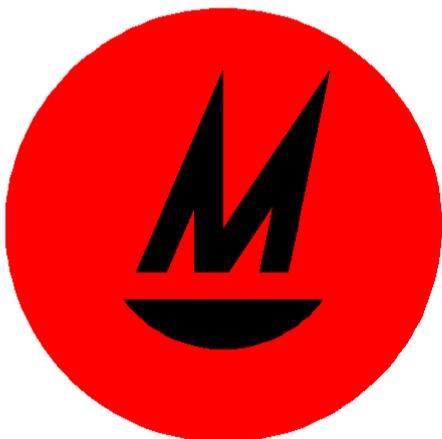


1 MIRROR DINGHY



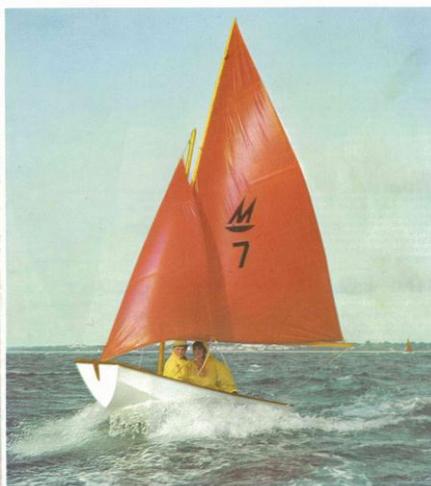
THE MIRROR DINGHY
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HOW IT ALL STARTED
MIRROR DINGHY NO. 1 EILEEN
JACK HOLT
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THE EARLY MIRROR DAYS
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THE MIRROR DINGHY



The Mirror Class Dinghy



The Mirror Dinghy, with its recognisable **red sails** and flat bow, is one of the world's largest International classes with over 70,000 boats sailed in a 100 countries.

Inspired by Barry Bucknell (the father of do-it-yourself) and designed by Jack Holt, it was sponsored by the English '**Daily Mirror**' newspaper as a marketing promotion for the newspaper.

The boat was launched at the London Boat Show in 1963 and soon became the fastest selling two-person dinghy in the world.

The Mirror represented a new concept in **affordable family sailing**, with boats assembled from plywood kits using the then revolutionary 'stitch and glue' method of construction. **International status** for the Mirror was granted by the International Yacht Racing Union in 1989.

The Mirror in Australia

The Mirror Dinghy has been one of the **most popular** off-the-beach sailing classes in Australia since introduced in 1964 by Frank Buxton. Australian Championships have been held annually since 1965 and are rotated around all states with large fleets of up to 120 boats.

Australians have performed creditably in **World Championships** with top performers in each series - David Lawry twentieth in 1976 (Holland); Keith Sclater second in 1980 (Australia); Mitchell Ranson second in 1983 (Wales), Paul Eldrid winning in 1987 (Ireland) with David Graney second, Dean Dixon third and Nick Rogers fourth; Tom King winning in 1991 (Holland) with Tim Fitzsimmons second; Steve McElwee fifth in 1995 (Wales) and seventh in 1997 (Canada); Mark Padgett second in 1999 (South Africa); Torvar Mirsky second in 2001 (Ireland); Glenn Collings third in 2003 (Australia); Nick Davis ninth in 2005 (Sweden) and second in 2007 (South Africa), Paul Taylor fourteenth in 2009 (Wales) and Lachlan Gilbert fifth in 2011 (Australia).

The Mirror Dinghy has been an **excellent training class** for top Australian sailors including international and Olympic yachtsmen - Paul Eldrid, Tom King (470 gold medal Sydney 2000), David Graney, Nick Rogers, John Dransfield and Tessa Parkinson (470 gold medal Beijing 2008).

Specification

The Mirror Dinghy is an *International* one-design class with all boats 'nearly alike' as possible.

The Rules of Measurement closely define dimensions for hulls, foils, spars and sails.

