

Mirror

DECEMBER 2010

Images



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REPORT ON ORIGIN OF THE MIRROR

Mirror Class Association of WA

MIRROR CLASS ASSOCIATION OF WA

Mirror Class Association Of Western Australia

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YOUR CONTRIBUTIONS REQUIRED FOR MIRROR IMAGES

Mirror images is published four times a year. It is important to get club reports and news published in Mirror images. To make sure your report get published please send it to the editor by the following dates.

March 2011 edition—February 19

June 2011 edition—May 20

September 2011 edition—August 26

December 2011 edition—November 21

Please send any articles you think would interest fellow sailors. Jokes, photos, details of your sailing trips. Happenings at your club, your training programs items you wish to buy or sell

Email to markpitt@bigpond.com

PHILOSOPHY

When the start of the race is approaching and your crew has not yet turned up you realize that people who are late are much jollier than those who wait for them.

mirror

images

FROM THE PRESIDENT

I'm sure you don't need any convincing that time flies but it seems like only yesterday that our association won the right to host the 2011 World Championships, yet it was in fact over 3 years ago.

After a lengthy selection process Princess Royal Sailing Club in Albany won the right in April 2008 to run the event and under the stewardship of Anthony Galante have been working towards the "end game" for 2 years. We cannot underestimate how much work goes into organising such an event so we all owe a huge debt to Anthony and those in Albany who have supported him.

We all now look forward to a fantastic 2 weeks of great sailing (can we start talking sheep stations now?) and more importantly heaps of fun and socialising. Hopefully Anthony has also sorted the weather and we can expect idyllic conditions for the 2 weeks (to ensure that the President won't turn into a physical wreck!).

As part of the MCAWA commitment to the Worlds you will be aware that we are supplying 3 brand new boats for use by overseas entrants (2 from the Philippines and one from Ireland). To help underwrite this expense we are extremely fortunate to have gained significant sponsorship from Raine and Horne Commercial (Platinum level sponsor), Tanks and Vessel Engineering (Platinum level sponsor), CGA Finance (Gold level sponsor) and Pharmacy 777 (Silver level sponsor).

In addition we are currently conducting a raffle which will continue through the Worlds and be drawn on the closing night. First prize is a magnificent Kailis pearl necklace valued at over \$2650 and there will only be 500 tickets available. Please ensure that you return the ticket butts and funds to me before Christmas or to me in Albany. If you have

missed out and would like a ticket or ticket book please phone me asap.

Outside of Anthony's workload at Albany another person who has been very busy and will continue to be over the next few weeks is our Measurer Geoff Wilson. There have been countless new sails purchased (and they are still turning up) which all have to be measured prior, not to mention the numerous new boats over the past year. He will also be overseeing all the measuring in Albany. Thanks to Geoff for all the time he has contributed.

The regular sailing season has well and truly begun but understandably is taking a bit of a back seat to the Worlds, regardless I hope you are enjoying it so far. After the excitement of the Worlds it will be pretty relaxing getting back into your club later in January, dare I say it "a pleasant change of pace".

We are working to organise a reunion of past Mirror sailors from around the state. At this stage it will be at Nedlands Yacht Club (where it all started in the 1960's) in April. We will be relying on you to alert as many former Mirror sailors as possible. With around a hundred Mirrors sailing every Saturday for most of the 70's and 80's there must be thousands of us around.

The best of luck to everyone venturing to Albany, I look forward to enjoying your company down there and I'll be able to wish you a happy New Year in person. On behalf of the MCAWA Committee I'd like to wish everyone a very happy Christmas and a healthy and rewarding New Year.

Cheers

Rik

Did you know

An expert is one who knows more and more about less and less until he knows absolutely everything about nothing

MIRROR PERCEPTIONS SHATTERED

the rebirth of a favourite

How do you reverse 2 or 3 decades of lost focus and negative (many of us would say ill-founded) perceptions? This question has confronted the International Mirror Class for a number of years.

Well, the familiar dinghies with the very distinctive red sails are back with a vengeance after a recent global makeover.

The Mirror has undergone a major transformation with the introduction of a single piece alloy mast and centre sheeting to go with a new Mark 3 fibreglass hull comprising a new deck lay out with cleaner lines, better internal drainage and more comfortable deck seating. The result is a good-looking modern international class boat more relevant than ever to sailing development. In more good news, the new MK3 hull has already made its way here where moulds have been completed and production started in Perth by Vasco Boats (www.vascoboats.com).

WA Mirror Class President Rik Thornton says, "It is great to see the class revitalised through the new hull and rig. I think a lot of people may have been turned away from the Mirror in the past with the sheeting off the transom and complicated gaff set up, especially novices and juniors. Rigging is now a simple task and centre sheeting allows the boat to be tacked facing forwards just like an Oppy or 420."

