a PA. It was an emotional time and an uplifting one for us all as we sailed out to do battle on Sligo Bay. We hoped that there was an effect on the opposition also. The wearing of our Australian rugby tops provided an added effect. It was great fun to experience the sequel next day when, just as we were about to repeat it before the second heat, the Irish "beat us to the punch" by launching a couple of boats before ours to the accompaniment of an Irish tune blasting from a car radio.



Australian Team Manager and Coach, Norm Deane *AUS rugby tops donated by Graeme Vorrath*



MCAA Support of Team

Without the financial support of each State Association provided through the MCAA it would not have been possible for our team to have competed in Ireland. On behalf of each member of the team I take this opportunity of saying thank you very much. In addition, the many expressions of support were of great value, such as the airport send-offs, telegrams and fax messages of support and good wishes. And a special thank you to President, Graeme Vorrath, for providing us with the smart team rugby tops that became the envy of all in Sligo.

The Future

It was commonly acknowledged in Sligo that what we were able to achieve there provided an incentive to all countries. It was generally agreed that our exploits were an inspiration to all, that they too could achieve higher goals. Many countries, including the English, have gone away determined to improve. I have exhorted each to go home and work together as we have done, to help each other to improve and thereby further enjoy their sailing of our great little boat. I am sure that many of them will take up this challenge and that we will find them much tougher opponents in four years time. The venue for the next Worlds will be decided before Christmas this year and there is a good chance of it being in Hobart.

In order to meet the challenge of the next Worlds we will have to improve and I hope that each State Association will embark on a program of raising the whole State fleet by helping each other and by sharing. We would like to help you in this task. We must be ever mindful, however, that our attempts and endeavours to improve our performance do not jeopardise the major element of enjoyment and good fellowship which are the most valued ingredients of sailing in the Mirror fraternity.

English and Irish Hospitality

Finally on behalf of all team members I wish to record our sincere appreciation of the welcome and hospitality given both at Eastbourne and at Sligo. We always felt warmly received and the generosity and good fun at each regatta was something that will remain with us for the rest of our lives.



1987 Worlds Team



Intrepid leads Sky III at the top of the World



1987 Mirror World Champions
Intrepid, Paul Eldrid & Troy Storer (WA)



1987 Mirror World Championship - Second
Sky III, David Graney and Laurence Barrington (Tas)

Preparation and notes on the 1987 Worlds

by Paul Eldrid

Our preparation for the Worlds really started in winter 1986, when I decided on Troy as my new crew, and started preparing for the coming Nationals and Selections. Assuming, that if we worked we would be selected, we worked a little harder to try and ease the load for Pre-Worlds 'build-up'. This training was done under the guidance of Huck Scott and the other members of the 'A' Mirror Team.

After being selected we took a long rest so we wouldn't go 'stale', and the hard-core training started about Easter, when we sailed the Safety Bay Regatta, our first since the Nationals. As there is no limit to



the number of sails allowed to be used, sail development continued here, from what had been done before the Nationals. For the next 3½ months we sailed basically every weekend, experimenting with flat Walker jibs, full Walker jibs, full Ulmer Kolius jibs, various Walker mains, two Ulmer Kolius mains, Walker kites and Ulmer Kolius kites. The purpose was to mix and match to try and find the best combination for every condition.

In addition to our weekend training and sail development, Troy and I took every Tuesday afternoon off school to go training in the most tidal and bending part of the Swan River at East Fremantle. Coach Huck Scott would come down in a runabout and set exercises for us, and week by week we learnt more about tidal sailing. During these Tuesday afternoons, we would also work on sail development.

When we could, we worked hard on our downwind technique to try and gain an edge, which we had only mastered within weeks before we left. We found a way in which the boat went extremely fast downwind, but capsize were plentiful, which led us to start preventing capsize and not changing our technique. During our break after the Nationals, I did a lot of surfing which I thought would have no effect on sailing, but it did! Our first race after our break was in 18+ knots in rough seas. As soon as the downwind legs came, everything seemed more automatic, like wave selection, when to round up and bear away etc., which I can only put down to surfing. Although this had come about by pure luck, it played a major part in our final dominance downwind.

The preparation continued in England at the UK National Championship, which I used to get us back into championship mode, and to try and improve the greatest fault in our racing, our inconsistency. Too many times we had been to a regatta with height and speed, but inconsistent sailing. Our consistency improved for this regatta, and it was like the final polish. At that time I finally thought we were prepared enough to sail in the Worlds.

The atmosphere and unity within the Australian team was equalled by no other, and this obviously had psychological effects on the opposition. The Australian Jumpers, Australian Flag and the blasting of 'Down Under' music was the mere shell of the high powered team in Ireland. Everyone shared and helped, making you feel very proud just to be a part of the team and to be representing Australia. Although many countries had rushed, last minute efforts to convert their team to a professional unit, none rivalled the Australian Team. The racing in Sligo was excellent, with fair racing conditions. The social side of the event was superb, and the Irish were very hospitable. If anyone is considering attending a Mirror Worlds, I would recommend it, as they are a fantastic event.



1987 Mirror World Champions
Intrepid, Paul Eldrid & Troy Storer (WA)



The 1987 Worlds as seen by Jenny Graney

by Jenny Graney

If you ever get the opportunity to represent your country in an event such as this, grasp it with both hands; the experience for me was most rewarding and will be long remembered.

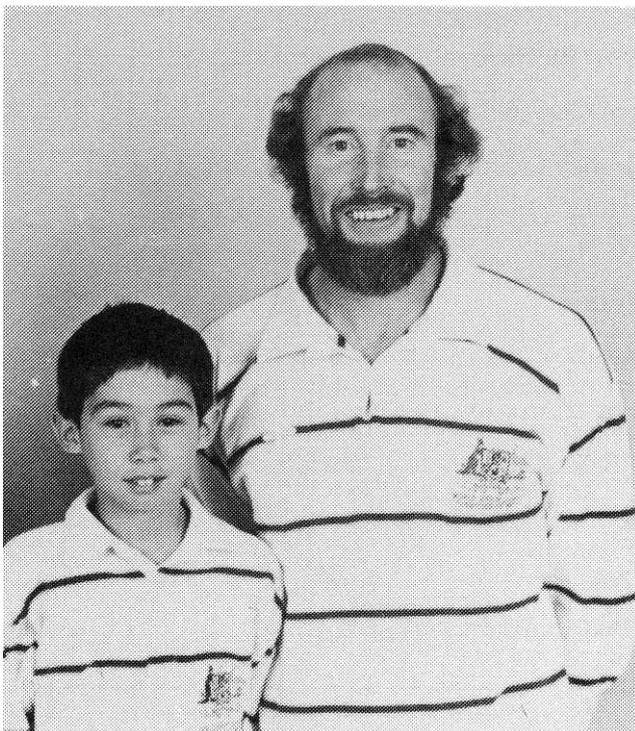
As Australians, we were welcomed with open hearts, and as a team from which someone to "beat the poms" may emerge, with great enthusiasm! (British boats had held the title for 12 years). The hospitality we received was almost embarrassing at times in its generosity. The team were met at Heathrow (London) by a number of British Mirror sailors who drove them down to Eastbourne (south of London) by car for the UK Nationals. (I omitted to say that a group of Victorian Mirror sailors were on hand at Tullamarine complete with a large banner to send us on our way).

We arrived at Eastbourne to find a steep shingle beach which meant that the boats had to be caught as they came ashore by the beach patrol and carried straight out of the water and up to the stands quite some distance away. This was done most efficiently and with a minimum of waiting about on the water. The starting times were geared to the slackest tide and this gave rise to some rather different meal times. Hot lunches (meat and veg/chips/salad) were provided at the Clubhouse, and were subsidised by a local business for all sailors (£1/meal).

Gate starts were used, and the OOD was very meticulous about the direction of the first windward mark. Delayed starts were common, but the courses in the main were very good. Picking the current was essential. Racing in the whole fleet was very tight and many places could be won and lost over short periods of time. The conditions varied from light to fairly heavy, but all breezes were fairly consistent and offered excellent racing. Because of the comparatively shallow water and tide, the seas increased and decreased rapidly with wind strengths. The sea was very warm compared to ours, both here and in Ireland.

The results of the UK Nationals were very encouraging to the Australian Team and we set off in high spirits for Ireland. With the exception of Graham Castles from Great Britain, we had already sailed against the best of the British team and had a fair idea who the main contenders for the World title would be. The racing for the top six places turned out to be extremely close and any one of the top six were capable of taking out first place (David Graney was the only one to win more than one heat).

In the week prior to the Worlds, a Pre-World Championship was held. This also served as selection for boats who had not already qualified to represent their countries. Duncan and Adrian sailed this whole series, the WA boats sailed part of it, and Nick, David and Norm spent the time in low key practising. Duncan and Adrian finished second to the European Champion, Ian Walker. The evening before the first heat there was an Official Opening at which Ambassadors from the countries represented were present and selected team members raised their countries' flags.



1987 Mirror World Championship - Second Sky III, David Graney and Laurence Barrington (Tas)

The OOD was a fanatic for line starts and so the starts became very important, and with 65 boats on the line, it was easy to get hemmed in. The courses again were very good. The "one minute rule" whereby a boat over the line in the last minute before the start must return round the ends of the line, applied automatically after a general recall, and the sailing instructions also included a "five minute rule" whereby at the flying of a black flag, anyone in the triangle formed by the starting line and the windward mark within the five minutes prior to the start, would be automatically disqualified. Fortunately this was not used.

We had an International Jury, consisting of four International Judges, who travelled all over Europe to sailing championships. They had the power to disqualify competitors during the race for infringements of the rules, and a number of competitors were scrubbed without a protest, for example: pumping, not protesting when a collision occurred, etc. They motored round the course flying their Jury flag and positioned themselves at strategic points, mark roundings, etc.



Sligo Bay empties through a fairly narrow opening which runs past the Clubhouse, then widens out to a large shallow bay, which then opens out to the Atlantic Ocean. As the Worlds were run at the same time as an International Regatta and on a different course, the Worlds course was outside the bay where possible, and the International Regatta was held inside.

The seas on the outside course were very big, and after a couple of races, a number of Mirrors were surprised on the way back in with waves forming over shallow areas and capsizing them. There were some very fast rides to be had! The tide was reported to run out past the Clubhouse at around 6 knots, and although not so bad on the course, certainly played a significant part.

The results and write-up of each race was done by manager Norm Deane, and sent off on the fax machine to John Behrens in the Hydro in Hobart each night. Our thanks to John Behrens who was an invaluable link for us and who tried untiringly to get the "Mercury" to publicize our efforts. The team were very grateful to all the supporters, financial and moral and the ANL who transported the boats free-of-charge and Qantas for their sponsorship. We were very disappointed that the "Mercury" could not see their way clear to giving the sort of coverage that our sponsors deserved.

The Australian supporters did us proud and as our boats hit the water for the first heat with the sounds of "Men at Work" blaring out and Australian flags waving, I don't think there was a dry eye amongst the Australian competitors.

Other countries tried to follow suit, but the tight knit Australian spirit was the envy of all. We all wore green and gold sailing jumpers on the water, and white rugby tops with green and gold stripes on "official occasions". It was a great psychological advantage to us, so much so, that everyone wearing the Australian colours was "a force to be reckoned with" and held in awe! Our thanks to Graeme Vorrath who provided the rugby tops for the team.

It soon became obvious to the team from "down under" that the Irish are used to partying well into the night. None of the social functions started before 9.30 pm Irish time, which was usually an hour later our time. As a result, the Australian competitors only attended one function - the Talent Competition at which we sang the Irish translation of Waltzing Matilda amongst other Australiana and Norm recited a Mirror version of the Yeats poem the "Isle of Innisfree" (close to Sligo).

The Clubhouse and nearby Scout den were not nearly large enough to hold all the competitors and supporters in comfort and as social functions and prize nights were all here (there being nowhere else in the area), there was standing room only (and that only for sardines).

The trophies were all crystal, and the first three placings each day were presented with trophies that night. The major placings in the final results and the gold, silver and bronze medals were presented on prize night.

An excellent lunch of soup and salad roll was provided free-of-charge to competitors each race day. The soup was very welcome and most days were two-jumpers-on-shore days.

The lush green of the countryside has a very obvious cause - it rains every couple of days! This rain is so dependable that the whole town runs out of water after about 2 weeks without rain! We had lovely weather (according to the locals) and at 9.30 pm (doesn't get dark till after 10.00 pm), there were always people swimming off the nearby beach of Rosses Point.

Norm Deane was elected MCIA President (International Mirror body). It seems likely that Hobart will hold the next World Championship in 1991 (Royal Yacht Club of Tasmania). The competitors and supporters were in favour and the main problem lies with the South African competitors who are unable to get visas for Australia at present. The final decision will be made within three months.

With a more active executive, the future on an International level looks bright and it appears two new countries will soon be represented - Spain and Japan.

We have shown the rest of the world that our training methods of knowledge sharing and each trying to lift the standard of our competitors works. We've left them determined to lift their standard across the board, not just as individuals as they've previously tried to do. We hope they succeed as we have done and come back with an even stronger challenge in 1991.

Included in the Australian team were the youngest and oldest competitors in the series, Laurence and Norm, who formed a great friendship during their early morning walks before the rest of us were even awake.



Some thoughts on their trip from 3rd place

by Dean and Brooke Dixon

The sails we took were made by Steve Walker from Tasmania. Basically they were an old set from the previous season and a new set to use in the major events in the UK. The first regatta we sailed in was at Whitstable in the South of England. It was an open meet which is part of the Kent Travellers Trophy. The event attracted a number of the English team and conditions were very light. Naturally we wanted to do well so we used our new sails. Not only did we win the event run over three races, but we really felt comfortable about our performance. "Ah" we thought, a first class set of light weather sails at least.

Next we were off to Sweden, to their National Championship at Ljungskile. "If you think it's hard to get your tongue around that you should try reading sailing instructions in Swedish". The event was sailed on Havstens Fjord which enabled us to be on flat water no matter how hard it blew. Again we only used our new sails and despite the varying conditions that ranged from 30 knots to nothing, they performed superbly. We managed to win all five heats, sailed from a fleet of between thirty five and forty boats which was very pleasing. Before leaving Sweden it must be said that if anybody has the chance to visit that country - DON'T MISS OUT! The scenery is superb, the sailing is great, the hospitality is incredible and the girls "WOW" (Brooke says the males were real hunks too!).

Back to the UK and the English Nationals that were being held at Eastbourne. By now there was no way we would be using any other sails but the new suit Steve had made for us. There were gate starts at this event and all the Australian boats were coming so fast out of the gate that they always had free wind. The dominance that we held in speed was quite outstanding and looking back, that event probably helped the British sailors more than us, as they suddenly realised just what they were up against.

The Worlds in Ireland saw the fleet dominated by six boats when the final assessment was taken, four Australians and two Brits. We were fortunate enough to be in this group and it was great racing as one mistake meant disaster. The boats were all so close in speed and generally did not take long to establish themselves at the head of the fleet. Of the six, the only ones who seemed to have speed problems were the two British boats on the downwind legs where they were appreciably slower.

I believe three of the four Australian boats in this top group were using Walker sails while David Graney, the other Australian, made his own. Our conclusions on this subject of sails for Mirror Dinghies have been reinforced by our experiences at the Worlds in Ireland. Our hull was not a new one. It was first registered in 1983, but it is a good one, light weight and true. You need a good boat to compete at the top but not necessarily a new one. You then need good sails, but it is not necessary to have bundles of them. Steve Walker made us a suit of sails that we could compete successfully with the best in the world in all conditions and yet did not cost the earth.



*1987 Mirror World Championship - Third
Smoky II, Dean and Brooke Dixon (WA)*

1987 MIRROR WORLD CHAMPIONSHIP RESULTS

TAG	SAIL NO	HELM	CREW	COUNTRY	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOT/PNTS	DISC POINTS	FINAL POINTS
2	67841	PAUL ELDRID	TROY STORER	AUSTRALIA	2	0.75	3	2	2	7	16.75	7	9.75
5	67749	DAVID GRANEY	L BARRINGTON	AUSTRALIA	3	4	0.75	5	5	0.75	18.5	5	13.5
6	64808	DEAN DIXON	BROOKE DIXON	AUSTRALIA	7	3	5	0.75	3	3	21.75	7	14.75
1	67312	NICK ROGERS	JASON MITCHELL	AUSTRALIA	8	2	4	3	0.75	70	87.75	70	17.75
36	66666	GRAHAM CASTLE	BEVAN RITCHIE	GT. BRTN	4	75	2	4	4	4	93	75	18
25	65908	IAN WALKER	FERGUS ROSS	GT. BRTN	0.75	5	6	6	9	5	31.75	9	22.75
32	67008	BUY WILKINS	TERESA WILKINS	GT. BRTN	12	7	7	8	6	2	42	12	30
30	66066	ROBERT LYNE	MICHAEL SHANTON	GT. BRTN	5	6	71	9	8	14	113	71	42
26	67504	JONATHAN EVANS	ALISTAIR WARE	GT. BRTN	6	12	9	75	7	10	119	75	44
13	64536	ROGER MORRIS	KATHRYN WILSON	IRELAND	24	8	8	7	15	11	73	24	49
28	68262	LEE GOODVEY	CHRIS LYNHAM	GT. BRTN	10	10	14	23	10	6	73	23	50
4	67313	D MC GLASHAN	ADRIAN WILDE	AUSTRALIA	18	14	10	18	11	9	80	18	62
38	67581	MARTIN WEST	T JOHANSSON	DENMARK	15	75	18	12	13	13	146	75	71
21	67976	ALLAN BELL	JONATHAN HOGG	IRELAND	22	9	15	11	26	18	101	26	75
3	67553	C ZEROVICH	NICK CATT	AUSTRALIA	13	71	16	13	27	8	148	71	77
27	68277	ANDREA PETERS	MARK STENHOUSE	GT. BRTN	9	16	75	20	20	16	156	75	81
22	68271	CONAL HENRY	JUSTIN CULLAN	IRELAND	14	47	11	21	14	33	140	47	93
24	67866	DAVID WARREN	CAROL WARREN	GT. BRTN	33	15	28	15	17	22	130	33	97
18	67934	JAMIE BOAB	MAUREEN HILLAR	IRELAND	48	32	13	22	29	12	156	48	108
39	67639	R SUNDUALL	A-C SUNDUALL	SWEDEN	26	22	27	10	30	27	142	30	112
74	65001	CONOR NOLAN	MURRAY NOLAN	IRELAND	31	11	22	30	18	32	144	32	112
103	62779	HUGH REBBECK	JAMIE HUME	IRELAND	17	27	12	68	36	23	183	68	115
43	65205	C GREPPE	A BERGSTRAND	SWEDEN	75	26	20	36	16	19	192	75	117
52	48555	GARY CRAWFORD	N PRENTICE	AFRICA	26	23	19	29	35	25	154	33	121
86	67902	NICKY TIMON	PAUL FLYNN	IRELAND	28	19	35	17	23	40	162	40	122
14	67505	ANDREW BRACKEN	EDWARD BRACKEN	IRELAND	37	18	39	14	39	20	167	39	128
79	68061	TIM CORCORAN	NEIL MONAHAN	IRELAND	75	25	42	24	22	15	203	75	128
17	68292	BARRY O'MEARA	AIDEN O'CONNELL	IRELAND	36	75	23	16	25	29	204	75	129
29	67210	CHRIS BISHOP	M SETTERFIELD	GT. BRTN	20	71	40	32	24	24	211	71	140
35	68302	PAUL IRONS	IAN BALAAM	GT. BRTN	27	39	30	26	34	28	184	39	145
31	67805	ANDREW RICHARDS	EMMA RICHARDS	GT. BRTN	21	21	34	34	38	51	199	51	148
33	68115	COLE BRISCOE	DARREN BRISCOE	GT. BRTN	23	31	29	31	35	44	193	44	149
87	68353	PAT COVENEY	A COVENEY	IRELAND	29	13	25	58	75	26	226	75	151
99	68350	ANDREW DODDIE	ROBERT GORHAN	GT. BRTN	40	17	33	42	41	21	194	42	152
50	67523	ROB-IAN BRAVE	F VAN DER PYL	HOLLAND	51	36	32	27	42	17	205	51	154
37	66600	HOWARD TEAR	JANE MIDDLETON	GT. BRTN	19	24	71	25	19	70	228	71	157
45	50458	PHILIP SWANTON	NICOLA SWANTON	U.S.A.	32	34	24	44	37	70	241	70	171
91	68210	C GALLAGHER	PAUL MAGUIRE	IRELAND	38	35	26	48	28	70	245	70	175
7	67161	NORMAN DEANE	JENNY GRANEY	AUSTRALIA	11	20	71	38	45	75	260	75	185
48	17218	C ROMELINGH	G INDERMAUR	HOLLAND	75	33	31	33	53	36	261	75	186
19	67592	BRIAN JENNINGS	M KAVANAGH	IRELAND	16	29	71	52	21	70	259	71	188
92	67930	SCOTT SPARKS	C KAMEEN	GT. BRTN	41	28	43	46	47	35	240	47	193
53	54785	B HARRINGTON	K HARRINGTON	AFRICA	39	37	36	35	46	47	240	47	193
15	66017	DANIEL O'GRADY	CIARAN SCOTT	IRELAND	75	75	17	19	12	70	268	75	193
20	67905	ROBIN FLANNIGAN	B FLANNIGAN	IRELAND	67	75	21	41	31	38	273	75	198
104	34662	TONY LAWLESS	SHEILA JENNINGS	IRELAND	34	30	45	56	71	41	277	71	206
34	67500	S SUTCLIFFE	J HERRICKS	GT. BRTN	35	40	71	28	71	37	282	71	211
54	66854	T KASSELMAN	MARTIN PREST	AFRICA	47	48	44	75	43	30	287	75	212
10	30983	GREG LOFFREE	PAUL TAE	CANADA	49	43	38	43	40	70	283	70	213
11	16562	PETER RUSCH	DAWN RUSCH	CANADA	50	38	41	37	71	50	287	71	216
12	67983	K GAUCI-MAISTRE	ADIFE HENRY	MALTA	30	42	37	75	44	70	298	75	223
41	64507	L JOHANSSON	E BERGLUND	SWEDEN	43	53	47	57	48	34	282	57	225
23	66076	ROY PLATFORD	JOHN DEANE	GT. BRTN	42	44	49	50	50	42	277	50	227
47	50393	LEX VAN HOEPEN	MARTIN THOLEN	HOLLAND	44	50	46	39	49	49	277	50	227
42	62318	M PEHRSON	PAL DUFVA	SWEDEN	67	45	51	40	54	39	296	67	229
16	64202	DAVID GORMAN	EAVAN MILLER	IRELAND	52	75	71	49	32	31	310	75	235
51	66853	DAVID PRENTICE	R PRENTICE	AFRICA	45	41	55	55	51	45	292	55	237
49	66502	S de M-OTTERLOO	RIEKS REYERS	HOLLAND	55	46	50	45	55	46	297	55	242
46	61677	NICHIEL RUITER	CAREL STEENSHA	HOLLAND	54	56	52	53	52	48	315	56	259
98	50565	B SAWYER	D SAWYER	AFRICA	53	49	53	51	58	53	317	58	259
55	50602	MARTIN GEE	BRENDON LAWSON	AFRICA	75	51	48	47	71	43	335	75	260
8	55552	PETER ROBERTS	SUSAN ROBERTS	AUSTRALIA	46	52	56	75	56	54	339	75	264
40	65203	T BERGLUND	J CEDERSTRAND	SWEDEN	56	54	54	54	59	52	329	59	270
9	68111	NEIL RUSCH	WENDY KAISER	CANADA	57	71	57	68	60	55	368	71	297
95	42350	HAGO BIJLEVELD	SYBE BIJLEVELD	HOLLAND	75	55	71	75	57	70	403	75	328



1991 MIRROR WORLDS

W5

Watersportvereniging, Hoorn, Holland

reprinted from the MCAA Year Book 1991-92

History Repeated at the Hoorn World Championship

by Norm Deane, Team Manager

The 1991 World titles were again an exciting time for the Australian contingent. We were all very proud of the effort of our sailors on the water, and their gentlemanly and friendly behaviour throughout the series both on and off the water.

As we prepared for the titles after the Adelaide Nationals we were aware that it was not going to be easy to achieve results similar to those of 1987, but we were determined to make a maximum effort. We knew that most countries were stimulated in 1983 to try and emulate our effort. In particular, the UK and Irish teams had made a significant effort to improve. To do well again we were going to have to improve further, and it is to the credit of the team and all those who assisted that the results turned out as good, or even better, than 1987. This was especially creditable because it was achieved in light and moderate breezes which are conditions in which the UK sailors excel.

I believe that there are three main reasons for the success.

- (1) The sharing, mutual help, team type approach which has been a hallmark of our last three world title campaigns.

In the six months before the titles we helped each other as much as possible, sharing sailing knowledge and co-ordinating the overall planning so that there was maximum support for the sailors. We continued this co-operation in Hoorn during the week before the series and right through the series itself.

- (2) The very thorough preparation of training and coaching provided for the team. Mick Ralph (V), John Cassidy, Rod Berteaux, Huck Scott (WA) and Steve Walker (T) all gave much of their time. The week in Perth in early July that Steve Walker and I had with the team was invaluable in sharpening up crew work, boat handling and sail trimming, and in providing a degree of race hardening. It also enabled the team to get to know each other and become accustomed to helping each other.

We were fortunate that this level of coaching support could be continued in Hoorn. Steve gave up his time and paid all his own costs to be there as coach, and Huck was able to stay on in Europe after the JESS tour there.

- (3) The sail development program which we had undertaken over the last two years. We knew that in 1983 and 1987 our sails did not have the advantage over European sails in lighter winds that we enjoyed in heavier winds. Our developments, therefore, were designed to improve light weather performance without detracting from heavy air supremacy. I believe we achieve this by a combination of slight modifications to all three sails, and improved on the water control of sail shape.

Some General Comments

- I was most impressed by the dedication of the f'ward hands and the efficiency with which they supported their skippers. They played a significant part in the good result and were a great credit to the MCAA.
- The sailing instructions prescribed a triangle of approximately 45° angles. This led to practically no tight reaches, and together with the lighter winds, eliminated the significant reaching speed advantage that we enjoyed in 1987.
- In the early heats the Race Officer did not take enough care with setting the wing mark and made it too flat (about 110° instead of 90°). His early starting lines also were biased to the committee boat which led to bunched starts. He rectified both these aspects after I spoke with him.
- Our crew weights were in the range we normally recommend of 15 to 17 stone. Most of our crews including Tim and Tom were in the upper end of the range. The water chop and light winds favoured lighter crews slightly and this made our performance all the more creditable.
- The sailing conditions were excellent with relatively steady breezes on a wide expanse of clear water approximately 3km off shore.
- Our boats were again very well turned out and we had the least measurement problems of all countries. Tom was the only one to have to make a change. The position of the handhole in the skeg had to be shifted forward.
- Two UK boats were disqualified by the International Jury for rule 54 (pumping) infringements and had to pay the penalty of carrying that race.



- Each competitor was allowed the use of only one set of sails. Previous World titles had no restrictions on the number of sails.
- Tom and Tim sailed extremely well and consistently with great maturity. The result depended on the last race. Coming into this race Tim led by two points in overall score and five points after dropping one. Unfortunately for Tim he lost touch with Tom during the first leg and couldn't quite make up sufficient ground to be close enough at the finish.

Final scores were **1** Tom King & Raf Heale (Vic) 19.7pts; **2** Tim Fitzsimmons & James Kornweibel (WA) 24.7pts; **3** Dave & Jethro Gebbard (UK) 34.7; **4** Dean Dixon & Kerry Lowe (WA) 41.4pts; **5** Dave & Carrol Warren (UK) 60.7pts; **6** Martin West & Robin Grieves (Swe) 62pts; **7** Stephen McElwee & John Claridge (Tas) 67.7pts; **11** Kayne Binks & John O'Connor (WA) 81.7pts, **20** John Riches & Ben Duscher (WA) 117pts. Dave Gebbard was the only boat to win more than one heat. It is interesting to note the results achieved by each country. There was total of 64 entries.

	No of finishers in the top				No of entries per country
	10	20	30	40	
Australia	4	6	6	6	6
United Kingdom	5	8	12	13	15
Ireland	-	3	8	12	15
Sweden	1	2	2	3	6
Malta	-	1	1	1	2
Canada	-	-	1	2	5
Holland	-	-	-	3	15

International Regatta

Troy Storer performed well in coming second in the International Regatta run in conjunction with the Worlds. After having won the first three races, Troy, as the sole Australian in the field, had to withstand the combined "attack" of teams from other countries, particularly Ireland and the UK.

Importance of National Support

The excellent results could not have been achieved without the generous and whole hearted support of the whole Australian Mirror fraternity, and a considerable number of sponsors.

On behalf of all team members I would like to record their very sincere thanks to all MCAA members, to the P&O Line for boat transport, to Qantas, to the Royal Freshwater Bay Yacht Club for sending its rubber duckie for the coaches to operate from, the Fitzsimmons family for providing the Dutch barge (their family home) for Steve, Huck and I to follow the sailing, to the many individual sponsors and to John Collova for coming to Hoorn to do repair and maintenance work. Finally, thanks to the coaches mentioned above, especially Steve Walker who gave up his time to come over at his own expense to coach the team.



Steve Walker and Tom King contemplating the days racing (photo: Anne King)

1991 Mirror Worlds

by Huck Scott, AUS Coach

In retaining the World Championship for Australia, we set standards which were the envy of all nations. Our boats/sails and equipment were tops (3 new boats).

Team shipwright, John Collova, was an outstanding contributor; to getting measurement clearance and keeping all boats in perfect order. John also doubled up as spare crew. Team sailmaker and coaches, Steve Walker of Tasmania and Huck Scott from Western Australia were of the highest credentials. Manager, Norm Deane of Tasmania, did his thing as IMCA President.

We had a Dragon mast flying a huge Australian flag in the boat park, "down under" music blasting and the use of the RFBYC 'rubber duckie' for the coaches, daily pre-race wind data, etc. A Dutch (traditional) yacht team flagship chartered by the Fitzsimmons family; also another large yacht to take out the other half of the big Australian contingent. A team uniform which was much sought after. The parents/sailors all contributed but special mention must be made of Ross Storer's arrangements for the container shipment of the boats. Also to all the WA parents who handled the packing etc., like professionals.

Hoorn dates back to the thirteenth century, famous for sailing ships, trade and was home port of the Dutch United East India Company from 1602. The vast open waters off Hoorn are only 2-3 metres deep. The winds are reliable, even early in the morning (we lost one day's racing in three weeks).

Our team was first to arrive. Four days training on the course area 2.5 nm from Haven, starting, short courses, boat handling, wind craft all coming together. Wind SW 10-15k 1 day, W 5-10k 3 days. All seven boats were tuned up, numerous race winners, and we were ready.

Measuring took up a day despite being in line at 8 am. Chris Binks volunteered to assist; we had a few problems but "Little" John worked hard to get us cleared. We had a free day whilst others were measured and everybody was relaxed.

Unfortunately Troy Storer and Nat Marks were excluded from the Worlds by the International Mirror Association. Sweden, Holland and Australia supported their inclusion and Britain had given a written undertaking to support their entry but went back on their word, joining Ireland, Canada, South Africa opposing the defending champion crew taking up the helming (in place of the winning skipper, Paul Eldrid. Ed). Troy and Nat dominated the International Race Series starting 15 minutes behind the Worlds fleet. Great effort by Troy and Nat!

Saturday 10 August 1991 was the official opening. It was a very colourful event with the National flags being hoisted and 128 sailors from 8 countries along with families and supporters in attendance. This was followed by the practice race at 1400 hours in winds 260° 10-12kts. An Irish sailor led the race at all marks but failed to realise it was a shortened course and missed out on a convincing win. *GT* sailed on to win the practice race from *Cicada IV* 2nd and *Elite* flew home to finish 3rd. Troy and Nat led the International practice race at every mark to win convincingly. It was a great effort and a big confidence boost for all concerned.

Sunday 11th August - **HEAT 1** 1400 hours, wind 270°, 11-13 kts. There was great excitement and expectations as the yachts tuned up and checked wind readings prior to the start. After a clean start by all the Australians, an Irish boat rounded the top mark 1st 10 secs to *Black Swan* 2nd then *GT* 5th, *Cicada* 6th and in the twenties, *Export Roo*, *Stockade* and *Elite*. *Black Swan* claimed an inside overlap at the wing mark and then led the race throughout. *GT* and *Cicada* worked up to finish 2nd and 3rd respectively. *Export Roo* was 10th mid race then finished 5th ahead of *Stockade* a creditable 13th after early problems and *Elite* snapped its tiller handle and to the crews' credit finished the race.

1st *Black Swan*, 2nd *GT*, 3rd *Cicada IV*, 5th *Export Roo*, 13th *Stockade*, 29th *Elite*.

Intrepid won the first heat of the International Regatta in convincing style from an Irish boat.

Monday was an important day's sailing with two races programmed. Monday 12 August - **HEAT 2** 1000 hours, wind 290°, 5kts. Australians were away well which was a pleasing feature. As they rounded the top mark *Export Roo* was in 1st place. *Black Swan* 2nd, then the next Australians were *Elite* 6th, *GT* 8th, *Cicada* 15th and *Stockade* 18th. *Export Roo* went on to record a 45 second win over *Black Swan* 2nd and a UK boat back in 3rd place.

1st *Export Roo*, 2nd *Black Swan*, 4th *Elite*, 8th *GT*, 11th *Cicada IV*, 20th *Stockade*.

Intrepid again won heat 2 of the International Regatta with the same Irish boat second.



The crews had to wait on the water approximately 90 minutes for the start of the next race. Monday 12 August - **HEAT 3** 1400 hours, wind 285⁰, 9 kts with *Black Swan* again well placed to be the first Australian to the top mark in 3rd place followed by *Elite* in 7th, *Export Roo* 9th. *Black Swan* sailed with a loose cover on *Export Roo* up the last leg to finish 60 seconds ahead in 2nd place.

1st UK, 2nd *Black Swan*, 3rd *Export Roo*, 6th *Elite*, 8th *Cicada IV*, 12th *GT*, 16th *Stockade*.

Troy and Nat did it again in heat 3 in *Intrepid* to finish ahead of the same Irishman.

Tuesday 13 August - **HEAT 4** 1100 hours, wind 220⁰, 8 kts. *Export Roo* was 1st at the top mark followed by *GT* 4th, *Cicada IV* 8th, *Black Swan* 15th, *Elite* 16th, *Stockade* 17th.

Dean and Kerry put in a good race and worked up a place to finish 3rd. *Export Roo* dropped back to finish 4th, *Black Swan* was forced to do a 720 a few hundred metres from the finish and finished 7th. *Cicada IV* 14th, *Elite* 17th and *Stockade* 18th.

The International Series heat 4 was won by the improving Irish boat with *Intrepid* 2nd.

Wednesday 14 August - **HEAT 5** 1100 hours, wind 335/340⁰, 2-4 kts. Delayed start, drifting conditions. *Export Roo* ghosts to the lead, race abandoned before first mark. Restart 1500 hours, wind 85⁰ 3-5 kts. *Black Swan* looked to be leading the race when it was again abandoned before the first mark.

All towed home after a long day on the water. Wednesday evening was a disco at the Yacht Club that was enjoyed by most and some suffered the next day which was programmed as a lay day. Races 5 and 6 were then scheduled to be back to back on the last day. The committee set a short course flag for both these races to give themselves more time prior to the evening presentations.

Friday 16 August - **HEAT 5** 1000 hours, wind 290⁰, 8-10 kts. After Ben and John in *Stockade* replaced a badly torn spinnaker prior to the 10 minute gun, the fleet got away in an excellent sailing breeze. *Export Roo* and *Black Swan* were 1st and 2nd around the top mark and midway through the race 4½ minutes ahead of the 3rd boat from UK *Elite* was 6th and *GT* 8th at this stage. With no more than 10 seconds separating the two leading boats for the next hour, they engaged in heavy tacking duels that finally enabled the UK boat to surprise them by taking the lead in the final few hundred metres to the finish line. With only the remaining sixth heat to sail, the points were:

PROGRESSIVE POINTS

1 st	<i>Black Swan</i>	24.7	AUS
2 nd	<i>Export Roo</i>	26.7	AUS
3 rd	<i>GT</i>	53.7	AUS
4 th	UK 60235	54.7	UK
5 th	UK 69166	65.7	UK

In heat 5 in the International Series, *Intrepid* finished 3rd after a poor start.

HEAT 6 Back to back 12.30 hours, wind 290⁰, 8-10 kts. The start saw *Export Roo* get rolled and tacked off to the right along with *GT* and *Cicada IV*. Meanwhile *Black Swan*, *Stockade* and *Elite* worked slightly left of centre getting lifts from a dark low cloud. Then halfway up the leg a major shift in the breeze favoured the boats on the right and at the top mark in a shortened course, *Export Roo* rounded 2nd, *Cicada IV* 6th, *GT* 9th, *Black Swan* 22nd, *Elite* 24th and *Stockade* 27th.

The final placings 2nd *Export Roo*, 3rd *GT*, 7th *Cicada IV*, 10th *Black Swan*, 12th *Elite*, 20th *Stockade*.

This determined the World Championship and whilst Tim and James saw it slip away, they both sailed with maturity beyond their years.

Congratulations to Tom and Raf, they are both excellent yachtsmen and fully deserved their title as World Champions 1991.

Congratulations also to Troy and Nat, who initially dominated then finally finished 2nd in the International Regatta.

My thanks to the MCAA for their support and giving me the opportunity to help in this important regatta.



1991 Mirror Worlds

by Tom King

My aspirations to compete in the Worlds began as I watched from the back of the fleet as David Graney blew everyone off the water at the 1988-89 Nationals in Sydney, not long after his return from the 1987 Worlds. After my success at the Nationals the following year, I gave myself a realistic chance of being able to achieve that goal.

Our preparations began during the winter of 1990 when Raf and I started sailing together. I asked him to crew for me because he was very experienced for his age and he was a suitable size. We trained together throughout the winter working on our boat handling and teamwork. We were fortunate enough to be selected to attend the week-long Vicsail camp, which was invaluable in assisting our training. Unfortunately Raf was already committed to sailing in the Flying Ant Nationals and couldn't come to Adelaide.

In the Nationals I sailed with Jason Howitt who had crewed for me in the State titles earlier in the year. We sailed a consistent series to finish third, but some missed opportunities and mistakes during the series cost us dearly. I put down our disappointing performance to three main factors. Too much crew weight, not enough boatspeed, and gear failure. For the Worlds I would have a lighter crew, a new boat and there would be no excuses for broken equipment. I finished year 12 in 1990 and deferred studying for a year to concentrate on my sailing and preparation for the Worlds. Immediately following the Mirror Nationals I sailed in the 470 Pre Olympic trials in Brisbane for fleet racing experience.

Because we were quicker than anyone else in Victoria, almost all of our training was concentrated on boathandling and basic sailing skills. We did most of our training on Albert Park Lake, but when we could, we also travelled to Port Phillip Bay to get used to sailing over larger courses and to work on our downwind sailing. We worked mainly on developing and refining our techniques and then practicing them to a stage at which all the mechanics of sailing the boat were automatic. We trained and raced every Saturday and Sunday and up to three days midweek during school holidays. With all the work we did, by the time the Worlds came around we knew our boathandling was as good as or better than anyone else - this gave us great confidence particularly when the pressure was on. On top of our sailing, Raf and I both cycled regularly during the week to get fitter.

We were lucky enough to be able to work closely with Steve Walker on sail development. We spent a considerable amount of time testing and evaluating new jibs, thwart sheeting, mainsails and larger spinnakers. We travelled to Tasmania in March to compete in their State titles, and to two boat tune with Steve McElwee under the guidance of Steve Walker and Norm Deane. We went to Tasmania again in April to work further on trialling sails and to tune up *Export Roo*.

We made a very valuable trip to Perth in July to sail with the other team members. The close and competitive racing over short courses both there and in Holland before the Worlds brought all the aspects of our sailing together very well and at just the right time.

Attending the Worlds was an unforgettable experience. The fellowship between all the sailors from around the world was superb and made the event very enjoyable both on and off the water. The conditions were generally very fair and the sailing was great. The excellent support the sailors received from the large armada of family and friends was a significant factor in the success of the Australian boats. Under the guidance of Norm, Steve and Huck the Australian team was a professional and formidable unit - it was fantastic to be a part of it.

To attend the Mirror Worlds is within the reach of anyone who wants to put the time and effort into achieving it. If you ever get the opportunity to go to the Worlds, 'Go for it', they are a fantastic event and all the hard work is truly worthwhile.

1991 Mirror Worlds

by Anne King

If someone had asked us to write a script for the perfect Mirror Worlds we could hardly have improved on the real thing. It was a wonderful and unforgettable experience, and Tom and Raf's win a bonus thrill. When Tom returns from Europe at the end of September he can supply all the technical and sailing details. In the meantime, and with sincere thanks to all those in the Australian Mirror family who helped make it happen, here are some observations from one of the team 'mothers'.

The flight over via London to Amsterdam was predictably long and cramped. We travelled with the Tasmanian group, Steve and Ian McElwee and Rob and John Claridge and were relieved when the gaff and sail rolls arrived when we did. By train to Hoorn about 30km north of Amsterdam, through lush green farmland, canals, no fences, rows of poplars, huge Friesian cows and fat sheep.



The town was an absolute delight. A maze of canals and narrow cobbled and brick paved streets, step gabled shops and houses, and bright flowers in window boxes. The town boomed as a trading port in the seventeenth century and was home to the powerful East India Company. At that time it was on the sea. The IJsselmer is now contained by a huge sea dyke. Fresh water, no tides, no salt, no sand. Rigging area was a grassed public park.

The harbour was full of superb new yachts and beautiful traditional old sailing barges. Many of the yachts move out in winter. Last year the IJsselmer froze over. The yacht club still awaits reconstruction after being burnt down. Paperwork issued from a small floating office, and measurement, social activities, and meals for those camping were centred on a large marquee. Campers set up around the perimeter of a nearby soccer field. The weather was remarkably kind. Rain on measurement day added to the chaos, but most days were fine, and many sunny and warm. Lovely dense green parkland intersected by bicycle and walking tracks around the foreshore. We gradually learned to avoid the stinging nettles. Bicycles, hired from the railway station, were the perfect way to travel. With daylight until after 9pm we could explore some of the nearby coast and areas outside the old town. Tom and Raf survived one major collision unscathed. The bicycle wheels were not improved.

Panic on arrival as there was no container! Thankfully it arrived about 24 hours later and was unloaded on Saturday morning. The Western Australians had done a wonderful job in packing our gear and thrown in some useful extras like a 30' flagpole and a rubber duck for training.

The team stayed in various venues. The Fitzsimmons on board a lovely old barge which doubled as a spectator boat for about half the Australian supporters. The Deanes, Ian Geard, Steve Walker, Kings, Raf, McElwees, Claridges and Kornweibels at the 'Keizerskroon' Hotel; Marks, Duschers, and Storers at the 'Magneet' (another friendly family operated hotel); and the Binks, O'Connors, Dixons and Lowes in cabins at a camping ground about 20km north. Huck Scott, and repair man John Collova, plus various grandparents, children and friends made up the balance of the group. The communication and co-operation was great throughout the regatta. Peter O'Connor suffered a heart attack in London the week before our arrival, but thankfully was able to rejoin the team in Hoorn. John Riches mother was very ill and his parents could not be there.

Training took up the first week, with two boat tuning and short course racing. The team was very even for boat speed, and started to get a feel for the cloud patterns and wind shifts. Some of the Dutch team trained with us and joined in briefing and debriefing sessions. Other teams gradually appeared. English, Dutch, Irish, Swedish, Canadian and one Maltese. The Irish and Australians struck immediate rapport. Unfortunately the South Africans were not permitted to compete under their own flag, but competed in the International Regatta under various other passports.

Briefing, opening ceremony, and flag raising on Saturday 10 August preceded the practice race. The Irishman who should have won failed to observe that it was a short course and missed the finish, to the anguish of his supporters. That left Australians in the first three places. A great way to start!

Irish Evening that night overwhelmed with free Irish music, food, drink, hospitality, and (for those who stayed late) hangovers. Wise sailors retired early to bed. Meanwhile the town streets were being transformed by the arrival of a travelling festival (a la Luna Park or Royal Show) which lasted for a week. Incredible stomach churning rides, noise and activity raged well into the early hours of the morning. Evening meals were varied. Chinese, Italian, Dutch etc., often at restaurants with outside tables where one could watch the passing parade. Dutch girls were deemed 'awesome', many over 6' tall, blonde, tanned and beautiful (and topless on the beaches). The course was well off shore 2 to 3 miles. We hired as spectator boat the 'Mother Goose', a beautifully appointed old sailing barge whose owners live on board. Good viewing for all races and we could move around outside the course area. International Jury boats kept a close eye on the action. On the days with two races, our sailors came aboard for lunch and tied up or had others sail their boats around. Steve and Huck went out early before each race to take wind readings.

Barbecue on Wednesday 14 August was the main social event of the regatta, with live music, drinking, dancing etc. Not everyone made it back to their own hotel. Luckily the Adelaide gossip columnist was absent. Lay Day on the Thursday. Most sailors stayed in Hoorn. Some of us took a bus tour to the charming historical museum at Enkhuisen (a working recreation of an old fishing village).

Abandoned races on the Wednesday meant two races on the final day. Nail biting stuff, but THEY DID IT, a great joy and relief for me. Disappointing for Tim and James who sailed a fine series and showed great sportsmanship and maturity. Duckings in the somewhat murky water for Tom, Raf, Steve Walker, and half the Irish team who discovered too late how unstable the floating jetty was. Then packing up, sail signing, drinks around the marquee, and presentations. There was no organised presentation dinner, but celebrations ebbed and flowed well into the early hours. Recollections here get a bit hazy! The Australian Mirror sailors did us proud, both on and off the water. It was enormous fun, and a great privilege to be there. Thank you to all those who helped make it possible.





Export Roo, Tom King & Raf Heale (Vic) in Hoorn, Holland (photos: Anne King)



Wet and chaotic measurement day with no clubhouse Does Export Roo measure? NO! Fix the skeg hole.