Mirror dinghies can be built from kits supplied by licensed kit manufacturers or purchased ready for sailing. Fibreglass Mk III hulls are now available.

Hull:	Length	3.3 m
	Beam	1.4 m
	Weight (hull)	45.5 kg min.
	Weight (rigged)	55 kg approx.
Sails:	Mainsail	5.5 m ²
	Jib	1.9 m ²
	Spinnaker	6.1 m ²
Rig:	Bermudan or Gunter (mast & gaff)	
Yardstick:	VYC – 143.5	



**join in the family fun of sailing an affordable international dinghy class
see yourself in a Mirror!**



THE MIRROR STORY

reprinted from *Mirror Class Dinghy Advertising*

WHY?

Why a Mirror dinghy? Well, down through the ages the British have been a seafaring people. Sailing is in our blood—in the very fibre of our character. Self reliance, leadership, quick thinking, a sense of responsibility, these and many other benefits go to those who sail on the water. Until recently, however, only the wealthy have been able to get the health and happiness that a good boat brings. We at the *Daily Mirror* thought that thousands more could and would take to the water if a really low-priced boat were available. Nowadays, people have the time to go sailing . . . and sailing's popularity has grown and grown. And we thought a good boat *could* be really low priced if it used new materials, some new construction methods . . . and if the *Mirror* sold it in unheard of numbers. We decided to put a Mirror dinghy on the market. But what sort of dinghy?

WHAT?

We decided what we needed was a boat that was big enough for the average family to go cruising in, light enough for one man to lift, small enough to be carried comfortably on top of the smallest car. The boat had to be easy to sail—so that a beginner could take her out in safety—yet when in racing rig she should entertain experienced yachtsmen. In kit form, we wanted something simple enough for a teenager to assemble with perfectly commonplace tools. She had to have all those features and sell—complete with sails and oars—for a price lower than any other boat on the market. Who could fill an order like that?

WHO?

The *Mirror* asked the staff at *Yachting World* to handle the project. They had built several other boats to specifications almost as tough as these. And, because simplicity in construction was so important, we called in Barry Bucknell, a famous TV handyman. Of all people, he knew best what the average man could do with his hands. And he had worked on a revolutionary new method for building small boats. Then Jack Holt, one of the world's foremost yacht designers, was asked to take this method of construction and use it in a design that would suit all our requirements. Working together, this team succeeded.



Barry Bucknell, Jack Holt and Bernard Hayman, Editor of *Yachting World*, planning the project.