Already the majority of Mirrors have converted to the one piece mast and we can expect to see a few of the Mark 3 hulls on WA waters this season. In a further sign of the resurgence over the past couple of seasons a couple of WA yacht clubs expect to see regular fleets of around 20 mirrors this season - thanks to the modernisation of the class and the recognition it is regaining as a great development class. "There are many young sailors who are too small or inexperienced to make the jump straight from say an Oppy to a Laser or 420" says Rik. "The British have recognised the Mirror as a RYA Pathway Training Class which provides a direct route to Youth and Open Olympic training programs. Whilst it has the benefit of a full suite of sails anyone can sail it but it takes a very good sailor to sail it well."

The Mirror brings back the first sailing memories for many thousands of sailors across Australia of when they started out sailing with their mum, dad or sibling. The new Mirror still occupies a unique place amongst the sailing classes. It is sailed by adults or children new to sailing, young sailors transitioning from Oppies, Minnows etc, and by parents with their children. Many parents who sailed as children are returning to sailing and introducing their children to sailing through the Mirror. Annual State and National Championships as well as World Championships every second year also give you the opportunity to enjoy high-level competition.

One concern that has been expressed is that too many young sailors are being lost to sailing and clubs from sail training in boats such as Pacers or as they as they grow too big for Oppies and transition from them. The Mirror has a major role to fill here.

Better Performance

The overall performance has been enhanced by the combination of the new mast and light weight alloy boom and accompanying inboard sheeting for the jib with centre sheeting main and new spinnaker design along the lines of a 420. This is mainly attributable to the creation of a better slot through bringing the jib cleats onto the thwart. There is less windage created along the mast through the aerodynamic tapered mast. Boats are now able to point higher without compromising speed and can quickly depower when needed through the flexible top section.

Those currently still embracing the gaff rig should not panic just yet. Four out of the top ten boats at this year's nationals utilised the gaff rig.

Breeding Ground for Champions

The Mirror has been the breeding ground for many champion Australian sailors. Australian Mirror World Champions are Paul Eldrid (1987, Ireland) who went on to be runner up in the 420 in 1990 and Tom King (1991, Holland) who in 2000 claimed an Olympic Gold Medal in the 470. Australian runners up include David Graney (1987) Mark Padgett (1999), Torvar Mirsky (2001) and Nick Davis (2007).

MIRROR PERCEPTIONS SHATTERED the rebirth of a favourite

Continued from previous page

Reigning 49er World Champion and Olympian Ben Austin also entered the sport through the Mirror as did Olympic 470 Gold Medalist Tessa Parkinson. Parkinson started sailing as an eight year old in Mirrors and her first championships were the Western Australian States when she was eleven. Her first Worlds were the Mirror Worlds in Ireland in 2001 and only 7 years later Tessa was an Olympic gold-medalist.

In resounding support for the class young gun Torvar Mirsky said, "Mirrors, for me were the building blocks of my sailing career. I learnt to sail in Mirrors! I think it is important to sail a good youth dinghy class while you are growing up. Mirrors are a great boat to learn all the "ropes". The racing is always close and the world championships in Albany are going to produce some champion sailors."

Australian Worlds 2011
(www.mirrorworlds2011.com)

There aren't many opportunities to compete in a World Championship on your own doorstep so we expect to see a large local turnout at Albany which has been selected as the venue for the 2011 World

Championships. The regatta has attracted over sixty boats. Britain and Australia will be squaring off again in what will be a sailing battle of the Ashes. These two countries are the superpowers of the Mirror class.

Expect to see a continued expansion of the Mirror class at many clubs as people identify the opportunity to sail in a World Championship in WA. Mirror sailors past and present believe that the boat is a great stepping stone from the Optimist to the Olympic classes. With a full sail plan, it equips sailors with the skills they need for their sailing careers.

So cast any negative perceptions aside and have a close look at the new Mirror and all it has to offer sailors young and old.

If you would like to find out more about Mirror sailing contact rik@wastationery.com.au
Also visit the association website
www.mirrorassocwa.org
And view the new Mirrors at -
www.vascoboats.com

MIRROR SAIL 2010

A total of thirty six sailors attended this years Mirror Sail. The event held over two days was a great success.

There were three coaches providing coaching for the sailors at different ability levels. The three coaches were Tim Castles Kate Wearn and John Cassidy.

The training sessions were intense with sailors fitness tested out by a beep test on shore.

The event was hosted by Royal Freshwater Bay Yacht Club. Over all co-ordination was by Rebecca Davies of YWA.

Many thanks go to all the helpers who prepared meals, helped with boats and over saw the sleep in.

Photo to right youngest participant Timothy Pilbeam



MIRROR EUROPEANS SLIGO IRELAND AUGUST 2010

By Rex Henderson

Combining a long desired visit to Ireland with an International Mirror event was an irresistible attraction for me and an agreeable arrangement for Andy who would miss three weeks of school! As it has transpired neither of us want to come home. Ireland really is a stunningly beautiful country of friendly and generous people.