1991 AUS Team, L-R, back row – Tim Fitzsimmons, John Riches, Kayne Binks, Tom King, Nat Marks, Stephen McElwee, Dean Dixon, Troy Storer; front row – James Kornweibel, John Claridge, Ben Duscher, John O'Connell, Kerry Lowe, Raf Heale



Opening Ceremony by IMCA President Norm Deane



Public park rigging area



AUS Team debriefing



AUS spectators on Fitzsimmons barge Mother Goose



Huck Scott & Steve Walker check the wind



Heat 4, Tom King leads Guy Wilkins after the beat



*1991 Mirror World Champions
Export Roo, Tom King & Raf Heale (Vic)*



Tom King acceptance speech

1991 MIRROR WORLD CHAMPIONSHIP RESULTS

No	SAIL No.	NAME	C NAT	1	2	3	4	5	6	TOTAL
1	KA 68968	Tom J. King/Rafael Heale	AUS	5 10.0	1 0.0	3 5.7	4 8.0	2 3.0	2 3.0	19.7
2	KA 69201	Tim Fitzsimmons/Jam. Kornveibel	AUS	1 0.0	2 3.0	2 3.0	7 13.0	3 5.7	10 16.0	24.7
3	K 69235	David Gebhard/Jethro Gebhard	UK	6 11.7	7 13.0	14 20.0	1 0.0	5 10.0	1 0.0	34.7
4	KA 64808	Dean Dixon/Kerry Lowe	AUS	2 3.0	8 14.0	12 18.0	3 5.7	7 13.0	3 5.7	41.4
5	K 69166	David Warren/Carol Warren	UK	16 22.0	3 5.7	7 13.0	11 17.0	4 8.0	11 17.0	60.7
6	S 44159	Martin West/Robin Grieves	SWE	19 25.0	34 40.0	9 15.0	2 3.0	6 11.7	4 8.0	62.7
7	KA 68677	Stephen McElwee/John Claridge	AUS	3 5.7	11 17.0	8 14.0	14 20.0	12 18.0	7 13.0	67.7
8	K 69110	Chris Lynham/Simon Owen	UK	12 18.0	38 44.0	1 0.0	6 11.7	14 20.0	14 20.0	69.7
9	K 69180	Colin Goodman/Elaine Goodman	UK	7 13.0	10 16.0	10 16.0	35 41.0	9 15.0	5 10.0	70.0
10	K 69130	Lee Goodey/Tom Siveyer	UK	4 8.0	6 11.7	11 17.0	10 16.0	18 24.0	13 19.0	71.7
11	KA 69228	Kayne Binks/John O'Connor	AUS	29 35.0	4 8.0	6 11.7	17 23.0	15 21.0	12 18.0	81.7
12	K 66600	Mark Chadwick/Leigh Smale	UK	10 16.0	16 22.0	4 8.0	9 15.0	16 22.0	16 22.0	83.0
13	K 68552	Alex Hargood/Stuart Davies	UK	18 24.0	25 31.0	13 19.0	12 18.0	1 0.0	41 47.0	92.0
14	K 68760	Steven Greaves/Edward Bratton	UK	15 21.0	15 21.0	21 27.0	5 10.0	10 16.0	27 33.0	95.0
15	JR 69227	Robert Eason/Fenix Aisling	IRL	17 23.0	5 10.0	19 25.0	23 29.0	27 33.0	8 14.0	101.0
16	JR 69135	Henry Conal/Sean Flynn	IRL	9 15.0	14 20.0	5 10.0	24 30.0	23 29.0	24 30.0	104.0
17	JR 69099	James Goran/Dermot Boylan	IRL	11 17.0	28 34.0	18 24.0	19 25.0	25 31.0	9 15.0	112.0
18	S 65236	Per Backlund/Ullis Jansson	SWE	24 30.0	13 19.0	20 26.0	21 27.0	13 19.0	15 21.0	112.0
19	MT 66666	Luke Turnbull/Gillian Toman	MAL	23 29.0	9 15.0	25 31.0	16 22.0	19 25.0	18 24.0	115.0
20	KA 67826	John Riches/Ben Duscher	AUS	13 19.0	20 26.0	16 22.0	18 24.0	22 28.0	20 26.0	117.0
21	K 69020	Barnaby Smith/Neil Trask	UK	8 14.0	12 10.0	DND 71.0	8 14.0	8 14.0	6 11.7	124.7
22	K 67008	Guy Wilkins/Teresa Wilkins	UK	20 26.0	19 25.0	17 23.0	33 39.0	29 35.0	17 23.0	132.0
23	IR 68772	Barry Conor/Barry Maeve	IRL	14 20.0	43 49.0	15 21.0	20 26.0	30 36.0	31 37.0	140.0
24	IR 67592	Colin Kavanagh/Laura Houlihan	IRI	21 27.0	26 32.0	24 30.0	15 21.0	32 38.0	39 45.0	148.0
25	IR 68271	Martin Starkie/J. Mulligan	IRL	42 48.0	29 35.0	22 28.0	29 35.0	24 30.0	22 28.0	156.0
26	K 69215	Howard Tear/Rachel Hoyland	UK	36 42.0	30 36.0	40 46.0	13 19.0	17 23.0	34 40.0	160.0
27	KC 30983	Gregory Loffree/Peter Howard	CAN	33 39.0	32 38.0	27 33.0	30 36.0	11 17.0	36 42.0	163.0
28	IR 69186	David Harvey/May Aimee	IRL	22 28.0	24 30.0	29 35.0	36 42.0	28 34.0	40 46.0	169.0
29	IR 67505	David Maguire/Brian Quinn	IRL	38 44.0	41 47.0	32 38.0	25 31.0	20 26.0	25 31.0	170.0
30	K 17659	Helen Posta/Leanne Chesters	UK	28 34.0	35 41.0	38 44.0	22 28.0	40 46.0	21 27.0	174.0
31	K 69150	Adrian Lynham/L. Holmes	UK	25 31.0	22 28.0	44 50.0	DSO 71.0	35 41.0	19 25.0	175.0
32	IR 67312	Martin Niall/Martin Ruth	IRL	39 45.0	21 27.0	23 29.0	31 37.0	39 45.0	33 39.0	177.0
33	H 66908	R. Noordanus/E. Lucassen	HOL	40 46.0	18 24.0	PMS 71.0	26 32.0	21 27.0	44 50.0	179.0
34	IR 69189	James Matthews/Killian Sargent	IRL	27 33.0	23 29.0	PMS 71.0	28 34.0	38 44.0	38 44.0	184.0
35	S 52454	Johan Backlund/Anna Bengtsson	SWE	46 52.0	17 23.0	39 45.0	51 57.0	34 40.0	23 29.0	189.0
36	H 67523	George in der Maur/March. Maks	HOL	37 43.0	DNF 71.0	26 32.0	27 33.0	26 32.0	43 49.0	189.0
37	IR 68857	Thomas Wilkes/Nicoline Greer	IRL	26 32.0	37 43.0	30 36.0	54 60.0	41 47.0	30 36.0	194.0
38	KC 26018	Peter Vandermeer/Jack Hewitt	CAN	31 37.0	44 50.0	31 37.0	32 38.0	33 39.0	37 43.0	194.0
39	IR 69172	Murrough Kavanagh/Alan Henry	IRL	34 40.0	36 42.0	37 43.0	55 61.0	31 37.0	32 38.0	200.0
40	H 68585	Sybe Bijleveld/Friso Wortelboe	HOL	44 50.0	39 45.0	36 42.0	47 53.0	36 42.0	26 32.0	211.0
41	S 67522	Per Olov Eriksson/T. Johansson	SWE	41 47.0	27 33.0	35 41.0	40 46.0	49 55.0	42 48.0	215.0
42	H 60124	Han de Ruyn Kops/Lars Dales	HOL	32 38.0	33 39.0	28 34.0	34 40.0	DHS 71.0	DNS 71.0	222.0
43	K 69190	Jeremy Reed/Melanie Hill	UK	35 41.0	42 48.0	PMS 71.0	42 48.0	45 51.0	28 34.0	222.0
44	IR 69170	Catherine McQuitty/Linda Eadie	IRL	30 36.0	31 37.0	12 48.0	48 54.0	48 54.0	52 58.0	229.0
45	K 69098	David Turtle/Robert Forbes	UK	43 49.0	40 46.0	33 39.0	DND 71.0	37 43.0	35 41.0	240.0
46	KC 51161	V. van Beusekom/Marita Hogeveen	CAN	62 68.0	52 58.0	47 53.0	37 13.0	43 49.0	56 62.0	265.0
47	H 68151	F.v.Polanen P/Joris Wortelboer	HOL	56 62.0	54 60.0	55 61.0	38 44.0	42 48.0	46 52.0	265.0
48	H 66909	Frederk van Ede/Mar. Kesteren	HOL	47 53.0	48 54.0	49 55.0	41 17.0	56 62.0	53 59.0	268.0
49	H 57385	Timo VerWoest/Jurjen Visser	HOL	53 59.0	49 55.0	48 54.0	46 2.0	46 52.0	49 55.0	268.0
50	S 67581	Johan Alsen/Gabriel Oaren	SWE	48 54.0	DNF 71.0	DNS 71.0	44 60.0	53 59.0	29 35.0	269.0
51	IR 69174	ronan Collins/Myles O'Byrne	IRL	50 56.0	47 53.0	34 40.0	43 49.0	DND 71.0	DSQ 71.0	269.0
52	IR 69171	Shane O'Grady/Bryneth Sargent	IRL	45 51.0	DNF 71.0	43 49.0	49 55.0	54 60.0	48 54.0	269.0
53	H 50396	Martijn Zijp/Robin van Dalsem	HOL	49 55.0	50 56.0	45 51.0	52 58.0	50 56.0	45 51.0	269.0
54	H 66502	S. de Mol v. Otterloo/W. Vrind	HOL	51 57.0	45 51.0	52 58.0	39 45.0	60 66.0	55 61.0	272.0
55	H 68846	Gerbrand Molier/Bas Molier	HOL	52 58.0	46 52.0	46 52.0	45 51.0	55 61.0	DSQ 71.0	274.0
56	KC 41205	Leslie Wynne/Christine Wynne	CAN	57 63.0	53 59.0	54 60.0	50 56.0	44 50.0	51 57.0	282.0
57	H 65005	Kasper Kieft/Arne van Dalsem	HOL	60 66.0	55 61.0	53 59.0	58 64.0	47 53.0	47 53.0	290.0
58	H 68374	Fleur v.d.Pijl/Laur. v.d.Pijl	HOL	58 64.0	51 57.0	41 47.0	60 66.0	59 65.0	57 63.0	296.0
59	H 44934	Karin Kieft/Jessica Mekiing	HOL	55 61.0	58 64.0	51 57.0	DNF 71.0	51 57.0	54 60.0	299.0
60	S 67639	Richard Sundvall/Krist. Bodin	SWE	54 60.0	56 62.0	50 56.0	53 59.0	58 64.0	DNS 71.0	301.0
61	H 50769	Justus Jansen/Bart Jansen	HOL	61 67.0	60 66.0	56 62.0	59 65.0	52 58.0	58 64.0	315.0
62	MT 69270	Patrick Young/Nick Prentice	MAL	59 65.0	59 65.0	57 63.0	56 62.0	61 67.0	59 65.0	320.0
63	KC 67532	Thom Hewitt/Paul Hogeveen	CAN	63 69.0	DNF 71.0	DNF 71.0	57 63.0	57 63.0	50 56.0	322.0
64	H 68584	Jasper Blom/M. Berenschot	HOL	DNF 71.0	57 63.0	58 64.0	61 67.0	62 68.0	60 66.0	328.0



1995 MIRROR WORLDS

W6

Pembrokeshire Yacht Club, Milford Haven, Wales

by Daniel Keys, 1995

We arrived in Wales keen and eager and checked into the caravan park at which we were staying. We then discovered that the nearest supermarket, no sorry, the only reasonable supermarket, was over 20km away. So we trekked off to get our supplies. After we had settled in and had a good nights sleep it was time to go to the yacht club and check it out. We arrived to find that our boats had already been unpacked. Thanks very much to Sean Gregory for his effort. Once the boats had been thoroughly checked we rigged up and went for a relaxing sail. It took quite some time to get over the disorientation caused by the jet lag and the change to the northern hemisphere. The next three days were spent training together with the rest of the Australian team. All crews performed well at times and we were very confident of doing well.

The invitation race was sailed in a 5 knot southerly and was very nerve racking. We went to the right hand side of the course on the first work and ended up back in the 60s at the top mark. That was a long way back in an international fleet! Stephen McElwee sailed brilliantly to finish 3rd.

Race 1 was sailed in a 2-5 knot SW breeze with the tide running down one side of the course at between 1-2 knots. This meant that the only way to go on the works was left. We went up the middle on the first work and ended up in the 40s at the top mark. We sailed the left hand side of the course on the next work after that, but unfortunately the course was shortened to be only a triangle and a windward beat to the finish so we finished in 21st place. Stephen McElwee backed up his result in the invitation race with a creditable 5th.

Race 2 was delayed for 4 hours while we waited for wind. We spent this time attached to the coach boat to stop us drifting with the current. When the race was finally started it was sailed in a 0-3 knot SW with a 1-2 knot tide. This meant that the left was the only place to go again. We sailed well in the dead light breeze and were in 4th position up the last work. We stayed to the left side of the fleet in the tide, but the breeze came in from the right. The course was again shortened and we finished a disappointing 16th.

On the third day we went out and sat on the water all day. This meant a full 8 hours on the water in 30 degree heat with no wind. Later on in the afternoon a slight sea breeze came in and the race committee tried to start the race. Both Stephen McElwee and I were black flagged in this start which disqualified us from the race and any restarts of that race. Race three was abandoned to be sailed the next day but we could not sail in it. Luckily for us, the start boats had taken a video of the start and it was doubtful that I and 2 other boats were over the line early. We were given redress and allowed to sail in the restart of Race 3.

Race 3 was sailed in a 3-8 knot S breeze with the same outgoing current. We started well and went to the left and were in 3rd.place for most of the race. On the second work we took a favourable windshift into the tide and lost about 20 places. As usual the course consisted of a long work, with a shortened course on the sausage leg. We finished 18th and were very disappointed; the second race scheduled for that day was postponed due to lack of wind.

Race 4 was sailed on the proposed lay day. After drifting around for several hours again, a slight breeze came in that went from E to SW and varied in strength from 0-10 knots. It was an amazing race with the entire fleet in a blanket finish at the end, all within 200m of each other thanks to an unfavourable freakish 180 degree wind shift. Again we had boats passing us all around and finished 38th. The second race scheduled for that day was postponed again with two races scheduled again for the last day.

Race 5 was the only race with more than 10 knots and we were black flagged again! It was the first of the trapezoidal courses. All of the Australians sailed well in the fresher breeze and all of them finished in the top 20. Stephen McElwee and Guy Jeffrey were the two outstanding Australians.

Race 6 (another Trapezoidal course) started in a nice breeze but it died as the day progressed. We had a good first work and were about 10th at the top mark for the first time. We worked our way into 4th position only to find SURPRISE! the course was shortened yet again. We had ended the regatta well, finishing 4th Guy Jeffrey also sailed well finishing 5th.

To go all that way to sail in light breezes with unbelievable amounts of tide ($1-2\frac{1}{2}$ knots) and not complete a full course was disappointing, but we finished the regatta well and showed how well we could sail at times. I think the major factor which let us down was the big fleet starting with black flags. I think if anyone is serious about winning the Worlds they need to get into a class that has more than 100 boats to gain the experience the larger fleet racing provides. Congratulations firstly to Stephen McElwee for a very consistent series finishing 5th overall and secondly to Chris Dance who performed brilliantly to finish 7th. Thanks to all those people who supported and helped us get to the Worlds.



1995 Mirror Worlds

by Chris Dance, reprinted from MCAV Reflections, August 1995

I have just arrived back from the Worlds, and have not yet fully recovered from jet-lag, but I thought I would include a quick summary of the Worlds in this Reflections.

As most of you would be aware, this year's Worlds were not dominated by Australians. The UK and Irish Mirror sailors have finally surpassed us in Mirror sailing, but not for long. I expect the Australians will be back with a vengeance for the next Worlds! The Worlds were raced at Milford Haven, Wales. The series was very light, with most races sailed in about 5 to 7 knots. There were also some complex tidal conditions, which often favoured one side or the other. Both the Irish and the UK boats were noticeably faster in the light conditions. This was due to their superior rig development over the past two years and lighter crew weight. The Irish and UK boats were also much better at fleet racing. This is due to the fact that they regularly race in fleets of between 60 and 140 boats. They achieve these fleets by preferring to race in regional events rather than club events. To give an example, one of the top UK sailors had raced at his home club only twice in the last six months. I think this is something we can learn from. Another thing to note was that the top sailors were aged between 17 and 22.

On the social side, attending the Worlds was fantastic. It was great meeting people from all over the world. Everyone had a common interest, which meant that meeting people was very easy. The Irish stood out from the crowd as being the 'rowdy mob'. Lucy Mathews (Victoria's well known female Mirror Champion) and I got along with the Irish very well, and we ended up in Ireland after the regatta, and had the best time. Lucy is working over in England, and managed to get a few weeks off to come over and watch the Worlds. All in all I was pleased with my result.

All the hard work and training paid off. I also had the time of my life and I would recommend that you try for the next Worlds.

Results

- 1st Clive Goodwin GBR
- 2nd Mel Collins IRL
- 3rd Graham Elmes IRL

Australian Results

- 5th Steve McElwee TAS
- 7th Chris Dance VIC
- 16th Mark Barrington TAS
- 17th Daniel Keys ACT
- 27th Norm Deane TAS
- 32nd Rob Gourlay TAS
- 34th Guy Jeffery WA
- 42nd Neville Ellement WA
- 44th John O'Conner WA
- 45th Matthew Ramsden TAS
- 50th Peter Grose TAS
- 52nd Sean Gregory VIC
- 63rd David Moore TAS



Mirror Worlds groupies Cliff & Lesley Scott



Pembroke Yacht Club, Milford Haven, Wales (photos: Lesley Scott)





AUS team debriefing with Steve Walker



Pembrokeshire Yacht Club



Challenging racing at Milford Haven, Wales (photos: Lesley Scott)

1995 MIRROR WORLD CHAMPIONSHIP RESULTS

Yacht	Helm	Sail No.	POINTS							Cumulative Results			
			30/07	31/07	01/08	01/08	03/08	04/08	Place	Gross Pts.	Total Discards	Nett Pts.	
Surreal	Clive Goodwin	GBR69664	0.75	0.75	0.75	(7.00)	0.75	2.00	1	12.00	7.00	5.00	
Mach I	Mel Collins	IRL69030	2.00	(28.00)	2.00	0.75	2.00	0.75	2	35.50	28.00	7.50	
Nemesis III	Graham Elmes	IRL69561	3.00	(25.00)	6.00	15.00	4.00	3.00	3	56.00	25.00	31.00	
F...point III	Ben Dutton	GBR69649	6.00	12.00	3.00	6.00	(84.00)	8.00	4	119.00	84.00	35.00	
Clouds IV	Stephen McElwee	AUS68677	5.00	14.00	(83.00)	12.00	3.00	12.00	5	129.00	83.00	46.00	
Realisation	Chris Balding	GBR69243	8.00	5.00	16.00	5.00	19.00	(39.00)	6	92.00	39.00	53.00	
Critical Path	Chris Dance	AUS69360	19.00	7.00	4.00	(23.00)	9.00	17.00	7	79.00	23.00	56.00	
George	David Gebhard	GBR69683	9.00	10.00	12.00	(21.00)	21.00	11.00	8	84.00	21.00	63.00	
Hakuna Matata	Howard Tear	GBR69670	4.00	2.00	14.00	36.00	(42.00)	16.00	9	114.00	42.00	72.00	
Sea Sure	Steve Nicholson	GBR69696	29.00	4.00	11.00	(43.00)	6.00	23.00	10	116.00	43.00	73.00	
Back to Black	Lee Goodey	GBR69420	(26.00)	8.00	13.00	20.00	8.00	25.00	11	100.00	26.00	74.00	
Orange Peel	Tim Ware	GBR69666	(32.00)	26.00	22.00	3.00	20.00	6.00	12	100.00	32.00	77.00	
Madcap 4	Ian Capener	GBR69440	11.00	13.00	(83.00)	39.00	7.00	7.00	13	160.00	83.00	77.00	
Mind Over Matter	Matthew Greenhill	GBR69680	10.00	17.00	(83.00)	10.00	5.00	38.00	14	163.00	83.00	80.00	
Salami Tactics	Guy Wilkins	GBR67008	20.00	18.00	33.00	2.00	(34.00)	13.00	15	120.00	34.00	86.00	
Kamikaze	Mark Barington	AUS69196	7.00	11.00	(39.00)	27.50	38.00	9.00	16	131.50	39.00	92.50	
Ded Ant	Danny Keys	AUS69161	21.00	16.00	18.00	38.00	(84.00)	4.00	17	181.00	84.00	97.00	
Foll 'o' Me	Greg Loffree	CAN16194	28.00	6.00	20.00	17.00	(83.00)	28.00	18	182.00	83.00	99.00	
IDA	Barnaby Smith	GBR69020	44.00	(49.00)	5.00	33.00	11.00	10.00	19	152.00	49.00	103.00	
Animal Instinct	Nicholas Goldsmith	GBR68899	24.00	30.00	8.00	(53.00)	23.00	18.00	20	156.00	53.00	103.00	
Maverick	Gavin Sims	GBR69103	13.00	3.00	32.00	32.00	33.00	(34.00)	21	147.00	34.00	113.00	
Pandamonium	Michael Bloor	GBR69655	(40.00)	20.00	25.00	25.00	15.00	29.00	22	154.00	40.00	114.00	
The Power	Richard Bennett	GBR32700	18.00	(31.00)	31.00	26.00	27.00	15.00	23	148.00	31.00	117.00	
Ear This	Owen Hennessy	IRL69608	15.00	24.00	35.00	19.00	(47.00)	30.00	24	170.00	47.00	123.00	
Katabatic	John Sheehy	IRL69227	22.00	(84.00)	17.00	55.00	12.00	20.00	25	210.00	84.00	126.00	
Yogi	Max Treacy	IRL69500	16.00	27.00	(84.00)	13.00	36.00	37.00	26	213.00	84.00	129.00	
Triple A	Norm Deane	AUS68672	14.00	33.00	21.00	35.00	26.00	(83.00)	27	212.00	83.00	129.00	
Box of Chocolates	Edmund Moleny	IRL69110	51.00	15.00	10.00	(60.00)	24.00	31.00	28	191.00	60.00	131.00	
Bathi	Luke Turnbull	GBR66666	42.00	43.00	7.00	30.00	16.00	(84.00)	29	222.00	84.00	138.00	
Bold Forrester	Ian Cambell	GBR69667	37.00	9.00	37.00	41.00	25.00	(44.00)	30	193.00	44.00	149.00	
Chuckanother	Richard O'Shea	GBR69676	17.00	40.00	43.00	9.00	(49.00)	43.00	31	201.00	49.00	152.00	
Livewire	Rob Gourlay	AUS69191	56.00	32.00	(84.00)	18.00	14.00	32.00	32	236.00	84.00	152.00	
Tiddy Ogy	Barclay Clibbon	IRL69126	31.00	47.00	(83.00)	4.00	41.00	35.00	33	241.00	83.00	158.00	
Black Adder	Guy Jeffery	AUS69133	(63.00)	44.00	48.00	52.00	13.00	5.00	34	225.00	63.00	162.00	
Fandango	Mark Ampleford	GBR69339	48.00	22.00	30.00	(67.00)	45.00	19.00	35	231.00	67.00	164.00	
Nemesis	Robbie Hamilton	IRL69099	45.00	34.00	28.00	31.00	(84.00)	26.00	36	248.00	84.00	164.00	
Perfect Pitch	Alan Bennett	GBR69180	53.00	45.00	(83.00)	14.00	30.00	24.00	37	249.00	83.00	166.00	
Greyhound	Mark Gunning	RSA69640	58.00	21.00	(83.00)	8.00	37.00	45.00	38	252.00	83.00	169.00	
Be Realistic	Philip Goodwin	GBR69164	47.00	19.00	15.00	44.00	(52.00)	46.00	39	223.00	52.00	171.00	
Stardust	Pieter Jongerius	NED68846	30.00	29.00	(84.00)	27.50	10.00	76.00	40	256.50	84.00	172.50	
Mr Meaner	Andrew Craighton	IRL69695	39.00	55.00	34.00	(62.00)	18.00	27.00	41	235.00	62.00	173.00	
HI-Tech	Neville Ellement	AUS69534	43.00	(61.00)	40.00	34.00	39.00	21.00	42	238.00	61.00	177.00	
Eyetak	Emmet Sheridan	IRL69452	38.00	(60.00)	44.00	37.00	22.00	36.00	43	237.00	60.00	177.00	
Export Roo	John O'Conner	AUS68968	50.00	36.00	(84.00)	11.00	32.00	51.00	44	264.00	84.00	180.00	
All Fired Up	Matthew Ramsden	AUS69538	(59.00)	38.00	19.00	54.00	28.00	41.00	45	239.00	59.00	180.00	
Blaw	Rick Tae	CAN69726	23.00	23.00	29.00	22.00	(84.00)	83.00	46	264.00	84.00	180.00	
Freckles Too	M O'Conner	IRL69684	25.00	56.00	(83.00)	29.00	31.00	42.00	47	266.00	83.00	183.00	
Face	Tim Concannon	IRL69150	33.00	54.00	26.00	16.00	(84.00)	55.00	48	268.00	84.00	184.00	
95 Vintage	Roy Platford	GBR69650	34.00	35.00	27.00	(73.00)	44.00	54.00	49	267.00	73.00	194.00	
Tex	Peter Grose	AUS68678	49.00	37.00	36.00	(64.00)	29.00	48.00	50	263.00	64.00	199.00	
Turn of the Tide	Myles Kirby	IRL65908	61.00	(84.00)	9.00	65.00	43.00	22.00	51	284.00	84.00	200.00	
My Peugeot	Sean Gregory	AUS69613	(84.00)	62.00	24.00	84.00	17.00	14.00	52	285.00	84.00	201.00	
Merlin	Sieraj Jacobs	RSA69705	12.00	(84.00)	67.00	24.00	57.00	49.00	53	293.00	84.00	209.00	
Surprise	Douglas Powell	GBR54145	36.00	53.00	38.00	46.00	40.00	(60.00)	54	273.00	60.00	213.00	
Aquavento	Simon Gillow	GBR67493	(84.00)	51.00	23.00	47.00	48.00	50.00	55	303.00	84.00	219.00	
Rodney	AP Leemhuis	NED69235	35.00	48.00	41.00	(69.00)	51.00	47.00	56	291.00	69.00	222.00	
Automatic	Matthew Shires	GBR69669	27.00	52.00	47.00	(59.00)	56.00	57.00	57	298.00	59.00	239.00	
Ptwoote	Juliette Heppal	GBR69583	57.00	(59.00)	45.00	51.00	55.00	33.00	58	300.00	59.00	241.00	
Greenoreblue	Robert Forbes	GBR69151	52.00	50.00	42.00	(63.00)	59.00	40.00	59	306.00	63.00	243.00	
-	Alle-Wyndand Roodbergen	NED69493	(67.00)	41.00	49.00	48.00	63.00	52.00	60	320.00	67.00	253.00	
Poco Loco	Miss K Gillow	GBR66681	55.00	(58.00)	46.00	50.00	50.00	56.00	61	315.00	58.00	257.00	
Meticulous	Trevor Gibb	RSA69601	46.00	(84.00)	54.00	40.00	53.00	67.00	62	344.00	84.00	260.00	
Fall Forward	David Moore	AUS69536	(84.00)	57.00	55.00	66.00	35.00	66.00	63	363.00	84.00	279.00	
Vengeance	Andrew Bowes	GBR69270	64.00	46.00	(83.00)	56.00	54.00	61.00	64	364.00	83.00	281.00	
Magic Mirror	Jonathon Norton	RSA68866	60.00	42.00	63.00	61.00	60.00	(63.00)	65	349.00	63.00	286.00	
Quantum Leap	Lee Moseley	RSA69522	65.00	64.00	53.00	(70.00)	46.00	59.00	66	357.00	70.00	287.00	
Carpe-Dien	Trygve Roberts	RSA55691	(84.00)	39.00	50.00	78.00	84.00	53.00	67	388.00	84.00	304.00	
F & F	Floris Vanede	NED69494	(84.00)	69.00	51.00	57.00	58.00	69.00	68	388.00	84.00	304.00	
Konkel Bar	Gustav Grangert	SWE67639	(84.00)	65.00	57.00	49.00	65.00	71.00	69	391.00	84.00	307.00	
The White Queen	Robin Grieves	SWE56508	(84.00)	70.00	58.00	42.00	66.00	72.00	70	392.00	84.00	308.00	
Blombeer	WJ Blow	NED68584	54.00	63.00	(84.00)	58.00	83.00	58.00	71	400.00	84.00	316.00	
Black Jack	Eric Brendeke	CAN31325	41.00	66.00	66.00	68.00	(84.00)	83.00	72	408.00	84.00	324.00	
Knackebroo	A CARLSSON	SWE67522	(84.00)	68.00	56.00	76.00	67.00	62.00	73	413.00	84.00	329.00	
Chequered Skipper	Max Johnson	CAN53050	84.00	(84.00)	52.00	45.00	84.00	65.00	74	414.00	84.00	330.00	
Firewood	Tim Serle	CAN29647	62.00	71.00	(83.00)	72.00	69.00	64.00	75	421.00	83.00	338.00	
Microship	Derek Nilson	CAN55546	66.00	73.00	59.00	74.00	68.00	(75.00)	76	415.00	75.00	340.00	
LILLA SNIGEL	M GUNNERAS	SWE16627	(84.00)	76.00	68.00	71.00	62.00	68.00	77	429.00	84.00	345.00	
Rajen	Oskar Grangert	SWE51839	(84.00)	75.00	62.00	75.00	61.00	73.00	78	430.00	84.00	346.00	
Wildthing	JD Bromley-Gane	RSA69488	(84.00)	67.00	64.00	77.00	64.00	74.00	79	430.00	84.00	346.00	
Tiddles	Geoffrey Bellamy	CAN65973	(84.00)	74.00	65.00	79.00	70.00	70.00	80	442.00	84.00	358.00	
Irror	Sabina Ericsson	SWE68815	(84.00)	72.00	60.00	80.00	71.00	83.00	81	450.00	84.00	366.00	
S...	Anna Grieves	SWE55548	(84.00)	77.00	61.00	84.00	84.00	77.00	82	467.00	84.00	383.00	
Snowwinder	Lennart Hiemstra	NED51000	84.00	84.00	84.00	84.00	84.00	(84.00)	83	504.00	84.00	420.00	



1997 MIRROR WORLDS



Portsmouth Olympic Harbour, Kingston, Canada

by Peter Russell, 1997

The Australian Team

Skipper	Crew	Boat	State
Stephen McElwee	John Fletcher	Cicada V	Tasmania
Mark Barrington	Phillipa Barrington	Kamikaze	Tasmania
David Moore	Luke Baker	Fast Forward	Tasmania
Mark Padgett	Luke Padgett	Xcel-Erate	Tasmania
Norm Deane	Jenny Graney	Triple A	Tasmania
John Cook	Kathryn Cook	Cookaburra III	Queensland
Peter Russell	Kate Russell	Harmony	ACT
James Nolan	Simon Morgan	White Lightning	Tasmania
Clare Brown	Claire Cerruty	Rear View	Tasmania

The Races

Pre-Worlds: Generally wind conditions were enjoyed by all competitors using the pre-worlds to size up the rest of the fleet. Jerbil Owens (Ireland) won from Stephen McElwee (Australia) with David Gebhard (Great Britain) third. All Australians achieved good results in some races with David Moore 2nd, John Cook 9th and Mark Padgett 10th in Race 2 and Clare Brown winning through to the World Championship.

Invitation Race: A two hour delay due to no wind was followed by an unbelievably short race. Mark Barrington won the race to the top mark in 14 minutes. We dropped places at the top mark in disbelief that the race was shortened but 12th was a good start to the series.

Race 1: After abandoning the first start in light winds the championships began with the new seabreeze. Irish crews dominated with Emma McDonald first. Mark Barrington 22nd finished top Australian closely followed by John Cook 24th. In hindsight our 34th was a great result though we were disappointed with our windward strategy.

Race 2: The English crews took over with David Gebhard winning with Mark Barrington 18th again top Australian in a disappointing day for the Australian team. Our pin end start looked good but a twenty degree shift right after the start lifted all boats to windward leaving us at the back of the fleet.

Race 3: Enjoyable Kingston conditions saw another win for David Gebhard with a much improved Stephen McElwee 6th top Australian. A safer start with clear air up the first beat gave a better result but we were again disappointed with our windward strategy and lost boats at the top mark in the current.

Race 4: A win by Christopher Balding set the scene for future victory. Australian Mark Padgett finished strongly in 6th place after picking all the shifts up the last beat. A poor start, poor boat speed in the light winds, poor windward strategy and a dramatic raft-up on the run saw us drift back from 48th at the top mark to finish 67th.

Race 5: After a delay of three hours on shore racing began in light northerly winds. Ian Capener won with Stephen McElwee again top Australian in 8th. A poor race for the Harmony crew.

Race 6: Light winds continued with Ireland's Edmund Maloney breaking the English winning streak. Stephen McElwee in 14th was closely followed by Mark Padgett 16th as top Australians. Not our day - a poor start and poor boatspeed followed by time with the International Jury at day's end to decide a buoy room incident - we won using the new ruling on doubt over breaking of an overlap (you need to talk around the course, reminding competitors of their obligations).

Race 7: A great win to Stephen McElwee and our best result of 18th after a clear start and good first beat maintaining clear air and taking advantage of the left shift. After demanding tactical sailing mid-fleet from the beginning of the championship it was easy to concentrate on race strategy with most of the fleet behind after the top mark!

Race 8: A great race in the strongest winds of the series - 15 to 18 kts saw pre-worlds winner Jerbil Qwens dominate with top Australians David Moore and Mark Barrington 4th and 5th respectively. The lightweight crews still dominated with David Gebhard flying past us on the first reach with him falling out of the boat to prevent a capsizes in the shifting wind failing to prevent his charge from around 50th at the top mark to finish 20th.



Race 9: Christopher Balding sealed his World Championship with his second win. International racing can be tough - a good position evaporated with a twenty degree shift left and half the fleet passing us at the top mark. Working shifts and taking advantage of the left shift lifted us to 42nd. Mark Barrington was top Australian with a 5th.

Race 10: Stephen McElwee scored his second win for the series. We were caught with a wind shift to the right after the start, infringed by a port tacker and sailed our last race mid fleet.

The Winners

Great Britain and Ireland dominated the event with the exception of Australian champion Stephen McElwee with two heat wins placing seventh overall. The differences in performance were clearly evident on the water with the English and Irish crews consistently sailing higher to windward and performing more consistently on the start line. The combination of lightweight crews and big fleet racing experience were unbeatable in the light variable wind conditions that prevailed on Lake Ontario for the championships.

It was great to see that the top boats were simply rigged - with side tank jib sheeting and simple sail trim systems. Chris Baldings boat "Renaissance" was immaculate. David Gebhards boat was put together in a hurry prior to the county championships and transport to Canada - the systems and finish - despite the mottled appearance were great. The top crews used Trident sails which appeared fast together with the pronounced mast rake used by the English and Irish crews. The jibs appeared flatter which may have assisted with windward height but didn't have the power of the Walker jibs in the sloppy water conditions. The mainsails appeared more circular than our flat drive aft tight leach Walker sails and combined a flatter entry with maximum draft mid-sail.

Place	Points	Skipper	Crew	Country
1 st	29	Christopher Balding	Nicola Harper	Great Britain
2 nd	32	Ross Killian	Darren McCann	Ireland
3 rd	43	David Gebhard	Joshua Gebhard	Great Britain
7 th	68	Stephen McElwee	John Fletcher	Australia (1st Australian)
37 th	264	Norm Deane	Jenny Graney	Australia (1st Masters)

Good Times

All competitors enjoyed the companionship of Mirror sailors from around the world. Social events on each night in the "Mirror Pub" were a great success with the character of each nation on show. We were entertained by "The Spice Girls" from Great Britain, "Waltzing Matilda" and John Cook on Didgeridoo from Australia, a great folk band from Ireland - quiz's and other activities from all nations at the championships.

The opening ceremony instilled a feeling that we were all involved in a special event. With teams marching in uniform, national flags flying, Naval Cadet escorts, Brass Band playing with numerous dignitaries including ISAF President Paul Henderson and the "Sailors Oath" you could almost imagine representing your country in the Olympics in say 1976. The closing ceremony was announced by the Kingston Town Crier and capped a great Mirror event - "the most competitive to date" according to Norm Deane.

The "Seagulls" group greeted all competitors with dance and song each morning as they left the Marina - the sound of "Morning Peter" "Morning Kate" across the water was great.

The Australian Team was accommodated in two locations with most staying in Victoria Hall at Queens University. The Deanes, Graney's and Russells were looked after by Tom and Clare Campbell in the Chart House - a stones throw from the rigging area.

AUS night at the Mirror Pub



Australian Results

PI	Boat	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Pts
7	Cicada V	McElwee	37	27	6	9	8	14	1	11	18	1	68
16	Kamikaze	Barrington	22	18	13	13	23	52	31	5	3	43	128
21	Xcel-Erate	Padgett	47	41	18	6	35	16	25	12	23	25	160
25	White Lightning	Nolan	27	25	15	16	24	24	38	32	54	37	200
26	Fast Forward	Moore	55	42	11	32	44	25	26	4	25	40	205
37	Triple A	Deane	52	28	17	40	22	55	62	38	21	46	264
45	Rear View	Brown	50	34	63	46	25	37	49	35	43	42	311
52	Harmony	Russell	34	58	36	67	68	68	18	43	45	50	351
63	Kookaburra II	Cook	24	53	71	61	81	67	70	23	73	57	426

Canada

Kingston was great! A picturesque city at the entrance of the St Lawrence River to Lake Ontario. The sense of history, the limestone buildings, the forts, the Rideau Canal, the Thousand Islands combined with friendly, helpful people and great weather to make Kingston the perfect place for a World Championship.

The Australian Team had opportunities to experience parts of Canada either before or after the worlds with everyone enjoying the natural and built wonders of Canada and its friendly people. Our stay included visits to Ottawa, Montreal, Quebec, Prince Edward Island, Halifax and Toronto giving us a quick insight into the Canadian heritage.

The Lessons

Mike Fletcher in his *Advanced Racing Course* (Australian Sailing, 1997) breaks down sailboat racing into five major subjects:

- 1.0 Speed potential
- 2.0 Sailing skills
- 3.0 Crew work
- 4.0 Physical fitness
- 5.0 Racing

In recent Australian Championships we had excellent boat speed in the generally windy conditions - but remained less competitive in moderate conditions. With the expectation of say 5 - 10 knots for the Worlds we used a new mainsail (not adequately tested) with less depth in the top sections similar to the successful Trident sails of the last Worlds. We needed more time for sail development with obviously less height than the winners.

Our crew weight of 120kg is too heavy to be competitive at International level! The advantage of straight line testing in Canada was obvious - our improvement in sailing skills before the Worlds was dramatic. Our sailing skills were good - the hours of lonely practice on LBG with short windward/leeward courses (a two mark course can be easily set from a Mirror) translated into positions gained at most marks. Our physical fitness improved with gym work before the Worlds but we still generally performed better in the morning races - mental or physical tiredness?

A competitive 100 boat fleet quickly sorts out the skilled racers in a few seconds before the start. You either have the skill to consistently position the boat correctly on the line and take off before the gun maintaining control over adjacent boats and enjoy success or you finish down the fleet. Big fleet experience with multiple starts is critical to international success.

It was interesting to read Stuart Walker's "Advanced Racing Tactics" on our return from Canada. Walker talks about the need for confidence - "only a few (sailors) are able to free themselves sufficiently from preoccupation with the minutiae of tactical situations and boat speed problems to concentrate on the predominant elements of strategy." We couldn't free ourselves to follow our race plans! We should have regularly started in the middle of the line to take advantage of the oscillating wind and we should have ignored our lack of height and sailed the left side of the course to take advantage of the persistent left shift - sailing centre of left in clear air only worked in race 7.

The Future

Where do we go from here? The Australians were world beaters in the 1980s and early 1990s but we are obviously now off the pace against the top English and Irish crews.

- We need to keep attracting Australia's future champions to the Mirror class - where is the new Paul Eldrid or Tom King?
- We need to continue the tradition of sharing knowledge started by the Tasmanians.
- We need to develop programs to improve our racing skills.
- We need to work at improving our boat speed with further sail and boat trim analysis.





Chart House 1848 home for the Russells, Deanes and Graneys with hosts Tom and Clare Campbell



Portsmouth Olympic Harbour, home for 100 Mirrors



Portsmouth Olympic Harbour, National and Provincial Flags - Canada, USA, Britain, Ireland, Sweden, Japan, Australia and South Africa



Portsmouth Olympic Harbour, the Australian Team under the trees a stone's throw from the Chart House



Portsmouth Olympic Harbour "morning Peter", "morning Kate" at the 1976 Olympic venue



Kate Russell on the Olympic Flame



Rules workshop for AUS at Victoria Hall Queens University



AUS BBQ at the Chart House





AUS march to the Opening Ceremony under naval cadet escort - a bit like the Olympics



Opening Ceremony President ISAF, President CORK, President IMCA, Kingston Mayor, USA Consul, AUS Ambassador, British High Commissioner, Chairman IMCA



British High Commissioner Aubrey Goodenough passes the Mirror flag to Chairman IMCA Canada Paul Howard



Oaths of Good Sportsmanship



President ISAF Paul Henderson, all the ingredients for a great world championship, 100 boats, 8 countries, excellent venue



Chairman CORK Ross Cameron - the official opening with HMCS Ontario Band



Katie Cook and Kate Russell in AUS colours photographed by Phillipa Barrington



drifting to the 14 minute invitation race



Kate and the Mounties



Light variable winds everyday on Lake Ontario



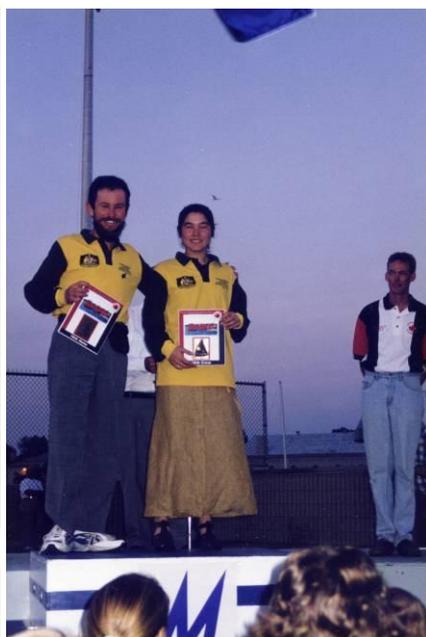
AUS night at the worlds



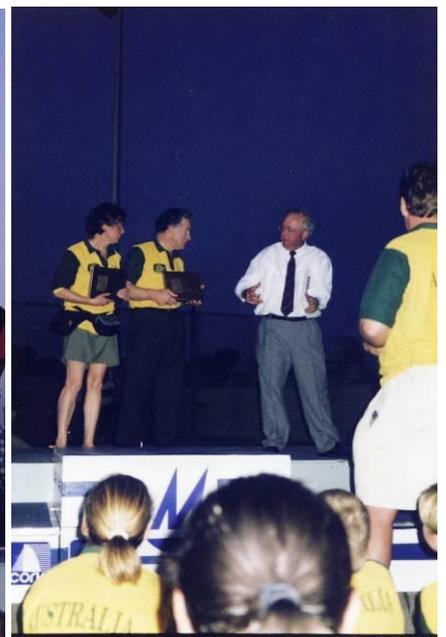
Race 8 Dave Gebhard flying by after falling out to prevent a capsiz



Stephen McElwee and John Fletcher
7th overall including two heat wins



Mark and Phillipa Barrington
16th overall



Norm Deane and Jenny Graney
37th overall, 1st Master's Trophy





The winners GB, Ireland, GB



Christopher Balding and Nicola Harper 1st overall with a new boat the prize, creditable top ten finish in all races



Eight boats packed up for AUS

1997 MIRROR WORLD CHAMPIONSHIP RESULTS

POS	SAIL	NAT	SKIPPER & CREW	RACE	TOTAL POINTS	NET POINTS AFTER 2 DROPS										
				1	2	3	4	5	6	7	8	9			10	
				Mon.	Mon.	Tue.	Tue.	Wed.	Wed.	Thu.	Thu.	Fri.	Fri.			
				1151	1431	1020	1300	1320	1550	1010	1240	1100	1310			
1	69659	GBR	Balding, Christopher & Harper, Nicola	9	9	4	1	2	8	5	2	1	6	47	29	
2	69560	IRL	Kilian, Ross & McCann, Darren	20	8	3	3	4	4	4	15	4	2	67	32	
3	69837	GBR	Gebhard, David & Gebhard, Joshua	23	1	1	4	5	12	2	20	2	7	77	34	
4	69831	IRL	Moloney, Edmund & Woodward, Andrew	4	15	9	18	10	1	3	7	8	28	103	57	
5	69798	IRL	Owens, Jertil & Kilian, Rebecca	28	5	2	17	3	15	8	1	14	15	108	63	
6	69805	GBR	Capener, Ian & Capener, Fay	17	3	23	8	1	38	7	3	29	4	133	66	
7	69615	AUS	McElwee, Steve & Fletcher, John	37	27	6	9	8	14	1	11	18	1	132	68	
8	69783	GBR	McCarthy, Mathew & de Wolf, Jack	43	10	5	12	11	11	9	30	5	14	150	77	
9	69806	IRL	Foley, Brendan & Mitton, Spencer	11	2	16	2	12	10	36	16	40	11	156	80	
10	69471	GBR	McGovern, Mathew & McGovern, Adam	16	6	22	24	13	13	10	27	6	10	147	96	
11	69739	IRL	Treacy, Max & Craig, Nick	8	OCS	34	38	6	3	14	14	13	9	240	101	
12	69170	IRL	McDonald, Emma & McSweeney, Ian	1	4	21	36	7	5	22	29	16	38	179	105	
13	69483	IRL	O'Loughlin, Mary & Henderson, Gina	10	45	19	29	15	9	12	9	49	3	200	106	
14	69752	SWE	Backlund, Per & Andermo, Magnus	41	7	26	19	17	23	19	8	7	22	189	122	
15	69807	IRL	Hamilton, Robbie & Reilly, Paul	38	20	8	10	DSQ	2	30	DNF.	11	5	326	124	
16	69196	AUS	Barrington, Mark & Barrington, Philippa	22	18	13	13	23	52	31	5	3	43	223	128	
17	69337	IRL	Craig, Roger & Cassidy, Claire	32	39	35	-11	18	6	6	13	OCS	8	269	129	
18	69696	IRL	Hellstern, Matthias & Dolan, Jarod	12	13	10	25	-	54	20	13	33	12	26	218	131
19	69030	IRL	Coveney, Rebecca & Forristal, Catherine	49	31	7	14	40	33	11	6	17	23	231	142	
20	69558	IRL	Hyde, Sarah & Doorley, Cathal	13	11	29	15	OCS	18	47	68	9	16	327	158	
21	69361	AUS	Padgett, Mark & Padgett, Luke	47	41	18	6	35	16	25	12	23	25	248	160	
22	69675	GBR	Smith, Philip James & Thomas, Andrew James	7	29	48	7	30	19	56	24	46	13	279	175	
23	69670	GBR	Tear, Howard & Tear, Samantha	18	14	37	21	19	29	16	55	35	51	295	189	
24	69440	GBR	Capener, Max & Toman, Suzanne	40	17	24	52	9	31	52	26	10	36	297	193	
25	68669	AUS	Nolan, James & Morgan, Simon	27	25	15	16	24	24	38	32	54	37	292	200	
26	69536	AUS	Moore, David & Baker, Luke	55	42	11	32	44	25	26	4	25	40	304	205	
27	69420	GBR	Gilow, Kate & Rogan, Kathryn	25	30	33	42	28	28	21	10	36	32	283	205	
28	69820	GBR	Smith, Andy & Still, Robyn	29	12	30	20	16	17	OCS	46	37	48	356	207	
29	69608	IRL	Hennessy, Owen & Forristal, Kris	30	37	20	23	39	OCS	24	28	24	27	353	213	
30	69503	IRL	O'Flaherty, Colm & Barr, Paul	DSQ	62	14	5	48	7	DNF	18	44	17	417	215	
31	69755	GBR	Shaw, Robert & Shaw, Anthony	64	16	40	30	14	28	20	DNF.	51	35	399	234	
32	69561	IRL	Moloney, Marty & Walsh, Blake	26	21	59	45	29	47	40	42	20	18	347	241	
33	69674	GBR	Saker, David & Saker, Jennifer	58	44	31	33	32	22	27	63	22	30	362	241	
34	65908	IRL	Kirby, Kate & Lennon, Genevieve	68	OCS	12	28	70	27	33	36	19	20	414	243	
35	69827	SWE	Sundvall, Rickard & Hogbom, Sverker	15	46	62	48	47	35	46	31	15	21	366	256	
36	69126	IRL	Burns, Darragh & Downey, John	39	51	27	22	33	41	53	21	72	29	388	263	
37	69672	AUS	Deane, Norm & Graney, Jenny	52	28	17	40	22	55	62	38	21	46	381	264	
38	69751	SWE	Grieves, Robin & Grieves, Anna	21	26	45	62	21	46	23	57	38	44	383	264	
39	66600	IRL	O'Donovan, Peter & Ludmore, Frederick	33	22	66	34	52	21	45	39	48	24	384	266	
40	16194	CAN	Loffree, Gregory & Loffree, Mathew	19	36	39	31	34	30	44	60	34	55	382	267	
41	69824	IRL	Hennessy, Louise & Heffernan, Brendan	36	63	54	81	38	49	32	25	27	12	417	273	
42	69865	IRL	O'Kelly, Ciaran & Farrell, Brian	3	24	51	79	55	34	28	44	42	DNF.	461	281	
43	69190	IRL	Woodward, Stephen & Woodward, Simon	57	43	25	57	49	32	60	41	33	19	416	299	
44	69489	RSA	Roberts, Trygve & Parry, Chris	14	38	68	44	27	43	55	47	64	39	439	307	
45	69628	AUS	Brown, Clare & Cerutti, Claire	50	34	63	46	25	37	49	35	43	42	424	311	
46	69750	IRL	Tritschler, Neil & Kavrnagh, Ian	6	72	32	58	66	79	15	48	39	52	467	316	
47	69726	GBR	Tribbeck, Graham & Pink, John	42	48	28	47	50	53	39	17	52	61	437	323	
48	69815	GBR	Gebhard, Jethro & Gebhard, Jaemi	63	49	43	50	58	56	17	22	32	60	450	327	
49	69776	GBR	Hepoell, Melissa & O'Le, Jemima	48	23	61	49	26	42	65	72	47	31	464	327	
50	69680	IRL	Goggin, Brian & Horgan, Daniel	71	19	56	70	45	44	43	37	58	34	477	336	
51	69737	IRL	How, Glenn & Fabritius, William	2	33	72	27	36	OCS	34	65	76	72	518	341	
52	69193	AUS	Russell, Peter & Russell, Kate	34	58	36	67	68	68	18	43	45	50	487	351	
53	69522	RSA	Moseley, Lee & Vardy, Jason	5	35	52	35	64	51	67	DNF.	75	49	534	358	
54	X5691	RSA	de Haan, Finn & Roberts, Mandy	45	60	58	37	DSQ	62	29	34	50	45	521	358	
55	69753	IRL	McDonald, Niamh & McDonald, Ross	35	57	53	56	31	45	OCS	40	41	58	517	358	
56	69727	GBR	Dawson, Robin & Still, James	51	81	46	55	37	39	42	50	65	41	507	361	
57	23283	RSA	Jacobs, Sieraj & Jacobs, Kareemah	31	47	60	51	53	48	50	52	30	54	476	362	
58	69466	IRL	Twomey, Conor & O'Sullivan, Sara	53	67	38	60	67	40	35	45	77	33	515	371	
59	69724	GBR	Charles, Nicholas & Retter, Daniel	59	65	42	69	41	61	54	19	53	63	526	392	
60	68552	IRL	Barter, Richard & McNamee, Ian	62	69	55	82	46	36	58	53	26	DNF.	588	405	
61	30983	CAN	Tae, Paul & Loffree, Terry	46	40	49	73	62	80	68	58	31	56	563	410	
62	69602	RSA	Clark, Stuart & Corlett, Nicci	78	32	50	53	51	66	37	64	60	67	558	413	
63	69293	AUS	Cook, John & Cook, Kathryn	24	53	71	61	81	67	70	23	73	57	580	426	
64	69669	IRL	Kieran, Emily & Mehigan, Julie	56	83	44	26	60	65	63	67	78	47	589	428	
65	36476	CAN	Pilling, Graham & Pilling, Susan	44	52	86	78	20	57	OCS	DNF.	28	66	633	431	
66	48581	RSA	Moseley, Samantha & Van der Schaar, Carla	80	55	47	63	63	54	41	49	62	65	579	434	
67	69756	GBR	Bowsher, Thomas & Morgan, Rhys	54	50	64	54	65	60	61	69	66	53	596	461	
68	69601	RSA	Gibb, Trevor & Corlett, John	61	71	57	41	56	59	64	59	69	73	610	466	
69	69280	GBR	Still, Anthony John & Still, Victoria Joan	ne	65	56	74	43	72	70	51	DNF.	67	75	674	498
70	69583	GBR	Heppell, Juliette & Stodel, Hannah	76	77	41	74	42	82	OCS	66	59	64	682	499	
71	42510	CAN	Wynne, Leslie & Clubine, Jonathan	81	70	77	39	61	63	66	DNF.	63	69	690	508	
72	43768	CAN	Howard, Peter & Alp, Katy	79	86	73	66	80	76	48	54	57	62	681	515	
73	66866	RSA	Norton, Jonathan & Norton, Robert	70	80	70	65	69	64	57	56	80	71	682	522	
74	69731	GBR	Rowing, Joe & Casin, Sam	75	75	65	59	OCS	50	69	DNF.	56	74	725	523	
75	69220	IRL	Mitchell, Clodagh & Mitchell, Shane	60	68	69	76	76	74	88	51	68	68	698	534	
76	51839	SWE	Grangert, Gustav & Hogbom, Viktor	72	78	76	71	59	71	73	DNF.	55	59	715	536	
77	36406	CAN	Silcock, Andrew & Silcock, Fiona	73	82	67	68	43	77	78	DNF.	71	70	730	547	
78	69792	CAN	Searle, Tim & Hull, Michael	74	54	81	97	73	58	72	61	88	78	736	551	
79	43756	CAN	Brendeke, Eric & Brendeke, Mark	66	64	75	84	87	73	59	62	79	80	729	558	
80	68986	GBR	Winter, William & Cole, Rachel Helen	82	59	78	64	78	83	77	77	61	76	735	570	
81	41205	CAN	Wynne, Christine & Wynne, Jennifer	69	61	80	77	85	81	74	79	74	77	757	591	
82	53050	CAN	Johnson, Max & Johnson, Elliott	85	76	82	89	57	75	71	70	84	84	773	599	
83	31306	CAN	Crompton, Dave & Pasma, Adrian	86	74	92	75	71	69	75	DNF.	70	79	792	599	
84	66611	USA	Gordon, George & Gordon, Jason	89	79	79	72	82	72	79	76	82	81	791	620	
85	29647	CAN	Searle, Nick & Walker, Shelley	83	73	89	80	74	85	OCS	71	81	82	819	629	
86	69829	SWE	Jernberg, Gustav & Jonsson, Karin	90	66	84	87	79	78	76	81	83	83	807	630	
87	69577	IRL	O'Sullivan, Robbie & O'Sullivan, Morgan	84	87	85	86	DSQ	84	80	73	86	86	852	664	
88	16852	SWE	Andermo, Per-Goran & Kangas, Daniel	77	90	88	85	77	90	85	82	89	85	848	668	
89	16627	SWE	Grangert, Oskar & Grangert, Anna	88	92	83	88	88	87	83	75	92	88	864	680	
90	51213	CAN	Osborn, Derek & Sturgess, Susy	92	85	91	83	75	89	82	DNF.	94	87	879	684	
91	51161	CAN	VanBeusekom, Volkert & Weber, Neil	95	88	90	91	89	88	81	74	93	90	877	689	
92	48478	USA	Worthington, Roy & Worthington, Alma													

1999 MIRROR WORLDS

W8

Saldanha Bay, South Africa

Reprinted from *Australian Sailing*, June 1999

Australians Mark Padgett and John Fletcher from Port Dalrymple SC, Tasmania, finished second in the Mirror World Championship at Saldanha Bay, South Africa. Irish crew Marty Maloney and Revlin Minhane won narrowly. Padgett/Fletcher were on the pace throughout the regatta. They finished the first day in second place and held this position for the rest of the regatta.