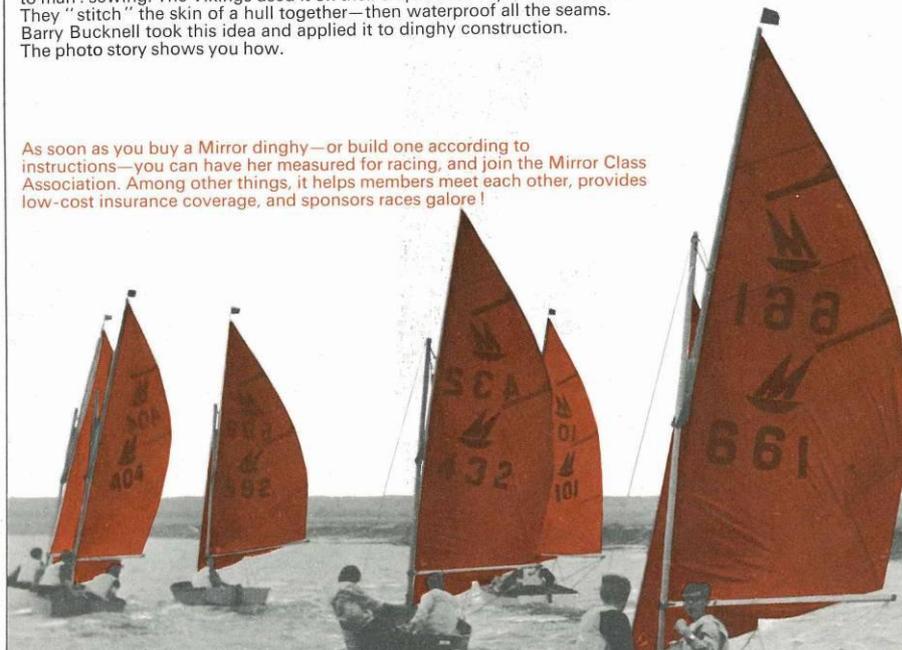
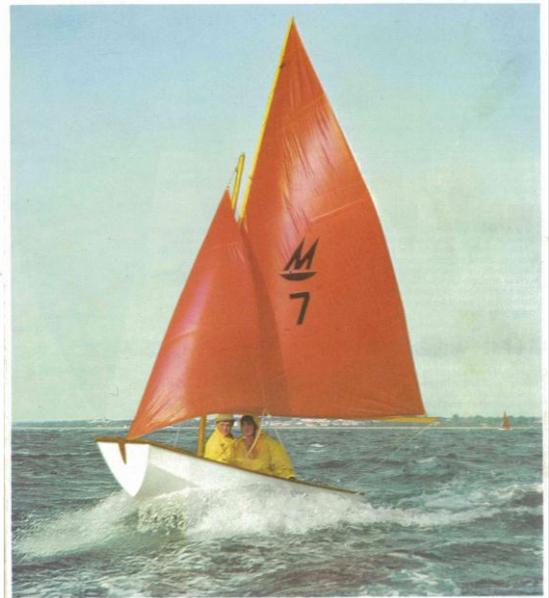
And they added a few extra features; the red Terylene sails, for example. No one had dreamt you could get that sort of feature into a low-priced boat kit. And the car-top carrier! And the finance arrangements! Then when all the details had been worked out, and three prototypes had been built, test after test was carried out on the boat. They tried to sink her. They had schoolchildren build her. But she passed every test with flying colours. The price test included! How did they do it?

HOW?

Remember, we said schoolchildren can build this dinghy. And the thing that makes the Mirror so easy to build is the same thing that makes her strong—and low in price. It's her remarkable method of construction. It's simplicity itself. Barry Bucknell used the oldest boat building method known to man: sewing. The Vikings used it on their ships. The Polynesians still do. They "stitch" the skin of a hull together—then waterproof all the seams. Barry Bucknell took this idea and applied it to dinghy construction. The photo story shows you how.

As soon as you buy a Mirror dinghy—or build one according to instructions—you can have her measured for racing, and join the Mirror Class Association. Among other things, it helps members meet each other, provides low-cost insurance coverage, and sponsors races galore!

The Mirror Class Dinghy



HOW IT ALL STARTED

by Barry Bucknell, reprinted from <http://www.sailracer.co.uk/eventsuserfiles/dingbat3history-screen-20090709-202434.pdf>

I suppose it was really in a Pub in Ealing. For six months I had been slaving and growing ulcers to keep the Bucknell's House programme on the TV every week. I was mostly designing the built-in wardrobes, kitchen cupboards and so on which I was building into the Ealing house I was converting. These were usually designed, the building instructions written and the building completed just in time to be rushed over to the house before I and the cameras reached that particular point in the recording — hence the ulcers.

But in the middle of this I had to turn to boats, since my youngest son, considerably junior to the other two, was demanding one. We had by then sold the Y.W. utility pram on which the other two had learnt to sail. We tried to buy it back but failed.

So with Television vaguely in mind, I set to work on a new idea which I hoped would simplify boat building and avoid all the bother of setting up frames. I had been very impressed by the Ken Littlelyke canoes I had shown on the programme and by the stitching and taping he had developed, with Geoff Waple of Automobile Plastics producing the tape and resin. The Phoenicians and the Vikings, also had a go at the sewing, but must have cursed not being able to lay their hands on resin and glass tape. Anyway, I carved out suitable shapes in thin plywood and just could not believe how easily first the model and then the lift boat (fixed by the size of the workshop I had available) went together, and this is where we go back to the Pub in Ealing.