We did a "Tuesday it must be Belgian" tour on both sides of the Sligo event visiting the Giant's Causeway in the North to the Ring of Kerry in the south. Friends made at the championships kindly offered advice and accommodation during our wanderings, the latter in retrospect being far too hurried. At the time of writing we have four more days before departure and now on the south coast making for Dublin. Weather has been everything from very windy to dead calm, rain and mist to sunny days. All enjoyable.

Despite the recession Ireland remains relatively expensive. Land prices however have dropped dramatically. There is a forest of for sale signs advertising speculatively built, empty, newly constructed houses.

After transiting the Kangaroo Route to Heathrow then Dublin we immediately hit the northern Motorway to the Ancient Passage Tombs at Newgrange and the close by, Boyne Valley, historic site of the Battle of the Boyne. I think Andy learnt more about ancient, Irish and English history in 3 days than I had in a life time!

The B&B's and Hostels were comfortable and accommodating though expensive with a few exceptions in the North West. Travel down narrow winding country lanes with frequent meetings with large tractors towing trailers made driving as exciting as sailing and travel estimates much longer than anticipated.

We had excellent digs at the Rosses Point Guest House at a very reasonable cost, just a short walk to the Sligo yacht Club. Highly recommended! Later found that hosts Peter and Eamon were related to Bryan Armstrong Measurer and Past President of the

Irish Mirror Association. Other friendly Irish families staying for the event made us feel very welcome.

Michael Hill, a past Irish Mirror high flyer had kindly organised for us a Mk III Winder from the Irish Mirror Association and his brother David a set of sails from the Hickey family. All had family members actively sailing and achieving good positions in the fleet. Unfortunately none are coming to Albany.

An interesting agreement in measuring, accepted by all was of limiting it to mast step position, centre plate protrusion, weight and accepting sails previously signed. This sped the process up considerably with only a few agitations.

The majority of boats had Bermudan masts however there was a great representation of gaff rigs and older boats. Two new Diffen wooden boats made an appearance suggesting a resurgence of interest in wood. They look great. An opinion circulating is that they may be better than the Winder Mk III.

The Sligo Yacht Club, Bryan and Ma'ire Armstrong, the Irish and GBR teams made us very welcome with the teams inviting us to join their fleets for training on the Saturday and Sunday. Typically we were late onto the water and needed towing assistance to negotiate the neap tides and lack of wind on both days. Fortunately we were not alone in our perambulations!

Because of our tardiness on getting onto the water a GBR coach commented we must still be working on Australian time. Didn't have the heart to say that would mean we should be the first in!

From the scuttlebutt there was little to challenge the International Jury.

In one race a controversial call at the windward mark made to the lead boat that it had been black flagged and subsequently withdrew, proved erroneous. The jury decided the helm had made the decision to accept the call from a non officiating observer however awarded him his average points to that time.

The first day's racing started in gentle winds.

MIRROR EUROPEANS

SLIGO IRELAND AUGUST 2010

By Rex Henderson
Continued from previous page

The first day's racing started in gentle winds.

In the first race a big shift in direction decided significantly the leadership.

The second race was noted for the above black flag controversy with the 3rd race having half the fleet towed home DNF. Quite a sight with trains of Mirrors strung out behind ribs, yachts and launches with the Irish sailors singing and acting out "Father Abraham" lustily.

2nd Day. The wind was up and gusting, a few capsize occurred. The first race gave advantage to those near the pin end

The next race was sailed in much stronger winds with more capsize, and then dropped away at the end. Arctic Donkey crossed the line first only to find they had been black flagged at the start.

On the 3rd race of the day the wind dropped well away at the start with the tide pushing boats across the line on a black flag.

Heavier winds dominated on the 3rd day. A wind shift in the last seconds before the only start favoured the pin end and Alfie Wisdom in Vengeance took off to lead throughout the race with the Hill boys and Ross Kearney in hot pursuit finishing in that order. Due to safety concerns the second race was deferred.

On the fourth day tide, waves and wind were even more challenging. The beat became exciting giving a sense of surfing the waves.

In the medium winds of the first race a big pile up occurred at the windward mark with numerous boats milling around executing turns.

As the wind increased later in the day we contributed to the many turtles by colliding with and forcing the capsize of a boat helmed by a remarkable, visually impaired Irish sailor. My error, out of control!

The final day races were cancelled due to high winds, much to the relief of most.

As expected Ross Kearney & Max Odell in Tyrana-sauros Max took off the Championship but generously declined the individual race trophies.

Cousins Beth & Shauna Armstrong in Purple Monkey Dishwasher became the European Ladies Champions.

The evenings were busy especially with the long twilight through until 10.00pm.

We were kindly invited to a very enjoyable cocktail party for team representatives at the Armstrong's residence on the first evening of racing, where my hearing acuity was challenged with getting interesting Irish names correct.