Another Australian crew, Steve Kennedy/Simon Grannery from WA, was fourth, behind the British pair Toby Wincer/Richard Harding.

Australians Norm Deane/Jenny Graney won the Master's Trophy for the second time with Norm the oldest competitor in the regatta.

The regatta drew 86 entries from a variety of nations including the UK, Sweden, Canada, Australia, Ireland and South Africa.

The ages of competitors ranged from 10 to 73.

Other Australian placings were: 9, Mark Barrington/Joshua Phillips; 12 Justin Mann/Sam Pierce; 15, Norm Deane/Jenny Graney; 27, David Meehan/Mathew Champtaloup; 28, Duncan McGlashan/Samantha Brown; 57, Nicholas Murray/Tim Castles.



MIRROR WORLD CHAMPIONSHIPS SALDANHA BAY RSA - APRIL 1999 AUSTRALIAN TEAM



BACK ROW: David Graney (Coach), Tim Castles, David Meehan, Steve Kennedy, Justin Mann, Matthew Champtaloup, Duncan McGlashan

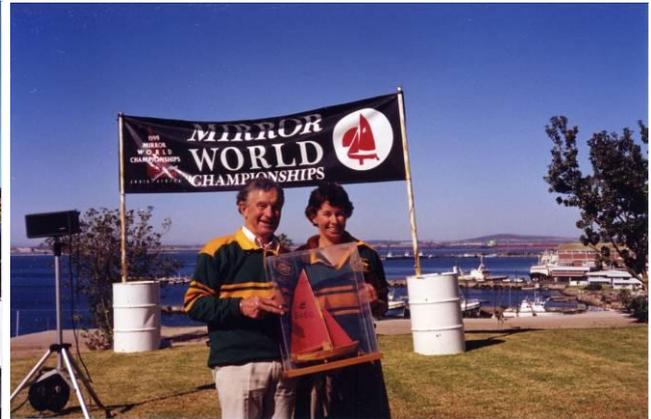
MIDDLE ROW: Mark Barrington, Norm Deane, John Fletcher, Jenny Graney, Mark Padgett, Wayne Mann (Manager)

KNEELING: Simon Grannery, Joshua Phillips, Sam Pierce, Samantha Brown, Nicholas Murray





Images of South Africa by Lesley Scott



Mark Padgett and John Fletcher second overall

Norm Deane and Jenny Graney Masters Trophy

1999 Mirror Worlds

by Mark Barrington

The Australian team was the first to arrive in Saldanha Bay at the naval base SAS Saldanha. The navy was to provide almost all the support services for the regatta, including accommodation and meals for everyone except the Irish team. During our week of training the weather was fine and hot with no wind in the morning and about 5 to 10 knots coming in about midday. That lasted until the second day of the Worlds when it came in hard every day until the end of the sailing, with around 20 knots on the start line increasing as we sailed upwind, sometimes to 30+ knots. As a result we were starting well powered up and progressively depowering, first with increasing vang and cunningham, then finally with eased vang to twist off the top of the main sail again near the top mark. The beginning of the reaches would be fast and furious, with the steep confused waves sending some boats out of control. The wing mark roundings were slower which was fortunate since, even with a reduced fleet of 73 boats, the boat to boat tactics were always fiercely fought. By the time we got to the bottom mark the wind seemed almost gentle, gentle enough for several boats to be scrapping for the inside position around the mark each time.

The Aussie champs at that time, Mark Padgett and John Fletcher (Tas) were consistently starting and sailing well, and the last heat was a battle (unsuccessful) to try to win the regatta from the top Irish boat of Marty Moloney and Revelin Minihane.

Steve Kennedy and Simon Grannery (WA) revelled in the heavy air to finish fourth. Joshua Phillips and I (Tas) finished 9th, with Justin Mann and Sam Pierce (WA) 12th and Master's champs Norm Deane and Jenny Graney (Tas) 15th.

The heavy air took its toll on some sailors, noticeably Dave Gebbard (UK) who was expected to do better than the final placing of 17th. With ten races, usually with two back to back each day and with three races on the second day in strong winds, the regatta was exhausting.

The social calendar had a few highlights. First was a trip on the back of a truck around the land surrounding the base, which the navy has converted to a wildlife reserve with zebra, springbok, ostrich and many other animals and birds. The trip was livened up immensely by everyone being seated on a wooden bench seat which wasn't attached to the truck, and slid around the tray on the curves. Second was the International night when every team was expected to put on a show. Our rendition of Waltzing Matilda was just that - Norm Deane featured as the swaggie. Third was the Host night which was presented with free wine, minstrals from Cape Town, and fabulous singing by a choir of naval recruits. The Irish of course bested us all with an evening to advertise the next Worlds in Ireland, presented with copious quantities of Irish whiskies and liqueurs.



1999 MIRROR WORLD CHAMPIONSHIP RESULTS

Skipper	Crew	Country	Boat Name	Sail No.	POSITION IN RACE NUMBER:										TOTAL POINTS	FIRST DISCARD	SECOND DISCARD	NET POINTS	POS.
					1	2	3	4	5	6	7	8	9	10					
Marty Moloney	Revelin Minihihane	IRL	Surreal II	69831	6	3	1	1	1	4	17	2	7	1	43	17	7	19	1
Mark Padgett	John Fletcher	AUS	Xcel-Erate	69361	2	5	3	4	4	2	3	1	18	3	45	18	5	22	2
Toby Wincer	Richard Harding	GBR	Gee-Czar	69955	1	1	8	3	5	3	7	25	4	9	66	25	9	32	3
Steve Kennedy	Simon Grannery	AUS	Hi Tech	69534	5	6	9	7	3	1	8	5	21	2	67	21	9	37	4
Sieraj Jacobs	Charles Hutton-Squire	RSA		69975	8	7	2	2	22	10	5	7	6	DNF	143	74	22	47	5
Glenn How	Ian McNamee	IRL		69949	7	10	5	12	2	12	13	3	3	10	77	13	12	52	6
Nick Meadow	Ryan Seaton	IRL	Mach III	69933	14	2	6	21	9	7	10	4	13	4	90	21	14	55	7
Stephen Woodward	Rachel Woodward	IRL	Now or Never	69919	13	12	4	6	8	9	14	8	1	OCS	149	74	14	61	8
Mark Barrington	Joshua Phillips	AUS	Kamikaze	69196	4	4	11	10	15	8	11	13	20	6	102	20	15	67	9
Alon Finkelstein	Barbara Heathcote	RSA	Dinky	66858	12	11	DNF	8	12	5	6	6	9	DNF	217	74	74	69	10
Michael Bayly	Moirra Brown	IRL	Sub Zero	69914	9	14	10	11	16	11	4	9	24	11	119	24	16	79	11
Justin Mann	Sam Pierce	AUS	Export Roo	68968	15	19	12	5	7	20	34	10	16	5	143	34	20	89	12
Brian Reilly	Paul Reilly	IRL	DeFinetly Maybe	69804	19	29	21	23	20	17	12	15	11	8	175	29	23	123	13
Ben Crabb	Jamie Jaycock	GBR		69960	39	43	13	13	6	21	46	12	12	16	221	46	43	132	14
Norm Deane	Jenny Graney	AUS		68672	10	21	18	32	11	29	31	22	14	12	200	32	31	137	15
Sheena McDonald	Ross McDonald	IRL	Mach II	69170	25	15	25	18	10	16	28	39	15	13	204	39	28	137	15
David Gebhard	Judi-Marie Gebhard	GBR	And on the Eighth Day	69837	3	8	DSQ	9	9	6	9	19	DNF	DNF	285	74	74	137	15
Jethro Gebhard	Joshua Gebhard	GBR	Sail on the Wild Side	69815	11	16	16	24	19	23	2	29	33	31	204	33	31	140	18
Per Backlund	Magnus Andermo	SWE	Permobil	69752	DSQ	9	7	19	25	18	1	32	35	32	252	74	35	143	19
Andrew Greer	Darren McCann	IRL	Dogmatix	69457	18	23	19	39	14	36	18	18	22	17	224	39	36	149	20
Rebecca Killian	Louise Foley	IRL	Flashpoint II	69560	24	25	14	22	23	22	27	28	5	20	210	28	27	155	21
Roger Gates	Robert Gates	GBR		68942	32	28	26	16	13	19	15	23	54	24	250	54	32	164	22
Melissa Heppell	Hannah Stodel	GBR	Pthreetie	69776	26	35	17	20	17	28	37	17	32	7	236	37	35	164	22
Peter Bayly	Mark Leonard	IRL	Menesis III	69561	31	18	27	14	24	15	19	26	31	37	242	37	31	174	24
Andrew Roberts	Stephen Browne	IRL		69533	16	26	20	25	28	26	22	43	19	22	247	43	28	176	25
William Winter	Rachel Cole	GBR	Boudicea	69906	36	32	23	17	31	31	21	21	2	DNF	288	74	36	178	26
David Meehan	Matthew Champaloud	AUS	Buster	69314	17	17	37	37	36	39	38	16	10	14	261	39	38	184	27
Duncan McGlashan	Samantha Brown	AUS	Cicada IV	68677	37	44	32	29	21	14	40	14	17	23	271	44	40	187	28
Rhydian Morgan	Michael Kirtland	GBR	Taz	69783	40	39	22	15	26	33	25	20	23	28	271	40	39	192	28
Toby Heppell	Luke Constable	GBR	Phourtle	69943	22	24	24	27	OCS	13	29	24	30	29	296	74	30	192	29
Timothy Goodbody	Simon Johnson	IRL	Pandamonium	69855	27	41	31	35	18	24	43	11	26	25	281	43	41	197	31
Patrick Cronin	Fred Gilbert	IRL	Hokonui	69740	20	30	41	30	27	27	24	31	25	18	273	41	31	201	32
Greg Loffrey	David Fletcher	CAN	G-Force Cam	69927	21	13	15	31	37	32	23	38	36	47	293	47	38	208	33
Chris Clayton	Adam Robinson	IRL	Sniper	69665	23	22	33	DNF	42	37	32	36	8	19	326	74	42	210	34
Andrea Giovannini	Richard Hutton-Squire	RSA	Tallula	5891	33	40	28	26	29	30	48	30	28	15	307	48	40	219	35
Trygve Roberts	Nicolas Baigrie	RSA	Ukuphaphateka	69489	28	20	35	34	33	25	20	33	43	27	298	43	35	220	38
Cian Murray	John Collins	IRL	Purple Reign	69454	34	31	30	28	30	34	35	35	38	DNF	369	74	38	257	37
Waldo Zevenster	Diether Zevenster	RSA	Piranha	69903	38	34	38	38	35	57	39	27	27	30	363	57	39	267	38
Simon Woodward	Andrew Woodward	IRL	Hairy Bee	69471	29	27	48	46	46	47	33	38	29	35	378	48	47	265	39
Scott Cochrane	James Cooke	GBR	EXEarse Peration	53615	30	36	29	33	34	46	36	46	47	40	377	47	46	284	40
Simon Baer	Amy McLoughlin	RSA		43614	35	33	42	43	43	38	26	45	42	42	389	45	43	301	41
Trevor Gibb	Mary Hassall	RSA	Meticulass	69601	46	45	34	40	32	40	42	50	39	34	402	50	46	306	42
Penny Alison	Heather Wares	RSA		69491	45	49	43	45	41	44	57	42	44	25	435	57	49	329	43
Alan Bennett	Eleanor Blore	GBR	Zarya	69929	44	37	45	38	DNF	35	58	40	40	DNF	483	74	74	335	44
Rob Meek	Louise Meek	RSA	Mystique	68857	55	47	49	48	38	49	47	DSQ	41	21	469	74	55	340	45
Warren Dyke	David Norton	RSA		69640	57	59	47	41	40	43	50	37	34	DNF	482	74	59	349	46
Art Malone	Robert Collins	IRL	Vintage 95	69650	43	38	51	42	DNF	40	41	60	37	DNF	500	74	74	352	47
Mark Barr	Elisa Monahan	IRL		69841	47	46	39	44	DNF	42	30	34	DNF	DNF	504	74	74	356	48
Gareth Cairncross	Daniel Cairncross	RSA	Wild Thing	69488	58	53	50	47	45	54	69	44	52	36	508	69	58	381	49
Robert Grieg-Gran	Edward Grieg-Gran	GBR	Baptism of Fire	69724	41	42	36	DNF	DNF	66	16	53	57	DNF	533	74	74	385	50
Jeremy Davison	Nicholas Davison	GBR	Ptwootle	69583	71	65	57	51	44	52	63	47	48	35	533	71	65	397	51
Andrew Edwards	Robert Edwards	RSA		54831	49	62	63	54	47	48	51	59	45	48	526	63	62	401	52
Nessa Fitzgerald	Ronan McNamara	IRL		69913	52	50	54	DNF	48	56	44	49	50	DNF	551	74	74	403	53
Paul Haglich	Lorenzo Haglich	RSA	Aquila	64594	54	57	58	52	50	61	52	51	53	38	526	61	58	407	54
Jonathan Norton	Lexis Silberbauer	RSA	Bubbles		8	48	60	53	53	52	59	62	52	67	539	67	62	410	55
Robert Norton	Jo-Anne Becke	RSA	Zig-Zag	66853	53	54	46	64	DNF	67	61	48	49	45	561	74	67	420	56
Nicholas Murray	Tim Castles	AUS	Blackadder	69133	42	51	44	DNF	DNF	53	45	58	55	DNF	570	74	74	422	57
Matthew Rickard	Tony Norris	RSA		6948	59	55	55	DNF	DNF	50	49	68	46	41	571	74	74	423	58
Andre Hogbom	Erik Jonsson	SWE	Syster Yster	69830	67	64	66	56	54	58	67	41	62	43	578	67	67	444	59
John Corlett	Derryn Friend	RSA	Sweetpea	43748	51	48	52	57	DNF	60	56	64	58	DNF	594	74	74	446	60
Kate Delahunty	Ben Greer	IRL	Grey Matter	69329	DNF	DNC	56	59	DNF	45	53	DNF	51	39	599	74	74	451	61
Jonathan Baer	Robert Logan	RSA	Tubthumpa	69902	62	52	40	DNF	39	71	59	DNF	59	DNF	604	74	74	456	62
Jason Vardy	Thomas Vardy	RSA	Shoshalosa	66850	64	61	62	50	DNF	51	70	63	61	49	605	74	70	461	63
Solomon Dipeere	Tsheo Mpye	RSA	Delta	64602	61	66	61	DNF	49	64	64	54	DSQ	52	619	74	74	471	64
Craig Latgan	Lionel Latgan	RSA	Atria III	69872	50	56	DNF	DNF	55	65	55	65	56	DNF	624	74	74	476	65
Anna Granger	Sofia Rudell	SWE	Haiko	69887	66	58	60	55	DNF	55	71	61	DNF	50	624	74	74	476	65
James Vardy	Dale Smith	RSA	Robos	50687	60	69	59	49	DNF	69	54	55	64	DNF	627	74	74	479	67
Gustav Jernberg	Daniel Bjorkman	SWE	Lap Power	69829	68	DNF	64	60	56	72	68	57	60	46	625	74	72	479	67
Bruce Harper	Gordon Struwig	RSA		66842	65	71	68	62	53	62	65	67	63	44	620	71	68	481	69
Ashton Sampson	Virgil Mpaly	RSA	Bravo	24179	69	68	69	58	51	DNF	72	62	DNF	51	648	74	74	500	70
Catherine Brereton	Roscoe Friend	RSA	Quantum Leap	69522	56	67	DNF	DNF	DNF	63	60	56	65	DNF	663	74	74	515	71
Ian Cairncross	Henio Miszewski	RSA	Overdraft	69925	70	70	67	63	DNF	70	73	66	66	53	672	74	73	525	72
Fuad Jacobs	Tariq Jacobs	RSA	Mücke	23283	63	63	65	61	DNF	68	66	DNF	DNF	DNF	682	74	74	534	73



2001 MIRROR WORLDS

w9

Howth Yacht Club, Dublin, Ireland

by Caroline Pitt, reprinted from WA Mirror Images, September 2001

A closely fought World Championship at Howth Ireland saw the Irish sailors Peter Bayly and William Atkinson of Lough Derg Yacht Club Ireland become the new World Champions. Fremantle sailors Torvar Mirsky and Justin Jacob were second overall and became the World Junior Champions. The Irish dominated but there were some fine performances by the small Australian team.

Twelve Australian boats were selected for the 2001 Mirror World Championships which were held at Howth Yacht Club in Dublin. A total of ninety three boats representing six nations contested the event over five days. The Australian team of twenty four sailors, coaches, Mark Padgett and Steve Walker, with hundreds of fathers, mothers, cousins, and assorted supporters arrived in force in Howth the week before the event. The Aussies had arrived! Not that we were at all noisy, we just blended into the crowd wearing the distinctive green and gold.

We checked into our Irish B&Bs and then off to unpack the shipping container. We immediately discovered the lovely walk to the yacht club, about twenty minutes down an incredibly steep hill (great exercise on the way back). The sailors were very happy to be reunited with their Mirrors after not seeing them for three months. Yes, we were really here and the boats were okay. The Aussies took over the Howth Sea Angling Club where we had evening meals and drinks served by Michelle, Michael and Tony. A real home away from home, a great spot for team building and coach talks. Over the next six days we did a lot of training with our coaches Steve Walker and Mark Padgett (all day hiking sessions were common!). We began to get used to the four mile hike out to the race course and tried to understand the tides, which were sometimes gushing at 7 boat lengths a minute, which was very different to our tiny tides back home. We also had our boats measured over these days.

The measurer was a jolly fellow who appeared to have learned to scream at an early age and been practicing ever since. However measurement was well run and relatively uneventful and the fibreglass boats had no problems. In fact they attracted a lot of positive attention with the measurer in deep discussion of their merits with Johnny. However the Tassie boats with their super fancy doublesided spinnaker chutes did have some problems. The measurer said sorry, they don't measure. The sailors said sorry, we are taking it to the ISAF referee. The referee said sorry, take them off. After a few last minute modifications all the boats were cleared for the Pre-Worlds.

Now Mirror sailing attracts a higher profile in Ireland than in Australia. All the notables turned up for the opening day. The Irish Prime Minister opened the event with a ceremony and march fit for an Olympics. Assisting him was the local Mayor equipped with gold chain and several ambassadors and other important looking people. (Maybe John Howard could do the same for Hobart or Kim Beasley our West Australian waiting in the wings). We then met the Beach Master (or beast master) who controlled the hardstand allocated for boats and the launching and retrieving of boats from the water. With a lot of yelling he managed to dominate the large number of sailors and make order out of the potential chaos. The club had little rigging area and limited launching facilities. We are really spoilt here with our lovely clubs in the West.

The Pre-Worlds helped us to get the feel of huge fleets with over one hundred boats on the start line. Lots of black flags (the tide was up our sterns at this time) were used to control the "starting bandits" as Mark Padgett kindly phrased it. The Pre-Worlds were very enjoyable and while the Australians didn't look to be coming first, David Meehan had a respectable 5th in the first race of the two race regatta.

And so we started the 2001 International Mirror World Championship. There were 93 boats on the start line, a bit of a change from ten or so at our club races. The first day of the Worlds was very shifty. Before the race the Australians decided to go right up the first beat. Unfortunately the breeze shifted left about 20 degrees up the first beat only to shift back afterwards! However Torvar Mirsky from Fremantle showed that he is a very talented young sailor going from 80th around the top mark to 18th on the finish line. Torvar was fifth in the next race. At the end of day one it was Peter Bayly and William Atkinson of Ireland first, Nick Meadows and Sam Trott of Ireland second, Grieg-Gran and Telford of GBR third. Torvar and Justin were close behind.

The second day was also in light fluky conditions. But the Australian results improved. Royal Perth skipper Mark O'Toole with crew John Collova won the trophy for the best performance of the day with only eight points from two fourth places. This brought them up to fifth overall. Torvar Mirsky won race four and came thirteenth in race three making him third in the regatta.

The third day was another mixed day for the Australian team. Wind and tide conditions caused difficulties for all the sailors. Irish sailors Nick Meadow and Peter Bayley were first and second with Torvar Mirsky still holding onto third spot.



The fourth day was the start of better things for Tim Castles. After misbehaving the night before he managed a 33rd (his best result so far) in the morning but as he freshened up he came in for a great 7th in the afternoon race. The afternoon race was a tough one with numerous black flag starts and general recalls. With the tide pushing you over the line it gets interesting. Tessa Parkinson and Jennifer Cunningham in *Crescendo*, and Jonathon Clough and Luc Tasker in *Licensed to Kill*, suffered badly being black flagged and given 93rd. Mark and John had their worst day with a 25th and 21st.

The last day of the Worlds was grand for the Aussie team. Torvar Mirsky and Justin Jacob ended up coming 2nd when Nick Meadow retired with a broken tiller. Mark O'Toole and John Collova moved up the rankings, finishing 7th. Mark Barrington and Jessie Atherton were 11th, Tim Castles and Luke Parkinson 28th, Simon Cunningham and Steven Thomas 41st, David Meehan and Chris Jacob 44th, Andrew and James Sutherland 47th, Andrew Joyce and Andrew Paynter 49th, Ben Green and Nick Pritchard 51st, Tessa Parkinson and Jennifer Cunningham 64th, Caroline Pitt and Jack O'Mahony 77th, Jonathon Clough and Luc Tasker 81st.

And the Beach Master? He seemed relaxed on the last day in a dinner suit, bow tie and flower in the button hole. The sun shone for the closing ceremony and masses of lovely Irish crystal was handed out for treasured mementos. Howth ran a great regatta. All the Aussies had a wonderful time with top results. In the words of our president and echoed by everyone, well done, FANTASTIC!

2001 Mirror Worlds

by Selwyn Castles

After the Tasmanians loaded 3 boats on a trailer, this being ferried to Melbourne, a fourth boat loaded into a 20 foot container, onto Perth, the 20 foot unloaded and a 40 foot container loaded with 8 boats from WA, the trailer with the 4 Eastern States boats, plus 2 rubber duckies, its off to Ireland we go.

Howth is a small fishing village some 12km north of Dublin and a prettier spot you will not find. The Australian team arrived a week before the regatta along with the 2 coaches, Steve Walker of Walker Sails and Mark Padgett, both of Tasmania. Training began immediately trying to get used to the fickle winds and the enormous tides of 6 metres. The preworld regatta was held on 4th August consisting of 2 races back to back but did not give a true indication of the results of the Championship regatta to follow. The Worlds started on 5th August and sailed consecutively over 5 days with a total of 10 races completed. The conditions were variable with most days between 5 to 8 knots of wind with extreme tide conditions running up to 4 knots. The wind was from all directions with no true pattern setting in. Some days there was in fact a 360 degree shift making race control difficult.

The fleet consisted of 92 boats from Ireland, Great Britain, Sweden, South Africa, Netherlands and the Aussies. Although the sailing was difficult the Australian sailors did particularly well in conditions not all had previously experienced. Special mention must be made of Torvar Mirsky and his crew Justin Jacob to finish 2nd overall and Junior Champion and Mark O'Toole and crew John Collova finishing 7th.

Special thanks to our sponsors, which include Portman Mining. AYF, P&O Shipping and Schenker who helped defray some of the huge expense of sending a large contingent halfway around the world. Also thanks to the Howth Yacht Club for a well-run event and to the Howth Angling Club for their hospitality shown to the Australians.



2001 MIRROR WORLD CHAMPIONSHIP RESULTS

		POINTS											Cumulative Results					
Helm	Crew	Sail No.	Club	Tally	05/08	05/08	06/08	06/08	07/08	07/08	08/08	08/08	09/08	09/08	Place	Gross Pts.	Total Discards	Nett Pts.
Peter Bayly	William Atkinson	70031	LDYC - IRL	66	2.00	1.00	(18.00)	3.00	1.00	7.00	13.00	2.00	1.00	(93.00)	1	141.00	111.00	30.00
Torvar Minsky	Justin Jacob	70065	FSC - AUS	9	(18.00)	5.00	12.00	1.00	2.00	5.00	10.00	(16.00)	10.00	2.00	2	81.00	34.00	47.00
Nick Meadow	Sam Trott	70077	CSC - IRL	70	3.00	2.00	1.00	8.00	19.00	6.00	1.00	(34.00)	(93.00)	11.00	3	178.00	127.00	51.00
Chris Forristal	Catherine Forristal	70017	RCYC - IRL	60	9.00	(13.00)	(20.00)	10.00	10.00	2.00	3.00	6.00	11.00	8.00	4	92.00	33.00	59.00
David Gebhard	Jake Gebhard	70090	DRSC - GBR	38	8.00	(32.00)	24.00	7.00	3.00	3.00	2.00	(36.00)	6.00	15.00	5	136.00	68.00	68.00
Robert Grieg-Gran	Jonathon Telford	70009	LSC - GBR	18	7.00	11.00	(23.00)	2.00	20.00	4.00	17.00	17.00	3.00	(20.00)	6	124.00	43.00	81.00
Mark O'Toole	John Collova	69832	RPYC - AUS	5	(23.00)	21.00	4.00	4.00	5.00	14.00	(25.00)	21.00	5.00	7.00	7	129.00	48.00	81.00
Robert Collins	Kenny Keogh	70028	NYC - IRL	63	(31.00)	7.00	9.00	12.00	4.00	(22.00)	8.00	14.00	17.00	14.00	8	138.00	53.00	85.00
Ian McConigle	Simon Glynn	70030	SSC - IRL	65	1.00	26.00	6.00	(35.00)	6.00	24.00	22.00	(93.00)	4.00	5.00	9	222.00	128.00	94.00
Alex Kaiser	Jack Vaughan	69888	RCYC - IRL	52	21.00	24.00	(93.00)	5.00	(40.00)	28.00	4.00	5.00	2.00	9.00	10	231.00	133.00	98.00
Mark Barrington	Jessie Atherton	70063	KBSC - AUS	7	15.00	(31.00)	10.00	11.00	26.00	1.00	15.00	13.00	(37.00)	17.00	11	176.00	68.00	108.00
Patrick Cronin	Orla Magee	69740	MYC - IRL	48	30.00	10.00	17.00	(34.00)	11.00	8.00	9.00	20.00	(36.00)	3.00	12	178.00	70.00	108.00
Per Backlund	Magnus Andermo	69752	TMP - SWE	83	4.00	17.00	(51.00)	21.00	15.00	12.00	12.00	1.00	(93.00)	36.00	13	262.00	144.00	118.00
William Winter	Andrew Davies	69906	CSC - GBR	21	16.00	19.00	21.00	6.00	24.00	17.00	(53.00)	4.00	23.00	(26.00)	14	209.00	79.00	130.00
Michael Hill	Simon Martin	70001	RNIYC - IRL	57	28.00	14.00	3.00	26.00	(54.00)	10.00	(52.00)	33.00	13.00	12.00	15	245.00	106.00	139.00
Christopher Clayton	Peter Todd	70074	RNIYC - IRL	68	(93.00)	3.00	2.00	45.00	21.00	18.00	28.00	18.00	(93.00)	22.00	16	343.00	186.00	157.00
Des Clayton	Craig Martin	69955	RNIYC - IRL	56	(73.00)	23.00	8.00	32.00	37.00	(63.00)	16.00	11.00	35.00	1.00	17	299.00	136.00	163.00
Nicholas Malone	Clodagh O'Sullivan	69831	SSC - IRL	50	5.00	60.00	7.00	18.00	13.00	13.00	21.00	(93.00)	27.00	(93.00)	18	350.00	186.00	164.00
Roy Darrer	Fergal O'Shea	70032	RCYC - IRL	67	10.00	29.00	(42.00)	(52.00)	22.00	20.00	24.00	29.00	20.00	13.00	19	261.00	94.00	167.00
Niall Conman	Galen Lowney	69837	WHBTC - IRL	51	13.00	12.00	16.00	19.00	36.00	(55.00)	35.00	(93.00)	7.00	35.00	20	321.00	148.00	173.00
Paul Cotter	Tom Martin	69680	RCYC - IRL	46	(59.00)	20.00	13.00	(37.00)	8.00	33.00	34.00	15.00	12.00	(93.00)	21	330.00	152.00	178.00
Guy Wilkins	Ben Wilkins	39508	CSC - GBR	13	22.00	34.00	11.00	(37.00)	(57.00)	27.00	11.00	12.00	31.00	32.00	22	274.00	94.00	180.00
Jonathan O'Dowd	Darren McCann	70029	RStGYC - IRL	64	(93.00)	36.00	28.00	9.00	23.00	23.00	7.00	(93.00)	16.00	4.00	23	369.00	186.00	183.00
Sieraj Jacobs	Gigi Eagleson	69975	ZYC - RSA	77	(93.00)	9.00	47.00	41.00	7.00	49.00	20.00	8.00	(49.00)	4.00	24	327.00	142.00	185.00
Matt Burge	Kate MacGregor	70072	PYC - GBR	37	(48.00)	8.00	5.00	40.00	27.00	(69.00)	46.00	47.00	8.00	6.00	25	304.00	117.00	187.00
Craig Bond	Mitchell Bond	70002	BSC - GBR	30	25.00	38.00	(64.00)	15.00	35.00	19.00	29.00	3.00	28.00	(40.00)	26	296.00	104.00	192.00
Rory Murphy	Rebecca Murphy	69030	RCYC - IRL	42	35.00	15.00	14.00	46.00	9.00	46.00	23.00	(93.00)	(52.00)	21.00	27	354.00	145.00	209.00
Tim Castles	Luke Parkinson	69361	FSC - AUS	3	52.00	(52.00)	(67.00)	25.00	39.00	21.00	33.00	7.00	15.00	24.00	28	335.00	119.00	216.00
Ian Dobson	Andrew Tunnicliffe	65656	BSC - GBR	14	19.00	27.00	(77.00)	17.00	(67.00)	47.00	43.00	10.00	34.00	23.00	29	364.00	144.00	220.00
Jan McSweeney	Katie Jones	69695	HYC - IRL	47	41.00	4.00	37.00	(84.00)	17.00	42.00	37.00	(72.00)	24.00	28.00	30	386.00	156.00	230.00
Andrew Woodward	Rachel Woodward	69949	RCYC - IRL	55	46.00	6.00	52.00	31.00	(68.00)	(68.00)	32.00	48.00	9.00	10.00	31	370.00	136.00	234.00
Stephen Penney	Chris Penney	70015	CSC - IRL	59	42.00	16.00	22.00	(48.00)	(55.00)	15.00	18.00	39.00	46.00	37.00	32	338.00	103.00	235.00
Ben Houghton	Darren Roach	69971	RPYC - GBR	27	12.00	(44.00)	36.00	(57.00)	28.00	36.00	44.00	31.00	32.00	25.00	33	345.00	101.00	244.00
Josh Gebhard	Judi Gebhard	70091	DRSC - GBR	39	40.00	43.00	(71.00)	33.00	14.00	37.00	14.00	23.00	44.00	(56.00)	34	375.00	127.00	248.00
Simon Woodward	Stephen Murphy	69919	RCYC - IRL	53	(93.00)	48.00	(71.00)	27.00	49.00	11.00	6.00	58.00	39.00	16.00	35	418.00	164.00	254.00
Alan Bennett	Holly Scott	69929	SSC - GBR	26	50.00	(69.00)	38.00	14.00	18.00	25.00	31.00	30.00	(64.00)	48.00	36	387.00	133.00	254.00
Andrew Greer	Matthew O'Dowd	70027	DLMYC - IRL	62	(93.00)	18.00	25.00	(53.00)	44.00	31.00	45.00	27.00	22.00	44.00	37	402.00	146.00	256.00
Tim Gray	Simon Foskett	70100	SHSC - GBR	40	29.00	22.00	(60.00)	58.00	43.00	9.00	26.00	(60.00)	48.00	49.00	38	404.00	120.00	284.00
Gerard McGill	Luke McGill	70010	SYC - GBR	32	24.00	62.00	58.00	13.00	(86.00)	35.00	40.00	26.00	(93.00)	30.00	39	467.00	179.00	288.00
Will Glanville	Ed Grier-Thomas	70024	SYC - GBR	33	(57.00)	56.00	41.00	30.00	(93.00)	41.00	49.00	9.00	19.00	46.00	40	441.00	150.00	291.00
Simon Cunningham	Steven Thomas	70093	RPYC - AUS	10	55.00	28.00	(66.00)	16.00	47.00	(56.00)	36.00	54.00	18.00	43.00	41	419.00	122.00	297.00
Richard Cornes	Gareth Hughes	69756	WFSC - GBR	20	(93.00)	(65.00)	46.00	62.00	46.00	29.00	19.00	35.00	42.00	18.00	42	455.00	158.00	297.00
Catherine McQuitty	Tiffany Brien	69170	RNIYC - IRL	115	32.00	(61.00)	56.00	(71.00)	45.00	57.00	5.00	38.00	38.00	29.00	43	432.00	132.00	300.00
David Meehan	Christopher Jacob	69536	FSC - AUS	4	36.00	(93.00)	72.50	24.00	48.00	38.00	(81.00)	32.00	33.00	19.00	44	476.50	174.00	302.50
Adam McGovern	Anna MacKenzie	69907	HSC - GBR	22	17.00	39.00	29.00	50.00	42.00	(58.00)	47.00	(55.00)	25.00	54.00	45	416.00	113.00	303.00
Niki Birrell	Christian Birrell	69164	WFSC - GBR	15	11.00	64.00	31.00	36.00	58.00	(73.00)	30.00	(93.00)	29.00	45.00	46	470.00	166.00	304.00
Andrew Sutherland	James Sutherland	45392	ASC - AUS	1	(93.00)	37.00	57.00	20.00	53.00	16.00	51.00	24.00	(60.00)	47.00	47	458.00	153.00	305.00
Elliott Jago	Ben Arscott	69339	RPYC - GBR	16	56.00	33.00	44.00	(72.00)	16.00	(77.00)	61.00	43.00	14.00	39.00	48	455.00	149.00	306.00
Andrew Joyce	Andrew Poynter	70079	TYC - AUS	12	38.00	54.00	34.00	23.00	51.00	(64.00)	(56.00)	46.00	50.00	27.00	49	443.00	120.00	323.00
Tom Cloud	Danielle Hollett	70008	PYC - GBR	31	6.00	67.00	35.00	38.00	29.00	40.00	(69.00)	(71.00)	51.00	61.00	50	467.00	140.00	327.00
Ben Green	Nick Peitnarr	62671	MBYC - AUS	2	39.00	57.00	40.00	22.00	(65.00)	(61.00)	60.00	52.00	26.00	38.00	51	460.00	126.00	334.00
Michael Sabington	Sian McCleave	69933	RNIYC - IRL	54	34.00	47.00	(78.00)	69.00	34.00	30.00	42.00	28.00	(70.00)	65.00	52	497.00	148.00	349.00
Conor Byrne	Aoibhe Glynn	60333	SSC - IRL	41	43.00	35.00	68.00	(87.00)	32.00	43.00	38.00	44.00	47.00	(69.00)	53	506.00	156.00	350.00
Paul Reilly	Darragh Daly	69664	SYC - IRL	45	58.00	45.00	32.00	(66.00)	30.00	51.00	63.00	45.00	30.00	(63.00)	54	483.00	129.00	354.00
Roscoe Friend	Derryn Friend	69640	HMYC - RSA	74	14.00	(75.00)	55.00	29.00	38.00	26.00	72.00	(93.00)	73.00	66.00	55	541.00	168.00	373.00
Philip McGlade	Alan O'Regan	69243	RCYC - IRL	43	53.00	42.00	39.00	(83.00)	31.00	65.00	27.00	66.00	(93.00)	52.00	56	551.00	176.00	375.00
Waldo Zevenster	Katherine Taunton	70120	RYC - RSA	79	44.00	49.00	59.00	(74.00)	(73.00)	48.00	55.00	19.00	43.00	64.00	57	528.00	147.00	381.00
Ann Marie Cox	Ian McNally	69806	LDYC - IRL	127	37.00	(72.00)	50.00	51.00	25.00	54.00	48.00	(76.00)	67.00	50.00	58	530.00	148.00	382.00
Marie Gunneras	Anna Carlsson	69826	HSS - SWE	85	(68.00)	46.00												

2003 MIRROR WORLDS

w10

Sponsor: NORTAS, Royal Yacht Club of Tasmania, Hobart

by Jenny Graney, 2003

The Royal Yacht Club of Tasmania hosted the National Championship commencing with measurement on the 1st January, with a long line of eager crews patiently working their way through separate stations for hulls, sails, foils and spars. It was a long day for both the measurement team and for the crews, but virtually all boats for both the Nationals and the subsequent World Championships had been measured by the end of the day with only a few stragglers to face the relieved measurers on the second day.

The Invitation race included entrants from both the Nationals as well as most of the overseas boats that had entered for the Pre Worlds Regatta which was conducted concurrently with Heats 5-8 of the Nationals. Some of the Great Britain Team entered the Nationals and top spot was taken by the British crew of Stuart Bithell and Holly Scott sailing *AV-IT* ahead of the RYCT's David Moore and Mathew Wilson in *Stealth* and Victorian Glenn and Lloyd Collings in *No Chance*. Defending National Champion Mark Barrington snapped an Achilles tendon after the first two heats and his son Laurence took over the helm to complete the National series and the subsequent Worlds as Mark looked on from a spectator boat with his leg in plaster.

At this stage the Great Britain team was looking a threat but the excellent performance of the local Tasmanians led many to believe that local knowledge of the Derwent River was to play a major part in the World Championship which attracted boats from 8 nations. The Irish team had been training hard and by not finishing all races of the Pre-Worlds Regatta had not shown their hand. The World Championship was decided over a 10 race (2 discards) series with 2 races per day over five consecutive days. The stamina of many of the more mature crews began to wane towards the end of the series following only a 2-day break between the Nationals and the Worlds.

David Moore and Glenn Collings both carried their good form from the Nationals into the Worlds; however the Irish sailors, who had won the World title on the previous two occasions showed from the start they would be a big threat. David and Glenn both suffered from OCS problems and this demonstrates the pressure of the big fleet starts. On one day alone there were 19 boats OCS between the two heats.

Again there was heavier than normal conditions, with up to 35 knots recorded during Race 7 which made Race 5 of the Nationals seem like a picnic race. The race was shortened but the high number of finishers is a testament to the boat handling skills of the sailors, many of whom were junior or sub junior (under 16 years). Several crews decided the reach back to the shore between races was a good time to test their spinnaker skills and enjoyed a thrilling ride back.



With such a large fleet, there was always lots of shouting up the windward legs and at mark roundings, there were numerous overnight boat repairs undertaken in the Sharpie shed by the measurers (who were acknowledged for volunteering to repair the numerous hulks they were faced with but stated they only did it because they had the biggest tool kit!). The organisers of the next World Championships in Sweden are planning to incorporate a boat repair facility to continue the "tradition" started in Hobart.

The World Championship went down to the last race with the Irish pair of Chris Clayton and Craig Martin in *Gee-Czar* winning by one point from countrymen Andrew Woodward and James Bendon in *Poseidon* with Victorians Glenn and Lloyd Collings in *No Chance* beating another Irish boat into third place.

Tasmanians George Fish and Jamee Saunders in *Foxy Lady III* took out the Master's World title. The top two boats in the Women's Title were Great Britain crews with Great Britain crews also taking out the top three positions in the Sub-Junior World title. The Great Britains have a generous funding scheme for Mirror sailors up to the age of 16, at which point they are encouraged into boats heading them towards the Olympic two handed classes. This draining of talented sailors saw the Irish team taking both first and second places in the Youth Title with a Great Britain crew third.

There was fierce competition on the water but the atmosphere on land was very friendly with many friendships made and renewed from previous campaigns.



2003 Mirror Worlds

by Morgan Vaudrey, IMCAT, News - Worlds, Hobart 2003

11 January 2003, World class conditions for World Championship heats

There was an increased fleet on the Derwent River today, as sailors enjoyed the perfect weather for the start of the International Mirror World Championship. British boat *Av-It* (Bithell and Scott), and Australian boats *Stealth* (Moore and Wilson) and *No Chance* (Collings and Collings) are all hot tips for the World title after performing well in the Australian Championship. Sailing conditions were nothing short of fantastic for Heats 1 & 2 of the Worlds today. Balmy temperatures in the mid twenties, clear skies and a steady sea breeze (Av. 12 knots) created just as good a day for the Mirror sailors as it did for the one-day cricket match between England and Australia in Hobart, which Australia won.

Continuing great form in the Australian Championship, *Stealth* took first place in Heat 1, and followed with a tenth place in Heat 2. Second place winners in the 2002 European Championship, British Mirror *Crianza* (helmed by Jonathon McGovern and crewed by Nicola Brook) took second place. Irish boat *Tantilizer* (Bobby Collins and Fintan Hughes) sailed consistently today, grabbing third place in both heats. Victorians Glenn and Lloyd Collings in *No Chance*, placed seventh in Heat 1, but improved in Heat 2, taking first. Rumours flew about the luck of the Irish in Heat 2 after *Poseidon* (Andrew Woodward and James Bendon) took second and *Tantilizer* placed third. Bithell and Scott's *Av-It* placed sixth and seventh in Heats 1 & 2 respectively.

The fantastic conditions are expected to continue tomorrow as sailors become more involved in the World Championship.

12 January 2003, Ireland makes its presence felt in the Mirror Championship

Mirror sailors must be really bored of the perfect weather and even winds on the Derwent River! The Derwent River again turned on the perfect weather, with warm temperatures and sunny skies. The second day of the World Championship was sailed in North Easterly winds with average speeds between eight and ten knots. The fleet had trouble getting away cleanly in both of today's heats, with a general recall before each race finally got underway. The Irish have come to Hobart with gusto. As well as performing well in the International Mirror World Championship, Irish Dragon *Crimaera* is also sailing well in the Australian Dragon Championship, which is the lead up to the World Dragon Championship.

The Irish were dominant in the Worlds today. *Gee-Czar* (Christopher Clayton and Craig Martin) placed first in Heat 3, and were still showing off great form in Heat 4 by placing second. Australian Mirror *Stealth* (David Moore and Matthew Wilson) placed second in Heat 3, but was disqualified after not returning to the line after being over at the start in Heat 4. Craig and Mitchell Bond's *Passing Wind!* took third in Heats 3 and 4.

The Irish dominance continued in Heat 4, with *Tantilizer* (Bobby Collins and Fintan Hughes) taking first, continuing yesterday's great performances. In Heat 4, second went to *Gee-Czar* and third to *Passing Wind!* as mentioned above.

Tomorrow may be a challenging day for the Mirrors, as the forecast temperature is above 30°C with a strong chance of a sea breeze.

13 January 2003, A Stealthy success on the Derwent

It was another hot one for Heats 5 and 6 of the International Mirror World Championship. A freshening north easterly breeze kept the threat of a possibly dangerous sea breeze at bay. Sailors instead had to contend with 15 knot winds that at times gusted up to 22 knots and swell.

Tasmania's David Moore and Matthew Wilson in *Stealth* were brilliant today, taking first place in both heats. These results should have helped with the disappointment of being disqualified in Heat 4 and have confirmed *Stealth's* position as favourite for the World Championship. Another Australian hopeful for the World Championship, Glenn and Lloyd Collings (VIC) in *No Chance* took second place. Brits Steve and Juliet Long in *Déjà Vu* took third place in Heat 5 and fourth in Heat 6, rounding out a strong performance for the day.

The wind shifted north easterly for the next heat, and dropped off slightly, however the conditions were still challenging. *Stealth* took first place ahead of British favourites *Av-It* (Bithell and Scott). *Av-It* improved on a fourteenth place in Heat 5. *Crianza* (GBR), sailed by Jonathon McGovern and Nicola Brook, placed third.

Slightly cooler temperatures will greet sailors tomorrow as they continue the World Championship.

14 January 2003, Nearly the end but still testing for sailors

It was a dramatic day of sailing for the second last day of the World Championship. The first race of the day started in a consistent eight to ten knot wind. As a cold front passed through Tasmania, the wind picked up to 25 knots, at times gusting up to 32 knots. The Beaufort Scale describes this as a "moderate gale"! Due to the dangerous conditions Heat 7 was shortened and the Mirrors were returned to shore to assess injury and boat damage. The Mirrors went back on the river once conditions eased.



Ireland and Great Britain dominated the top ten positions in Heat 7, with Australian boats only taking two positions. Andrew Woodward and James Bendon (IRL) in *Poseidon* placed first. British boats *Crianza* (Jonathon McGovern and Nicola Brook) and *Av-It* (Stuart Bithell and Holly Scott) continued to perform well, placing second and third respectively.

The wind dropped later in the afternoon, allowing Heat 8 to run its full course. The Irish and British boats were in the top ten again in the second race of the day, but first place this time went to Australian Mirror *No Chance*, sailed by Glenn and Lloyd Collings. Irish boats *Gee-Czar* (Christopher Clayton and Craig Martin) placed second. *Poseidon* placed third. Australian boats that featured in the top ten in both heats were *Stealth* (David Moore and Matthew Wilson) and *No Chance*.

With only one day left in the International Mirror World Championship, *Gee-Czar* (IRL) is currently leading, *Tantilizer* (IRL) is second and *Stealth* (AUS) is placed third (up to Heat 8 with one drop).

15 January 2003, International Mirror World Championship ends

The Irish Mirrors dominated the final day of the International Mirror World Championship, as they have done for the entire event. The Mirrors enjoyed a pleasant sail on the Derwent for their final day today. A sea breeze came in during the afternoon, strengthening up to 15 knots, but dropping back to ten knots later on.

Irish Mirrors took the top three positions in Heat 9. Andrew Woodward and James Bendon in *Poseidon* placed first. Christopher Clayton and Craig Martin in *Gee-Czar* took out second place ahead of Bobby Collins and Fintan Hughes's *Tantilizer*. Glenn and Lloyd Collings in *No Chance* (VIC) were the best-placed Australians in Heat 9 in fourth spot.

The Irish were also strong in Heat 10. *Poseidon* placed first again, and *Gee-Czar* and *Tantilizer* placed third and fourth respectively. *No Chance* placed second following the dismissal of the protest by Britain's *Av-It*. The Irish Mirrors fought for the championship title until the very last race. The International Mirror World Champion for 2003 is *Gee-Czar*, helmed by Christopher Clayton and crewed by Craig Martin. The nearest rival *Poseidon* (Andrew Woodward and James Bendon) was just one point behind.

Congratulations to Christopher and Craig and to all the Irish team for a strong performance in the World Championship. Victoria's *No Chance*, helmed by father and son team Glenn and Lloyd Collings, was third. *Stealth* (David Moore and Matthew Wilson) was the highest placed Tasmanian boat in the World Championship.

It was great to see that although Tasmanian Mark Barrington was unable to sail due to his Achilles tendon injury, his son Laurence is also a skilled sailor, helming *Kamikaze II* (crewed with Jessie Atherton) to seventh place in Heat 9 and a fifth in Heat 10. *Kamikaze II* placed thirteenth overall.