The Sligo Yacht Club was the venue for all events including a Barbecue evening with a sing along of sea shanties led by a talented group of older singers, on the second night of sailing. A Nations Night on the fourth night where Andy and I with honorary Australian Eoin Dickson put on a miming quiz about Australian icon's then finishing off with community singing of "Tie me kangaroo down sport". The Brits sang "Mama Mia" with Mirror lyrics and the Irish a combination of team and parent "traditional" singing followed by a "mixer" of Irish mothers being asked to dance with a non Irish man and Non Irish women with an Irishman. Poor dancing but much hilarity.

The prize night unfortunately was not preceded by racing however the venue was packed and farewells were made over dinner afterward.

The event ran smoothly from our perspective and had a warm but competitive atmosphere. We enjoyed the camaraderie of the other competitors and the generosity and friendliness of our hosts. The weather was wonderful in all its moods.

We were very glad we went!

Rex Henderson

MIRROR CLASS ASSOCIATION OF WA



ROYAL FRESHWATER BAY MIRRORS



The season has been up and running and the RFBYC mirrors have been very lucky to secure the services of Grant Alderson (World Flying Fifteen Champion) as their club coach. Un-fortunatly we had not had his services each week due comittments to ISAF 2011 but a lot more coaching from Grant will take place in the new year. And hopefully a number of the boats who sailed last season and not so far this season will be on the water.

The club racing has been hotly contested with Simon And Sadonia leading the way initially, but certinally challenged by Mark and Poppy Evans in their new Dinghy Sports boat. More recently with the completion of Uni exams we enjoyed the return of Alex and Annaleise who did not take long to get back in the swing and start winning races with some help from Rik in handing over his Vasoc MK3, " thanks Dad".

Worth noting has also been the effort of Tom and Nicko travelling to Hillarys to gain some additional practice and sail in their club races. HYC enjoyed your company and welcome anyone who would like to attend, they even supply the boats.

The most disjointed preparation for the Worlds has got to go to Liam and Jessica. With Liam only able

to get back from Coolgardie every second week and Jessica involved in a school production up to the 3rd of December they hardly sailed together. Added to this their new Dinghy Sports boat was still being finished and their sails were yet to be completed. However they are really catching up on lost time and sailing 5 days a week.

Recently RFBYC hosted the International regatta. This 2 day event was a great shakedown in preparation for the Worlds with an 8 race programme. The surprise package of the event went to Angela and Clare on " On the Wall" who took full advantage of their new Hill sails and managed a few top 5 placings and took out the handicap honours.

The event was won by " Game on " Liam and Jessica taking out all 8 races. Second to "Transom Note" Alex and Annaleise who had a good day Saturday and a somewhat mixed day on Sunday. I have some great photo's of them tipped over. And not to be outdone " Bulletproof" Simon and Sidonia sailing a very consistant series came in third.

And now it is off to the Worlds.

RFBYC the place to be.

INTERNATIONAL NAUTICAL SIGNALS

Distress Signals International signs that indicate trouble.

Italian waters moaning, weeping and wild arm waving;

French waters fist fights, horn blowing and screamed accusations;

Spanish waters boasts, taunts and random gunfire;

Irish waters rhythmic grunting, the sound of broken bottles and the detonation of small devices.

Japanese waters shouted apologies, exchange of calling cards; minor self inflicted wounds;

English waters doffed hats, burning toast and spilt tea;

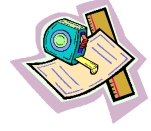
Australian waters loud swearing; abuse

Albany waters ????

MIRROR CLASS ASSOCIATION OF WA



MEASURERS REPORT



The international side has really heated up as we move closer to the Worlds.

ISAF have been extremely helpful with issuing a number of rulings regarding various interpretations which has assisted in the new rules being published in September and the rewording of none performance items has helped clear up conflicting issues between the rules and what some builders installed incorrectly.

They were however unmoving with rule changes that were performance related when a country could be disadvantaged.

There is still the issue of adjustable rigs to be resolved before the Worlds commence. We are cutting it very fine.

Last issue I recommended people order sails early to ensure they had them and got some use out of them before the event starts. Sadly this was missed by many. As I write I am faced with 8 sets of sails people will want measured and no time to do it.

For the record with 2 people doing the measuring it is 7 hours work. Under the class rules the measurer can

make a charge for his services. I have never done this in the past but with this much all at once it may not be unreasonable.

Measuring at the Worlds is only a check measurement and sails not already measured cannot be considered at Worlds measuring.

We now have the 3 charter boats in the associations possession and all the measuring certification is approved by YA. They have all been chartered which is great news mainly thanks to Mark Pitts efforts in organising a team from Manila.

Thanks to Steve Walker Sails we will have a full set of sail templates for the Worlds and beyond as he has made a set from Mylar which is easily folded up and rolled into a Jib size bag for future events.

We will need a team of volunteers to help with the measuring at the Worlds so please let the Albany organisers know you can help. For the few who have so far offered your assistance is appreciated. With the templates all now complete it is pretty simple.

Measurer - Geoff Wilson

DUNSBOROUGH BAY SAILING CLUB

November 27th was indeed a historic day for the Dunsborough Bay Yacht Club, with the Grand Opening Day of the clubhouse, The clubhouse was a result of hard work by numerous volunteers.

The junior sailors were represented by Sarah Hales, who had the honour of raising the first flag on the new clubhouse flagpole, made by her dad - Peter.

DBYC junior sail training continues to progress. We now run full blown racing with skippers continuing to hone their skills. Sunday was the first day sailing from DBYC headquarters. While we experienced some teething problems with getting equipment and boats to and from the beach the general organisation appeared to work well. Any suggestions to improve this process

would be welcome. Recent race days have been frustrating with either no wind or too much wind. Regardless our juniors still continue to sail at every opportunity. They have now developed sufficiently to split into two groups; gold fleet and silver fleet. The more experienced sailors (gold fleet) are racing with the normal windward leg and five minute countdown. Our less experienced group (silver fleet) continue to train and develop their skills and will soon start racing on a less exacting course. Each week DBYC seems to have new faces on the beach hoping to experience sailing. Despite all the pre Christmas distractions, including Iron Man in Busselton, I estimate we had approximately 15 juniors sailing plus parents enjoying themselves. Post race all sailors were invited to assemble at the club and pennants were awarded

THE COUNTDOWN IS ON FOR NATIONALS AND WORLDS

As I write this it is only 16 days to the 1st heat of the Australian National Championships at the Princess Royal Sailing Club. Preparations have stepped up a gear as we get closer to welcoming all the Mirror Sailors from around the globe to Albany.

It's been a long road but we're nearly at the end. We've been having a few windy days down here recently, including during the Travellers Heat weekend on 20/21 November. Three boats from Perth made it down for the weekend. The conditions on the two days could not have been any different. Saturday brought us a hint of the infamous "Beasterly Easterly" with winds building during the morning to be well over 20 knots by the time we came in for lunch after a morning of various drills.

The wind picked up further after lunch with gusts up to 30 knots afternoon keeping us on the beach. Sunday morning could not have been anymore of a contrast. With a broad trough off the west coast, which is what brought on the "Beasterly Easterly" crossed the west coast and decided to descend on Albany and as we all know in this part of the world what that means. Little or no wind with much variation and that's exactly what we got.

When there was a breath of wind it was all over the place. All the best laid plans by Anthony to lay a trapezoid course fizzled away like the wind so we ended up with basic windward/leeward courses of one lap. In one race the breeze swung nearly 180 degrees and we ended up finishing downwind. It was quite a frustrating morning for everyone but the competition was still very keen.

We managed to get in 4 races with yours truly and Sara Batten taking out the first race ahead of Paul & Austin Taylor with Liam Wilson & Tom Gilmore in 3rd. 2nd race the order was Paul & Austin Taylor finishing 1st, Nathaniel & Ethan Brough 2nd & Simon & Sidonia Barwood. 3rd race and Simon &

Sidonia took advantage of a favourable wind shift and pipped Paul & Austin over the line with Sara & I 3rd. The last race saw Paul & Austin drift over the line 1st after 45 minutes, followed by Brad & James Stout, then Sara & I.

Overall Paul & Austin Taylor won with 6 points, Sara & I 2nd on 14 then Simon & Sidonia 3rd with 16 points. Congratulations to all that competed over the weekend and special mention must go to Sidonia Barwood, who after her 1st day of Albany conditions was veerrry concerned how she was going to get through 8 days of sailing in those conditions. I think Mum & Dad were a bit concerned too. As I said Sidonia it's not always like that I can assure you.

So now our focus is on getting in as much practice as possible and making sure our bodies are right for the National & World Championships. The Albany crews have been getting out on the Harbour regularly during the week after school and we look forward to a bit of extra pre championships fine tuning before Christmas with those coming down from Perth and arriving from overseas. I hear the UK/Ireland container has landed at Freo and the South African container is not far behind.

I'm personally looking forward to welcoming the English contingent and sitting down with them on Boxing Day to watch the first session of the Boxing Day test and then the start of the Sydney to Hobart Yacht Race. I reckon we all wear our Aussie team uniform and give it to the Poms! J What do you reckon?

See you in Albany for the Worlds.

Cheers
Paul Terry

IN THE BEGINNING

A REPORT ON THE ORIGIN OF THE MIRROR

By the reporter on the spot

NEVER BEFORE in the history of small boat design, construction, and launch, have so many people of diverse occupations and interests been involved in a project and its development. To say that the Mirror dinghy simply 'grew' by some form of spontaneous creation and subsequent demand, is an understatement without comparison. Whilst the initial spark is reported to have come from a small boy – at the time his dad happened to be UK TV handyman Barry Bucknell whose job was to inspire viewers to undertake home improvement projects – the real impetus had more to do with Britain's daily newspapers competing for circulation dominance and with its increased advertising revenue.