Irish Team celebrates victory in Hobart



*2003 Mirror World Champions
Gee-Czar, Craig Martin and Chris Clayton (IRL)
(photo: James O'Reilly)*



AUS Team



AUS Team march



Opening ceremony



Blessing of the waters



Peter Russell beachmaster etc



Rigging lines



Harmony tagged for action



Harmony with the world





Measurers/repairers Peter Russell and Martin Grosse



Winners Chris Clayton and Craig Martin, IRL



AUS coaches Mick Ralph and Steve Walker



AUSSIE mates Lachlan, Sarah, Tim, Kate and Ellen



Mark 'Achilles' Barrington



Sweden in 2005



Harmony on the plane



2003 MIRROR WORLD CHAMPIONSHIP RESULTS

INTERNATIONAL MIRROR WORLD CHAMPIONSHIPS

NORTAS

SERIES SCORES for Class Pos up to Race 10 on 15/01/2003 Ties Breaking to Stage 1 & 2 & 3 Duty Score Average of 10 best scores

(Ties: S=Score R=Race B= Bettered. Penalties: B=BFD C=DNC D=DNE E=EXC F=DNF G=RDG L=Late Entrant O=OCS P=Protest Q=DSQ R=RAF S=DNS U=DUT Z=ZFP Y=SCP #-No Data "(x.y)" Discarded)

Series Results [Class Pos] for Mirror up to Race 10 (Drops = 2)

Place	Sail No	Boat Name	Skipper	From	Agg Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	21	GEE-CZAR	C CLAYTON	IRL	23.00	3.00	2.00	2.00	4.00	(15.00)	(9.00)	2.00	1.00	5.00	4.00
2	20	POSEIDON	A WOODWARD	IRL	24.00	1.00	1.00	3.00	1.00	(93.00F)	7.00	4.00	(15.00)	2.00	5.00
3	80	NO CHANCE	G COLLINGS	VIC AUS	28.00	2.00	4.00	1.00	6.00	5.00	2.00	(93.00O)	(93.00O)	1.00	7.00
4	22	TANTILIZER	B COLLINS	IRL	29.00	4.00	3.00	5.00	(21.50)	(7.00)	4.00	1.00	6.00	3.00	3.00
5	69	STEALTH	D MOORE	TAS AUS	44.00	10.00	(13.00)	10.00	9.00	1.00	1.00	(93.00O)	2.00	10.00	1.00
6	29	CRIANZA	J McGOVERN	GBR	45.00	8.00	(93.00F)	8.00	2.00	3.00	8.00	8.00	(8.00)	6.00	2.00
7	35	AV-IT	S BITHELL	GBR	50.00	9.00	6.00	7.00	3.00	2.00	(14.00)	(93.00F)	10.00	7.00	6.00
8	33	PASSING WIND!	C BOND	GBR	56.00	7.00	11.00	12.00	5.00	(44.00)	(24.00)	3.00	3.00	4.00	11.00
9	59	WHITE LIGHTNING	J PENMAN	TAS AUS	72.00	6.00	9.00	13.00	(20.00)	6.00	5.00	5.00	(21.00)	16.00	12.00
10	26	NORBERT	G WILKINS	GBR	84.00	15.00	14.00	4.00	(24.00)	(35.00)	11.00	11.00	5.00	14.00	10.00
11	34	DEJA VU	S LONG	GBR	86.00	20.00	5.00	11.00	(25.00)	4.00	3.00	(93.00O)	17.00	17.00	9.00
12	32	WE TAKE PLASTIC	D ELLIS	GBR	100.00	12.00	20.00	(21.00)	7.00	18.00	(93.00Q)	6.00	9.00	11.00	17.00
13	68	KAMIKAZE II	M BARRINGTON	TAS AUS	104.00	5.00	7.00	6.00	(28.00)	27.00	26.00	21.00	4.00	8.00	(32.00)
14	24	NONAME	S BROWNE	IRL	107.00	19.00	(93.00O)	15.00	10.00	(46.00)	6.00	23.00	7.00	9.00	18.00
15	102	TIME N TIDE	A JOYCE	TAS AUS	109.00	(25.00)	8.00	14.00	13.00	10.00	22.00	10.00	24.00	(25.00)	8.00
16	81	MENACE	A SUTHERLAND	VIC AUS	124.00	18.00	18.00	19.00	11.00	16.00	12.00	9.00	(93.00O)	(24.00)	21.00
17	45	WREST POINT TASM	M SPIES	NSW AUS	142.00	28.00	10.00	29.00	14.00	9.00	21.00	12.00	19.00	(44.00)	(30.00)
18	27	GEORGE	K McKENZIE	GBR	145.00	11.00	23.00	23.00	19.00	(58.00)	18.00	(28.00)	18.00	20.00	13.00
19	3	PER MOBIL	P BLACKLUND	SWEDEN	148.00	26.00	25.00	9.00	12.00	(40.00)	(36.00)	14.00	12.00	23.00	27.00
20	23	SERIOUSLY EASY GC	B COX	IRL	150.00	14.00	19.00	18.00	26.00	20.00	15.00	19.00	(35.00)	(27.00)	19.00
21	30	PHOURTLE	B CROMPTON	GBR	161.00	21.00	28.00	17.00	8.00	42.00	(44.00)	15.00	11.00	19.00	(93.00Q)
22	57	DUAL FORCE	J PHILLIPS	TAS AUS	166.00	(38.00)	(43.00)	20.00	18.00	24.00	13.00	24.00	26.00	15.00	26.00
23	71	FOXY LADY III	G FISH	TAS AUS	169.00	13.00	17.00	36.00	(39.00)	13.00	10.00	36.00	(93.00O)	30.00	14.00
24	13	LOLAR NA MARA	W ZEVENSTER	RSA	169.00	(33.00)	12.00	25.00	(31.00)	25.00	29.00	13.00	29.00	13.00	23.00
25	28	BLEW	N McNULTY	GBR	172.00	24.00	16.00	27.00	30.00	(53.00)	(93.00Q)	35.00	13.00	12.00	15.00
26	19	SURREAL II	N MALONE	IRL	180.00	(46.00)	15.00	16.00	35.00	11.00	28.00	30.00	14.00	(40.00)	31.00
27	25	DOMINATRIX	S GLENNON	IRL	198.00	(93.00F)	(93.00O)	47.00	29.00	26.00	20.00	7.00	23.00	22.00	24.00
28	46	OZ-MOSIS	L GIBBS	QLD AUS	209.00	32.00	32.00	24.00	34.00	8.00	16.00	32.00	(93.00O)	31.00	(39.00)
29	79	SG-1	S DELANEY	VIC AUS	209.00	35.00	21.00	26.00	(58.00)	23.00	23.00	31.00	(37.00)	21.00	29.00
30	90	SCUD III	B UTTING	WA AUS	213.00	23.00	33.00	30.00	36.00	33.00	17.00	16.00	(52.00)	(64.00)	25.00
31	87	FANTASMIC	D GORE	WAUS	214.50	17.00	24.00	(43.00)	21.50	29.00	33.00	22.00	32.00	(46.00)	36.00
32	63	THE EDGE	M PEARCE	TAS AUS	216.00	(59.00)	22.00	22.00	17.00	21.00	38.00	(93.00O)	25.00	49.00	?? nn
33	31	WOODY	G McGILL	GBR	219.00	16.00	(40.00)	39.00	(57.00)	36.00	30.00	18.00	28.00	18.00	34.00
34	89	LEADING EDGE III	D PITT	WA AUS	223.00	29.00	34.00	(44.00)	23.00	14.00	19.00	33.00	34.00	(41.00)	37.00
35	95	WREST POINT I	A PERKINS	GBH	236.00	22.00	26.00	37.00	15.00	(51.00)	42.00	17.00	39.00	38.00	(43.00)
36	15	AFRICAN EXPRESS	B ROBINSON	RSA	252.00	41.00	29.00	(50.00)	27.00	38.00	41.00	25.00	16.00	35.00	(41.00)
37	83	OFFSIDE	G BROWN	WA AUS	261.00	(45.00)	39.00	(56.00)	33.00	17.00	25.00	44.00	33.00	42.00	28.00
38	14	ALFU	A SAMPSON	RSA	274.00	39.00	(59.00)	35.00	46.00	22.00	27.00	38.00	(93.00O)	29.00	38.00
39	36	AGAMEMNON	R CHAPMAN	GBR	291.00	54.00	30.00	54.00	(93.00F)	30.00	48.00	39.00	20.00	(57.00)	16.00
40	61	INSIDE EDGE	M BROWN	TAS AUS	291.00	34.00	41.00	(66.00)	(79.00)	-39.00	37.00	47.00	22.00	36.00	35.00
41	91	TAKING OFF	C PITT	WA AUS	292.00	30.00	(57.00)	41.00	37.00	(52.00)	34.00	34.00	44.00	39.00	33.00
42	67	STAR-BELLIED SNEE	N SHEPARD	TAS AUS	311.00	44.00	46.00	33.00	60.00	(93.00F)	(93.00F)	49.00	27.00	32.00	20.00
43	86	FAST FORWARD	C JACOB	WA AUS	317.00	37.00	(54.00)	48.00	48.00	50.00	(59.00)	29.00	30.00	33.00	42.00
44	10	GREYHOUND	T THORNTON	RSA	320.00	(60.00)	53.00	45.00	40.00	(93.00F)	32.00	37.00	38.00	26.00	49.00
45	66	ALL FIRED UP	R ORR	TAS AUS	322.00	47.00	38.00	55.00	42.00	12.00	51.00	(93.00O)	43.00	34.00	(59.00)
46	64	KAMIKAZE	G ATHERTON	TAS AUS	325.00	52.00	31.00	(58.00)	41.00	32.00	(93.00C)	27.00	55.00	37.00	50.00
47	56	DEV/BOAT	P FOX	TAS AUS	329.00	40.00	(93.00O)	32.00	49.00	45.00	46.00	41.00	36.00	(55.00)	40.00
48	48	WIZARD	A TURNBULL	QLD AUS	357.00	42.00	42.00	42.00	32.00	(93.00C)	58.00	45.00	(93.00O)	48.00	48.00
49	53	STRIDER	A HAMILTON	TAS AUS	364.00	51.00	(93.00O)	31.00	16.00	34.00	52.00	(93.00O)	41.00	72.00	67.00
50	93	VIGILANTE IV	T CUNNINGHAM	WA AUS	365.50	56.00	(60.00)	28.00	51.50	54.00	35.00	48.00	47.00	(74.00)	46.00
51	8	CONTROL ALT DELE	K MISZEWSKI	RSA	373.00	36.00	27.00	49.00	(70.00)	47.00	(93.00F)	40.00	54.00	67.00	53.00
52	40	HARMONY	E RUSSELL	ACT AUS	376.00	(63.00)	48.00	46.00	55.00	31.00	31.00	(93.00F)	57.00	56.00	52.00
53	17	DOUBLE DUTCH	L BERGHUYS	NED	383.00	58.00	56.00	40.00	38.00	(93.00F)	55.00	26.00	42.00	68.00	(93.00F)
54	78	CRITICAL PATH	E DELANEY	VIC AUS	387.00	66.00	35.00	64.00	(73.00)	19.00	40.00	52.00	53.00	58.00	(66.00)
55	62	CARPE DIEM	J GRANEY	TAS AUS	393.50	(57.00)	47.00	52.00	51.50	56.00	56.00	42.00	45.00	(65.00)	44.00
56	11	CICADA IV	K SHALLCROSS	RSA	395.00	31.00	44.00	38.00	69.00	59.00	45.00	56.00	(70.00)	53.00	(93.00Q)
57	75	FRODO	D KEIL	VIC AUS	395.00	69.00	37.00	61.00	44.00	37.00	(70.00)	(93.00O)	40.00	45.00	62.00
58	77	STINGRAY	V COLLINGS	VIC AUS	401.00	27.00	49.00	93.00C	93.00F	(93.00C)	(93.00C)	20.00	31.00	28.00	60.00
59	4	TBA	G JERNBERG	SWEDEN	404.00	48.00	61.00	57.00	(77.00)	48.00	39.00	51.00	46.00	54.00	(64.00)
60	7	WILDTHING	G CAIRNCROSS	RSA	411.00	49.00	62.00	(68.00)	59.00	41.00	47.00	50.00	58.00	(93.00Q)	45.00
61	5	SYSTER YSTER	A HOGBOM	SWEDEN	417.00	43.00	51.00	34.00	64.00	(93.00F)	66.00	43.00	(93.00O)	61.00	55.00
62	60	CRIQUEY	D CLARK	TAS AUS	446.00	50.00	58.00	93.00C	43.00	28.00	43.00	(93.00O)	(93.00O)	60.00	71.00
63	49	PANTHER	M RANDALL	QLD AUS	455.00	64.00	55.00	(69.00)	56.00	(71.00)	61.00	57.00	49.00	66.00	47.00
64	76	SEA KISS	A KEIL	VIC AUS	463.50	74.00	45.00	77.00	51.50	(93.00F)	50.00	67.00	(93.00O)	43.00	56.00
65	65	XCEL-ERATE	L SKILLEN	TAS AUS	464.00	65.00	36.00	53.00	76.00	67.00	(93.00F)	54.00	50.00	63.00	(82.00)
66	84	WINDJAMMER	S DICK	WA AUS	466.00	61.00	(68.00)	65.00	(93.00F)	60.00	60.00	65.00	51.00	47.00	57.00
67	12	THE MATRIX	D ZEVENSTER	RSA	468.00	55.00	50.00	74.00	45.00	43.00	(93.00F)	75.00	65.00	(93.00Q)	61.00
68	72	FIZZ	Q HUNT	TAS AUS	471.00	72.00	52.00	(81.00)	62.00	49.00	57.00	59.00	66.00	(73.00)	54.00
69	39	FRIA II	E HART	ACT AUS	491.00	67.00	74.00	62.00	47.00	(93.00F)	69.00	55.00	59.00	(83.00)	58.00
70	70	POWERPLY	R BROWN	TAS AUS	499.00	53.00	71.00	59.00	(75.00)	63.00	67.00	53.00	(93.00O)	59.00	74.00
71	52	REFLECTOR	R FRY	SA AUS	505.00	(93.00F)	69.00	71.00	54.00	65.00	49.00	63.00	71.00	(75.00)	63.00
72	9	MAGIC	T GIBB	RSA	507.00	68.00	67.00	(72.00)	63.00	55.00	(75.00)	68.00	67.00	51.00	68.00
73	73	FAST-GLASS	K BARNES	TAS AUS	510.00	(73.00)	64.00	70.00	(78.00)	57.00	53.00	61.00	63.00	70.00	72.00
74	1	TANT GRON	S HOGBOM	SWEDEN	511.00	(76.00)	65.00	51.00	66.00	70.00	64.00	70.00	(93.00O)	50.00	75.00
75	88	STEAMED UP	S LOCKE	WA AUS	511.00	93.00C	73.00	60.00	(93.00F)	(93.00F)	68.00	58.00	56.00	62.00	51.00
76	2	BARKBATTEN	J HOGBOM	SWEDEN	513.50	62.00	(79.00)	(78.00)	51.50	72.00	65.00	71.00	60.00	62.00	70.00
77	58	GEM	P ATTRILL	TAS AUS	527.00	93.00C	84.00	(93.00C)	68.00	(93.00C)	54.00	46.00	48.00	69.00	65.00
78	8	HAKJO	G GRANGERT	SWEDEN	551.00	81.00	66.0								



IRISH JIG

Preparation rather than 'luck of the Irish' gave the dominance

IRISH CREWS, showing the benefits of racing in strong, big fleets at home, finished first and second in the International Mirror world championship, contested by a fleet of 92 on the Derwent River, Tasmania.

Chris Clayton and Craig Martin won by a point from Andrew Woodward/James Bendon. Third, another four points behind, was the Australian father-and-son team of Glenn and Lloyd Collings; a point ahead of another Irish crew in fourth place, Bobby Collins/Fintan Hughes.

The young Tasmanian combination of David Moore and Matthew Wilson was fifth, followed by three British boats.

The championship, conducted by the Royal YC of Tasmania, with ten races over five days, had a full mix of conditions. Day one had a steady 12 knot sea breeze; day two a north-easterly average

ing between 8-10 knots and a 15-knot north-easterly that gusted to 22 knots at times on day three.

The first race of day four started in a consistent 8-10 knots but as a cold front passed through, the wind picked up to 25 knots at times, gusting up to 32 knots. Due to the dangerous conditions, the course for heat seven was shortened and the Mirrors returned to shore to assess boat damage and injury. The wind dropped later in the afternoon, allowing heat eight to be run.

On the last day, a sea breeze came in during the afternoon, strengthening to 15 knots, but dropping to ten knots later on.

The championship was contested by 38 crews from overseas – from Ireland, Great Britain, Sweden, South Africa, New Zealand and Japan – and 54 from Australia (WA, Victoria, Tasmania, NSW, ACT, Queensland).

The fleet enjoys a sea breeze day on the Derwent (Glenn Wills/Moving Pictures)



Irish strength

The Irish prepared as a team for Hobart and according to one of Australia's Mirror coaches, Steve Walker the North-West Tasmania sailmaker, are the strongest at the moment in Mirrors internationally for a number of reasons.

They have 1000 Mirrors registered in Ireland where district regattas regularly draw fleets of 100 to 150 boats. The Irish see the Mirror as a major junior training class and so they put a lot of their coaching resources into it.

"They have also researched the boats. They have an Irish builder who is building wooden boats and they are working the tolerances to the max."

Walker explained that moulds for fibreglass boats, which were mostly sailed by the top Australian crews, were more restrictive on subtle shape variations.

The Irish also tended to sail with light crews, 95-100kg total crew weight where the Australian crews of Collings and Moore were around 105kg.

Costly for Collings

Glenn Collings, sailing with his youngest son Lloyd, after winning race two and being seventh in race one was disqualified as an ocs premature starter in both race three and race four. "He was definitely the best sailor there and would have won if it had not been for being called ocs in both races on the second day," said Walker. "He was certainly sailing fast."

Walker said Collings' starting style would have told against him. "He digs himself a hole to leeward and in the last ten seconds reaches into it and pops out, just clearing the bunch."

Walker helped Collings' move to gain re-instatement; unsuccessful after three and a-half hours in the jury room. With his two drop races used up,

Results

Worlds: 1, Gee-Czar (C.Clayton, Ireland), 4-5-1-2-9-15-4-2-3, 23 points; 2, Poseidon (A.Woodward, Ireland), 5-2-15-4-7-dnf-1-3-1-1, 24; 3, No Chance (G.Collings, Australia), 7-1-ocs-ocs-2-5-6-1-4-2, 28; 4, Tantilizer (B.Collins, Ireland), 3-3-6-1-4-7-21.50-5-3-4, 29; 5, Stealth (D.Moore, Australia), 1-10-2-ocs-1-1-9-10-13-10, 44; 6, Crianza (J.McGovern, Great Britain), 2-6-8-8-3-2-8-dnf-8, 45; 7, Av-It (S.Bithell, Great Britain), 6-7-10-dnf-14-2-3-7-6-9, 50; 8, Passing Wind (C.Bond, GBR), 11-4-3-3-24-44-5-12-11-7, 56; 9, White Lightning (J.Penman, Australia), 12-16-21-5-5-6-20-13-9-6, 72; 10, Norbert (G.Wilkins, GBR), 10-14-5-11-11-35-24-4-14-15, 84.

Australian championship: 1, S.Bithell/H.Scott (Great Britain), 8-3-3-2-1-1-2-1, 11 points; 2, D.Moore/M.Wilson (Tas), 4-5-16-1-2-3-2-3, 15; 3, G.and L.Collings (Vic), 1-4-6-4-3-5-1-dnf, 18; 4, J.and S.Penman (Tasmania), 2-2-22-5-4-4-12-2, 19; 5, A.and W.Sutherland (Vic), 3-8-11-14-dnf-2-19-6, 44; 6, G.Fish/J.Saunders (Tas), 19-12-5-41-11-7-6-7, 48; 7, M.Barrington/J.Atherton (Tas), 5-1-dnc-dnc-13-15-4-13, 51; 8, G.Wilkins (GBR), 18-dnf-2-7-12-dnc-7-9, 55; 9, M.Pearce/E.Clark (Tas), 14-11-8-11-8-21-5-12, 55; 10, A.Joyce/C.Erwin (Tas), 6-7-18-9-15-11-dnc-11, 59.



Collings had to start and sail conservatively, but he still put together a consistent scoreline of 2-5-6-1-4-2 in the remaining races.

Tasmanians Moore and Wilson won three races but were slightly off the pace in the lighter breezes. While four races of the series were sailed in 15-20 knots, six were in "down pressure" of 8-12 knots when Moore/Wilson were disadvantaged against the lighter Irish crews. And they had bad starts in two races.

Unfortunately, the 2002 Australian champion, Tasmanian Mark Barrington, was able to continue sailing after injuring his Achilles tendon on day two of the nationals in Hobart. His son Lawrence, who is also a skilled sailor, stepped into his boat and crewed by Jessie Atherton placed seven in the Australian championship and 13th in the worlds.

"One of the biggest disadvantages we have got in Australia is our fleets don't get together often enough and our starting is not as good as the Irish or the English who sail in bigger fleets," Walker said. "And we don't put enough coaching into the class." 

Runners-up Andrew Woodward/James Bendon from Ireland (20) leading the pack (Wills/Moving Pictures).

The 92-boat fleet gets away, overshadowed by Mt Wellington (Wills/Moving Pictures).



2005 MIRROR WORLDS

w11

Storsjöns Segelsällskap, Östersund, Sweden

reprinted from WA Mirror Images, September 2005



Nick Davis and John Collova WA, Representatives

Two Australian Mirrors contested this year's World Championship in Sweden. Jason Rope and Ethan Atkins from NSW and Nick Davis and John Collova from Perth. Nick and John sailing *Vigilante VII* came in a very creditable 9th and Jason and Ethan 35th out of a strong fleet of 101 Mirrors. Nick and John report that they had a good time in Sweden and were happy with their top ten position in the intense competition.

The Irish once again won the World championship. It was *Gee-Czar* the boat that won the title in Hobart in 2003 but this time with a new crew of Ross Kearney and Adam McCullough of the Royal North of Ireland Yacht Club. In second place was *Balls of Fire* sailed by Simon McGrotty and Melissa Daly of the Skerries Sailing Club. In third place was *Whatever* sailed by John and Jamie Clementson of Great Britain.

The top ten was dominated by Ireland and Great Britain. The Irish took four places and the Brits five. Most of the sailors were under nineteens and under sixteens. Which indicates that these two countries will be strong in Mirrors for some years to come.

Nick and John travelled separately to Stockholm where they joined up for the 500 km trip north to Östersund. Östersund is the only large town in northern Sweden and is situated about 200 kilometres inland midway between the Baltic and the Atlantic Oceans. At some 63° 10' north Östersund's climate is classified as sub arctic. But the local website optimistically claims that due to the gulf-stream the climate is pleasant both summer and winter. Nick and John arrived to northern summer weather of rain and cold.

Östersund is a very old town being created by King Gustav III in 1786. It is situated on the beautiful Lake Storsjöns which covers some 452 square kilometres. The lake is complete with its own Lock Ness type monster which is protected by law. The town itself normally has a population of around 45,000 people but when Nick and John arrived early for the Worlds it had some 50,000 extras who were there for a concert.

The host club was Storsjöns Segelsällskap. Storsjöns Segelsällskap was founded in 1948 and now there is great interest in sailing. The yachting harbour is now expanding. Storsjöns Segelsällskap organizes activities, including yachting and dinghy sailing, as well as a sailing school for children and adults. Several Mirror Nationals have been held in Östersund and in 1996 hosted the Mirror European Championship.

The Club was a small portable office type building with a floating raft for their Mirrors. For the regatta the club had commandeered a car park and erected a marquee. The launching ramp was actually for cars to use in winter when they drive directly across the frozen lake as a short cut to an island in its centre. There was a harbour area with some large boats up to about 45 foot. In winter all the boats are removed from the lake.

Nick and John trained with the English team who were very helpful. They found the conditions with a big fleet on an inland lake extremely difficult. The major problem was getting clear off the start line without breaking. They tried very hard to be right on the start managing one black flag in the Pre-Worlds. Early in the regatta the start lines were quite short but later they were extended. Learning to accelerate off a start line in light winds and to hold position on the line for up to three minutes was an interesting learning experience.



It was generally a half hour sail to get to the start line. The top mark was usually positioned near the yacht club. Aiming for clear air was of great importance. Sometimes it was not possible to pick the shifts as greater advantage could be gained with clear air.

Nick and John did quite well in the conditions. They came in ninth place overall which is excellent in a World Championship. Their best places were a sixth and seventh. Generally when Nick and John looked like obtaining a good result they hit problems.

Day one of the regatta was really painful. About two minutes before the start the wind dropped out and when most of the fleet had failed to start, the race was restarted later, only to drop out before the finish resulting in another cancellation.

In race 4 or 5 Nick and John picked up a lot of places as they sailed well in the light airs. They were tenth first time at the top mark, then fifth the second time and on the downwind got into third spot then moved up to second. However very close to the finish the race was abandoned due to time.

Day two and it was late in the day before racing began as again there was little wind. However they managed three races by sailing until 7.00 pm as at these northern latitudes it is light until about 10.00 at night. Nick and John managed a 9th, 22nd and 7th.

Day five and it was sailing in the cold and rain. Fifteen knots and gusting. In race nine they were coming third as they rounded the top mark only to have the race abandoned as the mark had drifted. On the resail they performed well gaining a sixth. Race 10 and they had a twelfth place securing ninth place overall.

Nick reports that they tried lots of different foods. Lars Grangart the Mirror class Swedish President invited them to his home for dinner with some traditional Swedish foods. John liked all the pickled fish and similar dishes but Nick wasn't so sure. They ate moose and deer, like Australia it is legal to eat your national emblem.

The crews had some time for sight seeing. They visited Mt Ore a nearby ski resort where there was still snow on the ground although it was mid summer. After the regatta Nick visited family in Wales and John is enjoying the Mediterranean summer staying with his sister in Sicily.



*Images from the International Mirror Class World Championship at Ostergund, Sweden
(photos: International Mirror Class Association of Sweden)*

2005 MIRROR WORLD CHAMPIONSHIP RESULTS

Place	Sail	Boat name	Age	J/ib	Skipper	Crew	Nat	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
1	69955	Gee-Czar	U19	43	Ross Kearney	Adam McCullough	IRL	7	1	8	2	1	1	1	(BFD)	2	1	24
2	69917	Balls of Fire	U19	41	Simon Mc Grotty	Melissa Daly	IRL	2	2	5	10	2	-13	8	1	1	7	36
3	70222	Whatever!		18	John Clementson	Jamie Clementson	GBR	4	3	1	1	9	2	3	21	8	-31	52
4	70283	Ace of Clubs	U19	22	Joah Rumbol	Tom Lovesey	GBR	8	8	-25	8	12	5	2	4	5	14	88
5	70333	Vengeance	U19	26	Juliet Long	Richard Long	GBR	(DSQ)	11	3	13	4	4	7	5	11	9	87
6	70281	Molly	U19	29	Craig Bond	Mitchell Bond	GBR	22	13	-23	9	8	3	12	6	3	3	79
7	70225	Still thinking	U19	59	Dolre Shels	Graham Daly	IRL	3	23	4	4	-24	14	4	3	13	20	88
8	70347	Logical	U19	28	Peter Gray	Rachel Williamson	GBR	17	20	2	3	3	9	15	16	-42	10	95
9	70342	Vigilante 7		2	Nick Davis	John Colliva	AUS	28	9	11	22	7	10	-31	11	6	12	116
10	69842		U19	47	Ronan Cull	Conall Kinsella	IRL	18	-31	6	16	5	22	17	8	21	15	128
11	70171	Deja Vu	U19	14	Nicola Brook	Hannah Mitchell	GBR	23	5	28	20	17	-26	5	9	22	8	135
12	70029	Seriously Easy Going	U19	46	Brian Cox	Elmear Sparkes	IRL	13	19	16	7	16	7	8	(BFD)	36	24	146
13	70172	Av It	U19	15	Anna MacKenzie	Holly Scott	GBR	24	21	15	12	18	-29	23	12	14	26	185
14	70346	Rush	U19	27	Emma Houllihan	Emily MacKenzie	GBR	1	12	21	14	13	16	18	23	(DNS)	60	188
15	70266	Inomniac		63	Woo Kearney	Craig Martin	IRL	21	-46	14	15	6	25	25	30	7	27	170
16	69533	Ace of Spades	U19	35	Alan Blay	Rose Harle	IRL	-47	6	43	41	11	20	10	2	20	19	172
17	70176	Double Trouble	U19	16	Eloise Hansen	Kayleigh Hansen	GBR	35	18	36	11	19	(BFD)	21	24	12	11	187
18	70075	Lapdancer	U19	50	Gerard O Sullivan	Simon Pearson	IRL	26	38	13	19	14	12	-38	17	35	21	193
19	70201	What a girl wants	U19	17	Kate Macgregor	George Aldin-Smith	GBR	10	24	-52	35	26	19	13	14	17	38	194
20	70130	Noname	U19	55	Stephen Browne	Tim Raftery	IRL	16	30	17	-73	25	27	9	19	30	30	203
21	39508	Norbert		3	Guy Wilkins	Joe Wilkins	GBR	14	22	38	42	-45	30	26	7	24	2	205
22	70002	Magic		6	Robert Struckett	Inge-Isa Hansen	GBR	6	7	9	50	(BFD)	47	22	35	31	4	211
23	69762	Permobil		98	Per Bäcklund	Thomas Bäcklund	SWE	30	28	12	30	29	8	28	-44	59	13	218
24	69776		U19	5	Emma Barry	Martina Barry	GBR	5	32	10	23	20	23	(DSQ)	25	23	64	225
25	70032	Just 2 Hot		49	Philip McGlade	Paul Martin	IRL	31	26	22	33	10	18	-75	43	26	25	234
26	69919	Now or Never		42	Fred Gilbert	Conor O'Brien	IRL	33	27	(DNC)	21	BFD	8	11	10	9	17	237
27	69687	Bold Forester		4	Martin Egan	James Wilkinson	GBR	49	4	24	5	(BFD)	17	BFD	20	4	18	244
28	70381		U16	30	Edward FitzGerakl	Harry Richardson	GBR	27	16	7	6	15	32	46	40	55	-85	244
29	70182		U19	57	Louise Kerr	Joanna O'Hara	IRL	19	-47	29	24	27	44	32	18	27	26	248
30	70066	The Female of the Species	U19	8	Shaun Mason	Emma Spruce	GBR	44	17	32	48	-52	33	30	22	18	6	249
31	70370	Unknown	U16	31	Jack Yeoman	Chantal Crane	GBR	15	14	18	29	(BFD)	11	14	32	16	DNC	252
32	70356			24	David Conlon	Michael Conlon	GBR	53	29	27	17	28	31	35	27	60	-88	307
33	70373	Illswigig	U19	23	William Kalderson	Rebecca Kalderson	GBR	32	10	30	25	(BFD)	40	BFD	13	33	22	306
34	70340		U19	70	Andrew Todd	Patrick Luft	IRL	50	39	34	37	23	81	-87	26	25	23	318
35	70261	Evolution	U19	1	Jason Rope	Ethan Atkins	AUS	11	33	31	-74	44	55	16	38	51	47	326
36	69705		U18	80	Tariq Jacobs	Kareemah Jacobs	RSA	12	34	51	48	37	51	28	31	-81	37	327
37	70164	Passing Wind		11	Simon Lovesey	James Lovesey	GBR	34	16	-57	53	47	54	40	37	44	6	330
38	70223	EAT MY SHORTS	U19	19	Liam Arrowsmith	Harrison Reece	GBR	45	(DSQ)	20	81	38	15	18	RAF	15	35	351
39	70120	Lolar na Mara		85	Waldo Zavenstar	Scott Stephens	RSA	29	38	63	31	57	45	-72	33	28	29	353
40	70258	Checkmate	U19	21	Jamie Knill	Lewis Rumbol	GBR	46	(DNF)	28	38	36	24	20	52	71	44	359
41	70237		U18	61	Robin O Mahony	Colin Curran	IRL	52	44	37	45	30	43	64	(BFD)	19	42	378
42	70253	Breathless	U19	20	Jill Darling	Alice Darling	GBR	51	42	35	18	21	(BFD)	65	15	34	DNC	384
43	70167	Rocster	U19	13	Gavin Tullett	Henry Westropp	GBR	54	49	-77	80	54	21	24	38	53	33	384
44	70207		U19	86	Brennan Robinson	Derrick Robinson	RSA	43	50	40	51	60	49	34	(BFD)	43	16	386
45	70324		U19	25	Lily Carfield	Rebecca Wallbank	GBR	42	40	53	58	46	-60	37	34	41	41	392
46	69976		O60	64	Fuad Jacobs	Francois Stydom	RSA	56	68	61	28	33	39	62	-63	29	34	397
47	69834	Geepers	U16	39	Bernard Lee	Karl Mackay	IRL	9	37	33	72	32	41	80	39	49	(DNC)	402
48	70028	Tantallor	U19	45	Niall Carbery	Simon Glynn	IRL	38	51	19	27	40	37	(BFD)	42	62	DNS	419
49	70315	D FORCE		74	Lodewyck Berghuys	Thies Miedema	NED	25	75	55	36	62	34	27	(BFD)	67	39	420
50	70391		U19	32	Judith Gebhard	Joric Gebhard	GBR	69	55	-73	34	61	52	58	28	10	80	425
51	70151	Fairground Attraction	U19	9	Lewis Turner	James Beer	GBR	59	-78	50	62	48	26	54	49	47	32	427
52	69830	Syster Yster		102	André Högbom	Malin Göransson	SWE	58	59	41	55	42	38	50	(DNC)	46	54	441
53	70287	Inferno	U19	64	Paul Amerlyncok	Brian Malone	IRL	20	45	76	77	(DNF)	69	39	29	48	40	443
54	70076	Itchy	U19	51	Stephen Mullaney	Cian Hickey	IRL	83	48	44	32	(BFD)	42	59	45	58	58	447
55	70164	Rattle & Hum	U19	58	Eoin Blaney	Olain Boland	IRL	-70	69	46	48	31	38	48	47	61	62	448
56	69775	Supreme Illusion	U19	36	Mark Armstrong	Clara Armstrong	IRL	60	66	45	39	43	48	58	66	32	(DNC)	457
57	69804	Definitely Maybe	U19	38	Oliver McCormac	Aoife Conaidine	IRL	67	74	49	28	34	66	51	54	37	(DNC)	480
58	69490	Mustang Sally		79	Nigel Smithie	Candice Smithie	RSA	48	52	42	56	-58	50	45	56	57	56	482
59	70186			12	Chris Swinchatt	Christopher Swinchatt	GBR	41	58	58	47	53	35	68	48	59	(DNC)	483
60	70077	Just n time		62	Catherine Hillard	Jack Hickey	IRL	68	41	64	-67	51	63	43	63	65	38	474
61	67582	Lavante	U19	33	Peter Collings	Andrew Collings	IRL	71	54	-78	57	59	74	38	48	58	48	505
62	70359			75	Peter Mertens	Max Mertens	NED	62	35	68	44	49	63	42	(BFD)	50	DNC	516
63	70381			88	Marvin Sampson	Foscoe Cupido	RSA	37	63	66	-78	69	46	73	51	76	43	524
64	70305	Why?	U19	67	Richard McGlade	Elmear O'Leary	IRL	36	(DNF)	39	68	22	72	47	BFD	38	DNC	528
65	70304	Indaction	U19	66	Colm Malone	Diarmuid Fahay	IRL	39	70	79	52	50	-81	61	55	70	57	533
66	70236	Twisk	U19	80	Louise Egan	Eanna Boland	IRL	77	25	87	43	55	58	52	72	88	(DNC)	535
67	70031	Remedy	U19	48	Gerard Healy	Barry Armstrong	IRL	76	62	60	40	35	62	(BFD)	BFD	45	52	535
68	70353			103	Anna M Carlsson	Lisa Lindenbaum	SWE	89	60	82	54	58	64	53	57	52	(DNC)	547
69	70245			67	Eric Marshall	Charl Marshall	RSA	64	64	72	71	75	67	-78	85	40	49	557
70	69800	Magic Mushroom	U19	37	Shelia Armstrong	Elizabeth Armstrong	IRL	57	71	47	85	39	78	41	58	(DNC)	DNC	559
71	69827	Cirrus		100	Magnus Andermo	Sofia Rudell	SWE	40	77	74	78	-84	70	71	41	66	46	561
72	70153		U19	10	Phillip Benn	Oliver Townsend	GBR	-73	61	48	59	68	65	60	68	64	69	562
73	70087	Keep on Smiling	U18	54	Aileen Boylan	Mark Boylan	IRL	-81	72	58	68	72	75	49	80	54	87	571
74	70156	Double Dutch	U19	72	Sander Mertens	Thijn Mertens	NED	65	67	75	84	76	56	33	50	78	(DNS)	584
75	69902		U18	62	Robert Dann	James Mc Wha												

2007 MIRROR WORLDS

Algoa Bay Yacht Club, Port Elizabeth, South Africa

reprinted from WA Mirror Images, March 2007

w12



After closing the doors on the container at Royal Freshwater Bay Yacht Club we were all a little concerned at how well our boats would travel to Africa. Our first fright came early when Geoff Wilson who works for our sponsor Mediterranean Shipping Company found out that there was a planned coastal shipping strike and this would result in our boats arriving late for the Worlds. Geoff and his South African colleagues did a quick change and had the container trans-shipped at Durban and trucked to the Algoa Bay Yacht Club. It had arrived on time.

Unknown to us our hosts the Algoa Bay Yacht Club were having their own problems. The clubhouse burnt down with only a few months to go. A big decision, could they rebuild or should they move the event? To the credit of the South Africans they pitched in together, obtained the necessary permits and rebuilt the club. What a fantastic effort! In Western Australia you wouldn't even get the government permits in that time.

We arrived a few days early and checked into Pine Lodge where most of the competitors were staying. Pine Lodge had a series of self catering cabins and caravan and camp sites on the Bay about seven kilometres from the yacht club. We checked in, discovered the pool, gym, and restaurant and started to relax back a little. That afternoon we visited the yacht club, which was within the security fence of the large Port Elizabeth working harbour. The security man asked us to fill in the after hours book with our permit number. Permit number? There was a square on the page so we had to fill it in. A quick glance at the other numbers and we invented a suitable number and we were in. (Could we get back out? Worry about that on the way out). Much to our pleasure we found that Geoff and crew had done the hard work and unpacked the container. Our equipment was delivered on time and in great shape. We introduced ourselves to the friendly night watchman Michael who told us about his family and we then went off for an evening meal. No problems going out through security, a quick look in the car boot and glove box and we were on our way.

Some practice on the water and then it was registration and measurement. Registration was fine, Glynis Behr and her team had everything under control. However measurement was a little more stressful. Measurement at Nationals and Worlds is usually full of small frustrations that can see nerves and tempers fray. Frequently boats in all classes get knocked back at measurement. You may recall some of the battles with high profile events such as the America's Cup. With Mirrors it is usually an oversight by the skipper and occasionally an error by a volunteer measurer.

We all know that centreboard protrusion is a mandatory check. So please before you leave home make sure it is less than the allowable maximum. Several Australian boats had centreboards that were too long and got knocked back. No real problem, glue a spacer to them and remeasure. (However it would have been easier to fix this before leaving home). However there was a real jolt for the sailors with one piece masts. South African sailor Trevor Gibb, an old friend from past Worlds, came up and discussed the nuisance of having to move the mast step. We didn't say anything, just nodded our heads and wondered what he was talking about. Leon presented *Vigilante IV* for measurement and was told his mast step was illegal for a one piece mast. Then Nick and John and Liam and Sam discovered that they also had a real problem.



The mast step on a fibreglass boat is an integral part of the deck moulding and cannot be moved unlike the separate piece of ply used on a wooden boat. No Australian sail maker, boat builder or association official had realized that the mast change also involved a change to the hull. Leon and Louise were quite devastated, others plain angry. We called on the ever helpful South Africans who organized a car for us to go to a large store similar to Bunnings to try and buy some materials to make the changes.

That evening Little John ground the mast step off *Vigilante 9* and replaced it with one cut out of HDPE. The HDPE immediately broke and it appeared that none of the wood we had was suitable for the job. Johnnie found a scrap of marine ply in the boat repairer's shed and fabricated a suitable step which he bolted in place. Geoff did the same on Liam's boat. Leon and team meantime had headed back to the lodge not sure if they would be sailing or not. Next morning Little John and Liam had their boats remeasured and passed. They then got stuck in and fixed Leon's mast step. Leon however still had more work. His boat was missing its corrector weights as required on his measurement certificate and like several other boats had a problem with centreboard projection.

Several trips to the boat chandlers and we had some weights for *Vigilante IV* and *Leading Edge IV*. *Vigilante IV* just needed some lead as it was above minimum weight but had to show two weights as per the certificate. *Leading Edge IV* measured at 100 grams underweight although in Australia it weighs above minimum weight. Instead of putting 100gm on *Leading Edge IV* we added only 50gms and had it reweighed. Yes it was OK 100 gms above minimum weight! The measurement team had a flat pan scale. As you weight watchers know you can get a different reading when you stand near an edge of your bathroom scale. This happens when the measurement team uses the incorrect scale for the job. If faced with argument over your boat's weight at an event like this just keep calm and eventually you will pass.

The volunteers on the measurement team were helpful and eventually we all were ready to sail. A Braai at Pine Lodge and we were ready to race. Saturday January 6th 2007 and the first chance at competitive sailing. A steady 16 knot southwesterly breeze and a light chop made conditions that suited the West Australians. However a lack of big fleet experience saw modest results except for Nick Davis and John Collova in *Vigilante 9*. They quickly hit the front and had an easy win a long way ahead of the fleet.

Race two and most West Australians improved their positions. A brilliant sail by South Africans Ricky Robinson and ten year old brother Ryan saw them into first place ahead of the English ladies Anna Mackenzie and Holly Scott, John and Nick held back a little and scored a seventh.

That evening the South Africans entertained us in fine style. African dancers who were quite fantastic. Leaps and bounds falling to the floor it was a wild but well choreographed display.

Day two and a number of boats did not go out. It was a stronger wind that Port Elizabeth is famous for. Race three was in a steady 18 knot westerly wind and a choppy sea for great sailing. Regatta leaders, Anna Mackenzie and Holly Scott (England, GBR 70457) revelled in the conditions and got their first win for the series. They were followed by Nick Davis and John Collova in second. Fellow Aussies David and James Pitt in seventh place, their first time in the top ten.

Race four and Nick & John returned to shore after using the start for practice. An average wind speed of 17 knots made for really great and exciting sailing. Once again Anna Mackenzie and Holly Scott (England, GBR 70457) sailed faultlessly to their second first place of the day, followed by Ross Kearney and Adam McCullough (Ireland). West Aussies Stephen Locke and Lois Pickering were right up there coming in third followed closely by Leon Poutsma and Jack Walker. David and James Pitt managed another top ten place. A good day for the Aussies.

A hot shower, a cup of soup and an evening of Karaoke.

Day three and light winds. No good for West Aussies. 8 knots and a small chop. Several general recalls followed by a black flag which saw English ladies Anna and Holly disqualified. Ricky and Ryan Robinson from Team South Africa sailed into their second first place of the series. Nick and John took a ninth. Other Aussies were well back, Liam and Sam were black flagged, not great for WA.

Race number 6 and 12 knots. Anna Mackenzie and Holly Scott from Team GBR sailed to their third first place of the series. Nick and John made tenth. The last Pre-Worlds race was 14 knots. Once again Rick and Ryan Robinson from Team South Africa came in first. The first four finishers all finished within seconds of each other. Tight racing on a well set out course.

Stephen and Lois sailed well in the Pre-Worlds taking tenth overall. Anna Mackenzie and Holly Scott were easy winners. Second were Ross Kearney and Adam McCullough (Ireland) and third: Paul Amerlynck and Melissa Daly (Ireland).

After the racing we marched through the streets of Port Elizabeth. The police stopped the traffic and the colourful noisy march with South Africans singing, Aussies oying, and the Irish blowing trumpets, proceeded to the Mayor's Parlour where there were presentations, good food, lots of drinks and a good time.



The South Africans made us feel very welcome. The Worlds opening ceremony was a great affair. Prayers, flag raising and then mixing of the waters brought from England, Sweden, Ireland, Australia, South Africa and a special bottle from Hong Kong. The beating of drum heralded African Dancers. They were really quite fantastic. The dancers were all much fitter than our sailors and put on an amazing display.

Plenty of smoke and an African Braai, a few drinks and we were ready for the start of the Worlds.

World's race one. Launching started at 9:00 a.m. to the strains of Dr Alistair Mackenzie's bagpipes or possibly a drowning cat. After launching, the Mirrors were corralled in the harbour waiting for shipping. Port Elizabeth is a busy port. Several of our boats suffered badly from this as the race officer did not leave sufficient time for the boats to sail to the course and settle on the start line. *Leading Edge IV* and *Vigilante IV* both started quite late. In a westerly of 11 knots. Nick and John in *Vigilante 9* had an easy win followed by two British boats Anna MacKenzie and Holly Scott 2nd and Craig Bond and Michael Conlon 3rd

Race two and a bit more wind. Craig Bond and Michael Conlon again sailed well making a first, with the South Africans starting to show what they can do. Sieraj Jacobs and Ashwin Daniels (SA) banged the corners of the triangle and took second. The Africans have some real talent. Race three a simple Windward Leeward and Sieraj Jacobs and Ashwin Daniels pulled off a first. Nick and John sailed well but then John fell out of the boat and lost the centerboard costing crucial time. A disappointing 14th place. David and James Pitt finished the day on a brighter note in 7th place.

Generally day one was disappointing for the Aussies.

Race preparedness is very important. There was no doubt that the Aussies would have benefitted from more practice before leaving home. However we did do some things right. Our sailors do a good job of wearing sunscreen and hats. The Europeans do not. At the end of day one all our sailors were fit to sail but not so several of our European friends who were so badly sunburnt that they were blistered and in real pain.

The second day and lightish conditions of 11 knots from the South West with a light chop. Two general recalls followed by a Z flag and racing began. Leon and Jack started the day well with an 8th place immediately behind John and Nick. Kirsty and Alex scored an OCS.

In race 6 Nick and John were looking good when disaster struck. On the downwind leg the judges yellow flagged Nick Davis and John Collova alleging they were pumping. Nick feels it was an error as the judges were looking at movement in the mast which Nick put down to their very flexible one piece mast as opposed to the extremely stiff masts used by the Europeans. Their 720 penalty put them back to second place. Then they picked up two plastic bags, cleared the one on their centreboard only to discover another on their rudder. A sad end to their hopes of a first place.

A day off to relax, repair boats and go sight seeing.

Day three was better for Nick and John and they had two firsts and a sixth. They were coming home strong. The other Aussies had a hard time of it.

Days four and five resulted in a third and second and a first for Nick and John. With stronger wind for race 11 and 12 David and James managed an eighth and a fifth. The last race was a tough one for Dale Miller and Malindi Haggett. Dale decided to knock himself out and still has some whiplash injury to his neck.

The final result saw Anna Mackenzie and Holly Scott of Great Britain become the first women to ever win a Mirror Worlds. They had sailed a brilliant event taking four firsts and two seconds. Their big fleet experience and the UK development squad coaching paid off with a near faultless regatta.

The South African Worlds were great fun on and off the water. The entertainment was great with an English Pub night, pirate night and the International Evening. We Aussies made lots of noise but need to improve our singing at future Worlds. We found South Africa to be friendly, outgoing and a great place to visit. The boys discovered fire crackers, others discovered the pool late at night and had the riot act read to them.

The South African scenery and animals were fantastic - lions, elephants and even sea otters at the yacht club. We climbed Table Mountain, visited wineries, went down the Kango Caves and visited many Game Parks. There were no safety or crime issues. Port Elizabeth is a great place to visit. Yes, the locals are friendly.



MIRROR WORLDS SOUTH AFRICA



Yes, the bite marks really do spoil that sailor skin!!



John Collova with Championship winners Holly Scott and Anna MacKenzie





2007 MIRROR WORLD CHAMPIONSHIP RESULTS

Pos	Boat Name	Sail No	Helm	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Nett
1	Simply Gorgeous	GBR 70457	Anna Mackenzie	Holly Scott	2	16	6	1	1	1	6	5	2	1	3	(80 OCS)	44
2	Vigilante 9	AUS 70459	Nick Davis	John Collova	1	7	14	7	(18)	5	1	6	1	3	1	2	48
3		RSA 69975	Sieraj Jacobs	Ashwin Daniels	24	2	1	(43)	5	6	3	1	8	5	4	1	60
4	Mesmeriser	GBR 70455	Juliet Long	Richard Long	10	6	2	9	19	11	5	3	3	(20)	2	4	74
5	Whatever!	GBR 70222	John Clementson	Jamie Clementson	11	(22)	4	5	3	2	10	2	9	8	13	9	76
6	Still Thinking	IRL 70225	Doire Shiels	Graham Daly	9	9	(16)	15	2	4	16	4	6	2	16	6	89
7	Mirrajuana	RSA 70410	Ricky Robinson	Ryan Robinson	(33)	5	13	11	8	25	2	14	5	4	5	13	105
8	P&B Musto	IRL 70347	Ross Kearney	Adam McCullough	15	14	23	(25)	6	8	7	9	4	18	9	3	116
9	Molly	GBR 70281	Craig Bond	Michael Conlon	3	1	(45)	33	4	9	8	12	35	10	7	14	136
10	Out of Control	GBR 70373	Rebecca Kalderon	Hannah Mitchell	19	(26)	9	8	12	15	13	7	12	9	14	18	136
11	Simply Red	GBR 70361	Edward Fitzgerald	Chantal Crane	27	21	3	13	10	13	12	10	(40)	6	24	10	149
12	African Express	RSA 70207	Brennan Robinson	Julian Wertheim Aymes	4	19	15	10	(60)	10	20	19	15	11	15	22	160
13	Pthreetle	GBR 69776	Emma Barry	Martina Barry	7	8	31	17	7	3	23	15	16	13	28	(46)	168
14	Red Hot	IRL 70428	Mark Boylan	Niall Collins	20	23	27	6	21	7	4	30	10	14	(49)	8	170
15	Emerald Isle II	GBR 70450	David Grey	Bethany Grey	(80 OCS)	11	5	4	17	27	15	20	19	21	30	12	181
16	Dead On	IRL 70444	Michael Hill	Adam Hill	6	12	(39)	16	9	22	37	11	34	16	17	27	207
17	Inferno	IRL 70287	Paul Amerlynck	Melissa Daly	17	13	25	23	16	21	11	(80 DNF)	32	15	10	24	207
18	Eat My Shorts	GBR 70223	Liam Arrowsmith	Isabelle Fitzgerald	5	4	19	12	38	(80 OCS)	9	22	7	24	12	80 DNF	232
19	Vengeance	IRL 70333	Alan Blay	Cian Hickey	12	15	32	(40)	14	24	36	23	29	7	6	35	233
20	Permobil	SWE 69752	Per Backlund	Thomas Backlund	26 RDG	25 RDG	(35)	28	20	30	17	34	18	29	21	20	268
21	Leading Edge IV	AUS 70104	David Pitt	James Pitt	13	20	7	39	32	47	26	32	(48)	43	8	5	272
22	Rush	GBR 70346	Emma Houlihan	Emily Mackenzie	(46)	3	20	19	33	12	34	8	38	38	43	25	273
23	Filthy Gorgeous	GBR 70436	Jilli Darling	Emma Spruce	25	32	60	18	24	17	21	28	11	23	(80 DSQ)	31	290
24		IRL 70304	Cillian Dickson	Colm Foy	21	31	38	(48)	22	23	28	21	21	30	39	19	293
25	Mission Impossible	GBR 70356	David Conlon	Mitchell Bond	34	33	26	24	29	28	(41)	25	20	19	32	29	299
26		GBR 70324	Lilly Carlisle	Becky Wallbank	22	10	30	46	34	35	32	49	24	12	(80 DNF)	7	301
27	Blue Tack II	GBR 70432	Helena Newell	Charlotte Fitzgerald	38	41	(50)	22	15	31	14	24	42	37	11	37	312
28	Iolar na Mara	RSA 70120	Waldo Zevenster	James Potgieter	32	34	21	3	46	(55)	42	29	26	51	18	15	317
29		GBR 70400	Simon Lovesy	Charlotte Griffin	28	51	(55)	49	13	14	46	16	17	26	19	50	329
30	On the Huh	GBR 70341	Christopher Mathews	Oliver Townsend	48	18	24	34	31	38	18	(59)	14	31	25	48	329
31		GBR 70155	Graham Griffin	James Griffin	14	38	(DNC)	31	25	26	30	31	44	33	26	33	331
32	Bucs	RSA 70414	Mathew Buckle	Michael McNeill	18	43	48	(51)	30	45	31	18	23	34	22	23	335
33	B-Limey Something Different	GBR 70015	Edward Grey	Nicholas Elsdon	16	50	(DNC)	14	26	18	27	13	47	22	51	53	337
34	Steamed Up	AUS 69616	Stephen Locke	Lois Pickering	49	25	18	37	40	37	(51)	17	45	25	29	21	343
35	Mr Blobby	GBR 70166	Chris Swinchatt	Christopher Swinchatt	50	17	22	27	39	36	39	42	(DNC)	42	23	16	353
36	No Patience III	GBR 70153	Philip Benn	Luke McGill	8	35	12	47	50	33	19	50	(80 DSQ)	36	20	49	359
37	Mustang Sally	RSA 69490	Nigel Smithie	Lauren Smithie	35	45	37	21	36	32	24	41	46	(55)	36	39	392
38	No Chance	AUS 70065	Greta Carroll	Simon Carroll	29	27	(46)	29	37	41	33	38	37	40	42	43	396
39	Balls of Fire	GBR 69917	Robert Searle	William Searle	(59)	28	17	48 ZFP	11	59	50	54	55	27	34	28	411
40	Vigilante IV	AUS 69963	Leon Poutsma	Jack Walker	53	30	8	38	44	39	22	(58)	53	52	33	42	414



Pos	Boat Name	Sail No	Helm	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Nett
41	Yellow Snow	GBR 70252	David Moore	Jack Moore	42	24	11	44	28	51	67	36	39	32	(80 RAF)	40	414
42	Reflections	AUS 69553	Kirsty Packer	Alexandra Maskell	41	44	51	(80 OCS)	57	16	29	26	25	46	54	38	427
43	Bold Forrester	GBR 69667	Martin Egan	Tim Wilkinson	40	48	28	2	52	65	38	60	(80 DNF)	41	27	30	431
44	Quantum Leap	RSA 69522	Trevor Gibb	Megan Buckle	51	(60)	34	20	48	19	43	44	22	57	56	44	438
45	Keep on Smiling	IRL 70087	Aileen Boylan	Roisin Leneghan	43	47	56	42	43	(80 DSQ)	45	37	27	39	35	34	448
46		IRL 70130	Robin O' Mahony	Colin Curran	57	(68)	29	59	27	20	58	27	49	50	41	41	458
47		RSA 50735	Asinathi Jim	Jerome Williams	31	37	58	(80 OCS)	51	44	49	43	33	45	52	26	469
48	Cool Running	GBR 70427	Roseanna Yeoward	Harry Yeoward	45	64	63	58	35	29	44	46	13	17	63	(66)	477
49		RSA 70416	Kenwyn Daniels	Joweal Klaase	30	53	33	(64)	59	34	35	56	30	59	47	51	487
50		RSA 70392	Michael Kellett	Gabriel Bhala	63	36	40	63	23	67	53	47	56	(70)	38	11	497
51	Utter Chaos	GBR 70362	Christopher Rust	Freddie White	60	61	62	(76 ZFP)	41	40	47	40	28	44	44	57	524
52	Tubthump a	RSA 69902	Robert Dann	James McWha	39	40	54	30	55	50	48	48	57	58	(80 OCS)	47	526
53	Unfinished Business	IRL 69874	Ciara Egan	Miriam Sweeney	37	49	47	35	49	52	52	63	41	61	50	(80 DNF)	536
54		RSA 70384	Jeremy Holdcroft	Emmanuel Morake	(75)	52	43	67	61	48	25	65	50	47	40	45	543
55	Gee Czar	IRL 69955	Bernard Lee	Karl Mackey	36	46	10	54	(80 RAF)	42	56	45	80 OCS	80 OCS	80 DNF	17	546
56	Ptwootle	GBR 69583	Alex Lloyd	Trevor Lloyd	58	39	49	(68)	42	43	54	51	64	60	31	56	547
57		GBR 70456	Angus Carlisle	William Carlisle	68	56	42	36	54	66	(71)	53	36	64	37	54	566
58	Syster Yster	SWE 69830	Andre Hogbom	Rebecca Hetzler	47	62	66	57	58	60	66	33	51	28	61	(DNC)	589
59	Va Va Voom	GBR 70190	James Wilkinson	Natalie Roach	23	69	65	26	45	(80 RAF)	64	61	60	63	57	62	595
60	IR Bowt	RSA 70412	Henio Miszewski	Natasha Miszewski	44	65	36	61	53	54	(70)	55	69	62	55	52	606
61	V6	AUS 70195	Liam Wilson	Sam Jameson	64	55	44	(72 ZFP)	63	46	63	57	58	54	45	65	614
62	Wacky Racer	RSA 70245	Eric Marshall	Charl Marshall	54	42	53	55	(80 OCS)	56	60	69	52	67	48	64	620
63		GBR 70167	Henry Westropp	Jonny Stephenson	67	29	(DNC)	80 OCS	64	53	40	39	31	76	65	DNC	624
64	Atria II	RSA 70433	Craig Latigan	Christopher Joubert	52	57	59	52	(80 DNF)	80 DNS	57	64	59	48	46	60	634
65	Spruttibang	SWE 70342	Viktor Hogbom	Anna-M Carlsson	55	66	68	45	47	63	(72)	62	43	56	70	61	636
66	Leading Edge III	AUS 69629	Christopher Miller	Sam Hamersley	72	54	41	(73)	62	49	68	66	68	71	58	58	667
67	Moonshine	RSA 70243	David Laing	Rory Laing	61	67	61	72	68	57	62	(80 DNF)	61	73	53	36	671
68	Cygnnet	IRL 70289	Olivia Egan	Anna Sweeny	(DNC)	70	67	50	56	62	55	71	63	53	67	63	677
69	Control Alt Del	RSA 69489	Kuba Miszewski	Daniel Tatt	65	58	57	66	66	61	59	(80 DSQ)	66	72	60	55	685
70	Jacuzzi	SWE 69751	Jon Petter Hogbom	Linn Dodell	69	63	64	53	(80 DNF)	58	74	67	65	66	80 DNF	59	718
71	Anka	SWE 69852	Anna Carlsson	Karolina Carlsson	56	73	70	41	(DNC)	DNC	65	80 DNF	62	49	64	80 DNS	720
72	Passing Wind	GBR 70154	Tom Lovesey	James Lovesey	(DNC)	DNC	DNC	DNC	DNC	DNC	61	35	DNC	35	DNC	32	723
73	Cobra	AUS 69443	Dale Miller	Malindi Haggett	62	59	52	70	69	72	76	72	67	65	59	(80 DNF)	723
74	Matrix	RSA 70119	Wayne Watkins	Michael Collier	70	71	(DNC)	65	67	69	73	68	54	69	62	68	736
75	Vital Statistics	RSA 70381	Cundell John Statt	Kerry Lee Statt	71	72	69	74	65	64	(75)	70	70	74	66	69	764
76	Emerald	IRL 70136	Barra Collins	Ben Malone	66	74	(DNC)	71	80 DNS	80 DNS	69	52	71	68	68	67	766
77	Magic	RSA 69523	Francois Smit	Alexander Smit	74	76	72	62	71	70	(79)	74	73	77	69	71	789
78	Love Boat	RSA 48671	Tony Lane	Hettie Viljoen	76	75	71	75	72	71	(78)	73	74	78	71	70	806
79		RSA 30614	David Moorcroft	Bradley Moorcroft	73	77	(DNC)	69	70	68	77	80 DNF	72	75	72	80 DNF	813



2009 MIRROR WORLDS

w13

Pwllheli Yacht Club, Wales

by Anthony Galante, reprinted from WA Mirror Images, September 2009

A team of 6 Australian boats attended the 2009 Mirror World Championship in Pwllheli Wales at the end of July with WA strongly represented with 5 boats. A fleet of 97 boats participated in the regatta with strong representation from Ireland, South Africa and the host nation, the United Kingdom.

Best of the Australians were Princess Royal Sailing Club's Paul Taylor with son Austin. The Taylors, sailing *mirrorworlds2011.com* came 14th overall and won the Veterans trophy for over 50 year olds. Their best result was a 6th in Race 6.

The Australians were disappointed that two days were lost to storms and strong winds meaning that only 9 races were sailed out of the programmed 12. It is really frustrating knowing that you have travelled to the other side of the world, only to have to sit in the club house for two days. Well that is sailing!

Summer in Wales is very similar to winter in Albany, so we were well prepared in terms of climate. The race course was out in the middle of Cardigan Bay but we think it should be renamed Three Cardigan Bay as one layer of warm clothing was never enough! The Australian team was not convinced that the Welsh have a word for summer. We asked around and no one could come up with one.

Most of the series was raced in fresh conditions and in both the UK Nationals and the Worlds the sailors experience 2 metre swells. This made for some seriously challenging conditions and the seamanship of the WA sailors was certainly up to it. The competition in Wales was excellent and is a testament to the enduring success for the class which has consistently produced close racing. In Pwllheli, there were nine individual race winners in 9 heats which is pretty unheard of at this level. The eventual winner was 2004 Fireball World Champion Andy Smith who with son Tom has added the 2009 Mirror Worlds to his list of achievements and this confirms the Mirror's status as the family class. Second overall was Christopher Rust and sister, Jessica, with third overall going to Izy Fitzgerald and Emily Peters.

Other good performances were from Royal Freshwater Bay's pair Liam Wilson and Jessica Stout in Amazing Albany who finished 17th overall in their first Worlds with a best place of 5th and former West Australians representing Victorian, Anita Scott- Murphy and son Ben Cruse, who were 38th. Overall the team was really happy with their efforts in the big fleet. Apart from Anita, this was a first Worlds for all the other Australian sailors and this experience will hold them in good stead for the 2011 Mirror Worlds in Albany in 18 months' time.

Tom and Brit Henderson sailed into 47th overall and were clearly delighted when they beat the fleet to the top mark in one of the heats only to have Brit fall out of the boat as they headed off on the reach! Lawson Taylor and Mitch Sainty came in 51st and provided some solid performances with a top finish in Race 3 of 17th. There were smiles that day. Rex and Andy rounded off the Australians in 81st and showed dogged perseverance and commitment to improve over the regatta and nailed a best result of 60th in the last race.

I made the trip to Wales as the Australian Team Manager through a Regional Officiating Scholarship from the Department of Sports and Recreation. It was a great experience and certainly worth it from a 2011 Worlds promotional perspective as I got to spend a lot of time behind the scenes with event management, club officials and race officials, spending a day on the committee boat.

I also promoted the 2011 Mirror Worlds to be held in Albany. There is strong interest in the 2011 Albany Worlds and we have set national targets for Ireland, South Africa and the UK. With support from the City of Albany and the Albany Chamber of Commerce, we were able to develop a very polished promotional campaign including naming boats linked to the 2011 Albany Worlds, DVDs to all competitors featuring the Just Add Water episode on Albany, holiday planners on Albany and the South West and give away caps.

It was interesting to note that the Albany Worlds have encouraged some people to stay in the class before graduating into other youth classes and others have elected to campaign two classes in order that they can come to Albany. What financial crisis!

At this stage, teams have already appointed team managers for 2011 which shows how keen they are (and also how close we are in real terms!) and we have established shipping container targets to get the ball rolling. We are looking at two 40-foot containers from the UK and one each from Ireland and South Africa which will translate to 60 boats. There is also interest from Malta, Canada and France. France does not have a Mirror fleet, however, with the modernisation of the boat, there is interest in establishing fleets there and I have heard on the grape vine that there have been enquiries from Italy and Turkey.



With the large Australian fleet of 60 boats and orders for new boats being placed on both the east and west coast, we are planning for 100 boats in Albany and if we achieve our international targets we may hit 120 boats. I learnt a lot from an event management perspective and I am confident that PRSC will be able to deliver a high quality event and I may be able to guarantee some sunshine to show the Poms what summer really is.



2009 Mirror World Championship AUS Team



Worlds Fleet Pwllheli, Wales



Lawson Taylor and Mitch Sainty



Rex and Andrew Henderson



Paul and Austin Taylor



Tom and Brittany Henderson

Albany Sailor Scoops the Prize

Albany's Anthony Galante nearly stole the show at the recent 2009 Mirror World Championship in Pwllheli, Wales winning a brand new Mirror in a raffle. Although people had come to win the Championship, there was also a lot of interest in winning the new boat. Galante said, "I have never won anything like this in my life, so it was a real shock when my name was called out. I hadn't even inspected the boat prior to the draw because I thought I had no chance. Winning it is great although it has been a challenge to get it home. I had to do some quick thinking and at one point I was going to sell it but it is a beautiful boat and will be a great memory of the trip."



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2009 MIRROR WORLD CHAMPIONSHIP RESULTS

Pos	Sail No	Helm	Crew	Nat	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
1	70513	Andy SMITH	Tom SMITH	GBR	-16	2	1	9	6	3	2	8	4	35
2	70537	Christopher RUST	Jessica RUST	GBR	2	3	7	11	7	1	-14	13	3	47
3	70559	Izzy FITZGERALD	Emily PETERS	GBR	8	9	5	1	11	-25	4	2	8	48
4	70502	Charlotte FITZGERALD	Annie SIBTHORP	GBR	7	1	11	4	4	10	-21	14	2	53
5	70506	Ross KEARNEY	Katy JONES	IRL	14	(BFD)	2	8	20	2	5	4	1	56
6	69776	Emma BARRY	Martina BARRY	GBR	5	10	13	3	5	8	12	1	-15	57
7	70504	Hugo SLOPER	Emma SPRUCE	GBR	4	4	8	15	1	7	9	-25	16	64
8	70574	Millie NEWMAN	Mitchell BOND	GBR	3	(BFD)	4	6	10	19	11	6	6	65
9	70519	Tom LOVESEY	Milly PUGH	GBR	12	(BFD)	3	14	18	4	1	5	13	70
10	70356	David CONLON	Charlotte BOND	GBR	9	6	16	-25	15	9	3	7	10	75
11	70535	Will PARKINSON	Hannah BROWN	GBR	22	12	6	2	(BFD)	13	10	17	9	91
12	70563	Harry YEOWARD	Nick ELSDON	GBR	6	18	12	12	24	12	-25	9	5	98
13	70533	Michael HILL	Sarah HILL	IRL	10	29	18	-31	2	17	8	22	7	113
14	70546	Paul TAYLOR	Austin TAYLOR	AUS	17	8	-32	23	19	6	17	10	14	114
15	70515	Edward GREY	Beth GREY	GBR	1	5	9	45	(BFD)	33	13	3	12	121
16	70558	Cormac DICKSON	Meadb DICKSON	IRL	-28	7	10	28	12	14	15	19	19	124
17	70571	Liam WILSON	Jessica STOUT	AUS	24	19	27	5	(BFD)	16	7	26	17	141
18	70557	Cillian DICKSON	Peter REGAN	IRL	11	(BFD)	21	13	3	30	6	43	18	145
19	70562	James HAZELWOOD	Alex DOUGLAS	GBR	18	14	25	(BFD)	13	26	19	18	26	159
20	69439	Jeremy STEPHENS	Rebecca STEPHENS	GBR	23	25	14	-38	37	21	18	12	29	179
21	70505	Rob BELLFIELD	Imogen BELLFIELD	GBR	45	16	(DNF)	20	14	20	29	31	25	200
22	70172	Barry ARMSTRONG	Ronan ARMSTRONG	IRL	(DSQ)	34	39	10	9	28	20	32	30	202
23	70465	Graham DALY	Eoin HICKEY	IRL	37	11	19	-58	17	22	33	27	41	207
24	70437	Alex LLOYD	Jack MOORE	GBR	32	22	35	7	33	-40	28	37	21	215
25	70567	Roseanna YEOWARD	Charlotte BROWN	GBR	36	24	17	32	36	46	16	15	-49	222
26	50735	Howard LEOTO	Renaldo MOHALE	RSA	55	13	15	(DSQ)	31	39	47	16	11	227
27	69667	Martin EGAN	Tom COSIER	GBR	21	27	42	44	(BFD)	5	31	20	39	229
28	70503	Nicky HAIGH	Will NICKSON	GBR	30	-42	30	16	30	23	38	38	35	240
29	70536	Meia HARNETT	Elin HARNETT	GBR	35	-50	28	34	22	34	23	21	43	240
30	70190	James WILKINSON	Will SEARLE	GBR	20	20	29	37	(BFD)	29	42	36	31	244
31	68819	Fenalla REDDING	Jon REDDING	GBR	19	31	38	(DSQ)	43	36	26	34	20	247
32	70391	Eloise HANSEN	Inge-lisa HANSEN	GBR	53	32	45	-68	38	27	30	11	23	259
33	70352	Nigel THOMAS	Rob THOMAS	GBR	40	33	47	-69	8	43	22	35	40	268
34	70538	John PETERSON	Clare PETERSON	GBR	34	-51	49	19	26	47	24	29	45	273
35	70384	Jeremy HOLDCROFT	Emmanuel MORAKE	RSA	29	23	44	-53	39	51	35	24	28	273
36	70075	Joseph McLOUGHLIN	Aoife FLANAGAN	IRL	15	21	34	29	(BFD)	31	62	47	38	277
37	70564	Trevor LLOYD	Kim MAY-PAPALIOU	GBR	46	30	43	36	29	-49	32	44	22	282
38	70117	Anita SCOTT-MURPHY	Ben CRUSE	AUS	31	28	24	(BFD)	55	53	50	28	32	301
39	70252	David MOORE	Alison NORBURY	GBR	27	15	22	35	32	24	54	(DNC)	DNS	307
40	70225	Cian HICKEY	Sean WELDON	IRL	13	52	26	40	28	45	51	-56	55	310
41	31809	Brian BOWDLER	Esther BOWDLER	GBR	59	40	50	41	25	18	27	-65	53	313
42	70243	David LAING	Rory LAING	RSA	26	44	37	-65	46	38	43	33	46	313
43	70556	Peter SEDGEWICK	Nick PUGH	GBR	48	26	33	43	27	-58	52	48	48	325
44	70425	Beth ARMSTRONG	Hannah Cronin	IRL	33	-67	36	39	50	44	49	41	34	326
45	70341	David TURTLE	Wales	GBR	62	41	(DNF)	49	16	35	45	45	44	337
46	69675	Megan BRICKWOOD	Abigail TANGUY	GBR	42	35	48	54	40	37	36	(OCS)	52	344
47	70154	Tom HENDERSON	Brittany HENDERSON	AUS	54	37	46	-57	57	11	56	55	36	352
48	70346	Hal MILLER	Johnny MILLER	GBR	25	(DNF)	DNF	42	35	32	41	52	27	352
49	70534	Matthew LULHAM-ROBINSON	Otley & Hisc	GBR	-57	49	56	21	23	42	55	57	54	357
50	70507	Johnny HILL	Adam HILL	IRL	69	39	31	78	(BFD)	15	46	49	33	360
51	70064	Lawson TAYLOR	MitchSAINTY	AUS	56	-75	58	17	34	55	74	39	42	375
52	70560	Maddy ANDERSON	Nina ANDERSON	GBR	71	78	(DNC)	18	41	52	48	23	47	378
53	70333	Alfie WISDOM	Megan MULCAHY	IRL	76	72	54	30	(BFD)	41	34	58	37	402
54	70153	Philip BENN	Madeleine WATKINS	GBR	58	43	57	48	51	-66	44	51	50	402
55	69490	Candice SMITHIE	Lauren SMITHIE	RSA	51	53	51	(RAF)	53	63	37	46	51	405
56	70511	Adam McCULLOUGH	Toby McCULLOUGH	IRL	47	17	23	(BFD)	BFD	DNF	DNS	30	24	435
57	70222	Jack SPREE	Daisy JAYCOCK	GBR	61	57	41	(BFD)	47	48	53	64	66	437
58	70201	Alice COURAGE	Libby COURAGE	GBR	41	47	60	(BFD)	58	65	67	40	63	441
59	70529	Kerri-Ann BOYLAN	Erica RUIGROK	IRL	49	45	40	55	76	64	57	60	(DNF)	446
60	69949	Callum McLOUGHLIN	Cormac CREAMER	IRL	38	61.5	61	(BFD)	48	54	40	50	DNF	450.5
61	70456	Ed GRAYSON	Rachel GRAYSON	GBR	44	60	53	33	54	59	(DNF)	54	DNF	455
62	70347	Anna WATKINS	Rosie WATKINS	GBR	65	46	63	46	59	50	(DNC)	70	62	461



Pos	Sail No	Helm	Crew	Nat	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
63	70426	Helena PUGH	Liam ANGRAVE	GBR	60	36	55	26	45	56	(DNC)	DNS	DNC	474
64	69705	Fuad JACOBS	Jermayne WOLMARANS	RSA	39	38	20	24	(BFD)	61	DNC	DNC	DNS	476
65	70381	Cundell John STATT	Cundell Peter STATT	RSA	-73	55	73	50	67	72	58	42	68	485
66	70100	Julian HAIGH	Molly GORE	GBR	74	(BFD)	52	61	74	73	39	61	58	492
67	39970	Rory NICHOLL	Lily CHARLESWORTH	GBR	63	66	70	47	52	-74	66	67	65	496
68	70455	Dan HARNETT	Drystan HARNETT	GBR	68	65	68	59	49	70	61	-71	56	496
69	70289	Julie DONNELLAN	Hazel McDermott	IRL	50	70	64	56	68	62	-72	62	72	504
70	70412	Kuba MISZEWSKI	Storm AVERY	RSA	66	54	62	-74	73	67	59	68	70	519
71	69797	Colm HACKETT	Roisin HACKETT	IRL	-79	64	66	79	64	68	60	53	67	521
72	67506	Evie CLEMANCE	Victoria REED	GBR	78	61.5	59	66	44	(DNF)	76	63	79	526.5
73	69805	Jack MAYE	Muiris FITZGERALD	IRL	90	59	79	27	62	81	78	59	(DNF)	535
74	69489	Daniel TATT	Keegan EKERMANS	RSA	75	58	77	73	(BFD)	69	63	72	61	548
75	70525	Jack LAWSON	Gregory LITTLE	GBR	72	(DNF)	69	63	42	57	DNF	74	DNS	573
76	69558	Kevin HACKETT	Hugh DUFFY	IRL	-80	73	74	71	66	77	71	78	64	574
77	70010	Oliver WHITE	William HIDE	GBR	82	68	76	64	(BFD)	79	69	69	69	576
78	62765	Amy STEVENS	Hettie STEVENS	GBR	67	71	(DNF)	70	79	84	70	75	71	587
79	70351	Mark WILSON	Ruby CHARLESWORTH	GBR	70	63	65	51	72	76	(DNF)	DNC	DNS	593
80	7019	Mateusz BIENCZYK	Michael PAGACZ	CAN	64	76	72	-83	DNE	82	68	76	59	595
81	70395	Rex HENDERSON	Andrew HENDERSON	AUS	87	69	67	76	(BFD)	78	77	82	60	596
82	70167	Catherine HIDE	Ellie HIDE	GBR	43	48	(DNC)	52	63	DNF	DNS	DNS	DNC	598
83	70348	Ben WILKINS	Joe WILKINS	GBR	(DNC)	DNC	DNC	75	70	71	64	79	57	612
84	70493	David PANNELL	Helen PANNELL	GBR	52	56	(DNF)	22	DNF	DNC	DNC	DNC	DNC	620
85	70518	Isabelle ROCHE-GRIFFIN	Gavin ROCHE-GRIFFIN	IRL	(DNF)	80	78	60	61	89	80	DNC	76	622
86	70442	Bob TOWLER	Emma GRAYSON	GBR	86	82	(DNF)	85	69	80	73	77	75	627
87	70163	Anna MOORE	Emily MOORE	GBR	77	(DNF)	DNF	77	78	75	75	73	77	630
88	69287	Craig FORREST	Calum MUSTARD	GBR	85	74	75	80	65	(DNF)	DNS	80	74	631
89	69922	Tim LACHLAN-COPE	Theo CLARKE	GBR	91	(DNF)	DNF	72	75	60	DNF	66	73	633
90	70549	Mali HARNETT	Isabelle BRUTON	GBR	83	81	80	67	60	(DNF)	81	DNS	DNC	648
91	57201	Luke LAZELL	Frankie TURLEY	GBR	88	77	71	82	80	85	79	(DNC)	DNS	660
92	70290	Andrew BRADY	Sarah WHITE	IRL	81	(DNF)	DNF	62	56	86	DNF	DNS	DNC	677
93	70136	Aoife HARRISON	Megan BOYLAN	IRL	92	(DNC)	DNC	84	77	87	82	83	78	681
94	70444	Ronan ROCHE-GRIFFIN	Eoin CAMBAY	IRL	93	83	(DNC)	86	BFD	88	83	81	80	692
95	70498	David WINDER	Oliver WINDER	GBR	(DNF)	DNF	DNF	RAF	21	DNC	DNC	DNC	DNC	707
96	9369	Emma COSIER	Rachael BURLEY	GBR	89	79	(DNC)	BFD	71	83	DNF	DNC	DNS	714
97	70372	Augusta REDDING	Ella EDWARDS	GBR	84	(DNC)	DNC	81	DNF	DNC	65	DNC	DNC	72



*Fantastic photos from the World titles
(photos: Peter Newton and Paul Todd)*



2011 MIRROR WORLDS

w14

Sponsor: LandCorp, Albany, Australia

by Anthony Galante, reprinted from <http://worlds2011.blogspot.com/>

Thursday, December 23, 2010, 2011 LandCorp World Mirror Championships count down

The countdown has begun in earnest for the 14th LandCorp World Mirror Championship to be hosted by the Princess Royal Sailing Club in Albany, Western Australia. Albany is a regional centre 400km from Perth and the site of Western Australia's first European settlement. It has boasted many great sailors including three times America's Cup sailor Jack Baxter. A fleet of 66 boats from Ireland, Britain, the Philippines, South Africa and Australia will compete on the beautiful waters of Princess Royal Harbour.

Many of the top contenders will come from Ireland and Great Britain where the Mirror is used as part of the highly successful pathway program. The 2010 European Mirror Championship attracted 73 boats to Sligo in northwest Ireland. The regatta was won convincingly by Irishman Ross Kearney. The Pinnell and Bax sailmaker and 2005 World Champion won 6 of the 10 races. Kearney and crew Max Odell will be making the trip to Albany where they will come up against key British hopes Emma and Rachel Grayson and Ed Grayson and Matthew Foster.

The Championship is wide open, in the absence of defending World Champion, Andy Smith who has made the switch back to the Fireball Class where he has also won a World Championship. The key British junior team is Matt and Ben Lulham-Robinson who have been training as part of the National Mirror Squad under head National Coach, Catherine Putt.

A strong South African contingent will be led by National champions Brennan and Michaela Robinson with brothers Ryan and Ricky close behind. Both Robinson teams have dominated the lengthy selection trials that have been conducted across South Africa.

The Australian fleet will have some strong contenders with the top challenger defending Australian Champions Jessica Atherton and Katherine Maher. Commonly known as 'The Girls', the Tasmanians won their title in the light winds of Noosa's Lake Cootharaba. They are seasoned sailors in the fresher breeze and will mount a strong challenge in Albany's lively conditions.

Victorian Anita Scott-Murphy and son Ben, runners-up at the 2010 Nationals, will be looking to mount a strong campaign. Scott-Murphy, an outstanding junior in 420s, will enjoy the return to her native WA. The east coast contingent will include three times World Fireball Champion John Dransfield and former Windsurfing Grand Prix and Tornado hot-shot and 2009 Australian Mirror Champion, Lachlan Gilbert. The Western Australian fleet will be looking to make use of home waters with Liam Wilson and Jessica Stout the front runners with local Mirror legend, John Collova electing to stay in retirement as his helm Nick Davis pursues his Sydney to Hobart ambitions. The local fleet will be headed up by Club Commodore Paul Terry and Sara Batten, Paul Taylor with son Austin who came 14th at the previous World Championship in Pwllheli, Wales and veteran helm Henk Plug and Joshua Peetoom looking to make an impact.

The Mirror Class has produced many Olympic and World Champions in other classes, so it will be interesting to track this fleet to see who will come out as future Olympians joining the recent inductees to the "Mirror hall of fame", Elise Rechichi and Tessa Parkinson (470 Gold), Paul Goodison (GBR, Laser Gold) from the Beijing 2008 Olympics joining other class legends including Tom King (470 Gold, Sydney 2000 Olympics) and Torvar Mirsky on fire on the World Match Racing Circuit and GBR's dual Olympic Silver medallist Ian Walker of Green Dragon Volvo Ocean fame.

Taking on the Mirror Worlds has been a huge challenge for the PRSC but the Club, its members and supporters including the City of Albany, Albany Chamber of Commerce and Industry and the Western Australian Government through the Great Southern Development Commission and Department of Sport and Recreation have given the event strong support. Chamber CEO, Graham Harvey said, 'Albany is one of the most beautiful sailing venues in the world with a safe, protected harbour and excellent sailing breezes all year round; why wouldn't we encourage sailors to come here and enjoy this great piece of water and everything that Albany has to offer visitors. Albany has enormous potential of becoming a world class sailing mecca once other classes get wind of what is on offer.'

Harvey said, 'From a Chamber point of view, sailing events like this attract significant numbers of people for two to three weeks and provide a major boost for local tourism which has suffered of late from the after effects of the GFC and many Australians choosing to holiday in Bali due to the strong Australian dollar rather than holiday at home. There is a natural fit between sailing and Albany's extensive maritime history. Sailing is definitely a key component of our tourism future.'

Yachting WA President and Worlds PRO, John McQueen said, 'I am so happy to see an event like this hosted by a regional club. In recent memory, Esperance is the only location outside of Perth to host a World Championship. I was the PRO for the 2002 Laser Nationals here which was a great success and I am so pleased to come back for this regatta. I couldn't think of a better place to sail and it is so impressive to see what this Club has done in readiness for this event.'



Sunday, December 26, 2010, Registration and Measurement

Boxing Day was the start of the official program for the 14th LandCorp World Mirror Championship. The 25 knot easterly kept all the boats ashore and concentrating on getting their boats through the measurement tent. Most of the travellers who were snowed-in, in London and Paris have now arrived in Albany and only Team GBR is short a supporter who has been in Heathrow lock-down for 7 days. Many of the Tasmanians arrived today after the long haul across the Nullarbor, with every State of Australia now represented at the regatta with the exception of South Australia.

The measurement team, led by Geoff Wilson, did a great job getting over 50 boats through the tent today. There were the usual issues that have resulted in some remedial work, and lead seemed to be in demand for a number of boats that measured in under weight, so lead was doing a roaring trade. In general, everything looks in order so far. The weather looks like being another 25 knots as the easterly continues to howl, so that might keep the competitors rested until Tuesday for the Cliff Scott Memorial Invitation Race and the start of the 45th LandCorp Australian Mirror Championship.

Monday, December 27, 2010, Registration and Measurement and Australian Championships Opening

Day 2 of registration commenced under blue skies. The easterly continues to howl keeping many sailors away from the water with a few venturing for a sail in the 20/25 knot breeze. For many it was the first sail in the boat since packing them into containers months ago.

The Race Committee and the rescue teams assembled for pre-regatta briefings with many officials coming from Perth and as far away as Broome. Sadly, one of our race committee ended up in hospital after falling while getting about the committee boat. With an ulna broken in three places, we won't see him for official duties and wish him a quick recovery. The official opening to the 45th LandCorp Australian Mirror Championship was most enjoyable as the competitors, officials and supporters enjoyed the sundowner. Commodore Paul Terry welcomed the competitors and Event Director Anthony Galante briefed the sailors.

Saturday, January 1, 2011, 2011 LandCorp World Mirror Championships Opening Ceremony

The 14th LandCorp World Mirror championship was officially opened last night on yet another beautiful night in Albany. Event Director, Anthony Galante, on behalf of the Princess Royal Sailing Club and its members, recognised the cultural and spiritual links that Noongar people have to the land and sea, and acknowledged the traditional owners of the country known today as Albany or Kinjarling "the place of rain".



Kinjarling Yoorls performing the Wind Dance



Reverend David Hosking mixing the waters



Mineng Elder, Alwyn Coyne, welcomed the competitors in a traditional welcome to country which was followed by traditional dances by the Kinjarling Yoorls, a group of Aboriginal dancers. Backed by troupe leader, Ryan Humphries on didgeridoo, the group of boys and men performed a number of dances including the "Wind Dance."

PRSC Commodore Paul Terry and IMCA President Celia May welcomed the sailors and wished them well in the event. The mixing of the waters from the UK, Ireland and South Africa with water from Princess Royal Harbour was performed by Reverend David Hosking. The sailors were also anointed by the Reverend prior to the final address by the Member for Albany, Mr Peter Watson MLA, who officially opened the Championships.

The Mirror Class Flag which has travelled from Championship to Championship was raised by Alwyn Coyne and City of Albany Mayor Milton Evans, prior to the buffet dinner in the marquee. A large crowd partied into 2011 witnessing the spectacular fireworks that lit up the Albany sky.

Aboriginal Elder. Alwyn Coyne and Albany Mayor Milton Evans

Sunday, January 2, 2011, Day 1, 2011 LandCorp World Mirror Championship

Finally the 2011 Worlds began in a strong breeze of 18-22 knots with gusts up to 30 knots presenting challenges for the entire fleet.



2011 Australian Champions, Paul and Austin Taylor Filipinos, Balladares and Chavez

Race 1 was a great start, with the fleet not wanting to repeat the black flag affair of the Australian championship. The Philippines pair of Balladares and Chavez got away boat end with great speed. The new Australian Champions, Paul and Austin Taylor, threw immediately to port from their boat end start and were one of only 17 boats to go right as the rest of the fleet settled into charging out left to the first shift. By the top mark, Balladares and Chavez were around first followed by 2009 Australian Champions, Lachlan and Finn Gilbert with the Taylors third. Many of the boats in the fleet, including some of the front runners, elected to sail the reach without their kites settling for a conservative approach. By the time the fleet got to the gate it was close between the Taylors and Balladares and Chavez with the local boat going left, and the Filipinos going right and followed by most of the fleet. It seems that left was the call and the Taylors had streaked to a 10 boat length lead by the top mark. They were never headed with Balladares and Chavez second and Team GBR's Millie Newman and Jessica Rust in third.

Race 2 was another clean start with Ireland's 2005 Mirror World Champion Ross Kearney streaming off the middle of the line. Kearney was really working hard and had his boat powering over the big chop. Newman and Rust, however, made the top mark first with Kearney in close pursuit. Cleaner kite work resulted in the Irish boat getting the fly and away on the reach. The Taylors, who seemed to be shadowed by the committee boat and left in the starting blocks, recovered to be 15th around the top mark. But by the time they had done the outer loop they had ploughed through the front runners and into third position. Kearney and Odell had a great tussle with the young British girls who had nudged in front as they went through the gate onto the final reach. The final beat had the Irish and Brits playing cat and mouse and a poor tack on the finish line saw Kearney and Odell squeeze through by the smallest of margins. The Taylors came from 15 boat lengths at the start of the final beat to nearly pinch the race only a boat length away in a blanket finish.

The final race of the day resulted in Balladares and Chavez again smoking off the start line with blistering speed. An individual recall spooked a few boats, with Taylor and Kearney returning to restart, although they were not over. Balladares worked hard up the beat and eventually got the bullet with the Taylors second and triple Fireball World Champion John Dransfield in third. The day was very much a story of survival with capsizes aplenty, bent masts, broken rudder blades, and broken booms. The lunch break was a break opportunity to repair boats and bruised egos.

The leader board shows:

1. Paul and Austin Taylor (AUS) 6pts
2. Ridgely Balladares and Rommel Chavez (PHI) 7pts
3. Millie Newman and Jessica Rust (GBR) 13pts

Monday, January 3, 2011, Day 2, 2011 LandCorp World Mirror Championships

Racing today started in ideal conditions with warm weather and an easterly of 15-18 knots. Race 4 got underway with the blue peter and most of the fleet went to the left with current leader Paul Taylor going right. By the top mark, the Team GBR's young sailors Millie Newman and Jessica Rust had rounded first in front of Ireland's Ross Kearney and Max Odell. With kites up on the reach, things were lively and the British teenagers battled to keep in front of the Irish boat. They maintained their lead to the bottom gate, a lead which they preserved for the rest of the race taking the bullet followed by Kearney and Odell with the South African pocket rocket Ricky Robinson and his brother Ryan third.





Race 4 winners, Newman and Rust (GBR)



Race 7 winners, Robinson brothers (RSA)

Race 5 got underway immediately with the easterly still blowing. The Filipinos, Ridgely Balladeras and Rommel Chavez were on the boat end with some of the other fancies mid-line. They worked hard to beat 2005 Mirror World Champion Kearney and Odell to the line with Australians Lachlan and Finn Gilbert third.



A beautiful sight on Princess Royal Harbour



Great reaching

Race 6 produced spectacular conditions as the breeze softened to 12-15 knots under the warm sunshine to the delight of the sailors. The start resulted in a general recall and the restart enabled the fleet to get off in a clean start with Lachlan and Finn Gilbert finding form and taking a commanding lead followed by the Taylors and Newman and Rust. The Gilberts got in the groove and were never headed and stormed home to take the bullet. Newman and Rust were second with Taylors slipping back with the Tasmanians, Jessie Atherton and Katherine Maher in third followed by the South African Robinson brothers.

Given the magical conditions, the Race Officer, John McQueen decided to bank a race and got the fleet sailing for Race 7. Many of the fleet were mid-line to pin boat and the race was taken out by the pocket rocket, Ricky Robinson and brother Ryan. They sailed faultlessly around the course trailed by the young British girls who came in second with Australian Mark Phillips and son Hugh in third.

Overall rankings after 7 races with one drop are:

1. Millie Newman and Jessica Rust (GBR) 14pts
2. Ridgely Balladares and Rommel Chavez (PHI) 26pts
3. Paul and Austin Taylor (AUS) 26pts

Wednesday, January 5, 2011, Day 3, 2011 LandCorp World Mirror Championships

When the competitors arrived today for the start of day three, there was little breeze and warm sunshine which bathed the competitors. By the time the boats took to the water, the breeze had picked up from the north bringing a warm breeze to the middle of Princess Royal Harbour.

Race 8 took a while to get off, with 2 postponements and a black flag frustrating the fleet. There was an even spread along the line and Paul and Austin Taylor rolled the dice and started on port tack with the young British pair, Matthew and Ben Lulham-Robinson following quickly behind. Both boats were at the front in the top mark roundings. The British girls were back in the fleet at the top rounding but as they have demonstrated all regatta, their boat handling is second to none and their kite hoist and ability to get planing sooner than other boats had them reeling in the leaders. The warm breeze was a delight to sail in and the competitors revelled in the superb conditions. Kearney and Odell managed to work their way to the front for a solid win, whilst the British girls showed grit and determination to work up to second with the Tasmania girls Jessie Atherton and Katherine Maher in third. The Taylors faded after leading early and finished seventh.

Race 9 was a clear start with the pin end starters seeming to do the better out of the first beat. The temperature ashore was 41C and it was hot at the front of the fleet with Ireland's Ross Kearney and Max Odell first to the top mark followed by the young British brothers Matthew and Ben Lulham Robinson. By the time they got to the gate Kearney was leading with Lulham-Robinson second and Newman and Rust third. But the story of the day was the 14 year old South African pocket rocket, Ricky Robinson with older brother Ryan as crew who took out the race. Their boat speed was great as they managed to fly downwind to meet the finishers at the gate following the shortened course. Second was Australian Mark Phillips with son Hugh and third was mother/son pair Anita Scott-Murphy and Ben Cruse. By the time the fleet got ashore, the weather changed with a sou-westerly blowing through with lightning and strong gusts up to 30 knots. The timing of the return to shore was impeccable with the boats out of harm's way.

After the squalls, the weather moderated and the sailors were sent afloat for Race 10 in rainy conditions with a light breeze. With many boats over under the blue peter, the fleet was recalled to start under the black flag. The pin seemed to be the end to be and the Filipinos, weighing 139 kgs, beat many of their lighter competitors to the top mark and were away first on the reach followed by South Africa's Robinsons with triple Fireball World Champion, John Dransfield and son Jesse in third. Balladares and Chavez maintained their lead down the run and were pursued by Ireland's Ross Kearney and Max Odell with the South Africans in third. The Irish boat managed to sail a clever race in the light breeze and by the bottom they were just trailing the Philippines boat and managed to storm home in the fickle conditions to the finish line that was brought down to the bottom mark as a result of the breeze dropping right out. Second were Balladares and Chavel with the Dransfields third.

Overall, there have been some major changes on the leader board which now stands after 10 races and one drop as follows:

1. Millie Newman and Jessica Rust (GBR) 37pts
2. Ross Kearney and Max Odell (IRL) 38pts
3. Ridgely Balladares and Rommel Chavez (PHI) 46pts
4. Ryan and Ricky Robinson (RSA) 47pts
5. Paul and Austin Taylor (AUS) 49pts

Thursday, January 6, 2011, Day 4, 2011 LandCorp World Mirror Championship

Day 4 of the 2011 LandCorp World Mirror Championship started with a fresh sou-westerly with the fleet bathed in sunshine. Hard work was the motto of the day for sailors in the 15-18 knot breeze.



Clean start



The GBR girls, Newman and Rust

A clean start was the order of the day, with most of the fleet going to the left. By the top mark, the Championship leaders, GBR's Millie Newman and Jessica Rust rounded first followed by the Irishmen Ross Kearney and Max Odell and the Philippines pair Balladares and Chavez. It was a splendid race with the British girls leading at the bottom gate and going right with the Irishmen. Balladares and Chavez chose to go left, the young South African Ryan Robinson with older brother Ricky as crew came through in fourth with a gap to the rest of the fleet. By the time they came round the bottom mark for the last time, Balladares and Chavez had surged to the lead followed by Newman and Rust with Kearney and Robinson trailing. The reach provided perfect planing conditions and the boats were off racing to mark four on the trapezoid and it appeared the Filipinos were going to take this one, rounding the mark in front of the GBR teenagers. Both boats went right with Kearney going left followed by Robinson. Without any cover, Kearney was able to get through to take the finish bullet with Newman and Rust second and Balladares and Chavez third.

Race 12 got away after a black flag with most of the fleet punching out to the left with GBR girls Newman and Rust first, the Philippines Balladares and Chavez second and Australians Lachlan and Finn Gilbert third. The GBR girls flew down the run and built up a 20 boat length lead followed by Gilbert with the Irishman Kearney in third with a pack following. The beat saw the Australian girls, Jessie Atherton and Katherine Maher sailing into second place behind the GBR girls with Balladares, Gilbert and Kearney chasing. Both all girl boats maintained their positions to finish one-two with Kearney third.



Race 13 followed after a lunch break with the breeze still consistent at 15 knots and the sun still providing ideal conditions. The fleet got away under the Blue Peter with Balladares and Chavez revelling in the conditions with a chase group including Atherton, Newman, Robinson, Kearney and former Fireball hotshot, John Dransfield. Close to the finish of the reach the GBR's girls were called under Rule 42 for pumping by the Jury and did a penalty remaining with the pack. By the bottom gate the race order had settled with Balladares and Chavez assuming a commanding lead with the GBR's Newman and Rust ahead of a tight pack which included Atherton, Robinson and Kearney and Australians Greg and Ben Field. The windward and return on the outer loop didn't see much change to the pecking order with Balladares and Chavez, followed by Atherton and Maher, Newman and Rust with Kearney and Odell fourth.

However, just as it appeared that the British girls were marching towards a World Championship, drama unfolded as they were disqualified for not completing their penalty properly. They only completed one circle out of a two-circle penalty and all their efforts resulted in a 62 DSQ. This changed the race results and the complexion of the World Championship. Two races remain with the World Championship wide open.

With 13 races and 2 drops the results are:

1. Ross Kearney and Max Odell (IRL) 33.6pts
2. Millie Newman and Jessica Rust (GBR) 40pts
3. Ridgely Balladares and Rommel Chavez (PHI) 43pts
4. Ryan and Ricky Robinson (RSA) 46pts
5. Paul and Austin Taylor (AUS) 66pts

Friday, January 7, 2011, Day 5, 2011 LandCorp World Mirror Championships

With only 5.2 points separating the top 2 boats, the final day of the 2011 Worlds started with an air of expectation and the dinghy park buzzing about the battle that would commence shortly to determine the World Champion. Lively conditions greeted the competitors again with the competitors growing to expect the fresh wind in Albany. The course was bathed in sunshine.

Race 14 got underway with the black flag which seems to have become the constant in the racing. The restart was an even start, with the Filipinos Balladares and Chavez at the boat and the competition leader mid-line sailing up the middle, with the British girls trailing. By the top mark, Australian mother and son team Anita Scott-Murphy and Ben Cruse rounded first followed by Australians Lachlan and Finn Gilbert with the over-night leaders, Irishman Ross Kearney and team mate Max Odell in close pursuit with the GBR girls buried back in the fleet rounding around 20th position. As usual, the Race Committee had set a perfect course which provided excellent entertainment for the spectator fleet which had congregated at the top of the course. It was a great run down to the gate with Scott-Murphy and Cruse flying and leading out to the right followed by the Gilberts with Kearney and Odell working hard in third, Australian's Mark and Hugh Phillips fourth and Balladares and Chavez in fifth. From that point, the Gilberts surged to the front around the outer loop and established a commanding lead winning to Scott-Murphy and Cruse with Kearney and Odell in third and appearing to have one hand on the World Championship. The British girls showed grit and determination to sail back into 6th position after being buried early.



*Winner of both races on Day 5,
Australians Lachlan and Finn Gilbert*



*Mother and son first to the top mark in race 14
Australians Anita Scott-Murphy and Ben Cruse*

Race 15 got away under the blue peter with Lachlan and Finn Gilbert starting at the pin boat which paid big dividends as they rounded first followed by the young Australians Robbie Hunt and David McAully second and Simon and Sidonia Barwood third with the South African's Ryan and Ricky Robinson fourth and the Filipinos Balladares and Chavez quick with the kite set as usual and immediately on the plane. Kearney and Odell were 8th around the top mark with the GBR girls again buried in the chasing pack in the mid-teens. The Gilberts went right at the gate and scooted to a 40 boat length lead with Balladares and Chavez second and Kearney and Odell third and looking every bit World Champions. By the finish, the Gilberts had won convincingly by over 40 boat lengths to Ross Kearney and Max Odell with Australia's John and Jesse Dransfield in third.

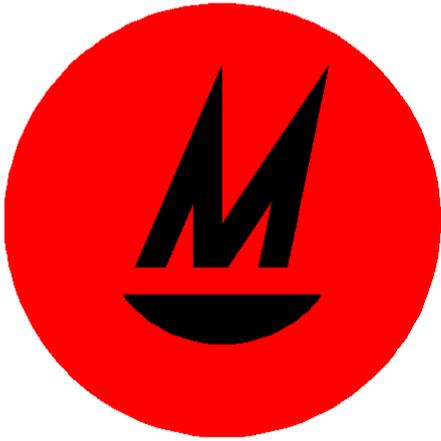
There were cheers of celebration from the large spectator fleet that had gathered as Kearney and Odell secured their World Championship win.



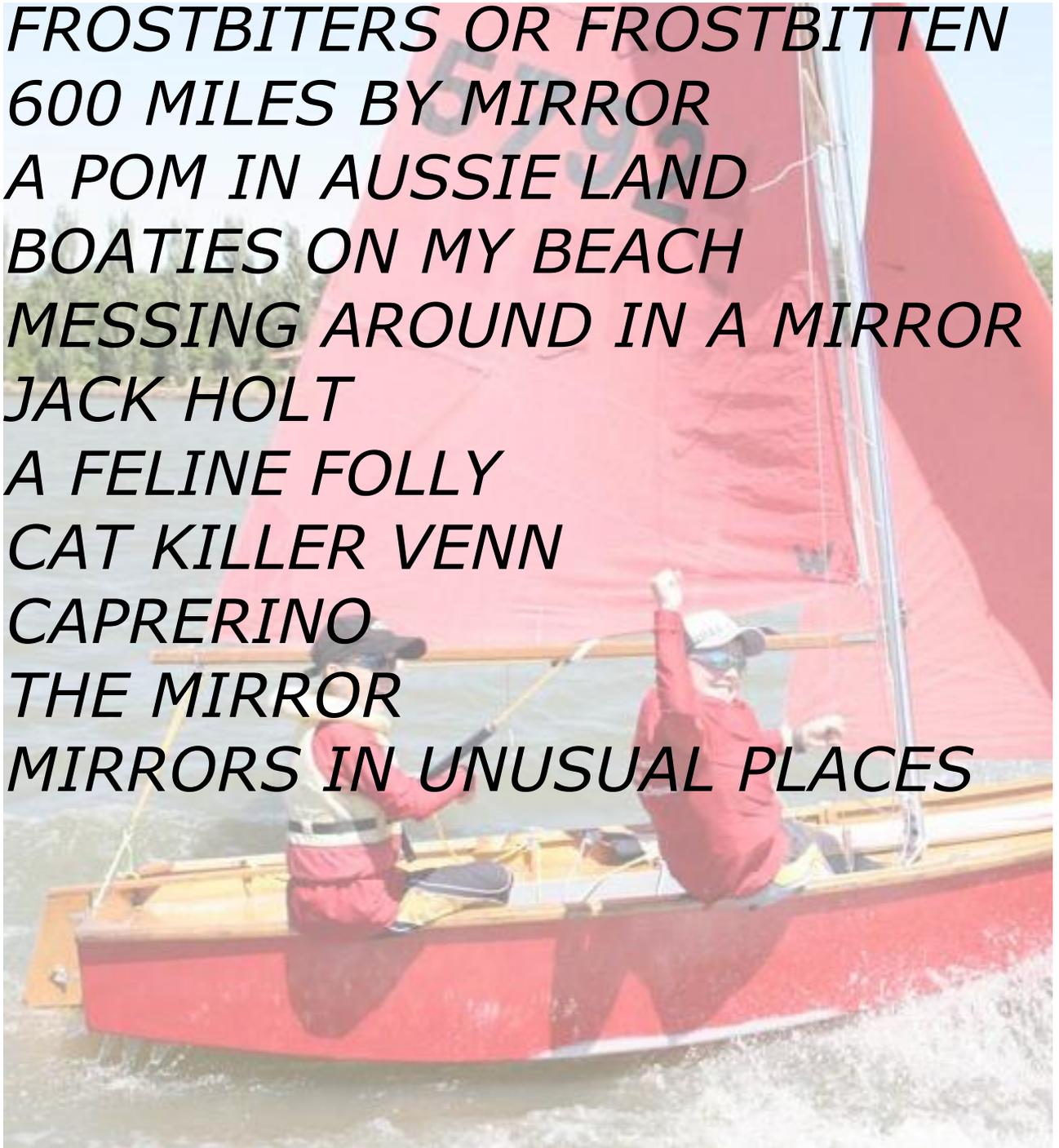
Pos'n	Ji b No	Boat Details	Skipper/Crew	Total	Nett	02/01/11	02/01/11	02/01/11	03/01/11	03/01/11	03/01/11	03/01/11	03/01/11	05/01/11	05/01/11	05/01/11	06/01/11	06/01/11	06/01/11	07/01/11	07/01/11
						RC 1	RC 2	RC 3	RC 4	RC 5	RC 6	RC 7	RC 8	RC 9	RC 10	RC 11	RC 12	RC 13	RC 14	RC 15	
21	19	PHI 70597 - Charter 3	Don Jhon Cabaries/Gabriel Felizanan	405	281	13(13)	31(31)	[62]DNF	18(18)	15(15)	24(24)	[62]DSQ	24(24)	13(13)	25(25)	17(17)	15(15)	34(34)	31(31)	21(21)	
22	59	AUS 70611 - Maglia Rosa	Simon Carroll/Perron Pearse	380	282	21(21)	10(10)	7(7)	26(26)	[62]DNC	30(30)	23(23)	20(20)	31(31)	24(24)	[36]36	33(33)	23(23)	8(8)	26(26)	
23	65	AUS 70592 - Bad Wolf	Stephen Foster/Sang Jin Goodridge	441	317	19(19)	14(14)	62]DNF	19(19)	19(19)	21(21)	62]DNS	18(18)	21(21)	62]DNF	21(21)	62]DNF	16(16)	9(9)	16(16)	
24	44	IRL 70659 - Charter 4	Alfie Wisdom/Harry Suttcliffe-Woelders	441	317	[62]DNS	34(34)	16(16)	[62]DNF	31(31)	12(12)	19(19)	15(15)	10(10)	14(14)	39(39)	31(31)	21(21)	40(40)	35(35)	
25	29	AUS 70146 - Foxy Lady 3	Robbie Hunt/David McAully	444	320	18(18)	13(13)	[62]DNF	[62]DNF	20(20)	33(33)	39(39)	22(22)	34(34)	36(36)	27(27)	24(24)	27(27)	17(17)	10(10)	
26	22	GBR 70456 - Fat Buoy	Emma Grayson/Rachel Grayson	417	328	[43]43	35(RDG)	30(30)	31(31)	27(27)	18(18)	22(22)	29(29)	40(40)	9(9)	15(15)	17(17)	[46]46	19(19)	36(36)	
27	24	AUS 70079 - Time n Tide	Douglas Rattesath/Edward Rattesath	425	333	42(42)	29(29)	22(22)	[45]45	39(39)	35(35)	29(29)	21(21)	[47]47	4(4)	32(32)	16(16)	17(17)	23(23)	24(24)	
28	45	AUS 70063 - Kamikaze II	Mark Barrington/Thomas Howell	438	349	27(27)	26(26)	24(24)	30(30)	33(33)	23(23)	14(14)	35(35)	[50]50	20(20)	37(37)	[39]39	26(26)	24(24)	30(30)	
29	42	AUS 70589 - Lightning Strike	Kieran Mumane/Mani Giuntoli	428	354	29(29)	30(30)	20(20)	27(27)	23(23)	[37]37	26(26)	30(30)	29(29)	22(22)	31(31)	20(20)	[37]37	36(36)	31(31)	
30	4	AUS 70192 - Sea Joule	Megan Price/Celia May	454	368	28(28)	32(32)	34(34)	17(17)	37(37)	36(36)	37(37)	[44]44	41(41)	32(32)	19(19)	[42]42	25(25)	12(12)	18(18)	
31	17	GBR 70648 - The King and I	Craig Bond/Tom King	493	369	32(32)	43(43)	[62]OCS	[22]22	30(30)	29(29)	11(11)	28(28)	24(24)	37(37)	29(29)	21(21)	29(29)	34(34)	[62]DNS	
32	14	RSA 70384 - Ama-Glug-Glug	Jeremy Holdcroft/Cuan Clifford	468	385	24(24)	28(28)	37(37)	25(25)	35(35)	[40]40	28(28)	[43]43	28(28)	28(28)	24(24)	32(32)	31(31)	37(37)	28(28)	
33	46	AUS 69963 - Twixta	Nathaniel Brough/Ethan Brough	487	392	[48]48	[47]47	44(44)	34(34)	36(36)	32(32)	24(24)	31(31)	26(26)	15(15)	28(28)	28(28)	28(28)	32(32)	34(34)	
34	41	IRL 70529 - Cant Touch This	Kerri-Ann Boylan/Megan Boylan	504	394	5	33.5(33)	24(24)	[48]48	38(38)	22(22)	38(38)	[62]OCS	36(36)	30(30)	33(33)	30(30)	26(26)	30(30)	35(35)	19(19)
35	43	AUS 69538 - All Fired Up	Roger Orr/Grace Edwards	514	398	5	33.5(33)	27(27)	26(26)	33(33)	25(25)	26(26)	17(17)	[54]54	25(25)	39(39)	38(38)	41(41)	39(39)	29(29)	[62]DNF
36	35	AUS 70602 - Transom Note	Alexandra Thornton/Annaleise Bryant	527	403	22(22)	36(36)	31(31)	39(39)	40(40)	42(42)	34(34)	32(32)	[62]DNC	[62]DNF	13(13)	30(30)	35(35)	22(22)	27(27)	
37	36	AUS 70591 - Storefresh	Ken Barnes/Carla Haines	528	404	25(25)	[62]DNF	[62]DNC	29(29)	32(32)	34(34)	31(31)	33(33)	32(32)	31(31)	22(22)	37(37)	36(36)	30(30)	32(32)	
38	48	GBR 69667 - Bold Forester	Martin Egan/Ruth Smith	500	411	36(36)	35(35)	33(33)	37(37)	43(43)	22(22)	21(21)	34(34)	37(37)	18(18)	[44]44	40(40)	[45]45	26(26)	29(29)	
39	11	RSA 50735 - Bumbles B	Howard Leoto/Renaldo Mohale	539	415	62]DNF	22(22)	18(18)	32(32)	62]DNF	19(19)	[62]RAF	46(46)	33(33)	62]DNF	16(16)	27(27)	20(20)	38(38)	20(20)	
40	34	AUS 70177 - Fizz	Quentin Hunt/Molly Hulton	528	421	31(31)	44(44)	21(21)	[62]DNS	24(24)	28(28)	45(45)	[45]45	23(23)	34(34)	34(34)	22(22)	44(44)	28(28)	43(43)	
41	51	AUS 69843 - Reflections 1	Hendrick Plug/Joshua Peetoom	557	433	62]DNC	62]DNC	[62]DNC	21(21)	13(13)	25(25)	36(36)	38(38)	44(44)	[62]BFD	26(26)	38(38)	18(18)	25(25)	25(25)	
42	2	AUS 60064- Quick Step II	Max Wiltshire/Bill Wiltshire	565	453	35(35)	25(25)	19(19)	36(36)	26(26)	43(43)	[50]50	40(40)	39(39)	[62]DNF	47(47)	25(25)	32(32)	48(48)	38(38)	
43	25	AUS 68678 - Carpe Diem	Andy Revill/Susannah Revill	624	500	62]DNF	[62]DNS	29(29)	42(42)	34(34)	49(49)	53(53)	39(39)	22(22)	[62]DNF	41(41)	36(36)	33(33)	27(27)	33(33)	
44	60	AUS 70595 - Jazze	Tara Foster/Isabella Shileds	652	528	62]DNF	38(38)	36(36)	41(41)	41(41)	53(53)	35(35)	62]DNF	18(18)	16(16)	54(54)	34(34)	38(38)	[62]DNF	[62]DNS	
45	1	AUS 70068 - Vasco III	Rex Henderson/Andrew Henderson	671	547	49(49)	45(45)	41(41)	35(35)	49(49)	41(41)	33(33)	26(26)	57(57)	[62]DNF	[62]DNF	48(48)	42(42)	41(41)	40(40)	
46	37	AUS 70594 - Dash	Mark Evans/Poppy Evans	676	552	37(37)	33(33)	40(40)	52(52)	45(45)	48(48)	41(41)	41(41)	36(36)	[62]DNF	45(45)	44(44)	[62]DNC	53(53)	37(37)	
47	28	AUS 70067 - Vivace	Rik Thornton/Scott Thornton	680	556	40(40)	62]DNF	27(27)	43(43)	29(29)	47(47)	47(47)	37(37)	42(42)	[62]DNF	43(43)	[62]DNS	40(40)	54(54)	45(45)	
48	55	RSA 70243- Moonshine	Cundell Statt/Rory Laing	702	578	45(45)	37(37)	42(42)	48(48)	38(38)	58(58)	44(44)	49(49)	[62]DNS	[62]DNF	40(40)	43(43)	49(49)	44(44)	41(41)	
49	61	AUS 69313 - Triton	Nicholas Westerberg/Lachlan Butler	706	582	62]DNF	[62]DNF	35(35)	40(40)	28(28)	45(45)	48(48)	51(51)	46(46)	[62]DNF	49(49)	46(46)	41(41)	52(52)	39(39)	
50	3	AUS 69553 - Reflections	Martin Thomas/Bradley Thomas	704	588	39(39)	49(49)	38(38)	44(44)	47(47)	44(44)	52(52)	52(52)	[54]54	[62]DNF	48(48)	45(45)	43(43)	39(39)	48(48)	
51	58	RSA 70381 - Vital Statt-Istics	Cundell Statt/Tracy Statt	724	600	44(44)	39(39)	43(43)	46(46)	44(44)	54(54)	42(42)	47(47)	51(51)	[62]DNF	50(50)	47(47)	47(47)	46(46)	[62]DNS	
52	57	RSA 70412 - I R Bowt	Kuba Miszewski/Brigetta Smith	759	635	41(41)	41(41)	39(39)	47(47)	50(50)	51(51)	46(46)	55(55)	56(56)	[62]DNF	55(55)	52(52)	53(53)	49(49)	[62]DNS	
53	62	AUS 68758 - Looking Glass	Niko Striegar/Tom Gilmore	762	638	38(38)	62]DNF	[62]DNF	49(49)	46(46)	52(52)	40(40)	50(50)	53(53)	[62]DNF	46(46)	53(53)	52(52)	51(51)	46(46)	
54	15	AUS 69361 - Xool-orato	Max Davey/Nicole Erwin	767	643	62]DNF	42(42)	46(46)	62]DNC	[62]DNC	50(50)	43(43)	58(58)	38(38)	[62]DNF	53(53)	50(50)	50(50)	47(47)	42(42)	
55	6	GBR 70382 - Utter Chaos	Oliver King/James King	770	646	62]DNF	62]DNF	[62]DNF	56(56)	51(51)	46(46)	30(30)	42(42)	48(48)	[62]DNF	51(51)	51(51)	55(55)	45(45)	47(47)	
56	49	AUS 70593 - Black Pearl	Bret Scott/Imogen Scott-L. Estrange	789	665	62]DNC	62]DNC	62]DNC	50(50)	48(48)	39(39)	32(32)	48(48)	58(58)	38(38)	62]DNF	62]DNF	[62]DNC	42(42)	[62]DNS	
57	9	AUS 63806 - Vela Con Dios	Michelle Haines/Colin Haines	808	684	50(50)	48(48)	[62]DNC	51(51)	53(53)	59(59)	54(54)	56(56)	55(55)	[62]DNF	56(56)	54(54)	54(54)	50(50)	44(44)	
58	12	AUS 69359 - Ultra Violot	Joel Yeldon/Mick Malla	814	690	46(46)	62]DNF	28(28)	53(53)	42(42)	55(55)	51(51)	53(53)	52(52)	62]DNF	62]DNF	62]DNF	62]DNC	[62]DNC		
59	38	RSA 69825 - Overdraught	Keegan Ekermans/Amy-Leigh Wahl	828	704	51(51)	62]DNS	62]DNF	55(55)	52(52)	56(56)	49(49)	57(57)	49(49)	62]DNF	52(52)	49(49)	48(48)	[62]DNF	[62]DNS	
60	20	AUS 70600 - Aquaholic	Sienna Galante/Hugo Galante	833	709	47(47)	46(46)	45(45)	54(54)	54(54)	57(57)	62]DNS	62]DNF	45(45)	62]DNF	57(57)	62]DNF	[62]DNC	56(56)	[62]DNS	
61	13	GBR 69839 - Ed Over Eales	Victoria Bond/Benjamin Eales	918	792	62]DNS	62]DNS	62]DNC	62]DNS	62]DNC	62]DNC	62]DNC	62]DNF	59(59)	62]DNF	58(58)	62]DNC	[62]DNF	55(55)	[62]DNS	