Time was the early sixties when some half-dozen morning and three evening daily newspapers not only competed for circulation with each other but also

with a growing number of commercial TV stations for advertising and promotional budgets. With audited daily sales of over 5 million copies, and credited with a readership of 12 million souls, the Daily Mirror dominated the market for newspapers, yet was naturally sensitive about holding its position. The paper's well-staffed publicity department was constantly searching for better ways to promote their title.

The fact that another newspaper, the News Chronicle (now defunct), had successfully promoted the 'Enterprise' sailing dinghy which, with its distinctive light blue sails, was seen in increasing numbers around the coast of Britain together with the Sunday Times 'SigneT' could not have escaped the notice of the Mirror's publicity team.

Continued next page



IN THE BEGINNING

A REPORT ON THE ORIGIN OF THE MIRROR

By the reporter on the spot continued

But what is probably less well known is the fact the Daily Mirror was the newspaper flagship of a much larger publishing 'empire': International Publishing Company Ltd. At the time, possibly the largest media conglomerate in the world, the group comprised such other titles as: Yachting World; Yachting Monthly; Motor Boat & Yachting and later Practical Boat Owner. Together with a host of appendage publications. The Mirror's project team therefore had easy access to the widest and most in-depth expertise to assist in a consultative capacity in the boat's development. It was a simple matter, therefore, to elicit the help and involvement of advertisers such as sail, paint, rope, and fitting manufacturers. Still more knowledge and expertise was sought from such organisations as Timber Research and Development into the behaviour of timber products in adverse conditions.

It was inevitable that Jack Holt, designer of over a dozen very successful sailing dinghies – including six sponsored by Yachting World magazine alone – would be chosen to undertake the boat's design concept. Talented, dedicated, and immensely generous with both his time and ideas, Jack collaborated with Barry Bucknell and Bernard Hayman, Editor of Yachting World, to thrash out what gradually developed into what was, at the time, a most demanding design brief: The hull should be so simple to build children could do it using basic tools; It must be unsinkable; It must be light enough for lifting by two people; It must be capable of transportation on the smallest of cars; It must be easily and

quickly rigged and capable of a good performance under sail. The hull must be capable of being power driven and lay easily at anchor; It must be suitable for fishing and angling; It must be of a 'one design' rating strictly controlled for fair competition; And it had to be the lowest priced pre-cut boat kit of its type on the market that would include absolutely everything necessary to build, finish, rig, launch and sail away. In other words it called for a revolution that would change the way everyone viewed yacht construction and yachting as a rich man's pastime and enable thousands of ordinary folk to either exercise their skills in building and sailing a boat, or get afloat at a price they could afford.

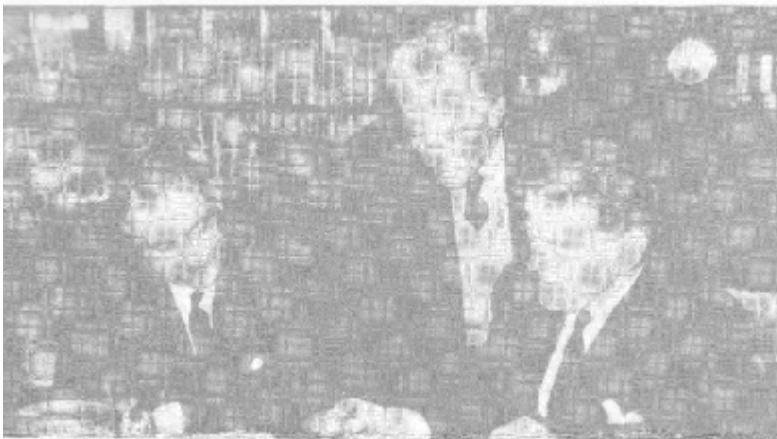
The Mirror Group used its considerable negotiating power to force hard bargains with suppliers in return for higher publicity driven sales. The whole operation was further assisted by a company takeover that resulted in a new CEO demanding a better level of editorial co-operation between all publications within the group. The aftermath of WWII had finally been relegated to history and new technology, it was believed, would result in shorter working hours leading to more leisure time spent on recreational activities. Everything augured well for the future

The boat made its first public display appearance on the Mirror Group stand at the 1963 London Boat Show. Painted in new two-pack polyurethane, the 3 new dinghies on display drew admiring comments for their superb piano-like finish but other remarks were less complimentary.

Today, over 70,000 Mirrors can be seen afloat or ashore around the world competing in races, cruising, fishing or simply pottering, thoroughly endorsing the original concept and the efforts of so many who helped ensure its success.