8 MIRROR TALES



*FROSTBITERS OR FROSTBITTEN
600 MILES BY MIRROR
A POM IN AUSSIE LAND
BOATIES ON MY BEACH
MESSING AROUND IN A MIRROR
JACK HOLT
A FELINE FOLLY
CAT KILLER VENN
CAPRERINO
THE MIRROR
MIRRORS IN UNUSUAL PLACES*



FROSTBITERS OR FROSTBITTEN

by Dick Hunn, reprinted from Australian Seacraft, March 1966

ICY-COLD SCOOP!

Frostbiters... or Frostbitten

Even the brassy kangaroos didn't know

from DICK HUNN in London

Australia finished third behind England and America in the International Frostbiters' teams race held on Littleton gravel pit — oops — Lake, London. The water was frozen, naturally.

"IT ALL began as a joke", said Everett Morris recalling a bleak January day near Washington in 1932. "Some friends and I were yarning away on one of their yachts. The conversation turned to the merits of their various tender dinghies, and before we knew it, a challenge to a match race had gone out."

Everett looked thoughtfully out over the lights of London (it was quite easy since we were in the ninth-floor director's dining room of the huge Daily Mirror complex — the largest circulating newspaper in Britain).

"You know," the distinguished yachting writer continued, "somehow the word got around about that

little race because eight dinghies turned up on the starting line.

"It was miserable weather . . . below freezing . . . and snow fell during the final legs. One of the big yachts went around throughout the race supplying the crews with prohibition liquor from leeward; anything to keep them warm."

Then Everett Morris chuckled to himself, and went on: "At the end of the race, I don't remember exactly who won but that doesn't matter, everyone gathered around a roaring log fire in the clubhouse to discuss the event. And one by one they keeled over on the floor. It was so cold outside they didn't realise how



The Aussie team — top skipper Richard Bird, second from right.





Mirror dinghies amid canvas-covered yachts by Littleton Lake. It was as cold as it looks too. The water was frozen!

Calm weather sailing — mist hangs over the banks as sleet.

much they'd had. But the blazing fire knocked them. Everyone was stone drunk."

That was Everett Morris' story of the beginnings of the Frostbite Yacht Club of America — now responsible for the growth of competitive dinghy sailing in the States.

He turned around for another whisky; I moved off through the reception crowd and found Wilfred Prest, member of Royal Brighton Yacht Club, Melbourne, and captain of the Australian team.

I asked him how he had managed to round up an Australian team willing to sail in the middle of this English winter. "It was difficult", he admitted gracefully. "I wrote a short article for an Australia House publication, and from the replies, wound up with a team to represent the RBYC. I am the only member of Royal Brighton," he said, "but the club sent a telegram today granting the others honorary membership." He wasn't sure if the austere RBYC would approve the fact that it then had its first woman member — Mrs Verity Pitcher ex Somerton Sailing Club, Adelaide.

By now you are wondering what this "internationalism" is all about. But just a moment. I bumped my whisky into Peter Chapman, secretary of the Littleton Sailing Club, Littleton Lake, Shepperton, Middlesex, England. "Peter", I said, brushing whisky off his suit coat, "what is this all about?"

The story he told went roughly like this. The Frostbite Yacht Club of America had granted their first overseas Charter to the Royal Brighton Yacht Club in 1962, when Gretel challenged for the America's Cup. The second Charter went to the Littleton club last year.

Thus the stage was set for Everett Morris, the Frostbiter's International secretary, to organise an international series for dinghy team racing.

The next morning — this time a bleak January day near London — the three teams assembled by Littleton Lake to perpetuate the "joke".

The mist hung low and there was scarcely a ripple on the 150 acres of water-filled gravel pit. Even if there had been a breeze, some sections still would have been serenely calm . . . they were frozen over! Gaunt crushing machinery stood silent on the shore; the gravel pit employees don't work on weekends.

Eight spanking new Mirror Dinghies, with bright red mainsails and jibs, stood ready by the lake's edge. Around them were the craft of the Littleton club, all under canvas covers with masts stepped — so typically English.



Yachtsmen and women in bright yellow waterproofs over endless jumpers and trousers; spectators in brown duffle coats and navy jackets; and Commander Donald Ross, RAN, the Australian observer for the series, in orange — his leftover waterproof from sailing in Freya in the Admiral's Cup. But the bright picture turned out rather dismal for Australia in the first match.

Although Australia's Richard Bird (Gwen 12 experience in Perth) sailed well for a comfortable win, the Frostbite Club won the match convincingly on points.

But the next race went in Australia's favor. They beat Littleton by three-quarters of a point — the only time the British were beaten — taking 2nd (John Walters, Geelong), 4th (Wilfred Prest, Mel-



bourne), 5th Richard Bird, and 7th (Kym Thomas, Adelaide).

The final race of the day, in an improving but icy breeze, froze the American hopes of victory. Art Wullschleger, thinking a double recall gun was for him, mistakenly re-crossed the line and then tacked outside the starting buoy toward the first mark.

He merrily completed the course, finishing fifth, unaware that he had been at variance with the British rules. Naturally, he was disqualified and Littleton won by 1½-points.

Frozen yachtsmen quickly joined the warm spectators for afternoon tea in a marquee (by courtesy of the Daily Mirror which hoped to sell lots more of its dinghies after the series).

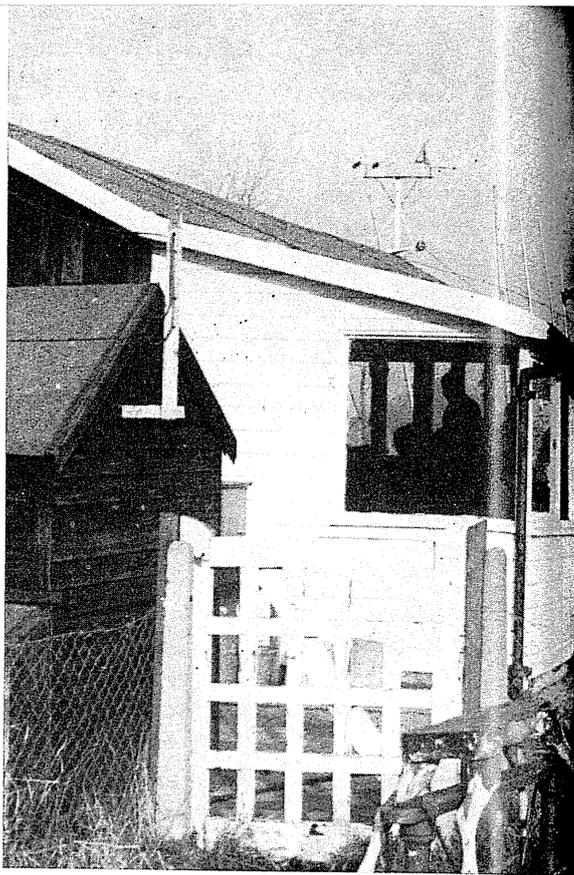
English, American and Australian yachtsmen patted each other on the back in the tea queue muttering "what a great day it had been with each country winning one match." A voice over my shoulder said: "May I take your cup now Sir?" It was the waiter dressed in full tails. The other waiter only had on black jacket and tie.

That night (I can't tell you much about it for I was too late to receive an invitation) the crews went to the Civil Service Sailing Association dinner (Littleton is a member of the association) in, wait for it, the House of Commons!

I heard that Everett Morris was in good form among the speech-makers. Sailing for'ard that day, with abundant alcohol that night, must have been too much for him. He was confined to bed the next day on doctor's orders.

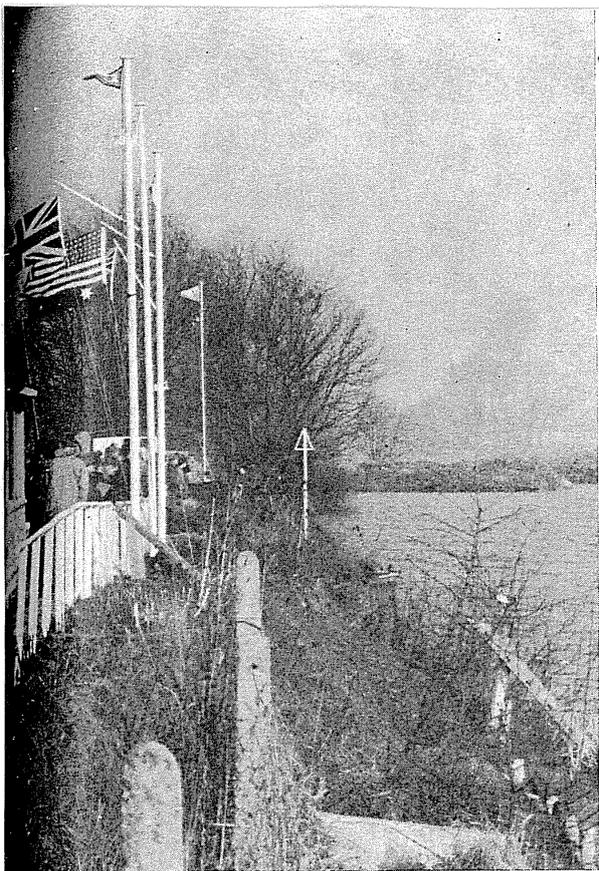
Sunday dawned, about eight o'clock, with frosty weather and more ice. The first race, between Littleton and the Frostbite Club, started in sunshine and a temperature of 30 deg F. And for the Littleton skippers, who have been racing in English winters for five years, it was their day.

They beat America and Australia while the Australians also lost to the Americans. That gave the



Richard Bird and For'ard hand Michael Fox (Sydney), concentrate to windward. Bird won three of the six races.





Three national flags flutter above the clubhouse. Gravel-pit sailing is very popular in England. It has to be.

Littleton team three match victories. The Frostbite Club two, and the Royal Brighton Yacht Club one match in the two-day series. The final points are, perhaps, more indicative: England, 120½; America, 120½; Australia, 108½.

The "story of an unsung hero" is the story of Australian Richard Bird. With superb starts, and perfect tactics, he won three of the six races over the weekend but was not even mentioned at the prize-giving ceremony.

In fact, had someone wandered into the marquee, he would have gone away with the impression it had been a contest between England and America had not Wilfred Prest fought his way to the stand to say thank you for the Australians.

But on the whole it was a happy weekend. Nothing seemed too much for the Littleton club officials or the Daily Mirror (they gave the eight new boats to the club for junior training).

Spectators may have had frozen feet and the yachtsmen frozen everything; an English girl crew may have cut her fingers on solid sheets; and Sir William Armstrong may have called them: "Frost-biters! Or frostbitten?" And there may have been seven protests. But on the whole, it was a happy weekend.

Will the Littleton International Frostbite Trophy ever arouse as much interest as the America's Cup or the Little America's Cup? I don't think so although it will have its ardent followers in the realm of dinghy team racing.

The last words on the possibility of this becoming an annual event must come from Everett Morris, who had struggled out of bed for the prize-giving ceremony, his duty as team captain for the Americans. He said, in the darkness of 4.30 pm by the water-filled gravel pit in Middlesex, England: "In the immortal words of General MacArthur, if I may paraphrase them, 'We shall return'."



"One lump, or two, Sir?" A waiter in full tails serving in the marquee. Hot tea is a far cry from prohibition liquor that warmed the founders of the crazy event.



600 MILES BY MIRROR

by Tony Rose, reprinted from Modern Boating, January 1973

Barrier Reef Cruise 600 MILES BY MIRROR

Young naval shipwright Tony Rose made this remarkable 600 mile ocean voyage along the Barrier Reef in an 11ft Mirror Dinghy. It is remarkable not only for the voyage itself but also for the preparations he made for the trip — planning that could be applied to any boat.

COLOR PAGE: Tony Rose's Mirror on Barrier Reef Island. Other pictures show equipment carried in boat, the way gear was fitted, and shots taken during ocean voyage.

MY FIRST attempt at sailing 600 miles along the Barrier Reef — from Hervey Bay to Townsville — in a Mirror Dinghy ended in disaster when I lost the boat near Lady Musgrave Island. The fault was mainly mine — my planning had been extensive but not thorough enough.

When the Mirror broached and capsized one dark and stormy night in July, 1970, I had removed the hatch on the rear buoyancy tank to try and stow some loose gear. The hatch was swept away and the boat lost buoyancy, the cork bungs in the remaining three buoyancy tanks were knocked out, as the boat was slowly sinking.

About midnight, I sighted the steaming lights of an approaching ship. With no possibility of improvement in the situation, I reluctantly decided to signal for assistance, and the ship, coaster, MV John Burke, picked me up in copybook display of seamanship. The dinghy broke up when it was caught under the ship's stern.

Construction began on another Mirror in December the same year for a second attempt. I had chosen the Mirror because the boat I needed had to be safe and easily handled by one man in all conditions. I intended to beach it beyond high water each night, so it had to be light and not too cumbersome. Finally, I wanted to be able to transport it on a car rooftop, not a trailer.

I chose the Mirror after some investigation, as it filled all my requirements and had the added advantage of 16 cu ft of built-in buoyancy. The second boat, however, had considerably more modifications.

I built the boat from a kit, to be familiar with the workmanship and its limitations. Extra care was taken to ensure the buoyancy tanks were watertight. Screw-in bungs were used as well as 4in screw-in

inspection ports, which were sealed in epoxy putty. These were re-sealed after use with caulking compound. In addition, in case the tanks were holed, 2 cu ft of polystyrene foam went into each of the four tanks, enough to keep the boat sailable.

The experience of my first attempt, when the lacing on the main seized and I was unable to drop it, showed that it was necessary to be able to handle sails easily in any condition. And also on a test run when landing on a beach through surf with a strong wind blowing along the beach, the windage of the mast made it difficult to keep the head to the waves. I considered it necessary to be able to drop the mast and to set it up again with ease without actually undoing anything while underway.

The shrouds were connected to the chain plates using shackles and calipers. The forestay had a swivel inserted near the masthead.

The forestay was fitted with jib furling gear, and to the lower furling drum was attached a wire led through a sheave at the normal forestay securing point. From the sheave the wire led to a Highfield lever secured to the foredeck alongside the mast step. Releasing the lever gave sufficient slack to lift the mast heel out of the step and lay it down.

A spinnaker recovery system was used, the shute being a length of 4in PVC pipe with a glass bellmouth, secured on the foredeck portside.

A track was fitted on the aft side of the mast for the main. Slides were fitted to the gaff jaw, luff and boom gooseneck fitting, enabling sail, boom and gaff to be dropped and stowed quickly.

When the halyard was set up it was secured in a clam cleat with a bridge. To prevent the halyard re-engaging when

released, the tail was led through a saddle 6in above. This double lead gave enough friction to slow the halyard's run so that the gaff dropped slowly enough to use two hands to roll the sail as it came down. Once the yard was on the boom a piece of shock cord clipped to the boom was wrapped around the lot, making a neat bundle. The slides were dropped out of the track and everything stowed.

Two aluminium containers were manufactured to fit in the well port and starboard between thwart and forward stowage compartments. One was to carry food, clothing, personal effects, toilet gear, books, spare gear etc. They had lids which were sealed effectively using tape, for lack of a more practical method. Two saddles were attached to the tank top either side. A lanyard with snap clips either end was snapped on and led through them.

The ready-use container was to hold those items needed to set up camp and cook a meal, i.e. gas bottle with cooking attachment, cooking and eating utensils, food, stretcher, air mattress (sleeping bag was in forward stowage compartment) 10ft x 12ft nylon waterproof cover, track suit etc.

The oars were clipped either side on top of the side tanks. A rack at the aft end of the well held the five one-gallon plastic water bottles. A lanyard was led through their handles and set up taut to hold them in. On the outside of the rack a bracket was fixed for the windspeed indicator.

A Heath Bosun grid steering compass was fitted near the water bottles on the footrest in the well. Here it was out of the way but still in the best position to see it. Two aluminium boxes with hinged lids were secured to the top of the aft tank. One contained the Hitachi WH1160 radio, the other a small cassette tape used to record a log, using a remote mike with on/off switch. Between these two I mounted the dial for the VDO Sumlog. The impeller was mounted on the transom.

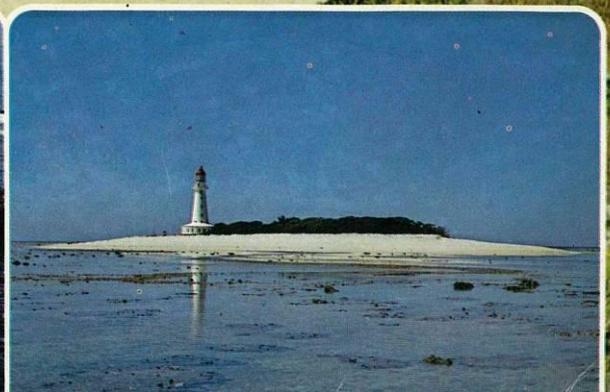
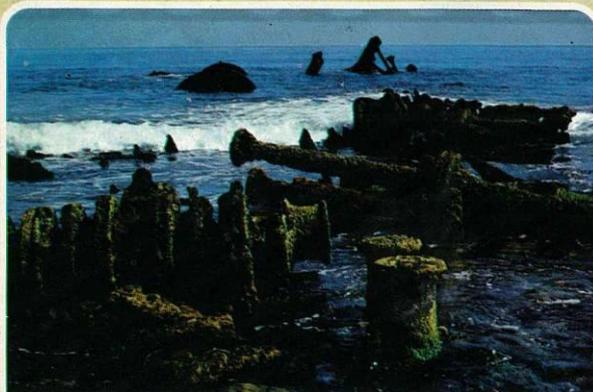
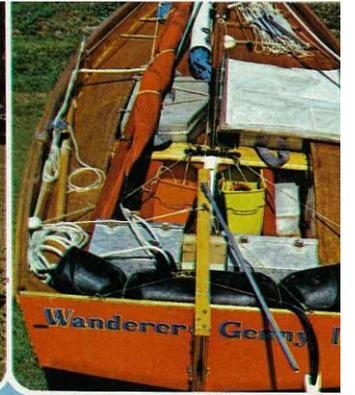
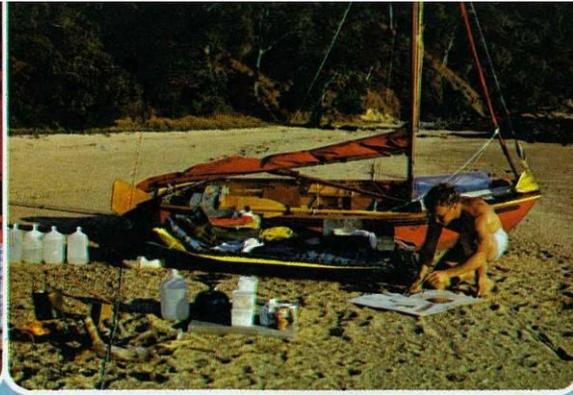
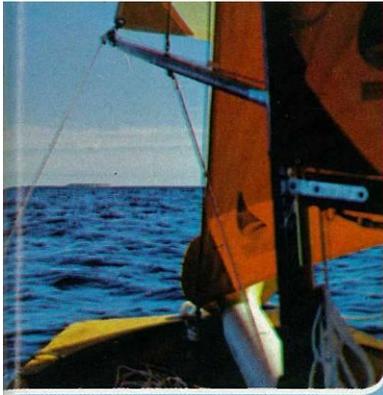
On the aft tank behind the radio and cassette box against the transom, a partially inflated boat roller was secured with shock cord.

From the top of the transom, starboard, to a saddle halfway along the tiller a piece of shock cord could be clipped. From this saddle a light line was led through the port spinnaker sheet lead (nylon deadeye). This could be used to steer when I had occasion to go forward, such as to tend to the spinnaker pole.

On the foredeck three doubled pieces of shock cord were secured, stretched athwartship at 6in intervals. The 120ft anchor line was flaked between the doubled cord, one flake going over the first piece of doubled cord and under the next. This enabled the line to be held secure, ready for immediate use, and it would stay put after capsizing, even if waves were breaking on the foredeck. A Danforth anchor was secured one end and a sea anchor to the other as either end could be run out.

Other details included: two gallon buckets under the thwart each side, one ready to use, the other holding loose items — a powerful waterproof torch on lanyard, five





600 MILES BY MIRROR

tupperware 16oz containers which held dried fruits, nuts, cheese, rolled oats, glucose-enriched butter scotch, boiled eggs and chocolate. Secured to a hook handy under the thwart was a distress flare rack.

My navigation plans were basic but extremely comprehensive. As the weather was to be a deciding factor, the radio would provide forecasts. I did not intend to sail if there was any doubt at all about conditions.

With sufficient leave due to allocate 48 days to the trip, I added 180-odd miles to make Cairns the destination. I carried 18 charts, three of small scale for a general coverage in the event of being swept out to sea, the others covering the entire coast from Hervey Bay to Cairns. Using all the information I could gather, I made a detailed sailing plan for each leg of the tri, taking into account courses, tides, currents, dangers, landing places, etc.

I marked on the charts the arcs of visibility of islands, lights and prominent

landmarks. Radiating from suitable marks were reference lines which intersected approximately at right angles over the area to be navigated. To find my position I would take two bearings, then simply read off my position relative to the reference lines.

There were literally thousands of other details to attend to listing a total of 15 pages of typed lists. Two days prior to departure every item was laid out and checked off, then rechecked with the list as it was stowed.

A couple of weeks prior to scheduled departure letters were despatched to the Regional Controller Department of Shipping and Transport, Brisbane, and to the Officer in Charge, Queensland Water Police.

This was to inform them of my intentions, arrangements for safety, and other relevant information. Included in the letters were copies of my brief sailing plan, list of safety equipment carried and a description of my dinghy. My parents held detailed lists of all equipment carried, day to day sailing plans, and special instructions.

The special instruction concerned my safety. I did not want anyone to be involved in searches for me, as I maintained that I could overcome almost all problems. Those which I could not would cause me to be long gone before any concern was felt for my safety.

I was scheduled to leave Point Vernon, Hervey Bay, on July 24, allowing Lady Elliot Island light to be raised in darkness the next morning but effect a landing in daylight.

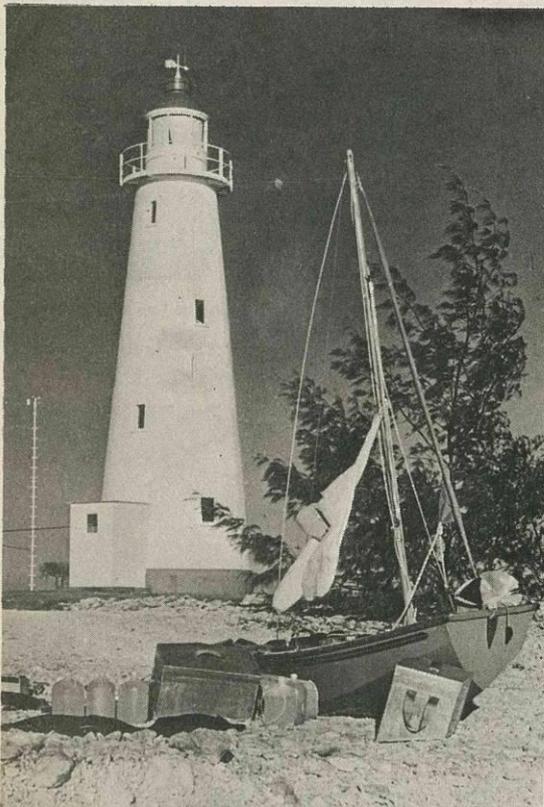
The 24th dawned cloudy with a 20-25 knot SE wind. The forecast was bad and Lady Elliot Island and North Reef reported 25 to 30 knot SE winds respectively. Departure was postponed.

The 25th was similar though the wind had moderated a little and the forecast was good. I postponed departure again. This allowed me to finish a few last minute jobs, which though not important, would enable me to leave confident that every last item was complete.

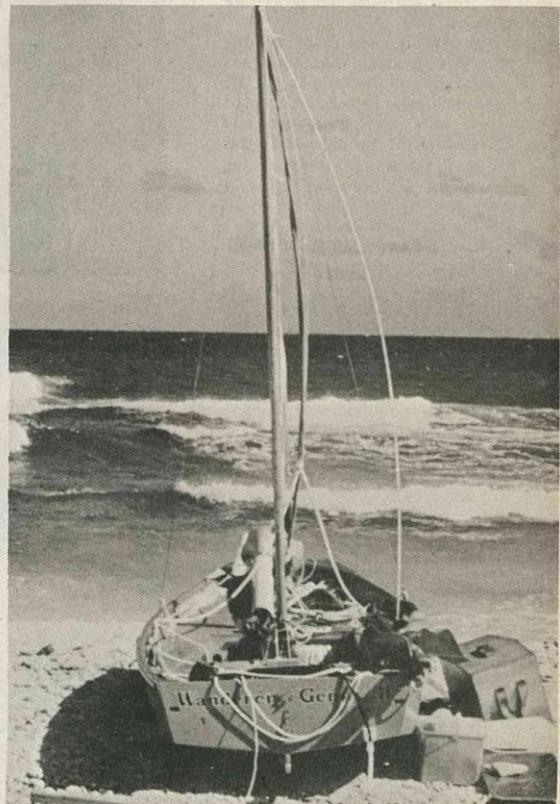
On Wednesday 26th July the weather was good, the weather forecast good and the 0600 weather report from the light stations also good. I got underway from Point Vernon at 1040 on the ebb tide with a 10-15 knot southerly.

Soon after getting underway the wind moderated and I was to spend the rest of the first leg in light winds and calm seas.

Lady Elliot Island light was raised at 0520 next day, dead ahead. This pleased me as it confirmed that my navigation preparations had been functional, and adequate. The wind was light and variable from SE to SW all night and did not exceed 10 knots.



LIGHTHOUSE stop en route. The author, like so many voyagers, before him, found the people he met most rewarding aspect of trip.



MIRROR hauled out on rocky beach. Technique was to anchor boat in surf, unload, then haul out using boat roller.

600 MILES BY MIRROR

Arriving at Lady Elliot I found an awkward swell breaking from the reef edge to the steeply-sloping beach on the lee side. A lot of the reef beaches are strewn with large coral pieces. The dinghy, heavily laden, and constructed of 3/16inch plywood could easily be holed. However, with the assistance of the three light keepers and a visiting mechanic we carried the dinghy past high water.

My landing routine for the remainder of the trip was to approach the preselected landing point, reduce sail and proceed with caution. If in any doubt I would drop all sail and row in cautiously to the landing.

Hopping out at the water's edge, I would drop the anchor and push the dinghy out. Above high water mark I would take off lifejacket, wetsuit etc, then clear a path up the beach for the dinghy. Returning to the boat I would remove and carry past high water the water jars and the aluminium containers to lighten the dinghy. Inflating the roller, I would roll the dinghy past high water mark. Each morning the procedure was in reverse.

I spent four days at Lady Elliot, waiting for strong winds to abate. The time was spent very pleasantly in the company of the three light keepers, who like all the people I was to meet, were very hospitable and interesting. Meeting the various people was one of the most rewarding aspects of the trip.

On Monday July 31 the wind was 13-18 knots from the SSE and forecast good. I decided to leave for Lady Musgrave Island, 22½ miles distant. Looking at the crested waves running past the island made me uneasy at the thought of leaving the security of the island to sail off into an empty unfriendly ocean, but this was perhaps psychological as this was the stretch where I came undone during the previous attempt.

I left Lady Elliot at 0900 under spinnaker and jib only. Without the mainsail the dinghy is easier to control in the sea state¹ experienced in open waters when the wind exceeds 15 knots. The small sacrifice of speed is offset by being able to relax and enjoy the ride.

An hour after leaving Lady Elliot I was jolted into reality when a large object surfaced 100ft ahead of me; it was a whale travelling in the opposite direction. I put the tiller down and it passed 10ft under me; it was 20-30ft long. I was relieved after some anxious minutes when it didn't turn back, and there was no sight of any mates with it.

I landed on the lee side of Lady Musgrave Island without further incident at 1400 hours and set up camp.

Departure was delayed until August 2. I finally got under way at 1145 under jib and spinnaker before a gusty SSE wind, landing on Fairfax Island at 1310. It was my intention to have lunch, listen to the radio

weather forecast and have a quick look around before leaving for Hoskyn Islet at 1430.

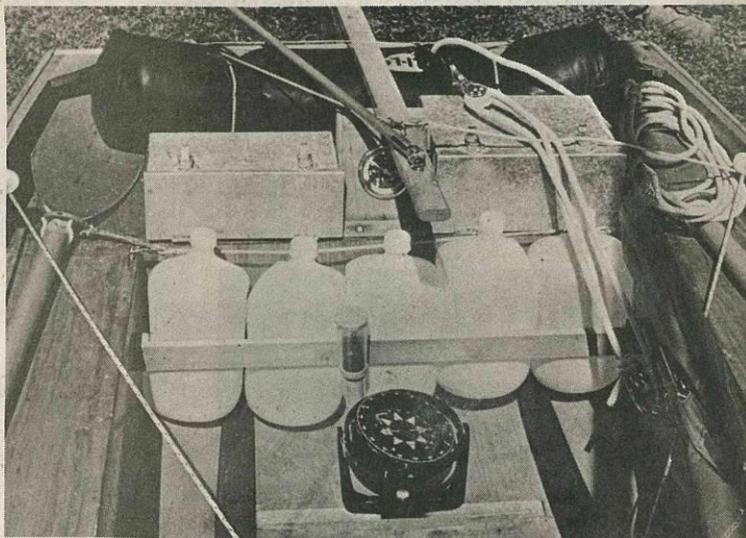
As I was removing the lunch gear I was surprised to see a woman walking along the beach. It was Julie Booth, the marine biologist who has been conducting research on turtles and other marine life on the island for the better part of four years. We had a most interesting talk before she showed me quickly around the island. I stayed longer than intended, by which time the wind had dropped and I would be unable to make Hoskyn before dark. I camped on the beach for the night and had a better look around the island in the morning, leaving at 1400 on the third of August. I arrived at Hoskyn five miles

distant at 1545 after a pleasant sail before a 5-10 knot SSE wind.

I rose at 0500 next morning for an early start to Heron Island, 30 miles distant. However the tide beat me and I didn't get under way until 0830. When I did the wind was 5-10 knots from SE and dying so that progress was slow.

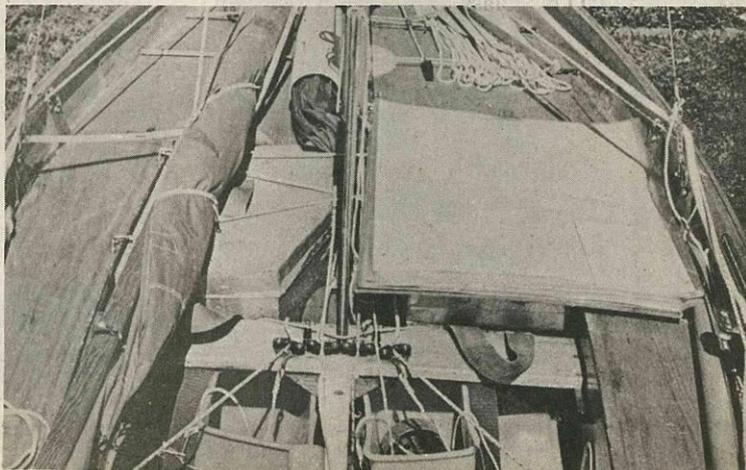
I arrived off Lamont Reef at 1400. There were still 12 miles to Heron Island and the wind was light and patchy with calms. As I couldn't make Heron by nightfall I decided to spend the night at Lamont Reef so as not to take any risks. On the leeside (NW) of Lamont Reef there's a cay of broken coral which dries out. The tide was still coming in when I anchored on the cay to wait for the ebb to uncover it again. I was able to land

(Turn to page 86)



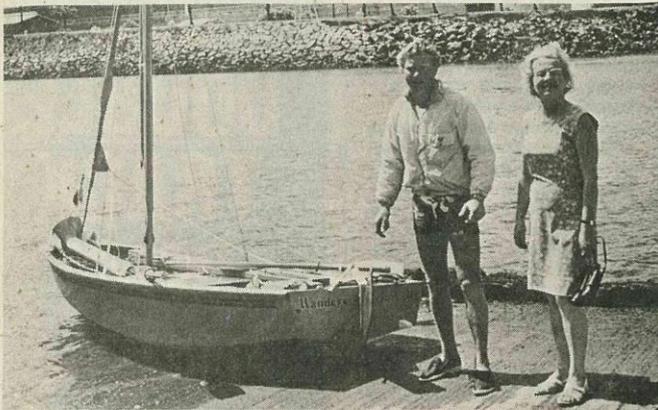
ABOVE: Dinghy's stern. Daily needs were carried in alloy boxes mounted on rear buoyancy tank. Behind, beneath the tiller, is the partly-inflated boat roller.

BELOW: Main storage tanks are carried either side of centrecase; charts are carried on top, loose gear in plastic buckets, all made securely fast.



600 MILES BY MIRROR

(Continued from page 36)



on it at 2030 and lay my mattress and sleeping bag down soon after. I had no intention of sleeping in the dinghy at any time as the disorganisation it creates in the boat would make this dangerous if bad weather came up suddenly. I rose again at 0100 when the swell and flood tide threatened my perch.

By the time I got under way from Lamont at 0400 the light wind had backed to the NW and increased to 10-15 knots. This put Heron Island dead to windward. After a frustrating eight-hour beat, I landed at Heron Island boat basin at 1145.

The weather was unsuitable on the sixth with 15-18 knot NW winds. Long beats to windward are too frustrating and tiring so I avoided them. On the seventh the wind was from the south at 10-15 knots and I left for North Reef, 17 miles distant, at 1030. By the time I reached North Reef at 1515 it had backed to the NE and dropped to less than 5 knots.

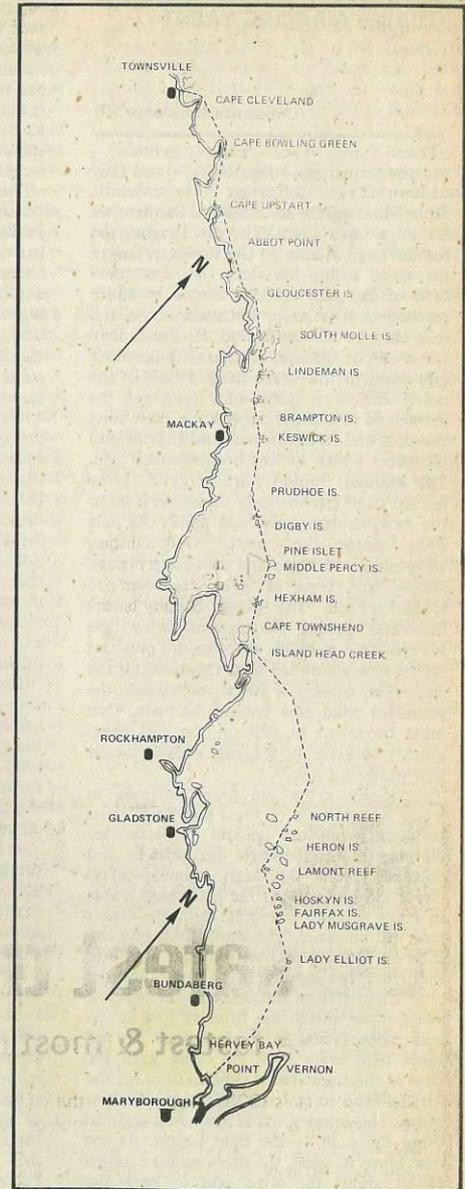
At North Reef light station I was made very welcome by Ron Davies, the head light keeper, and Jim Ramsay. I was to spend five days there waiting for suitable weather for the 87-mile hop to Island Head Creek on the mainland.

During this time I decided to terminate at Townsville instead of Cairns. This was a thought I had entertained since Heron Island as the weather had knocked a hole in my schedule.

On August 12, 28-knot SW winds in the morning eased to ten knots by mid-morning as forecast. All the light stations along the coast reported similar conditions at 1200 so I left for Island Head at 1330. This was the longest and most open leg and I had felt apprehensive about it since I set out. The wind was WSW 5 knots when I left but veered NNW shortly after leaving North Reef. At 2100 the wind backed and began to increase. By 2300 the wind was SW

OUR HERO and mother at the launching ramp, with Mirror, Wanderer Genny II, ready to go. Notice spinnaker shute in bow; large bellmouth leading into tube, mounted on forward tank to port.

RIGHT: The Mirror's 600-mile route. Original destination was Cairns; time and fatigue meant ending at Townsville.



gusting over 15 knots and raised a choppy sea.

The sea was on the beam and breaking crests, bright, luminous green with phosphorescence, began to sweep over the dinghy in a magnificent display. I couldn't appreciate the beauty, however, as they sometimes near-filled the dinghy, and I had to give the venturi a hand and bail. Some of these crests broke with solid water as high as my head, but with the dinghy heeling the bulk of the water went straight over. I was sailing on port track with a beam sea, reaching ten knots on long, surfing runs.

It was a long, tiring, cold and wet night. At 0630 I was 30 miles ESE of Island Head Creek. The wind died as I approached

within 5-8 miles of the coast and I had to row the last two miles. I landed on a sandy beach just inside the creek entrance on the south side at 1310 on Sunday after 23½ hours at sea.

I was feeling exhausted and robably offering from a slight touch of exposure. I had trouble keeping my balance and co-ordinating, and in general felt light-headed and stupid. I also felt very lonely, for the first time.

At 1000 on the 14th I left Island Head Creek before a dying 10-knot wind, arriving at Cape Townshend 15 miles away at 1305. Rising at 0400 the next morning for an early start I was beaten by a fast-ebbing tide again.



When I finally left Cape Townshend at 0700 on the 15th for Middle Percy, it was on the last of a light southerly land breeze. The rest of the day was spent in very light variables and calms. The tides run strong in this area and I decided to land to avoid drifting miles off course during the night. I began to row for Hexham Island, and after two hours rowing I landed in a bay on the northern side at 1710.

The wind on the 16th was NNW 10-15. Middle Percy was 24 miles dead to windward, so sailing was postponed. A front moved through during the night and the morning of the 17th saw a 20-25 knot sou'wester. This was forecast to ease to 10-15, so I prepared the dinghy. I put to sea at 0920 under jib and spinnaker. The wind dropped to 5 knots and after a half hour I set the main as well.

I was still carrying the spinnaker when the wind, which had been patchy began to increase. In half an hour it was over 15 knots again. I was hiking as hard as I could go, but still the lee gunwale was going under so I decided to drop the spinnaker.

I bore away to come inboard and hand the spinnaker's recovery line. The dinghy was yawing in the steep and confused chop. Crouched in the well, steering with my back resting against the tiller, I began to hand the recovery line. Suddenly a wave burst under the starboard quarter throwing me to port. As I went I pulled the tiller to port; the boat broached to on the wave and over I went. All in a flash.

The dinghy turned upside down before I could prevent it; from this position it was the most difficult to right with the load it carried. Even so, on the third attempt it came straight up, having only been over no more than two minutes.

The well was only half full due to the dinghy's good buoyancy properties. I dropped the main, recovered the spinnaker and bailed some of the water out before setting sail again, leaving the venturi to remove the remaining water. Only a little loose gear was lost. The wind died again and by the time I arrived at West Bay Middle Percy at 1515 it was under 5 knots. By 1800 it was calm.

On the 19th I loaded somewhat haphazardly for the 1½ mile journey to Pine Inlet. I left there on a moderate SW wind next day for Digley Island 20 miles to the NW.

The wind died out and I rowed to land in a bay on the NW side of Digley Island at 1450. After some difficulty I got the dinghy up the beach of round, smooth and rather large rocks.

On the 21st I left Digley at 0800 on a light SSE wind for Prudhoe, 18 miles away. I rose early to prepare for the 30-mile hop to Keswick on the 22nd. Waking there on the 23rd my spirits were high, as I was only a mile from Brampton Island where I was expecting mail from my parents. I was interested to find if all was well on the home front and if they had been following my progress without difficulty or anxiety. It

was a beautiful day and I got under way before a 5 knot southerly, passing between Carlile and Brampton to land west of the high tide jetty at 1110.

Next morning, the 24th, I got under way for Lindeman, 28 miles away at 0810. The wind was from the SE. Once clear of the island the wind began shifting through 45 degrees and gusting well over 15 knots. This made the dinghy difficult to control in the choppy, confused sea with all sail set, and while in the lee of the Sir James Smith group I furled the main. With jib and spinnaker only the rest of the journey was pleasant. I landed on the north side of Lindeman, just west of the boat port, at 1420.

Rising early next morning I walked across the island to Lindeman Island resort before leaving for South Molle. I left fairly late to take advantage of the fast north-setting ebb through the Whitsunday Passage. After negotiating a nasty overfall off the southern end of Dent Island I flew through the Passage with the current and squally 15-20 wind, which was swinging wildly through 90 degrees from S to E.

The wind settled down on approach to South Molle. But on rounding Spion Kioop I experienced those short violent gusts from different directions found in the lee of abruptly rising and high land masses. I chose to row the last mile to land at Paddle Beach, South Molle Island at 1430.

Next morning, the 26th, I left South Molle at 0900. The day was squally with 15-20

knot SE wind so I ran under jib and spinnaker only. I ran through Gloucester Passage, landing on the southern side of Gloucester Island.

On the 27th the forecast was for 15-20 knot SE to E winds. I set jib and spinnaker only, even though when I left the wind was south at 10 knots, and as I progressed across Edgcombe Bay the wind remained 5-10 knots. With no indication of the forecast 15-20 knot SE to E wind, I set the main to make reasonable speed, landing at Abbot Point after averaging only 3 knots for the 24 miles.

On the 28th I left Abbot Point for Cape Upstart, 23 miles away. The wind was 5 knots from the south and I set all sail. I was feeling very tired in general now and looking forward to arriving in Townsville to be able to relax. The slow progress each day made the time drag, and I would have stopped to rest for a couple of days if I had more time.

On approach to Cape Upstart the wind began coming off the hills in strong gusts. I was glad to land on the beach inside the Cape, and was surprised to find a number of buildings facing the beach. One was occupied so I asked permission to camp.

Next day, the 30-mile trip to Cape Bowling Green turned out to be a very long, hot day. I left at 0720 carrying all sail before a SE wind which did not exceed 5 knots all day and backed to the east as I closed Cape Bowling Green. I was very tired when I landed at 1725. If I could have relaxed on arrival each day I would have enjoyed the whole trip more, but there was much to be done in setting up camp and preparing a meal.

I had a disturbing night's sleep as the beach was thick with ghost crabs after dark. The stretcher legs sank in the sand and the crabs kept clawing away at the stretcher.

As the weather and forecast were good on the 30th my spirits were high. The 24-miles to Cape Cleveland were the last open stretch and I was looking forward to having it behind me.

I left Cape Bowling Green with all sail on a 5 knot southerly. Becalmed at 0930 I began rowing on the glassy sea. Two and a half hours later I set sail to a light NW wind but could not lay Cape Cleveland. The wind was light and when the slop offshore from the cliffs south of Cape Cleveland slowed me right down I began to row. I could row directly for the Cape faster than I could sail.

I landed on the beach under the light station at Cape Cleveland at 1815, feeling burnt out but happy.

I left Cape Cleveland at 0820 on September 1. My parents met me at the Townsville public boat ramp when I arrived and we returned home with the dinghy on top of the car.

Overall I enjoyed the adventure, deriving a great deal of self satisfaction from it. I would have enjoyed it more with unlimited time, a bigger boat and company, preferably female, one in number.