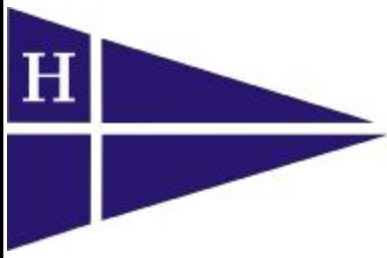
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Denis Gray Mandurah Western Australia

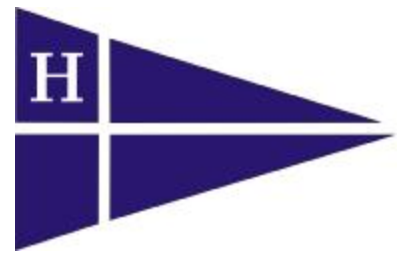


Barry Bucknell, Jack Holt and Bernard Hayman, editor of Yachting World

MIRROR CLASS ASSOCIATION OF WA



HILLARYS YACHT CLUB REPORT



We have been having some great sailing at HYC this summer. The Hillarys course laying crew have been honing their skills in readiness for the ISAF worlds. This means that we are getting some real professional course laying. We have been sailing on the south side of the Marina off the Sorrento Beach. Courses have mostly been trapezoids.

The Mirror fleet is still quite small in spite of the great conditions and having several top quality loan boats. Most weekends we have visitors from other clubs which helps swell the fleet. Mark Pitt continues to take out sailors who wish to gain experience in a real boat with three sails.

One HYC crew is headed for the Worlds. Well done Martin and Bradley Thomas.

HYC offers fabulous clean water and a great club facility. We will be running learn to sail classes over the school holidays. The club also runs many courses in all aspects of sailing and power boating.

Remember HYC welcomes new sailors.

TRAVELLERS CHAMPIONSHIP 2010 2011

The Travellers championship is about consistency and having fun. To be eligible to win you must complete at least four heats of which one must be at a country location.

So far this season we have had three heats at Hillarys Yacht Club, Princess Royal Sailing Club and Royal Freshwater Bay Yacht Club.

The clear leader is Simon Barwood with a first a third and a fourth. After that the field thins as few sailors have competed in more than one race. Brad Stout and James Stout are coming a close second.

We plan to have at least another three races in the series so there is still time to get a winning score.

Watch for the emails notifying you of the next heat.

SUN CITY YACHT CLUB

The Sun City Yacht Club now boasts thirteen junior sailors. They have been offered two additional wooden Mirrors to add to their fleet.

We hope that we can have a Travellers Championship visit to the club before the end of the season..

If you haven't been up Yanchep way lately take a trip up the new extension of Marmion Avenue. You will be surprised at how the area has developed and the access to beautiful beaches and clean water.

TRADING POST

MIRRORS AND SPARES BUY AND SELL

Wanted to Sell

Owners Description

Mirror 45073 fair to good condition, life jackets as new licenced trailer \$550
phone Caron 0428959982

V8 70458 Vasco fibreglass rarely sailed; ready for the worlds; \$6,000 ONO
Phone Mark 0409 112 769 or email markpitt@bigpond.com

No Chance 70065 Vasco fibreglass Second twice in worlds ready to race \$5000 ONO
phone Mark 0409 112 769 or email markpitt@bigpond.com

Quickstep 70064 Vasco fibreglass with timber deck. Many spares; Beach trolley \$5000
phone Anthony 0406 460275

Cobra 69443 Early Vasco fibreglass; excellent sails; Beach trolley \$2950
phone Tony 0417 934648 or email millrfam@bigpond.com

Mk3 Worlds Boats Secure one of the Mk3 charter boats at a huge discount to new price.
These will be essentially new boats just used for the Worlds
phone Rik 0409 912 475 or email rik@wastationary

Neptune 69292 International wood boat; gaff rig ready to sail; needs a little TLC \$1250
phone Robert 9286 3386 or email rlarb@inet.net.au

Wanted to buy

Mirror for approximately \$1000 needs to be in reasonable condition
email katiegill@bigpond.com

Mirror for approximately \$1250 needs to be ready to sail for pleasure by older sailor
Phone Winston 9246 7076

SURFING THE NET

More useful websites for Mirror sailors.. If you know of others let us know and we will publish them in future issues.

<http://www.bom.gov.au>

<http://seabreeze.com.au>

<http://mirrorassocwa.org>

<http://www.wa.yachting.org.au>

<http://www.yachting.org.au>

<http://www.mirror.org.za>

<http://www.imcai.com>

<http://www.sailing.org/rrs2001>

<http://www.hillarysyachtclub.com.au>

<http://www.dca.uk.com>

<http://usmirrorsailing.com>

<http://mirrorsailing.ca>

<http://www.sailing.org/1820.php>

Australian weather forecasts

Wind and wave forecasts

Mirror Class Association of Western Australian

Yachting Western Australia

Yachting Australia

South African Mirror Website

Irish Mirror Website

ISAF new rules

Hillarys Yacht Club

Dinghy Cruising Association UK

USA Mirror website

Ontario Mirror Association

ISAF Mirror Class rules

MIRROR CLASS ASSOCIATION OF WA

MINING COMPANIES SPONSOR PHILIPPINES TEAM TO THE WORLDS

Two crews of sailors are representing the Philippines in the upcoming International Mirror Dinghy World Championships in Western Australia. This event has attracted crews from Africa, Europe, Asia, and Australia.

Ridgely Balladares and Rommel Chavez who are competing in the open division are experienced in sailing in International events. They are members of the Philippine National Sailing Team and have been sailing together since 2000 in the International 470 Class. In September Ridgely and Rommel won the Thailand Match Racing Cup.

The junior crew is sixteen year olds DJ Cabarles and Gambi Fetizanan from the Puerto Galera Yacht Club. DJ and Gambi who joined the Puerto Galera School Sail Training program in 2004 have quickly established themselves as two of the top Philippines junior sailors. DJ won every race when he competed against sailors from the Macau Yacht Sailing Academy. Gambi has now teamed up with DJ and they are being trained by the Philippines Sailing Association to compete on the International circuit.

Mining companies Red 5 Limited and CGA Mining Limited have been fantastic in their financial support for these two crews. Without the support of these two mining companies these Philippine crews would not be able to compete in this event.



CGA Mining Limited acquired an interest in the Masbate Gold Project in the Philippines on 19 March 2007 and has since fully developed the 200,000 ounces per year producing mine. The project has considerable scale with Indicated Resources of 4.55 million ounces plus Inferred Resources of 3.22 million ounces. Probable Reserves are 3.03 million ounces (these include the aforementioned resources)

The Exploration potential of the project is considered very significant and the company is undertaking an aggressive exploration program. The 2011 budget is US\$10 million.

Red 5 Limited is listed on the Australian Securities Exchange (ticker RED) with over 2,600 shareholders. It is about to commence gold production at its Saina project in the Philippines.

Siana development comprises an open pit operation to be followed by an underground mine, with ore treated through a conventional modern gravity and carbon-in-leach plant to produce gold dore. The project is on schedule for a first gold pour in April 2011. Over a ten year life Siana is expected to deliver 849,000 ounces of gold production at a cash cost of US\$351 per ounce.

Site construction commenced in June 2010 with the mine access road, the administration building and the de-watering bores. All major equipment items have been ordered.

Red 5 Limiteds second asset is the Mapawa MPSA, 30km north of Siana which has the potential to provide satellite ore to the Siana development

**PLEASE SUPPORT OUR WORLDS
CHARTER BOAT SPONSORS
PLATINUM SPONSORS**

**TVE
TANK AND VESSEL ENGINEERING**

Recognised as leaders in their field servicing the dangerous goods industries. TVE is a privately owned and proudly Western Australian company.

TVE specialises in servicing, maintenance and repairs to all fixed and mobile vessels and tanks. With sites in both Hamilton Hill and Kalgoorlie and a site work team, TVE are well positioned to provide solutions to any of your dangerous goods needs. The facilities include a specialised workshop with rail access to handle tank repairs, fabrication and servicing. Contact Peter Malla 9335 3015.



Raine & Horne Commercial WA are a full service commercial/industrial agency.

The business has been operating in WA for some time, however the current owners, [Anthony Vulinovich](#) (0411 516 343) and [Terry Menage](#) (0413 046 317) have owned and managed the business since 2006. Over the last three years, the organisation has grown exponentially and organically to now be recognised as one of the **market leaders** for service delivery and a solutions based approach to commercial property. We are committed and driven to providing the **best advice** and **quality service** and this is evident in our approach to every client, no matter how big or small.

With a **specialised** team, we are well equipped to assist you with all aspects of commercial property including **sales, leasing** and **property management** of office, industrial, retail, land, warehouses/factories and showrooms.

Our reputation based on sound, well researched advice and options to suit all scenarios.

We are confident that our approach towards helping you with your commercial property requirements will leave you in no doubt as to our **enthusiasm** and **desire** to assist you in your next commercial/industrial real estate transaction

PLEASE SUPPORT OUR WORLDS CHARTER BOAT SPONSORS

GOLD SPONSOR

CGA FINANCE

Adrian Kluge from CGA is the renowned provider of property, equipment and a range of other business finance to none less than the President (of the MCAWA!). A country boy “made good” in the city, he prides himself on attentive and personal service. He will go in to bat for you to ensure the best possible outcome. Phone Adrian on 0439 033 200 for an obligation free chat (tell him the Pres sent you).

SILVER SPONSOR



“To serve our customers, communities and stakeholders with integrity, excellence and passion every day, every year within every Pharmacy 777 store”.

SUPPORTERS



PHOTOS FROM THE EUROPEANS



Fixing on the run Shetland boat



Andy coming to grips with the pole launcher



Hanging out



Sligo Yacht Club

MIRROR CLASS ASSOCIATION OF WA



Puerto Galera sailor DJ in local version of Mirror



Mirrors at Mandurah

mirror

images

MIRROR SAIL 2010