MODERN BOATING — January 1973

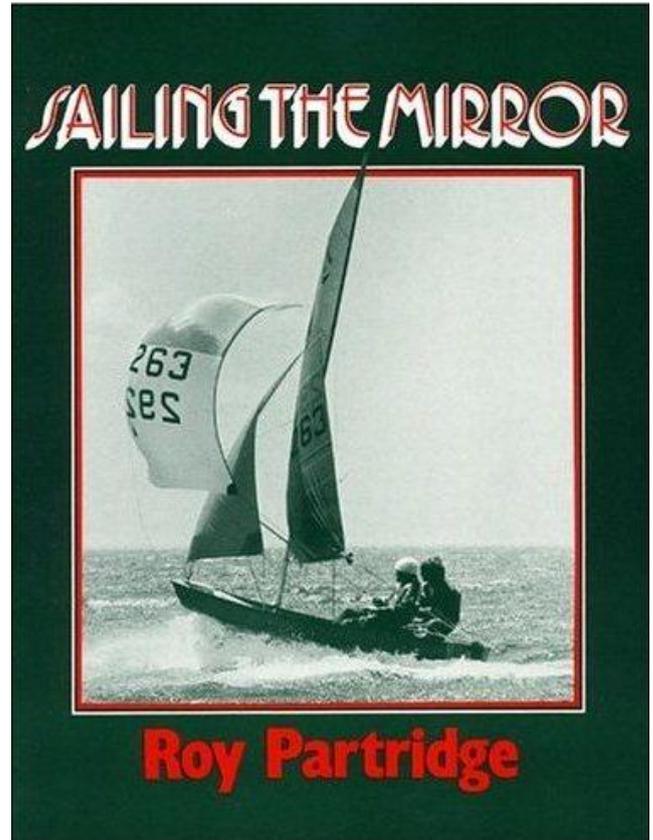
A POM IN AUSSIE LAND

by Roy Partridge, reprinted from UK Mirror Reflections, July 1973

Well, here is the tale of a very relaxed Pom in Aussie Land, and you may be interested in hearing about our trip.

Menna and I left London in the middle of February, with snow on our shoes and arrived 24 hours later in Perth, towards the end of summer. At 0400 hours the temperature was nearly 100°F - some change, but who's complaining!

Our old friend Ron Bailey (ex IPC (Iver) YC) was on holiday but on his return I had a delightful sail on the fabulous Swan River - the blue water and warm breeze. It cost Ron £100 to bring his boat out from England, but was well worth it. Kits here are £200 (\$345) or £380 (\$650) fully equipped and ready to sail. One change Ron had already made, and that was his Ginny Trap - this is a wire or rope contraption on the aft transom for trapping tiller extensions when used by me - although I am assured it is a horse.



Our next stop was Adelaide, and here the difference between Aussie and UK boats became more apparent. Watching the Mirrors sail at Glenelg, Peter Roberts (ex Thorpe Bay) won by miles, and speaking to him and others they were convinced that their way was superior to the basic standard.

Here I was reminded of sharks for the first time - some of the boats had shark scarers on the bows. This is a large mouth set vertically on the bow to slow the boat down, also used as a spinnaker chute. Two of these boats had what I thought were tree trunks for masts - apparently to take the 6:1 purchase on the kicking strap and the 2½:1 purchase on the main. I was assured strong winds were usual and that was certainly so when live Arnold and his friend took me out with a Force 7 and a fair swell to go with it.

In Melbourne I met Carl Vorrath, President of the Aussie Mirror Class Association and his wife Betty - and a truly fantastic time they and all their friends gave to Menna and myself. This was when we were staying at the Hotel Australia, where the beautiful Pacific Princesses were gathered to name their queen for the Moomba Festival. (PS After the first day the head waitress, Mrs Cook, fixed me so that I always had a seat facing these beauties!) Back to sailing ... Carl always managed to find me a boat to sail and a crew to suffer me, and it was here in my first race that I personally suffered from Hangman's Noose - deservedly so, but no joke for me, so let me explain ... The main sheet goes from the end of the boom to a block on the horse, up to a block on the end of the boom, to another block on the boom above the thwart, and then down to the thwart or floor - now imagine me Grabbing the boom to gybe - missing, but catching the mainsheet under it - swinging the boom over with the mainsheet loose and drooping enough to go under the chin - and when the boom nears the limit of the gybe, the rope naturally tightens with my neck between rope and boom - nasty! Believe me - panic stations and thank goodness there wasn't too much wind!



At Canberra - a simply fantastic city architecturally, sited in the most delightful hills - with there in the middle, Lake Burley Griffin and yes! Mirrors again - with the wind from all directions. Similar to Iver! I didn't speak to any Mirror owners here as they were too busy packing up their boats, and I felt I should not be intruding on their pleasure too much.

Next stop Sydney, and Peter Campbell, Editor of the best boating magazine here, took me out in his Hood 23 with Bill Jaffray up the beautiful Pittwater - heavily wooded steep slopes to the waters edge with sandy bays ideally strewn around. The following weekend I borrowed Peter's Mirror - I forgot my battens but Bill Jaffray took me to his boat works a couple of miles away, cut some out for me and got me back in time for Club racing. The first three boats didn't complete the course, but went merrily sailing on for another lap! (I was third boat). After the racing a BBQ in the Bayview Yacht Club, and a jolly good time mickey taking.

The turning point of our holiday and now, back to Melbourne. Once again Carl and Betty Vorrath were wonderful in organising our sailing by obtaining the loan of boats and crews from their many friends - and I am glad Ian and Betty Nichols with their five sons were there! Here at a delightful spot called Canadian Bay, I had enough time to rig a boat with my own sails - more in line with back home. I badly replaced a main halyard which broke just before the race. Halfway through the first heat the knot I tied slipped and I couldn't raise it to its proper position, and although we just made the windward mark first, we were dropping back fast, but it certainly confirmed previous suspicions.

My last race in Perth was in Ron Bailey's boat with his daughter Maureen crewing. We were correctly luffed over the start line, and by the time we had extricated ourselves and re-rounded, we were last so we could only improve, but never got near the leaders.

To summarise - the Aussie sails are stiffer, stronger, more tightly woven and much better finished than ours, they also cost approximately £70 main and jib and only one suit a year is allowed. Unfortunately this main is a three sided sail which requires the gaff to be tight against the mast, which creates even farther windage, and must destroy much of the drive in the sail area behind the gaff jaws and the top of the mast. Experiments with the gaff tight against the mast in the UK some years ago reduced performance on our four sided sails although mast rotation was attempted not very successfully, to reduce increased windage.

Few burgees are used and I have not yet seen the Winder/Hawk type here. Not much notice is taken of windage on equipment, although windage on the crews' hair is less here!

I've never seen more than one race a day, so tuning boats is difficult. This is probably due to the very light breezes in the morning - in the afternoon there is often a stiff wind - the maximum I have seen is Force 7, and in nine weeks I've missed the strong gales that occur around the UK coasts, probably due to the time of year here.

Overall, I prefer the UK rigging as I think it drives the boat faster over the whole range of wind strengths, but only a series between the two types would tell - any solutions? I'm basing the speed difference also on the fact that Herons usually beat Mirrors here.

Weather here is much more predictable and is enjoyed, rather than suffered as in the UK.

The Mirrors' unique lightness, manoeuvrability, sailability in nearly all weathers makes it a family love affair here as everywhere else, even including wives!

Lastly, and most importantly, what about the Aussie sailor? Undoubtedly most are good, and some are very good. They also happen to be warm-hearted, generous, so very hospitable, and excellent leg-pullers - so many thanks to all of them for making Menna's holiday and mine so memorable, and so very enjoyable - in fact simply fantastic!



BOATIES ON MY BEACH

by John Miles, reprinted from SA Mirror News, February 1984

Yachting is my favourite (spectator) sport, though I have never ventured upon the seas in anything much less than a P & O liner. I did risk the Troubridge once.

The yachters enliven our summer weekends. Their rainbow sails on sparkling sea delight our eyes. Such lively scenery. Their antics on the sand make television tedious. All free, without fee. No charge for admission. Like Venus observed, they rise from the sea entirely oblivious of us, their secret, spellbound audience.

My wife and I and family and friends sit entranced in our seafront sunroom watching the show. "Wow, look at that one go," is a frequent comment. "Scudding" is a worn-out word among us. Nobody among us knows the first thing about sailing. We don't care. The mere mystery of those busy little boats around the buoys, the racing, chasing beauty of it is enough.

We call them "yachters" because "yachties" sounds much too familiar for people we don't know. We can't call them sailors because sailors don't care, and yachters most certainly care. They obviously care for those precious craft of theirs more than Romeo cared for Juliet.

They fuss over them and fiddle with them, tend them and tickle them and truss them and tie them and titivate them for hours and hours. They turn up in mid-morning, jostle for parking, unhitch their trailers, hit the beach in droves and then begin what in the game of sailing must be the fore-play. My wife and I walk along the beach for an hour or more and when we come back the yachters appear to be fiddling with precisely the same piece of equipment as they were when we started.

A lot of chatting is going on too, of course. The yachters may compete keenly on the water but on the beach they could teach a thing or two in mateyness to those who severed the Bonds of friendship fighting for the America's Cup.

Males dominate here. Judging by the bristling beards, lady skippers are few. But by the time the crews climb into that extraordinary rubbery clobber nobody knows or cares what sex they are.

Gone are the dear, dead days when boats were traditionally feminine. Gone are the ancient times when boats had names such as *Saucy Sal*. Yachters must be a witty lot, judging by the names they give their beloved, but surely to grace the trim lines with such a romantic name as *Free Beer* is taking the back-lash against Women's Lib a little too far.

A few girl groupies do gather rather wistfully on the beach, gazing out to sea, performing no other role than to sing "Red Sails in the Sunset" when their lovers come back to them.

Sometimes, momentarily, I feel rather like a dole bludger or an MP on superannuation, taking from something to which I have contributed nothing.

But we don't care. We love it. To us, the furtive fans, sailing will always be the greatest free show on earth.

MESSING AROUND IN A MIRROR

by James Frecheville, reprinted from MCAV Mirror Reflections, Spring 1984

Not an issue of 'Reflections' goes to press without an article on getting the most out of your Mirror sailing; be it tactics, handling or tuning. Rarely do you hear of the other side of sailing – that is taking it easy and going cruising. 'Cruising in a Mirror?' Where would you go? What would you take? Why not go for a gentle sail from Hawthorn to St Kilda. Pack a picnic lunch, chill a bottle of plonk and drive to the Hawthorn Rowing Sheds and rig on the staging under Bridge Road bridge.

The river level at Hawthorn is above the tide range and so the water, however slowly, is going the right way. This is an important consideration as we found little wind on the warm summer Saturday we elected not to race around the sticks.

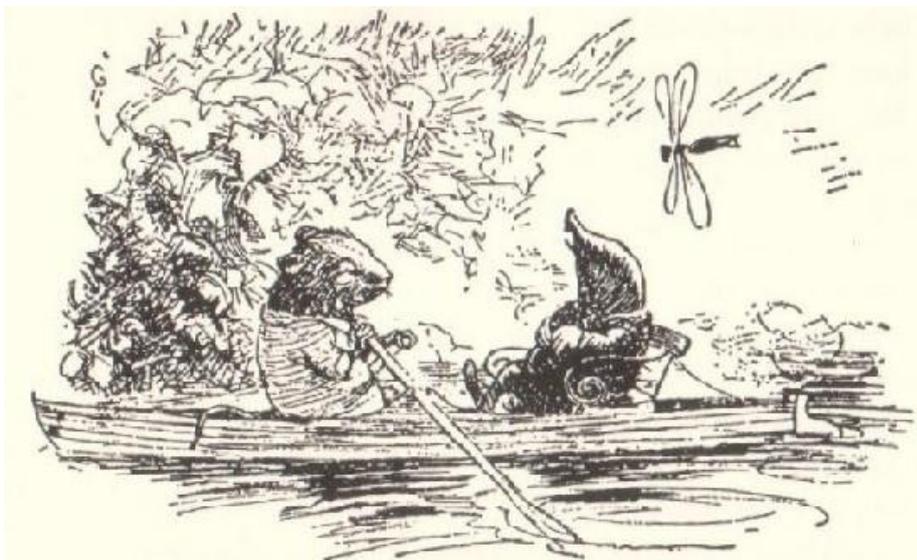
Occasionally we paddled if only to extricate the gaff from the overhanging trees before Swan Street. Some of the oarsmen saw little humour in our jaunt and felt we were intruding on their river. At Fairview Park, still in Hawthorn, we enjoyed our first breeze. Of course it was on the nose and so we tacked down the straight and only once grounding when catching a lift off the river bank. Rounding the bend we eased off and reached under spinnaker past Scotch College to St Kevins and then coasted along the back gardens of some fine Toorak mansions. The birds darted in and out of the willows and occasionally a fish jumped. It really was rather pleasant lying back in the sun enjoying a variable breeze and now a favourable tide and current. We gybed time and again, it was all good practice but a little awkward with an esky cluttering the cockpit.

Cars were racing past on the freeway in a hurry to go nowhere and we greeted the fishermen, the runners and the cyclists. We now had more puff and *Bonnie A* shot along under kite past Herring Island, the Botanical Gardens and the parties bar-be-quing on the river banks. It had taken two and a half hours to cover some five miles and it was time for lunch so we pulled the boat up by the Rowing Shed staging and dined on chicken, salad and fine wine.

Upstream of Princess Walk we had trouble passing under the numerous bridges – but by the time we reached the World Trade Centre we were mastering lowering both gaff and mast to negotiate low level obstructions. I had taken the precaution of removing the forestay so that the mast could be handed by releasing the jib halyard. Thus it was a simple manoeuvre to douse kite, lower main, and if necessary unstep the mast (we only hit a bridge once). Standing midships I would hold the mast square to the boat (not unlike a yardarm with me as the mast) and we would scoot along with the jib catching both the favourable breeze and the Yarra.

On into the docks we ventured and fortunately it was quiet – strike or Saturday it matters not. The customs lads gave us a wave, and a few Asian seamen shook their heads as we interrupted their fishing roaring through the port under spinnaker. Gybe ho at Maribyrnong River and if it weren't for our extra ballast (we're pretty heavy anyway) I'm sure that we would have planed out the river mouth from under the towering Westgate Bridge.

After stopping at Williamstown for a chat with friends we set off for St Kilda Marina in the dying afternoon breeze. With light fading we beat across Hobson's Bay and beached at St Kilda. Sure the boat was brown, it stank and was a job to clean but hell it was a good day, proving that Ratty is right: 'There is nothing, absolutely nothing, quite so worthwhile doing as, simply messing around in boats'.



The Wind in the Willows, Kenneth Grahame, illustration by Ernest H. Shepard

JACK HOLT

by Timothy Mickleburgh, reprinted from *WoodenBoat Magazine*, 74/64, January/February 1987

ALONG THE THAMES



A cluster of small red sails usually means a race between Mirrors (right), Jack Holt's most popular design.

TOLLOW THE RIVER THAMES some five or six miles upstream from the City of London—past the Houses of Parliament, leaving Battersea Power Station and the Park to port and Chelsea with all its houseboats to starboard—and you will presently arrive at the Borough of Putney. Here, on the south side of the river, the Embankment slopes gently down to provide launching facilities. No lover of wooden boats could fail to notice the line of rowing clubs which face the water, each with its immaculately varnished complement of sculls and fours and eights. Beyond the clubs stands an inconspicuous white boathouse with half of a sailing-dinghy hull mounted above a second-floor window like some heraldic device. In the modest house next door is a ground-floor office which overlooks the river in front and a tiny garden in the rear. There are pictures of boats on the walls and piles of boating magazines on the floor, a drawing board in one corner, a stack of plan tubes in another. Otherwise, there is not much to indicate that this was the workplace of one of the most prolific and influential small-boat designers in the world.

The sailing dinghy has been irreverently described as "something you go out in when you want your ears washed," but here we will define it as an open centerboard sailing craft that can be maneuvered by its crew on dry land and which relies on the shifting of their weight for stability when afloat. The opinions of a couple of generations of English sailors to the contrary, Jack Holt did not invent the type, but he certainly refined it, simplified it, and "democratized" it. Over 130,000 boats have been built to his designs, many by their owners; there are thought to be tens of thousands more that were never registered.

It's hard to believe, on meeting him, that Jack Holt is now 74 years old—his hair is snow white, but he scarcely looks 50. He has a keen sense of humor, especially when he talks of the prejudices he has met at different times in his life. He is proud of his work, but always careful to point out the parts that others, and pure luck as well, have played in it. Still an active sailor, he has spent a lifetime tirelessly promoting dinghy sailing as a means of having fun.



Dinghy Sailing: Evolution of a Sport

Although outstanding speed and sensitivity make the modern sailing dinghy something of an aristocrat among small boats, it is a craft of quite humble ancestry. In late 19th-century England, the term "dinghy" referred to the type of clinker-built, transom-sterned rowboat, about 12' in length, that was in common use as a yacht tender. More lightly and elaborately built than the workboats from



A Brilliant Career in Dinghies

by Timothy Mickleburgh



which it was derived, the dinghy would have been a fair sailer under a simple lug rig and an ideal boat for informal racing. By the 1890s, a class of 14-footers was established on the Norfolk broads, and over the next 30 years the dinghy evolved into a pure sailing craft as dinghy racing became an acceptable sport for gentlemen.

The runaway success of Uffa Fox's International 14 AVENGER in 1928 stimulated a period of intense development as designers refined the planing hull, and the forma-

tion of new classes in the 1930s gave dinghy sailing a more widespread appeal by lowering construction costs. The breakdown of social barriers in the aftermath of World War II, along with a general increase in affluence, erased the perception of sailing as a rich man's sport. With the introduction of high-performance dinghies designed to be built by the amateur, there began a period of prodigious growth which brought dinghy sailing to its present level of popularity.



John Lapworth Holt, born in Hammersmith in 1912, began sailing on the Thames with the local Sea Scouts when he was 12 years old. When he won a scholarship two years later to study cabinetmaking at Shoreditch Technical College, he invested in an ancient, lug-rigged dinghy named WINNIE in which he and his brother explored the Thames as far upstream as Teddington Lock.

Shortly after he took his first job, as a cabinetmaker, at the age of 16, Holt and his foreman, Cyril Bruce, were seriously injured when the motorcycle they were riding was hit by a wrong-way driver. The guilty driver was able to evade payment of damages, and when Holt was denied disability benefits because his mother drew a widow's pension, he faced a long period of convalescence entirely dependent upon his own resources. Here began his fierce desire to succeed on his own merit,

without any help from "The System"—and, while still on crutches, with the help of Bruce, he began construction of the 18' dinghy CANDLELIGHT, setting up her molds on pegs driven into the ground in the Holts' backyard. To save money, he built her with parallel-sided planks, using stealers where necessary, and he replaced the usual sail track and slides with the simple mastgroove-and-boltrope combination that is used almost universally today in sailing dinghies—although in 1929 the first three sailmakers he approached told him that his idea was impractical.

Her molds settled slightly in the year that it took to build her, giving CANDLELIGHT a slightly twisted hull, but she was a winner in the handicap races held by the London Corinthian Sailing Club, and she established Holt's reputation as a builder and designer. In 1930 he borrowed money and rented space from oar- and spar-

maker Tommy Biffen on Hammersmith Wharf, where he built and repaired dinghies, as well as doing cabinetwork. As he recalls, the times were hard, and a man took whatever work came his way. A partnership in 1933 with bandleader Percy Chandler, a fellow LCSC member, brought a move to larger premises in the yard of the City Arms pub near Hammersmith Bridge, and the beginnings of Holt's involvement with the International 14 class.

The Innovative 14s

The 14s were few in number by modern standards, but since its formation in 1927, the class had encouraged innovation by using a "restricted" rule that gave designers an almost free hand within the limits of maximum length and sail area and minimum weight and beam. The classic interpretation of the rule was typified by the Morgan Giles-designed ECHO, in which Holt had often crewed for Chandler in the early '30s. Designed for minimum resistance at displacement speeds, ECHO was narrow and deep, with a lean bow and almost circular sections—quite tender despite her heavy bronze centerplate, but a good sailer, even when heeled, thanks to her easy lines. ECHO could be traced back through the old National 14 class of 1924 to the original racing dinghies, and Frank Morgan Giles was the foremost exponent of the type.

The new type of 14, pioneered by Uffa Fox's AVENGER, could reach planing speeds due to the flattened, low-deadrise run and hard bilges of the hull, which had to be sailed upright to minimize resistance. When Chandler commissioned a 14 from him in 1934, Holt was faced with the problem of designing a planing hull without sacrificing too much of the slipperiness of the traditional type, which was still competitive in the often fitful conditions of river racing. The resulting design, ACE, took the prestigious Shackleton Trophy the day after she was launched, and she was followed by a series of successful Holt 14s.

The 14s favored an elaborate form of smooth-skin construction that used thin, double-diagonal planking and a multitude of tiny ribs, which kept construction costs high and limited the appeal of the class. The National 12 Restricted class, introduced in 1936, specified clinker construction, which offered considerable savings in costs (Holt could plank up the hull of a 12 in a day), and within three years its numbers equaled those of the 14s. Holt quickly established himself as one of

The Yachting World Cadet—pioneer of chine plywood construction, and an ideal training boat for young sailors.



the leading designers in the new class and won the 1939 *Yachting World* Points Trophy with American expatriate Beecher Moore in HOPTURTLE. This was the beginning of a partnership that was to have enormous impact on the popularization of dinghy sailing, for both men saw it as a sport for everyone and disliked the entrenched conservatism that had once caused Holt to be barred from a London sailing club because he "worked with his hands." Their plans, however, were thwarted by the outbreak of World War II and the virtual cessation of dinghy racing.

The Merlin-Rockets

Because of his age, his occupation, and the still-lingering effects of his motorcycle accident, Holt was not drafted into the army; instead, he and the small staff of Holt & Chandler shifted to wartime production. They built 24' lifeboats, bulkheads and transoms for harbor launches, and scale models for aircraft-recognition classes. The shop was moved a final time to the Putney Embankment, and Holt rented the flat next door (later to become his design office) so that he could easily fulfill his duties as a firewatcher during air raids. Fortunately, the Putney Embankment was spared any direct bombing, but the windows of the shop had to be replaced a couple of times after near-misses. Dinghy racing was resumed on a small scale toward the end of the war, mostly by servicemen on leave, and Holt recalls the alarming experience of having an enemy flying bomb cruise up the river at low altitude during a race.

During the war years, a group of sailors at the Ranelagh Sailing Club discussed the need for a new restricted class that would offer more performance than the 12s at less cost than the 14s, and eventually the idea came to the attention of Group Capt. E.F. Haylock, the new editor of *Yachting World*. With his support, a set of rules was drafted in 1945 for a 14' class, and Jack Holt was invited to build a prototype.

Holt's first design, KATE, was very lightly built with low freeboard and slack bilges, but she was judged by Haylock to be too extreme a beginning, so a second dinghy, MERLIN, was designed and built in only eight days, proving the wisdom of using clinker construction in the new class. Despite having considerable deadrise in her sections and a relatively small sail area of 100 sq ft, MERLIN showed no hesitation in planing off the wind, thanks to her low weight. The decks required by the rule not only added stiffness to the



The Merlin Rocket—an early version of one of the most enduring racing-class dinghies.

hull but also reduced the amount of water taken aboard in a capsize so that, with the aid of buoyancy bags, she was self-rescuing. This represented a break with tradition, for in the undecked 14s it was looked upon as poor seamanship to capsize, and a dinghy might even be required to retire from a race if her burgee touched the water.

Following exhaustive trials in the Solent, the plans of MERLIN and the rules of the *Yachting World* 14 Restricted class were published in the magazine in January, 1946. With a cost of only £150—less than half of that of an International 14—the class proved to be enormously popular, and within four years its numbers were to exceed those of the 14s and the 12s combined. Holt designs, such as DILLY and DIABOLO, were to dominate until the mid-1950s, and with Beecher Moore he won the National Championships of 1946, 1947, and 1949, in GENTLY.

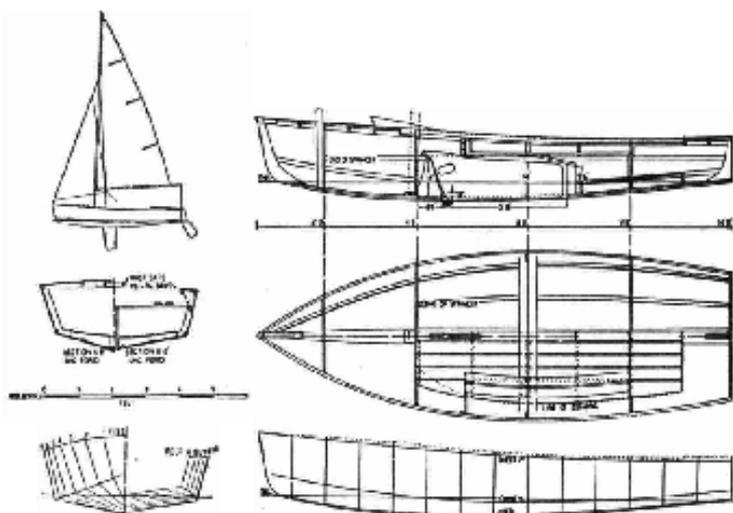
His successes in the National 12s also continued, and with an expanded work force, the Holt shop was ulti-

mately to build some 300 12s and 300 Merlin-Rockets (the class was renamed for the prototype and then amalgamated with the similar Rocket class, designed by Dick Wyche, in 1951). In both classes the boats fell into families of designs, rather than being true one-offs, but it was common for temporary adjustments to be made on the molds to suit the requirements of different customers. In general, though, Holt discouraged too much specialization of design to suit specific conditions, believing that the best boat is usually a good all-rounder.

Success in Kit Boats

The year 1946 saw an important milestone in Jack Holt's career with the ending of his partnership with Percy Chandler and the formation of Jack Holt Limited, his new partnership with Beecher Moore. Moore had sailed in everything from small craft to AMERICA'S Cup challengers, but he was unswerving in his conviction that the future of sailing lay with the





The G.P. 14—sail plan, lines, and layout of one of Holt's most attractive and popular boats.

Yachting, July 1956

dinghy, and that a revolution in construction techniques was needed to cope with the growth in the sport that was imminent. His strong business sense and his gift for promotion were the perfect complement to Holt's technical skills, and the partnership revolutionized dinghy sailing during the 1950s and '60s.

The construction revolution began with the *Yachting World* Cadet, which Holt designed at the invitation of E.F. Haylock in 1947. Conceived as an inexpensive trainer in which young people could master the sloop rig and the spinnaker, the Cadet was a pram-bowed, single-chined dinghy, 10'6" long, with a sail area of 55 sq ft. She was three-quarters decked, and with buoyancy bags installed, she was easy to right after a capsizing.

The chine dinghy had been pioneered in the United States in the pre-war years, but the weight of a planked-chine hull precluded lively performance in a small boat. Holt overcame this problem by using panels of the new waterproof plywoods that had been developed during the war years, ensuring a fair hull by using conic projection in the design stage. By maintaining a constant bevel between the topside and bottom panels, Holt made the boat not only easy to construct but also easy to manufacture as a kit, using common woodworking machinery. The skin, deck, and frame gussets were all of 3/8" plywood, and the gunwales, chines, and frames of "any suitable timber" of 1 1/4" by 3/4" section. The frames were spaced 12" apart, and during construction they were extended down to the floor as legs, the excess

being trimmed off after the hull was turned over. With an all-up weight of 150 lbs, the Cadet was, by Holt's own admission, overbuilt, but he wanted to ensure that she had enough frames to make fairing easy for the amateur builder. A version introduced in the early 1950s eliminated the frames entirely, using a thicker hull and built-in buoyancy tanks, all of which made the boat much easier to maintain.

The plans of the Cadet were published in September of 1947, and the boat attracted immediate interest—including that of a beehive manufacturer named Dusty Pollack, who saw the prototype parked on a trailer outside a restaurant. Pollack wanted to go into boatbuilding, and an informal conversation with Holt and Haylock led to the founding of the Bell Woodworking Company, which today is the leading manufacturer of small-boat kits in England, if not the world. In 1949 Bell offered a bare Cadet hull and all the parts to complete it for £34, sails costing £13; by that time there were already 500 of the little boats built, with fleets starting in five countries.

The Cadet proved that a well-designed dinghy was within the scope of an amateur builder; it was said that by 1950 there was hardly a school woodshop in the country that didn't have one under construction. Holt followed her with a series of designs that were to make the "build-her-yourself" one-design the predominant dinghy type in England within 10 years.

In September, 1950, *Yachting World* introduced the G.P. 14, a general-purpose 14-footer with an all-up weight of 325 lbs, which was planned as a per-

formance dinghy capable of either lying to a mooring or being trailered. Her single-chined hull had a 1/4" plywood skin over four frames that were used again as "legs" during construction. A Bell kit was available for £78, and the class enjoyed strong growth, over 4,000 G.P. 14s being registered within 10 years.

When Holt was courting his future wife, Iris Thornton, in the 1930s, they had often sailed together in ECHO, and the difficulties of handling a powerful dinghy with a lightweight crew (the Holts weighed only 210 lbs between them), left him determined that he would one day design a dinghy that would appeal to women sailors. The idea came to fruition in 1951 with the *Yachting World* Heron, originally named the Cartop, a gunter-rigged single-chined sloop 11'3" in length. The Heron was immediately successful, notably in Australia where she was adopted as the first national women's class, and Holt followed her with the *Yachting World* Hornet, which again was designed with lightweight crews in mind. A slender 16-footer with a sliding seat, the Hornet offered dazzling performance both upwind and down. Her 220-lb single-chined hull was entirely frameless, using the hull, deck, and longitudinal stringers to form an efficient box girder, a form of construction which Holt had first used the previous year in the 10-square-meter canoe QUEST. Her speed and simplicity brought the Hornet close to winning the IYRU trials of 1952 and '53, which were to introduce the Flying Dutchman as an Olympic class.

The Hornet was again offered in kit form by several builders, the Bell version costing £85 8s.; one amazing production run was undertaken by the members of the Topsham Sailing Club, who built 16 of them in the winter of 1953-54 at a cost of only £67 10s. each, complete with sails.

Keelboat Controversy

In January, 1954, *Yachting World* published the plans of the Rambler, Holt's first double-chined dinghy. While somewhat more complex to build, the double-chined hull eliminated the difficult task of fitting the bottom panel to the topsides at the bow of the single-chined hull, and improved performance by reducing wetted surface and smoothing out stability characteristics. The Rambler was a beamy 17' cruising dinghy of fairly limited appeal, but some 200 of them were ultimately built.

Double-chine construction was used





Tim Bee

The Hornet—years ahead of her time, and even today, with lighter weight and more sail, a top-class but inexpensive racing machine.

January/February 1987

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The YW Keelboat—an exciting but logical design, though unlike anything that had been designed before.

Courtesy, Jack Holt Ltd.

again in the *Yachting World* Solo, introduced in 1955, which has been called one of Holt's most perfect designs. A 12'4" singlehander, the Solo had a low weight of 150 lbs and carried a single, fully battened sail of 90 sq ft. The frameless hull used $\frac{1}{4}$ " plywood for the bottom and $\frac{3}{16}$ " for the topsides, and had decks with full-length buoyancy tanks stiffening the structure and providing for comfortable sitting out. The heavy floorboards of earlier designs were now replaced by simple battens glued directly to the bottom panels, and the use of barbed nails instead of screws made for obvious labor savings during construction.

The Solo was unfairly compared with the Olympic Finn, but she was an entirely different kind of boat despite the superficial resemblance. Her well-flared and flat-rocker hull made her a sparkling performer in club racing on confined waters, and she was ideally suited to a light-to-medium-weight crew. Holt himself enjoyed many racing successes in the class, including winning the Dutch Nationals in 1962 at the age of 50.

At the 1961 London Boat Show, *Yachting World* exhibited what was to

be Holt's largest-ever design, and while ZEST at 30' overall length and 2,200 lbs displacement hardly fits the usual notion of a sailing dinghy, she demonstrated the versatility of the construction techniques which Holt had developed. ZEST was the prototype of the *Yachting World* Keelboat class, later called the Diamond, which was intended to provide a new level of national and international competition at low cost. Using the well-tested double-chined form with the addition of substantial floors in way of the ballast keel and mast, Holt produced a narrow and elegant hull that weighed only 900 lbs without the keel—in effect, a huge dinghy. While sleeping space was provided under the foredeck, there was little doubt that this was an out-and-out racing machine. Driven by a seven-eighths sloop rig of only 261 sq ft, a sister ship, BLACK DIAMOND, was clocked at 17 knots over a measured mile on the River Crouch, and speeds of 22 knots were later claimed for some of the Diamonds built in Australia.

Unfortunately, the editors of *Yachting World* had underestimated the innate conservatism of the English keelboat sailor, and this brilliant design

met with virulent opposition. It was rumored that her fin keel would drop off (in fact, it was designed to be unbolted at a simple flange for ease of transportation and storage), that she required a crew of acrobats to sail her, that she was prone to broach, that she would fall apart. This last slander took on an ominous note when two early examples started to leak badly and a lawsuit was instigated against the designer. An independent survey was made of the vessels in question, and it was discovered that the builders, a prominent yard, had modified the designer's plans by setting the bottom panels into a keel rabbet and gluing them on the end grain instead of simply lapping them over the keel in normal dinghy fashion, which makes for a much stronger joint. The lawsuit was quietly dropped, but the damage to the boat's reputation could not be undone. A final insult was the exclusion of the Diamond from the IYRU trials for a new three-man Olympic class on the grounds that she planed and therefore could not be a keelboat!

Not surprisingly, the class never became popular in England, but it was taken up with enthusiasm by the Australians, whose iconoclastic attitude toward keelboats is today well known, and about 200 Diamonds have been built in that country.

A "People's Boat"

The *Yachting World* series had proved beyond a doubt the viability of the "build-her-yourself" concept, and between them the various classes were eventually to total some 45,000 boats. Even these remarkable figures, however, were eclipsed when two national newspapers lent their support to dinghy sailing.

The first of these was the now-defunct *News Chronicle*, which in 1955 had a share in the organization of the Burton Trophy Week for National 12s. Observing that people would trailer their boats hundreds of miles to take part in such an event, and that the racing was followed with enormous interest even by non-sailors ashore, the editors of the paper saw a great promotional opportunity in the sponsorship of a "people's boat" which anyone could afford to own. They went to Jack Holt for the design. Because so much dinghy sailing in England is carried out on inland waters, he drew a boat that was "round in every direction and would tack on a sixpence" and that, with 113 sq ft of sail on a 133" hull, was relatively overcanvassed. The Enterprise, as she was called, proved to be



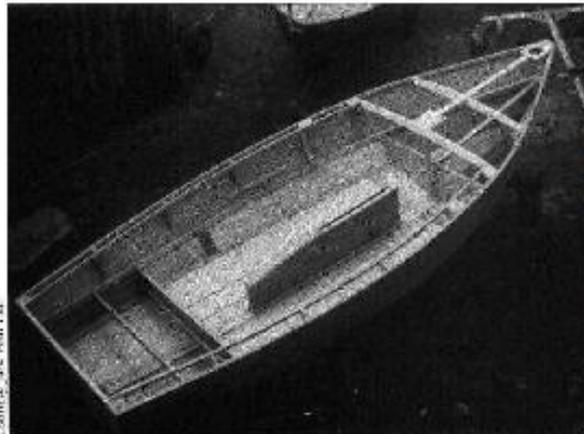
fast in light airs and quite a handful in heavy downwind conditions when her long boom and general roundness made for some exciting jibes, so a more modest cruising rig was also available. Her frameless double-chined hull was carefully thought out with an eye to the series production of kits; the sides of the centerboard case, for example, were exactly 4' long so that they could be gotten out of a standard-sized piece of plywood without waste. Kits were offered by several companies, the Bell version costing £92, and a complete boat could be purchased for £177.

The newspapermen knew the value of publicity, and in January 1956 a pair of the dinghies were sailed across the English Channel to France. In strong reaching breezes, they made the 22-mile passage in under three hours—much to the chagrin of their escort boats, for a passage of eight hours had been anticipated, and tidal drift had been planned accordingly. Another masterful piece of promotion was the use of blue sails for the class, making the boats instantly recognizable. Holt, in fact, had voted for red sails, but had to be content with what was available from the sailmakers.

The growth of the class was unprecedented, over 10,000 boats being built within seven years. In comparison, there had been only 350 International 14s built in the 13 years up to World War II; even William Crosby's Snipe, one of the original "build-her-yourself" designs published by *The Rudder* in 1931, took 25 years to reach comparable numbers.

Holt finally did get his red sails in 1963, when the *Daily Mirror* newspaper sponsored the Mirror, an immensely popular dinghy which, with over 67,000 built to date, can legitimately claim to be the largest class of wooden boats in the world. The project started with an idea of Barry Bucknell, a dinghy sailor and an old friend of Holt's, who was the star of a television show for home handymen. Borrowing an idea that was being pioneered in the construction of kayaks, Bucknell built a small dinghy from plywood leftovers, stitching the hull panels together at the edges with copper wire and sealing the joints with glass tape and resin. The result was remarkably light and strong, though quite unattractive, and with the encouragement of E.F. Haylock, Bucknell took the idea to Holt for refinement.

Holt produced a single-chined, pram-bowed dinghy, 10'10" long with a weight of only 95 lbs, thanks to a hull of edge-fastened 5mm plywood. With



The Vagabond—too close to the Heron in design, and to the Mirror in time, to catch on; but a fine example of efficient plywood construction.

her gunter sloop rig of 69 sq ft and her boldly flared bow, her lightness gave her a good turn of speed for her size, and the economy of her construction was evident in the kit price of £69. While Bell manufactured the kits, their sales and the administration of the class were handled by the newspaper, and after Bucknell featured her on his television show, the *Mirror* began to sell at a rate of a hundred per month.

The *Mirror* represented a practical extreme in the use of hard-chine construction, for while her hull was strong enough to face the roughest treatment afloat, it was thin enough to be vulnerable to damage by impact and abrasion while ashore. Her success led the *Daily Mirror* to sponsor two more "stitch-and-glue" designs by Holt: the *Mirror*

16, a cruising dinghy, in 1966, and in 1974 the 12' *Miracle*, a nimble pram-bowed racer that continues to grow in popularity.

Test of Time

By the mid-1960s, the sport of dinghy sailing was beginning to face a number of problems that were to slow its growth. There was an obvious factor of saturation in a country with only so much sailing water available, and with a continued increase in affluence, people began to look for more sophisticated boats. A proliferation of classes, especially in the 14' range, diluted the quality of racing, and some of the established classes faced crises as sailors tried to manipulate hull shape within the generous tolerances that

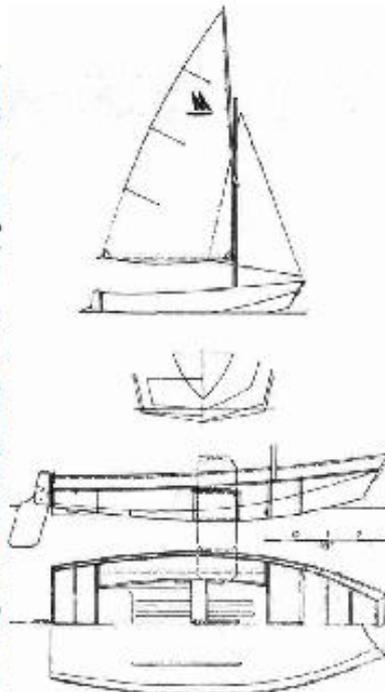


The Enterprise—filling a need for a sensible all-round boat.



had originally been intended to encompass the inaccuracies of amateur builders. Holt deplored this trend, pointing out that only people who had a low estimate of their racing skills would try to win in one-designs by building a faster boat. Further setbacks came in the 1970s with the imposition of a 25% sales tax on sports equipment, including boats, and the sudden popularity of the sailboard.

Holt continued to design during this period, one of his notable productions being the 12' Streaker, a single-hander that he sails himself to this day, but the business of Jack Holt Limited dealt increasingly with the sale of fittings and sails. This was a trend that had begun in 1956 when a crisis in the supply of dinghy fittings, caused by the enormous popularity of the Enterprise, brought Holt into partnership with Tony Allen to manufacture high-quality fittings at low cost. Similar supply problems brought a move into sailmaking in 1958 and the introduction of the reasonably priced line of Holt Powersails. While the company still offers kits for the Streaker and two small prams, the Jack Sprat and the Bumblebee, fittings and sails today



Sail plan and layout of the Mirror.
Yachting World, March 1963

account for the bulk of the £500,000-plus annual turnover of Jack Holt Limited, with more than 60 people employed in their manufacture.

Holt retired in 1976, naming his son John as managing director of the company, and was honored with the Royal Yachting Association's Yachtsman Award for services to the sport in 1977 and the British Industry Export Award in 1978. The crowning honor was the award of the Order of the British Empire in 1979, but he is almost as proud of the two "Holt" regattas organized when he visited Australia in 1973; 12 of his classes were represented at Melbourne and 13 at Sydney.

Holt designs have stood the test of time, and Holt classes remain among the most popular in England. The Cadet has surrendered its position as the premier trainer to the Laser but continues to attract more than 150 entries for the annual championship. A reduction in minimum weight and an increase in sail area refined the performance of the G.P. 14 and allowed her to retain her popularity despite the advent of more modern designs. Similar changes in the Hornet, along with the substitution of a trapeze for the sliding seat, have made her the fastest dinghy of her size, and she continues to have a small but fanatical following. The Enterprise and the Mirror continue to be the definitive club racers, and it is rare to see a stretch of sailing water in England that is bare of blue or red sails.

Most of the classes now permit glass construction, but the consensus is that the best racing boats are still those built of wood, often using modern epoxy-saturation techniques. This pleases Holt, who has always had an aversion to working in glass and hates to even get the stuff on his hands. "I have always worked in wood," he has been quoted as saying, "and I understand it. Every bit of wood is different, and that's its magic."

Jack Holt still goes up to London a couple of times a month to visit the Putney boatshop, but he no longer designs (he thinks that he must be getting lazy). The one-time cabinet-maker has even made the hallowed pages of *Who's Who*, but with the usual Holt modesty he is described therein as simply a "joiner, boatbuilder, designer." It's a matter-of-fact summary of a brilliant career. **A**

As a teenager, Tim Michleburgh owned a Holt-designed National 12 which he sailed on the flooded gravel pits of London's Lea Valley. Today he lives in Seattle, where he and his wife Dorothy are refurbishing a 16' Poulisbo boat.

A SAMPLING OF JACK HOLT DESIGNS						
YEAR	NAME	LENGTH	BEAM	WEIGHT	SAIL AREA (main sail only)	NUMBER
<i>Restricted Classes</i>						
1934	International 14	14'0"	4'8"	270 lbs	160 sq ft	10
1936	National 12	12'0"	4'6"	270 lbs	100 sq ft	300
1938	National 18	18'0"	6'0"	725 lbs	190 sq ft	5
	North Norfolk 16	16'0"	5'4"	550 lbs	175 sq ft	3
	Int. 10sq meter Galle	17'0"	5'7"	200 lbs	108 sq ft	12
1946	Nat. Men's Boxer 14	14'0"	5'1"	280 lbs	128 sq ft	300
<i>One-Design Classes</i>						
1938	London Corinthian	16'0"	not available			4
1946	Int. Cadet	10'5"	4'1"	180 lbs	55 sq ft	8,000
1950	G.P. 14	14'0"	5'0"	590 lbs	112 sq ft	12,500
1951	Heron	11'3"	4'6"	200 lbs	70 sq ft	10,000
	National Hornet	16'0"	4'7"	300 lbs	180 sq ft	2,100
1954	Rambler	17'0"	5'3"	600 lbs	168 sq ft	180
1955	National Solo	12'5"	4'11"	205 lbs	90 sq ft	3,500
	National Enterprise	13'5"	5'3"	240 lbs	115 sq ft	21,000
1959	Vagabond	11'9"	4'9"	190 lbs	87 sq ft	720
	Explorer	14'9"	5'8"	300 lbs	110 sq ft	60
1960	Guy II	15'0"	5'3"	290 lbs	136 sq ft	700
1961	Diamond	30'2"	5'9"		251 sq ft	195
1963	Mirror	10'10"	4'7"	135 lbs	59 sq ft	67,500
	Cavalier	14'0"			sliding seat included	10
1966	Mirror 16	16'0"	5'0"	260 lbs	178 sq ft	500
	Tacit	12'7"	4'8"	130 lbs	85 sq ft	2,150
	Jack Snipe	15'6"	4'6"	105 lbs	90 sq ft	32
1974	Miracle	12'0"	5'2 1/2"	160 lbs	95 sq ft	3,000
1978	Ideal	17'3"	5'3"	154 lbs	95 sq ft	105
	Streaker	12'3"	5'2"	130 lbs	70 sq ft	1,300
	Jack Sprat	7'6"	4'3"	60 lbs	outboard	225
	Bumblebee	8'5"	4'0"	53 lbs	52 sq ft	25

Notes:
 1. Compiled from the *Alamy Year Book* and information provided by Jack Holt.
 2. Weights are approximate sailing weights.
 3. Sail areas are actual. Nominal areas in the restricted classes are smaller.
 4. Numbers in restricted classes refer only to Holt designed boats.



A FELINE FOLLY

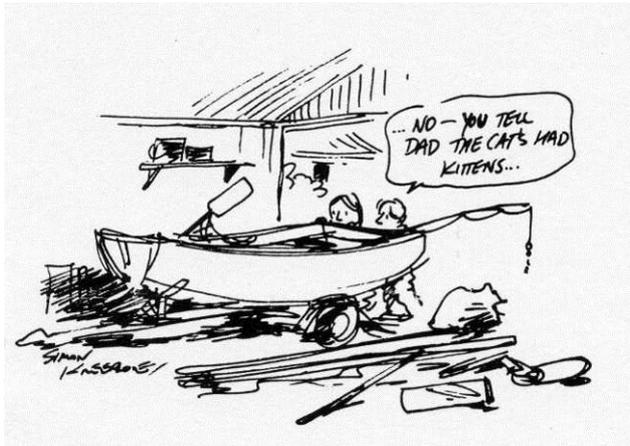
by Anne Tonkin, reprinted from SA Mirror News, March 1989

ANOTHER FOLLY had a feline stowaway for the race at Brighton on 11 February 1989.

The starboard side tank must have seemed like a good place for a cat nap on Saturday morning, then the hatch cover was done up at about 11.30am, the boat was trailed from parkside to Brighton, rigged, launched, sailed for an hour and a half (in a drifter fortunately), left on the beach for an hour while the crew had a well earned drink, trailed home and finally (at about 6.00pm) taken onto the back lawn to be washed.

At this point irate meows were heard from the starboard tank and a rather ruffled but otherwise unharmed Burmese stepped out as the hatch cover was removed!

Fortunately the race was abandoned before Another Folly could be disqualified for having three crew members (and one without a life jacket!!).



Simon Kneebone, SA Mirror News November 1988 QB catamaran (photo: old salt)

CAT KILLER VENN

reprinted from MCAV Mirror Reflections, April 1995

The 1994-95 Victorian State Championships at Yarrowonga were memorable for challenging racing and the Sunday STORM!

Strong and gusty winds on Sunday overloaded rescue facilities and saw racing abandoned for the Mirror and Kittycat fleets. A number of cats suffered severe damage including one QB3 at the hands of Ken "Cat Killer" Venn that lost its entire bow, crumpled its trampoline and collapsed its mast. "But there wasn't a scratch on the Mirror!" one cat sailor was heard to complain.

CAPRERINO

by Manuel Panzera, Club Nautico Capodimonte, Tuscania, Italy, 2010

I found another mirror sailor in Italy this summer by browsing the internet and via magazines. The person I got hold of is Angelo Vernocchi and he has a very interesting story. I found him when I saw a Mirror for sale in the classified ad section of Bolina (one of Italy's most popular sailing magazines) and contacted him for some information. Angelo Vernocchi lives in Sardegna, built the boat himself and knows a lot about the Mirror history in Italy. The boat he built is not a real Mirror but follows its exact plans except of the bow that is pointed. See photos (and this link: <http://cgi.ebay.it/Dinghy-12-Deriva-tipo-Mirror-/180534748983>), he has built about 10 of these himself.



The story goes back to the early 1970s when a certain Geo Fiorentini, who was in love with Jack Holt's project, formed an association in Rome called Geomar with some other young and penniless sailing enthusiasts. Geo managed to obtain from Jack himself a concession to produce and sell kits here in Italy. The ops base was in Fiumara Grande (Ostia, on the coast near Rome) while the admin office was in Via Cavour in Rome. Geo then managed to obtain a free stand at the International Boat exhibition in Genova where he showed the kits and sold them for 400k lira. This is where Angelo and some friends met him and they negotiated to buy 2 kits for the price of 370k lira each. Angelo goes back with his friend to Bologna (where he lives) and builds their Mirrors. Soon some other sailing enthusiasts join them and build a few more Mirrors and start an informal club on the Adriatic. For more than 4 years they have held regattas near Rome and Marina di Ravenna. They even issued a small news print called Mirror. Angelo believes that 50 to 60 Mirrors were built until Geo modifies the traditional Mirror with a modified version with a pointed bow called the "Caprerino", which is what you see in the photo. The reason for this change was to make the Mirror prettier and commercially more desirable.



In 1980 Geo died but not before sailing a Mirror for over 200 miles in the Atlantic sea. After Geo's death Angelo and his friends, as part of the association I Compagni di Ulisse www.icompagnidiulisse.it (Odysseus' companions) continued to build Mirrors and Caprerinos and promote courses in kit building and sailing for beginners for children on a small lake near Bologna. Today the association holds the original drawings of the Mirror project with building instructions. They only have 1 original Mirror left (that is over 30 years old) and about 10 Caprerinos.



THE MIRROR

by Max Beaton, reprinted from "The Mudpuddler", Albert Sailing Club, September 2010

Mirrors still enjoy Victoria's waterways but most pass their days on club racks as Max Beaton, a lone Mirror sailor on Lake Albert laments.

THE MIRROR

Max Beaton

There is, they say, a boat so rare
And beautiful, it floats on air.
Climb in and you will never get
Bedraggled, cold or soaking wet.

Or hit by boom, or hurt your shins
On bailers, bolts or shackle pins.
Your knees will never get got skun.



The Mirror boat is just pure fun.

There are, they say,
Some boats so good
(Though mostly made
of glue and wood)

That owners keep them
On the racks
Neatly stored
In three-high stacks.

And rarely take them
On the water
Like the boat club

Says they aughter.

But down the back
And painted green
Of such a hue
That's rarely seen

Sits a boat
Which weekly sails.
Hail or shine
It never fails.
The only one
Of the class it's in
It's the only one
Guaranteed to win.

Bung 'er in the H2O
Hoist 'er sails and watch 'er go.
Then see, before your very eyes,
Skipper, crew and boat capsize.

Had William Wordsworth seen, instead of daffodils,
a Mirror sailing in the lake country:

I wandered lonely as a cloud
That floats on high o'er vales and hills
When all at once I saw afloat
A lovely Mirror sailing boat.

In jocund or in pensive mood
I sometimes sit and doze or brood
And make a vow and make it true
Some day some time I'll get one too.

And we feel that Shelley shouldn't have wasted his
talent talking about Skylarks, but should have con-
centrated on the important things:

Hail to thee blythe Mirror
Bird thou never wert
Couldst I see thee clearer
Through thy layer of dirt

Floating like a bird on high
'Neath a cobalt tinted sky
A sight divine before our eyes
Only rarely doest capsize

And dunk thy skipper in the waves
And only rarely misbehaves
And almost nearly never
Crew and skipper soaking wet.

But perhaps we should leave the final word to John
O'Grady's Nono Culotta

The Mirror, she a lovely boat
She never sink, she always float
See her and always wish
To take her out and catch the fish. □

MIRRORS IN UNUSUAL PLACES

by Mal Hutton, 2010

MIRRORS IN UNUSUAL PLACES OR USED FOR UNUSUAL THINGS

Perhaps that title is misleading. After all, the Mirror was always promoted as being more versatile than any other dinghy. The following stories and recollections can illustrate the point.

When I started sailing a Mirror at the Brighton and Seacliff Yacht Club in 1976 I was told of a former Mirror sailor who would go out fishing in his Mirror in the morning, return to shore with his catch, then rig for sailing and win the afternoon race. I can't recall his name, but I am sure the story was not apocryphal.

My first Mirror had rowlocks fitted, and my son Ian was known to row it out and do a spot of fishing when we attended Easter camps at Port Vincent. At one of these we went one better; I towed him behind our Mirror on his surfboard. How we happened to get an outboard motor as power for this episode was that I entered a competition run by a boating magazine, and won the motor and a tinie (which we never used). The question asked in the competition was to supply my name and address, which I got right, and won the prize!



Ian Hutton skiing at Port Vincent



Mirrors on Strathgordon Dam

The story of Jack de Crow's sail from England to the Black Sea is unbeatable but here are some Australian stories. Lake sailing is not uncommon, but sailing where Mirrors don't usually sail is. Tom Sag came across a fleet of Mirrors being sailed on the Strathgordon Dam in Tasmania. They were built by the workers constructing the dam.

For them, the encircling mountains were splendidly majestic, not bleak and forbidding. Winter storms brought a dramatic beauty to the sky. The remoteness and isolation of Strathgordon helped to forge closer friendships and stronger community spirit. This was a construction village – its residents were practical, capable people, here to do a complex and important job. After work, they filled their time with activities. They built Mirror dinghies in their garages and sailed them on the rising lake waters. They swam laps in Tasmania's first under-cover heated pool. There were 20 different clubs and groups in the village, including chess, pottery, darts, drama, woodwork, sailing, fishing, football, squash, badminton, tennis, Cubs, Brownies, and an RSL. For ten years this was a busy and productive little town. When the construction work ended, the Hydro's people gradually moved away. Some stayed on with their families – to maintain and operate the Gordon Power Station and to enjoy the wild grandeur of their Southwest home.

Another Tasmanian lake story is this one about Dove Lake.

THE CRUISING COUPLE

by Mac Story, 2010



A big part of the Mirror Dinghy concept was that the boat could be used for cruising and fishing as well as 'lolling about' on race courses. John and Pat Whitehead of Midway Point, built their Mirror in 1968-69 and, as a weatherman by profession, John went on to be an official weather adviser to assist a World Dragon Championship. Later John and Pat took the cruising role of Mirrors to heart and travelled extensively to dip *Image* in various cruising waters around Tasmania. A rare appearance of a sailing boat on Dove Lake on Cradle Mountain and also cruising Lake Pedder, were two of their appearances, which helped to spread the Mirror message across Tasmania.



Now to a big contrast – one story about sailing below sea level, and the other about sailing near the highest point on the Australian continent.

SAILING BELOW SEA LEVEL

by Rod Roach, Mirror 18188, extracts from the article in SA Mirror News, June 1989

The idea to sail on Lake Eyre came after one of those sanguinary days at the office when I felt I needed a break, and was spurred on by the report that Lake Eyre had filled for the first time this century in 1975, and will probably not fill again this century.

Lake Eyre is the largest lake in Australia, and is normally a dry salt pan. When full it has an average depth of 20-25 feet and is about 40 feet below sea level.

We left Adelaide with *Jub-Jub Bird* (apologies to Lewis Carroll) snug on top of my box trailer with all our gear stowed inside. A word of warning to all boat haulers; if travelling over gravel or rough roads with a conventional boat trailer, make sure your hull is well protected. By the time we returned, 50% of the paint on my trailer had been blasted off by stones flung up from the car.

Our progress over the track once used by Donald Campbell's Bluebird team was interrupted twice by defiant frill-necked dragons who challenged us with quixotic bravery in the centre of the road. Our boys quite fearlessly removed them from their suicidal positions, striking yet another blow for conservation.



Conditions were rather far from ideal, and after travelling the 540 miles from Adelaide we felt that the old aboriginal story of a 'debil debil' at the Lake may be true.

The wind was gusty offshore, creating a nasty chop. No cheery rescue boat was in sight as we took off. As I jumped over the stern to take up my position I showered black slimy mud over everything. I was petrified to put the centreboard down as I felt uncertain of the depth; a broken board would have seen us disappearing over the horizon. In a nutshell, it was a hair-raising sail.

Lake Eyre Yacht Club

SEVENTEEN DAYS

by Jen Richardson (nee Harvey), writing from Ubud, Bali, 2010

Summer school holidays, 1966. *Jesadima* was built in 17 days in our Adelaide home, because that's how long we had between buying the Mirror kit and going away on a holiday to the Snowy Mountains. Dr Deane Harvey, that's my Dad, wanted to take the boat with us. I'm the oldest of 4 girls (Jennifer, Sally, Dinah, Mary Ann), and I was 12 at the time, in grade 7. Neither Dad nor I had built a boat before, but he was a dab hand with a cupboard – well, anything really – and as he'd not managed to produce the four boys he wanted (Jeremy, Simon, David, Martin) he taught us a lot of the skills he'd otherwise have given them. Actually, Dad did most of the work. He'd arrive home from his job at the Royal Adelaide Hospital, get straight into whatever was needed and work until late with a break for dinner somewhere. Up early and gluing or joining the next bit, leaving me with instructions about how long to wait (for the glue to dry) before doing whatever came after that. We had a Holden station wagon and a long caravan. The completed Mirror would go on the car roof.

We're New Zealanders – moved when I was seven – so a little starved for lakes and rivers in South Australia. Dad regaled us the whole way with stories about the Snowy Mountain Scheme, the cool clear rivers and especially Lake Jindabyne, which had been man made just two years before, drowning a whole town in the process. Most of the trip was uneventful. Then we came to the first really steep stretch of mountain road, coming down to a weir at the edge of the lake. Sheer, carved cliff wall on one side of the road, sheer thousand metre drop on the other to the lake below.

Dad was pretty quiet about it, but pretty soon it was clear that the "new" caravan brakes weren't working. He got us to the bottom of the slope alright, by some judicious juggling back and forth with the gears and the car brake. But we were very lucky the bottom came when it did; the smell of rubber was appalling and the brakes were too soft to go on, for more than an hour. Dad poo-pooed any idea of danger, but did mutter to me that he'd have had to start nudging us gently into the mountain to slow us down, if the road had been much longer. He was getting worried we might hurt the new boat, he said.

The Jindabyne Caravan Park was right on the lake shore and it was absolutely beautiful. Crystal clear water of course, and I remember realising that I had really, truly missed my New Zealand lakes and rivers. Tongariro, Taupo, Rotoiti, the Mohaka. Bless the Murray, it is a life line for South Australia, but even in 1964 it was the colour of a good cup of strong, milky tea.



We woke early the next day to Dad's enthusiastic news of a "little sailing race" for him and me in the afternoon. Mum wasn't keen. She'd always been a clucker and the missing brake episode had already got her nerves up. Although on reflection, in this case she may have been purely practical, we'd never raced before, just pattered in a little Cadet from time to time down at Robe, and it was a bloody big lake. Still, the main problem, as the afternoon rolled on was that there was no wind. Our first race ever and when they decided they really had to get the race started, wind or no wind, even the old hands left the shore using paddles. We didn't have one, so we used our thongs (flip flops, for the US reader). Ever capable of imagining the worst, Mum paced on the bank.

Dad had sailed for most of his life. I was just having fun, so when the wind picked up we were happy. And pick up it did. Before the race was over, a couple of hours or so later, we were blasting across the lake through four foot high wind waves that came from ... somewhere! Who knows? At one stage, I heard Dad muttering that we were coming in too close to a marker buoy for a turn; my interest was in whether we'd go over as we turned, it was all happening a bit fast for me. Not frightened – life jackets on, of course, and fearless naïve nearly teenager – just a long way for a swim. And later I remember a funny whining noise. Not a clue where it was coming from, travelling with us, perhaps under the boat. Dad had no idea for a while either, then gave a snort and a roar of laughter as he realised the boat was planing – scudding along so fast that a lot of the hull of the boat was lifting out of the water. I had no idea what that meant, but Dad was quite chuffed about it, tickled to actually experience something he'd only read about.

We didn't cover ourselves in glory that day. No miraculous novice victories or line honours. But I guess we did in a way. We finished the race. I don't remember exact numbers any more, but at least three masts snapped, someone's centreboard pushed right up and out of the boat, several main sails blew out, a few people had to be rescued and boats towed home, and I remember two skippers later discussing how their rudders had met different watery deaths. So we did alright really, for beginners.

Mum had given birth to several kittens by the time we made it back to shore. She was a fragile soul and I'm afraid Dad spent the evening soothing her nerves instead of joining much of the celebrations. I don't think we ever raced again. It was a lot of fun but Dad never did choose to go in a direction that Mum wasn't happy about. Still, we had lots more happy outings in *Jesadima*, mostly at Goolwa on Lake Alexandrina, before Dad decided he'd like to build a Hartley 18. No kit that time. But that's another story.

The SA Mirror News was always of high standard. While there were many articles on 'how to sail faster', there were also contributions on the lighter side, and here I have fished out a few of those.

MIRROR IN A HEAT WAVE

by Rod Roach, Mirror 18188, Reprinted from SA Mirror News, August 1983

In August 1983 Tom Sag found in a well known 'girlie' magazine (Tom!!!) an article 'Mirror in a Heatwave'.

A young lady stationed in Israel was presented with a Mirror kit for Christmas one year. Some time later, after building the boat and teaching herself how to sail, and finding herself with a job in Eilat (on the northern end of the Red Sea), she decided to take her Mirror on a 200 km cruise down the Red Sea with two lanky English boy friends. The boat had a payload of 300 kg of crew and camping gear, including 50 litres of drinking water, essential in the 40 degree plus temperatures and bone dry wind. Only the minimum of camping and cooking supplies were taken. Most of the trip was made in steady northerly breezes (except for a drifter on the westerly side) which made sailing down the Gulf of Eilat easy. However the necessary trips to the shore for camping stops were made more difficult because of the tacking required and the heavy payload.

Nevertheless the only major traumas on the trip were when the boat nearly ran aground on a coral reef and when the cockpit filled with water after the boat was turned at right angles to the wind to sail into a camping site. After bailing out the boat they decided to give that spot a miss and head north again. Apart from sailing, the trio seems to have had an enjoyable time camping on beaches or in Bedouin huts and snorkelling around the coral reefs and fishing for their food.

AGONY AUNT

reprinted from SA Mirror News, September 1991

By September 1991 there was an 'Agony Aunt' column:

Dear Auntie Harry:

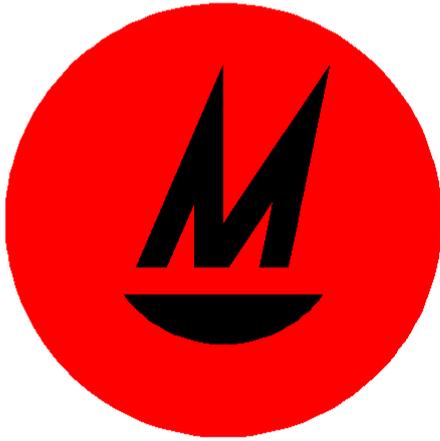
I have almost completed the building of my Mirror dinghy. When it is finished and I have had a little practice I plan to take it on a world cruise (not non-stop, of course). The rules on the fitting of toe-straps seem to me a little vague, Can you help me?

Dear Globe Trotter:

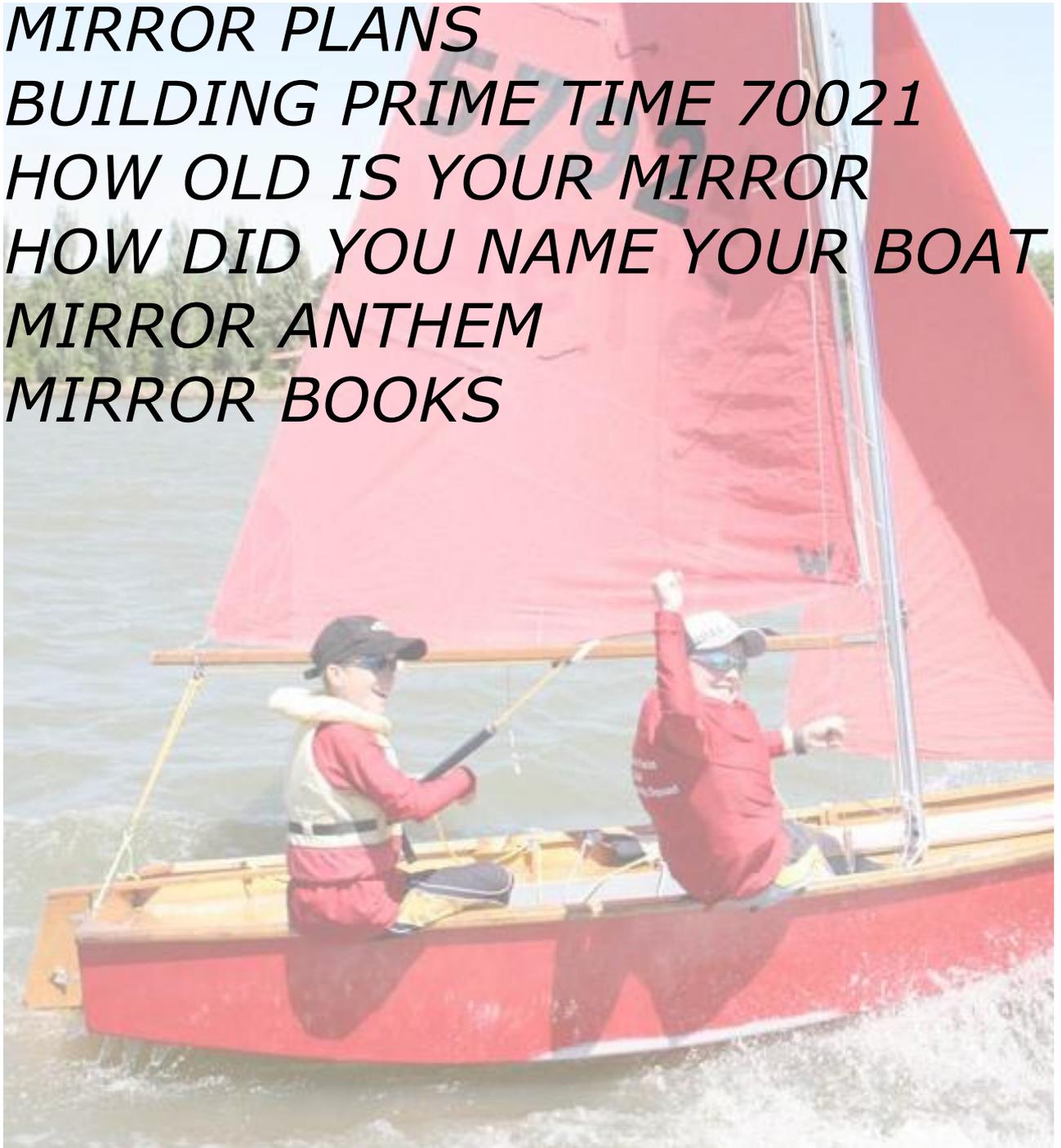
Yes, I think you should fit toe straps. Bon voyage!



9 MIRROR RESOURCES



*MIRROR PLANS
BUILDING PRIME TIME 70021
HOW OLD IS YOUR MIRROR
HOW DID YOU NAME YOUR BOAT
MIRROR ANTHEM
MIRROR BOOKS*

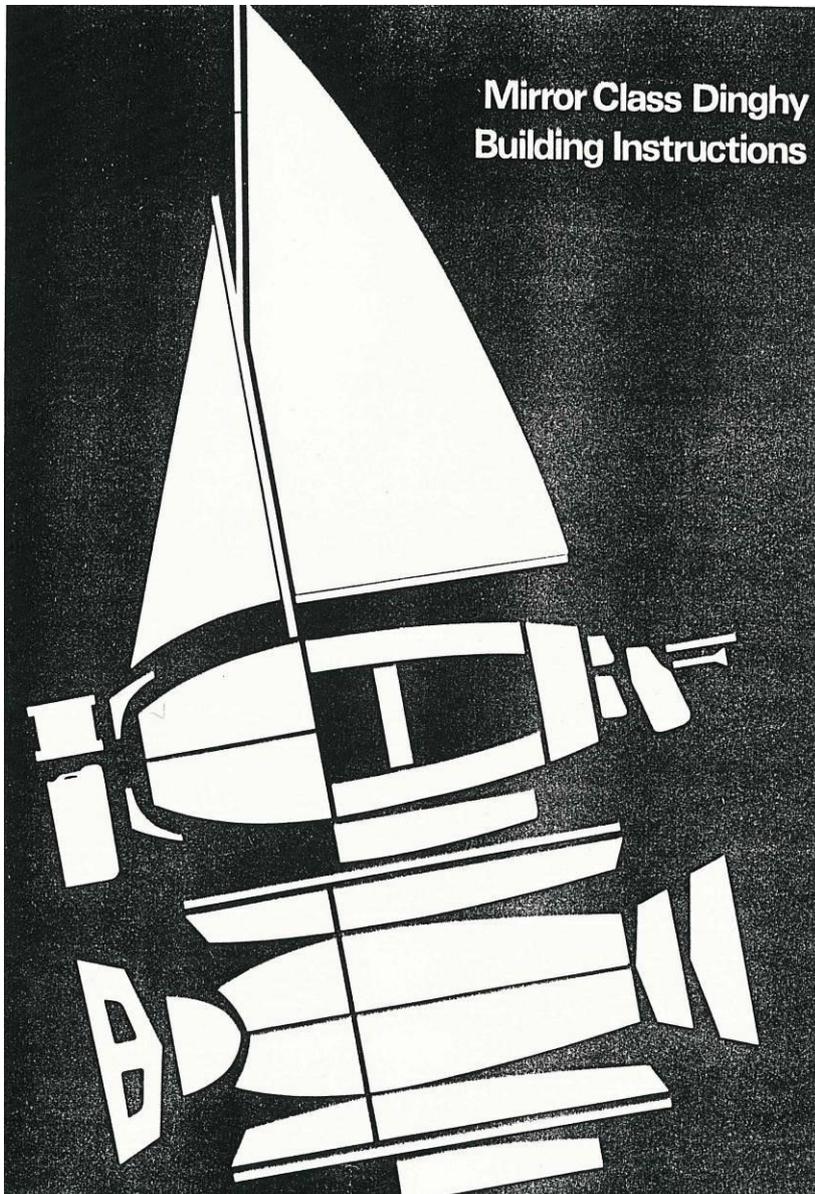
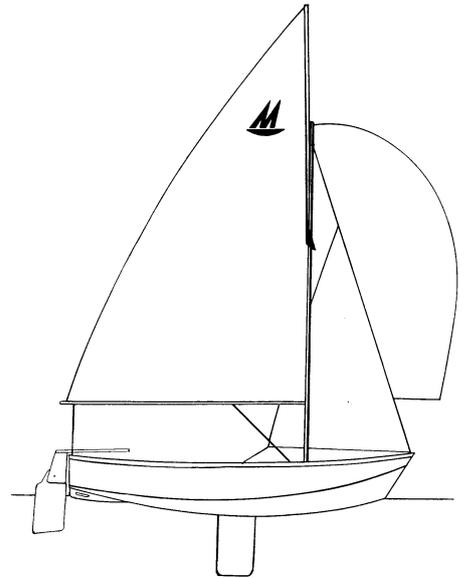


MIRROR PLANS

Mirror dinghies are available as kits or GRP hulls from licensed manufacturers – they are not constructed from plans “to ensure that Mirror Class dinghies are nearly alike as possible with regard to any matter which may have influence on the basic speed or handling”.

The Mirror Class Rules

- ♣ Licensed Kit Manufacturer shall complete hulls using only wood, plywood, glassfibre tape, resin and adhesives to the ISAF specification.
- ♣ Amateur and Professional Builders shall complete hulls using only materials supplied with the Mirror kits (except for adhesives which are optional) and shall not modify or replace any part of the kit except where specifically permitted by these Rules.
- ♣ Licensed GRP Builders shall complete hulls using only materials prescribed in the ISAF GRP Building Specification.



BUILDING PRIME TIME 70021

by Andy MacIntyre, January 2000

Prime Time 70021 was completed on 1 January 2000, just a day before the 2000 Australian Mirror Championship in Canberra.

She was constructed from a Heart kit with expert guidance from (the late) Bob Cruse and also Norm Deane. As a first time builder I sought a lot of advice from the local experts as well as using the Mirror Information Exchange to chat with Mirror sailors worldwide. I also had access to another Cruse built Mirror 69362 *One Step Beyond* as a reference during the hull construction and fitout.

Built at home in Castle Hill, NSW the project took five months of evening and weekend work. This included quite a bit of pondering time for the more complex tasks such as centrecase alignment and clamps and weighs to eliminate fastenings. The Heart kit was beautifully prepared and made construction easy for someone with rudimentary high school woodworking skills. A very relaxing and enjoyable project and indeed a nostalgic one for those like me who learned to sail in a boat built by dad in the family garage. The boat turned out quite stiff and can mix it with the best of them on the race occasions she is pointed in the right direction.



HOW OLD IS YOUR MIRROR

YEAR BOAT NUMBERS ISSUED

1963	1-896
1964	897-3058
1965	3059-4547
1966	4548-7489
1967	7490-11060
1968	11061-15467
1969	15468-21015
1970	21016-25633
1971	25634-31788
1972	31789-37840
1973	37841-42935
1974	42946-48011
1975	48012-51276
1976	51277-55470
1977	55471-58752
1978	58753-60973
1979	60974-63409
1980	63410-65050
1981	65051-65992
1982	65992-66600
1983	66601-67000
1984	67001-67606
1985	67707-68075
1986	68076-68250
1987	68251-68500
1988	68501-68785
1989	69786-69020
1990	69021-69180
1991	69181-69310
1992	69311-68454
1993	69455-69580
1994	69581-69706
1995	69707-69756
1996	69757-69830
1997	69831-69915
1998	69916-69962
1999	69963-70031
2000	70032-

Mirror No 1 is featured at the National Maritime Museum Cornwall



Built 1963, by Bell Woodworking **Designer** Barry Bucknell and Jack Holt **Dimensions** Length 4.01m Beam 1.49m. All the fun of messing about in boats. Build it yourself from the kit. Easiest on the pocket and the easiest job you've ever tackled. And remember she weighs less than most wives.

The Mirror is a true car-top dinghy. Yours in kit form for just £63.11s cash!' An advert for the Mirror broadcast in the 1960s. Mirror dinghy kits were inexpensive, quick and straightforward to build and were a huge hit with the recreational maritime enthusiast.

The go anywhere, do as you please attitude, combined with the ability to fit the boat on the roof of car as small as a Mini meant the Mirror dinghy revolutionised boating in Britain. Sponsored by the Daily Mirror Newspaper, and designed by Barry Bucknell and Jack Holt the Mirror dinghy enabled thousands of people to become boat owners for the first time - and the Museum has the very first one.

HOW DID YOU NAME YOUR BOAT

by Mal Hutton, reprinted from 19th Australia Mirror Championship Program, 1984

We had a lot of fun reading your replies to this section of the nomination form. Thank you to all those who told us the story, some at length, and many with great pride. Several themes emerged, and I have grouped the names within these themes as far as possible.

PLAYS ON THE CLASS NAME MIRROR, OR THE WORD BOAT

Our classicists are Greg McAdoo (ACT) with *Mirare*, the Latin root the English word mirror (in Latin it means "to look at"), and Nick Rogers (TAS) with *Karabos IV*, Greek for "a fast little ship". Well named by our current champion.

Old hand Ralph Newman (NSW) had Maori inspiration for *Rehia Poti* - "pleasure boat". Rehia can mean pleasant, pleased or pleasure; poti (i pronounced ee) can mean boat or vote.

Miriam (SA) is both a play on the word Mirror and on the Hebrew version of Tom Sag's wife's name. Diplomatic!

FAMILY NAMES

There are several other diplomats, using either names or acronyms from several family names.



Al Anderson (SA) has *Patsy* (wife), John Corser (WA) has *Skip* (grandfather's nickname), and Harry McQuie (VIC) has *Bobalong* (builder's name was Bob). Acronyms appear in Carol Warner's (SA) *Careegal*, Peter Forster's (ACT) *Pakam 3*, Ted Plant's (VIC) *Gleck*, and Ken Garth's (VIC) *Jiffie*.

Names of Greek Gods inspired Tony Ryan's (VIC) *Nereus* (Sea-God and father of the Nereids), and *Re-Thoth* (TAS), Norm Deane's rebuilt *Thoth*; Thoth was the Greek moon-god who was said to be the reckoner of time. Norm thinks that may help to minimize his time around the course! The original *Thoth* was crushed after a derailment whilst returning from the 1980 Perth Nationals.

TWO OF A KIND

Several pairs of names appear.

Ellis Armstrong (TAS) has *Sylph* (elemental spirit of the air or water) while father Gordon Armstrong (TAS) has *Svelte* (lightly built, lissome and supple; Gordon says this applies to the boat, not the skipper!). Gordon says also that the two names are sufficiently similar to make things thoroughly confusing for others.

Frodo's Image (VIC) is Bill Dooley's new boat (the Mirror Image of the old *Frodo*, the hobbit inspired name), while *Frodo Ghost* (VIC) was named by Ian Knell to taunt Bill Dooley; an "ongoing feud" Ian says!

Dry Red and *Right Direction* (SA) were built in that sequence by Mal Hutton; David Williams (SA) now has *Dry Red*. Mal named that one to indicate a wish to keep the sails dry i.e. not capsize, and as a tribute to a favourite beverage. *Right Direction* symbolizes even greater determination to stay right way up, and also reflects Mal's professional concerns about setting goals.

Jindivick Phase 3 and *New Formula Jindivick* (VIC) are successive developments sailed by John and Warwick Henry. The fleet is warned to beware of flying missiles!

Folly Again is now sailed by James Warnes (SA), but was previously owned by Bill Verco (SA) who has now committed *Another Folly*. His original boat was *Folly*: getting the message? It all came from wife Betty's reaction when she heard he'd bought a Mirror: "Well that's a folly if ever I heard of one!"

The other half of the next pair will not be at these championships, but will be remembered by many as a former National Champion. *Wezzigon II* (where's he gone to) now has a reply through Kathy Eadie (WA): *Ereis!*

CLEVER NAMES

Not that some of the others aren't clever, but the ones in this group all have a message for or from their skippers



Rear Vision (Christian Zerovich, WA) appears to take the same approach as former National Champion *Rear View* (Ross Whitehorn, SA); the way he likes to see the fleet is by way of a rear vision mirror.

Roger Bussell's *Red Baron* (WA) flies over the water and Marcus Waller's *Sea-Fly* (VIC) flies on the sea.

There's no end to what one may do with *Black Magic* according to David Stewart (SA).

Jeffrey Farman (VIC) figured there would always be some boats in front and some behind, and some he'd pass and some who'd pass him. To all of them he says *Seayalata*.

I'm not sure whether Simon O'Connor is having us on or not, but he claims *Erewan* is the Laotian national symbol, put on the side of the boat by the builder of the boat, who had spent some time in Laos. I guess debating this will get us nawere.

MUSIC

Does a Mirror look more like an owl or an onion? Andrew Candy (WA) thought the latter, and reflected on the long time he spent fibre glassing the chines, to come up with *Glass Onion*. At least that's what he claimed before acknowledging it is the title of an obscure Beatles song.

Unknown Pleasures is the name of the first album by the British band Joy Division. Alison Ryan (VIC) will obviously also appreciate the South Australian tourist motto "Enjoy!"

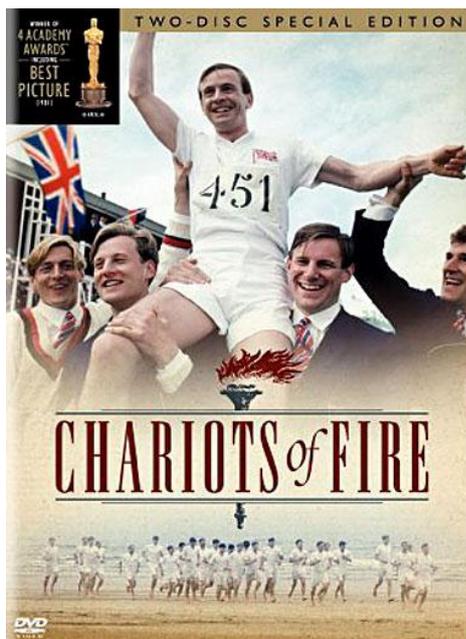
Rian Moore (WA) named *Electric Mayhem* after the Muppet band. He doesn't say whether there is a resemblance between crew and muppet.

David Graney (TAS) named *Sky* after the group of that name, and the colour scheme of the boat reflects earth, water, sky etc. He hopes for that important element, wind, to accompany him.

Trent Tsoa-Lee (NSW) wanted a name that was flowing and arty, so chose *Synchronicity* after sorting through his record collection and finding it in a "Police" album.

Apparition came to Patrick Ahern (WA) after looking through a dictionary and listening to songs. Maybe he had a nightmare afterwards?

PLACES AND THINGS



An *Icon* is a thing of beauty and a joy forever, according to Merton Glass (WA).

Tramuntana (SA) is a Spanish name for a cold wind that blows off the Andorran Mountains and into Spain and Southern France. Rob Wright's boat goes like the wind too, I can tell you.

The colour scheme on *Chariot Of Fire* (SA) is fitting; the red hull plus yellow and green spinnaker (Australia's Olympic colours), and Bruce Gardner's enjoyment of the film, all come together. Well thought out.

David Lawry (VIC) is nothing if not flexible. *Titicaca* is the highest lake in the world, but was supposed to have been *Titicarta* a Frankie Howard character in "Up Pompeii"! Who couldn't spell?

A *Gecko* is a lizard which has nocturnal habits and feeds on insects. I would make sure you put on the aerogard and keep an eye on Ian Waller (VIC) at the campsite if I were you.



INCIDENTS

Talking of insects, *Maussie Bite* (NSW) commemorates the youngest member of Peter Hook's family, Jonathon, then aged 2, being covered with mosquito bites at the time. Or a frog; Darrell Tregear (VIC) says frog noises were the in thing at the time he named *Knee Deep*.

Norm Morley (VIC) came up with *Back In Black* when he built another Mirror and painted it black.

And finally, David Pilbeam (WA) named *Impact* because "Mum told me too". You'll be a hit over here David.

Good News (VIC), twice National champion, was named by Grant Nichols after sailing against another Mirror called *Bad News* at one Nationals. First the good news, then the bad news! Ian Nicholls, winner of the first two National titles, will sail *Good News* this time. Son Bill will be in *Dinky Di Dinghy*, built and named by Grant as a thoroughly patriotic Aussie.

Intrepid (WA) is named after an English fighting ship. This and 4 others were imported from England in August 1984, and all will be attending these National titles. Paul Eldrid will skip this one

Ray Wise (SA) had his share of capsizes while learning to sail at Port Augusta, and thus often experienced the *Rising Damp* in the cockpit of his boat. Port Augusta had very salty water, reminiscent of the salt damp in many old SA houses. To top it off, *Rising Damp* was the name of a popular TV series at the time the boat was built.

ADDITIONAL NAMES

Melissa Hooper's (SA) Mirror is blue, and she loves food, hence *Blueberry Tart*.

Hot Shot was named by its previous owner, who was obviously a good sailor according to current owner Geoff Clarke (SA).

David Thomson, (NSW) has had a series of boats; *Little Tub*, then *Tubby*, and now *Tubby Too*.

Retsek (Vic) is Kester spelt backwards; Cam Vorrath's brother Kester owns the boat, but Cam will sail it here, presumably frontwards.

Sea-Gals has a crew of young girls says Justy Vorrath (Vic).

Carl Vorrath, (Vic) has *Mini-Merne*, *Merne* was the name he gave 5 Lightweight Sharpies he sailed, and *Mini-Merne* was the first Mirror. *Merne* is a miss-spelt Aboriginal name for Black Cockatoo, and is an old SA station name, after which house, business and boats have been named.

Narelle Jane Black (Vic) has *Lady Jane*, named after her great-grandmother and herself.



I'm inclined to agree with West Aussie Robert Cruse's decision to call his boat *Blue Thunder*, (after a movie he liked), because he preferred that to the previous name *Flying Rissole*.

Please bear with us as we repeat Peter Davies' (Vic) yarn. "Once upon a time, 4 or 5 boats ago, over a few beers, someone suggested my new single handed boat should be called *Pooh Bear*. This led to a series of single handers under the names *Pooh Bear*, *The Bear Family*, etc., and now of course Baby Bear is crewing, hence *Two Bears*."

Reflex is a play on the class name not previously used in Vic Mirror sailing according to Doug Whorlow. Also Duran Duran had a hit song called *Reflex* at the time the Whorlow family were searching for a name.

Ken Venn (Vic) changed *Puff* to *Joalyn* to recognize daughter Joanne, son Allan and wife Lynette. Didn't you used to sail *Red Ned*, Ken?

EARLY SA MIRROR NAMES

Peter Roberts' Holdfast Bay twins *Scylla* and *Charybdis* come from Greek mythology of course. Both *Scylla*, the maiden turned sea monster, and *Charybdis*, the whirlpool, were things to keep away from, and from the way they usually finish at the head of the fleet, the rest of us have taken the hint.

Allan Fisher named his boat *Twilight Zone* because his wife claimed that when Allan went sailing or talked about sailing it was as though he entered another world.

Former MCASA President Gordon Boucher is a television man, *Top Cat* was leader of a gang of alley cats. So that's what he thinks of us!

MIRROR ANTHEM

THE MIRROR ANTHEM

Tune: Red Sails in the Sunset

ALL

We sail on together
Will we get a hue
Such has been the weather
Could be red, white or blue.

Sails set to perfection
But boats full of water
Beat hard, go for the gun
Husband, wife, son or daughter.

SKIPPERS

Red sails around midday
Still on a calm sea
Move quick for the kite set
Here comes the South Westerly.

CREW'S UNION

They gave us their orders
We carried them out
Now that it's all over
All drinks are clearly their shout.

SHORE PERSONS

Red sails in the sunset
Way out on the sea
Oh carry my loved ones
Home safely to me.

They sailed at the dawning
All day we've been blue
Red sails in the sunset
We're trusting in you.

ALL

Bear away from the sunset
Reach straight for the shore
It's been a long race, yet
We'll be sailing still more.



WALTZING MATILDA

AUSTRALIAN VERSION -

Once a jolly swagman camped by a billabong,
Under the shade of a coolibah tree;
And he sang as he watched and waited till his billy boiled,
You'll come a-waltzing Matilda with me.

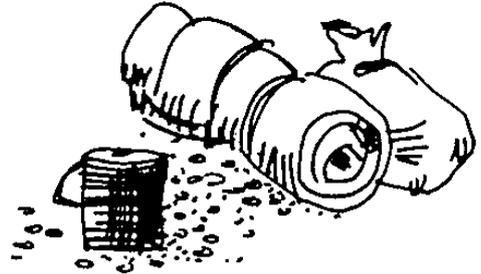
CHORUS:

Waltzing Matilda, waltzing Matilda,
You'll come a-waltzing Matilda with me,
And he sang as he watched and waited till his billy boiled,
You'll come a-waltzing Matilda with me.

Down came a jumbuck to drink at the billabong,
Up jumped the swagman and grabbed him with glee;
And he sang as he shoved that jumbuck in his tucker-bag,
You'll come a-waltzing Matilda with me.

Up rose the squatter mounted on his thoroughbred,
Down came the troopers - one, two and three,
Whose the jolly jumbuck you've got in your tucker-bag?
You'll come a-waltzing Matilda with me.

Up jumped the swagman, sprang into the billabong,
You'll never catch me alive, said he.
And his ghost may be heard as you pass by that billabong,
Who'll come a-waltzing Matilda with me?



A swagman was a person who had all his belongings rolled in a blanket on his back. 'Matilda' was the roll, and 'waltzing Matilda' meant carrying it as he walked about the countryside looking for work.

ENGLISH VERSION -

Once a jolly vagabond camped by a lilly pond,
Under the shade of an old oak tree;
And he sang as he watched and waited till his kettle boiled,
You'll come a walking the Bulldog with me.

CHORUS:

Walking the bulldog, walking the bulldog,
You'll come a walking the bulldog with me,
And he sang as he watched and waited till his kettle boiled,
You'll come a walking the bulldog with me.

Down came a hedgehog to drink at the lilly pond,
Up jumped the vagabond and grabbed him with glee;
And he sang as he shoved that hedgehog in his gladstone bag,
You'll come a walking the bulldog with me!

Up rode the squire, mounted on his bicycle,
Down came the bobbies - one, two and three.
Whose the jolly hedgehog you've got in your gladstone bag?
You'll come a walking the bulldog with me.

Up jumped the vagabond, sprang into the lilly pond,
You'll never catch me alive said he.
And his ghost may be heard as you pass by that lilly pond,
Who'll come a walking the bulldog with me?

IRISH VERSION -

Once a jolly tinker, camped by a rushy glen,
Under the shade of a hawthorn tree;
And he sang as he watched and waited till his teapot boiled,
You'll come a hunting the wee folk with me.

CHORUS:

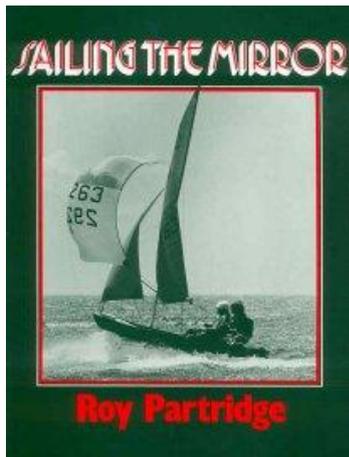
Hunting the wee folk, hunting the wee folk,
You'll come a hunting the wee folk with me,
And he sang as he watched and waited till his teapot boiled,
You'll come a hunting the wee folk with me.

Down came a leprechaun to drink at the wishing well,
Up jumped the tinker and grabbed him with glee;
And he sang as he shoved that elf into his haversack,
You'll come a hunting the wee folk with me.

Up rode the magistrate, mounted on his trusty steed,
Down came the gardai (gardee) - one, two and three.
Whose the jolly leprechaun you've got inside your haversack?
You'll come a hunting the wee folk with me.

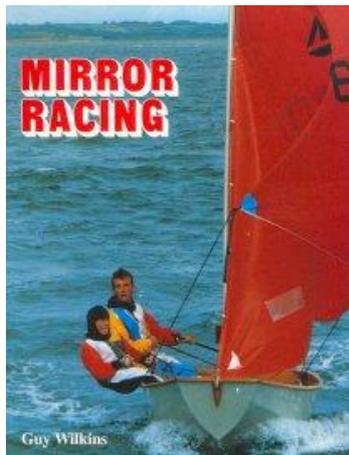
Up jumped the tinker, sprang into the wishing well,
You'll never catch me alive, said he.
And his ghost may be heard as you pass by that old wishing well,
Who'll come a hunting the wee folk with me.

MIRROR BOOKS



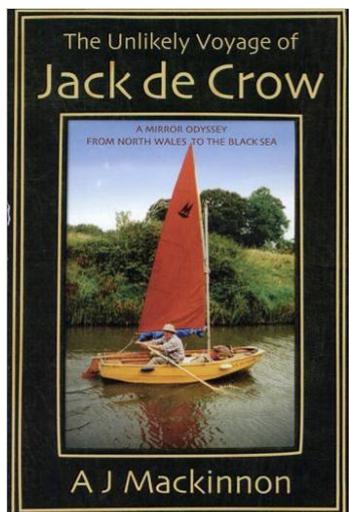
Sailing the Mirror
by Roy Partridge
© 1980 Fernhurst Books

Written by former Mirror World champion Roy Partridge, this classic book is a great introduction to sailing the Mirror. Aimed at the novice to intermediate sailor, the book is packed with diagrams and photos that help make the simple logical explanations that much easier to understand.



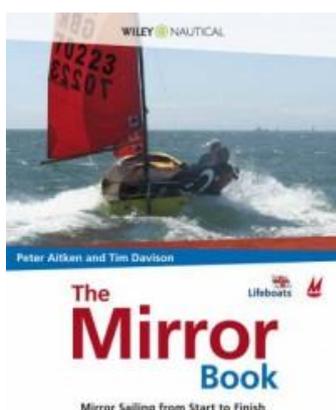
Mirror Racing
by Guy Wilkins
© 1989 Fernhurst Books

Guy Wilkins is a sailing dinghy instructor who has raced Mirrors in World, European and UK National championships. He has built three championship winning Mirrors. This book is a more advanced guide to Mirror dinghy sailing aimed at the serious competitor. The book also includes some useful construction tips for building a fast boat.



The Unlikely Voyage of Jack de Crow
by A J Mackinnon
© 2002 A J Mackinnon

In 1998 Mackinnon set out from England, planning a short jaunt down the Severn River; one year later, he found himself in the Black Sea. In an open dinghy less than 11' long, he crossed the English Channel, cruised 3,000 miles of rivers, canals, and open sea, and traversed eleven countries, including war-torn Yugoslavia. Many adventures highlight this unexpected journey: an arrest by River Police while being swept out on a night-tide under Westminster Bridge; meeting Michael Palin; getting shipwrecked in a coastal storm; a solo crossing of the English Channel; being tear-gassed in the Budapest Metro, then trapped without funds in Serbia under threat of bombardment; and capture by Romanian river pirates in the Danube Delta.



The Mirror Book: Mirror Sailing from Start to Finish
by Peter Aitken & Timothy Davison
© 2008 Wiley Nautical

The Mirror Book tells you everything you need to know about Mirror sailing. Packed with practical advice and illustrated with step-by-step photographs, this book teaches you how to sail the UK's most iconic and best-loved dinghy. Learn all the essentials, from sailing theory and rigging to faster upwind and downwind sailing. Peter Aitken, the UK National Mirror Coach, and Tim Davison, a successful racer, reveal the basics and show how to outsmart the opposition. Whatever your standard and whether you sail for fun or race competitively, this is the only book you'll ever need to sail your Mirror and get the best out of it.





Mirror Mania

Edited by Sally Karslake
© 1976 Mirror Class Association

The original Mirror Book that inspired a generation to learn to sail. Mirror sailing and yarns including:

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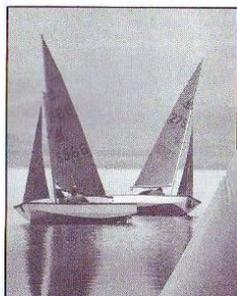
INTRODUCING THE MIRROR DINGHY

As it was in the beginning...

by Victor Shaw

Like a lot of brilliant ideas, the Mirror Dinghy literally "just grew." In fact, the first seed was planted by a small boy who complained to his father that when the family dinghy was being used he never had the chance to sail because others always muscled in. Normally, that would have been the end of the matter but, in this case, the lad's father was Barry Bucknell who, characteristically, set about making a dinghy to increase the family fleet and train up another helm at the same time.

Always ready to discover an easier way of doing things, Barry adapted for his dinghy a system of construction used by Ken Littlelyke to make KL canoes by joining adjacent panels with resin and glass fibre ribbon. When it was completed, it was seen by one of the Daily Mirror writers, Paul Boyle, who knew Barry Bucknell and being an ex-Navy man himself, chatted to him about the unusual design; as a result, news of it filtered into the Daily Mirror offices. At that time, the newspaper's Publicity Department was always ready to look at new ideas for promoting the newspaper and, after a lot of discussions I assume, it was thought that boats bearing the name "Daily Mirror" might usefully keep the name before the public. However, newspapers are ever sensitive of their vulnerability towards complaints by readers and so the publicity executives needed to be absolutely positive that any boat bearing the name of the paper must be 100% safe and foolproof. It was an easy step, therefore, to consult an



expert within the Group, Bernard Hayman of Yachting World who, in turn, suggested that Jack Holt should cast his experienced eye over the project. Jack inspected the second prototype made by Barry and decided to retain the construction method and the general lines of the boat yet treat the hull concept as a radically new design; the third boat to be produced, therefore, looked quite different to its predecessors and yet boasted the same jaunty aspect.

Two of the most radical changes were contributed by the Daily Mirror Publicity staff who suggested the Viking red sails (the original prototypes had blue and white mainsails) and they also designed the insignia. My first meeting with the Designers occurred just before the third prototype, and as it transpired, Mirror Dinghy No 1, came into being. It was nothing new for a newspaper

to promote a sailing dinghy, after all the News Chronicle had been very successful sponsoring the Enterprise and the Sunday Times had created the Signet, but I believe it was the first time that there had ever been such a very close liaison and a virtual control of marketing by the staff of a popular daily. It would have been very natural and understandable if Jack and Barry had viewed my entrance into the arena with a certain amount of courteous resentment, especially as my knowledge and experience of boats was absolutely nil. This, I found to my delight was not so.

There is a philosophy in the newspaper world which blithely accepts that all things are possible to the members of its staff, so it should have been no surprise when I was told to write the book of Sailing Instructions and also the book of Building Instructions. This would have been an extraordinarily difficult task had it not been for the generous help and advice given to me by the Bucknell/Holt partnership. For instance, I spent several weeks with Jack while Mirror No 1 was built in the most painstaking manner so every detail of the construction could be discussed and made clear for me to write it down for inclusion in the final assembly notes; some of the questions I asked must have been so basic that only a supreme effort of willpower must have prevented Jack from exploding with sheer disbelief.

At the Boat Show in 1963 the first three Mirror Dinghies were on show to be greeted by the sailing pundits and public with reactions that ranged from polite interest, through total apathy to scornful derision. Nevertheless, in the end the Design triumphed! Before very long, there were enough owners to form an Association and in that year we held the first National Championship at Burnham-on-Crouch with 28 entries plus some Daily Mirror personnel who had been shanghaied into stand-by duty in case spare crews were needed.

The driving force and ideas man behind the early events was the indomitable Beecher Moore who was constantly suggesting new ideas and venues all of which were calculated to keep the boat in the public eye. Typical of the daring ideas he put forward was the first European Championship which he said

should be held in France, so in 1966 a convoy of 40 cars and boats with police escort journeyed all the way to the Mediterranean to become the first major Class Association to organise such a Championship so far from home. The ultimate irony of this was that French television cameras moved into the area and we achieved several minutes in their National programmes BUT not a boat was seen, because their interest was showing to the French viewers the first cricket match played at Bardol, the teams being, if you can believe it, The Rest of the World captained by Beecher Moore and England, captained by me.

The next big milestone in the history of the Class came in 1971 when, having already had financial independence for some time, the Association became totally independent of the Daily Mirror and a separate professional Secretariat was set up with Sally Karslake as the Secretary. This resulted in a great improvement in the administration and organisation of Class affairs, not only because of the tremendous fervour brought to the job by Sally, but also because the job could be dealt with as a complete entity rather than as part of a number of other operations in the Mirror organisation. In fact, looking back with a detached mind, I think the only major loss to the Association was the easy-going flamboyance which graced the major Championships and events. For instance, the Fancy Dress dances at the Nationals and Europeans are now just a happy memory whilst the regular "Funs" days at various seaside resorts, where Mirror Dinghies were seen harrying around the waters collecting coloured balloons and empty gin bottles, linger on only in the reminiscences of the Mirror pioneers.

Nevertheless, the Class Association is stronger now than it has ever been and the Mirror Class itself is a major force in the world of sailing and, as I see it, it can only go from strength to strength for many years to come. To me, the most important consequence of the Mirror Dinghy is the sentence I hear very many times at every Boat Show from the hosts of owners who come and talk to us on the Stand – "We just want to say what a tremendous amount of pleasure we have got from owning a Mirror" . . . this seems to be a major justification for any boat!



How To Sail Your Mirror Well

Mirror Class Association of Tasmania

1984

Introduction - Gordon Armstrong, Hobart, 1984

Volume 1 of this booklet was issued in June 1983 but sales greatly exceeded expectations and all 300 copies were soon sold. This is Volume 2 which has been produced to meet outstanding orders and to include some additional thoughts developed since the 1983 Mirror World Championship.

The purpose of the booklet is to collect and pass on the most up to date information available so that you can improve your performance and gain greater enjoyment and satisfaction from sailing your Mirror. It is a collection of articles by top Mirror sailors which describe how to build and rig a top performance boat and how to sail it well. It also describes some of the training programs responsible for raising the standard of Mirror sailing in Tasmania.

In Volume 1 it was indicated that this volume would include such topics as starting techniques, tactics, rules psychology etc. With hindsight, this seems a bit presumptuous as many experts have already written extensively on these subjects, so new information in this volume has been confined to those aspects which are especially relevant to sailing your Mirror. Volume 2 includes a new illuminating article by Mitchell Ranson written after he had convincingly won every heat of the hottest ever State Championship in 1984. There is also a new chapter which describes in detail how to build a boat for top performance. This is a 'state-of-the-art' description comprising the latest thoughts of top builder/sailors.

Since Volume 1 was issued in 1983 the Mirror World Championship has been held in the U.K. and it was pleasing to note that the ideas presented in Volume 1 were right up to date. This was confirmed when, for the first time ever, Australian crews were on equal terms with the best in the World. Mitchell and Felicity Ranson from Tasmania came second overall and all other members of the Australian team were well placed. The feeling in the Australian Camp after sailing in the UK Titles and the World Championship was that the UK sailors generally had the edge in lighter winds but Australian crews were rapidly getting their measure towards the end of the series. In moderate to heavy breezes, Australian sailors were second to none.

You may read this booklet with passing interest or you may read it genuinely seeking to improve your own performance. If you are in the latter group there are certain basic steps you can make on the path of becoming a top sailor.

- The sails must be good. They are your motor. If you seriously want to get to the top, you cannot tolerate poor sails.
- For top performance the centreboard and rudder must be stiff, correctly shaped and very smooth.
- The boat must be rigged correctly. The top sailors have very good reasons for rigging their boats the way they do. Copy them exactly. If you are getting the same sails as the local champ, copy his sheeting positions, mast rake etc. exactly. When you start beating him you can afford the luxury of experimenting on your own.
- A good light boat is necessary. When you get to the top, you will probably insist on a boat weighing less than 110 lbs. but don't be too discouraged initially if your boat is heavier than this as good sailing can more than offset any weight disadvantage.

The above are your 'tools' and several chapters of this book describe in detail how to get the best 'tools'. Once you have the right tools you only have to develop the skills to do the job properly and hopefully other chapters, in this book will help you towards that goal.

Mirror Sailing Beyond 2002

Mirror Class Association of Tasmania

2002

Introduction - John Sherriff, Hobart 2002

Tasmanian Mirror sailors have made their presence felt over many years competing in Club, National and World events. Originally the Mirror was promoted as a do-it-yourself plywood kit sailing dinghy. The success of the class has made it possible for many top sailors to achieve recognition as they progress through their sailing careers. Conceived as a family oriented trainer, we must appreciate it as being ideally suited to sailors of all ages. Boat set-up and sail control will involve the helmsperson and crew continually practising to master the finer points of achieving an optimum performance. For all new and old sailors our revisit to "How to Sail Your Mirror Well" will make a valuable contribution to the future of the class. Those interested in Mirror sailing will find this condensed reprint a useful guide as it explains how to make a Mirror perform well. Thanks must go to all who have contributed to its publication in the past.

Personalities have in some instances come and gone, but the boat itself has been, and still is, an evergreen throughout the world, and sail numbers indicate a healthy growth. To succeed in your Mirror, knowledge of the booklet's content plus dedication and time spent on the water will repay the effort. As an association we can recommend to all sailors that obtaining a copy be given first priority as it will compliment your introduction to what is a very successful sailing dinghy.



MIRROR
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