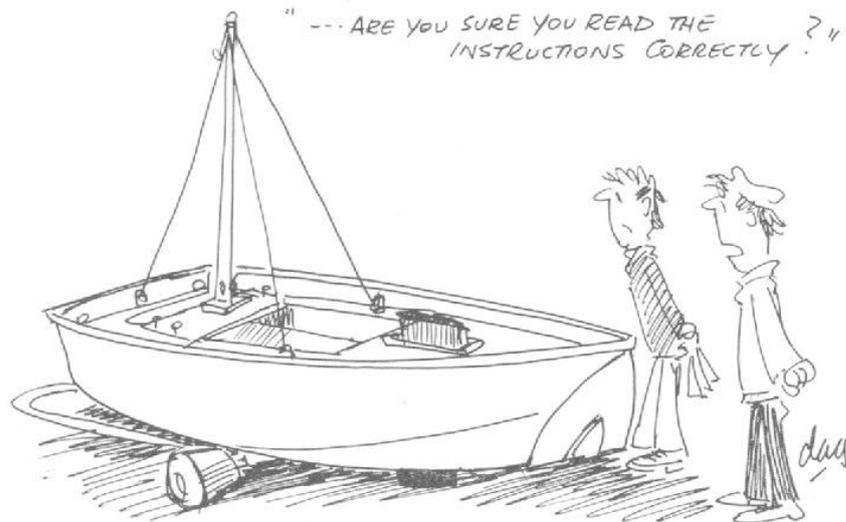
It was here that the producer diverted the attention of a Mirror feature writer who was there, at the time, from the house to the boat, and as boats had just come out on top of the list of expanding leisure activities, he didn't need much diverting. In the meantime the boat was put into service, did everything it was intended to do, sailing, out boarding, rowing, and was entered for the Falmouth week under the hopeful number M.1., which it still retains.

Meanwhile, back at the Mirror, David Cole, a keen dinghy man and Flying Fifteener, had checked and discarded all other possible boats, and had come back to me to make a 12 footer, which I did, but he decided to go back to the original 11 footer. He then asked the Circulation Director Mr. Atkins to try this out. I said "You will find it goes beautifully on the roof of your car," "What, on my Rolls?" he said apprehensively. I could see his point, so, on my old jalopy, it went to the Thames where Mr. Atkins kept his fifty footer. I think in spite of the contrast he appreciated the little eleven footer and could see its possibilities so the Mirror decided to sponsor M.1. The meeting in the Pub was one of those moments that mould or at least stitch and glue history and now another occurred.

Bernard Hayman, Editor of the Yachting World, an associated magazine, said to the Mirror, "You really should not be sponsoring a boat without the help which we shall be very glad to give, of Yachting World which has launched a thousand ships, and most of all Jack Holt who has launched tens of thousands more." Anyway, I had sailed for years with Jack Holt at Putney had owned two of his Merlins and two Hornets, 5 and 400. (I think I worried Jack when I built 400 without a transom, the first boat to dispense with a transom, but he forgave me when it worked). Anyway, I was delighted when we were both asked to produce a joint brain child based on the original Mk 1 prototype. I had to work hard to persuade Jack that the construction which had produced such a light and economical boat with more than usual buoyancy had really worked, and Jack's pithy comments can be imagined! M.1. had some obvious short comings. Rather over obsessed with making it an easy boat to build. I had cut the lower panel from one sheet of plywood, which produced somewhat unfair underwater lines. Jack promptly cut this in two and was then able to build his familiar genius into the shape, without which the boat would not have had its outstanding success. I was sad to lose the much smaller bow transom which I thought was rather elegant but the increased forward buoyancy was a big advantage.



I think it was Beecher Moore, Jack's partner, who said we ought to scrap the Bermudan sleeve sail on the alloy mast, and go back to a conventional gaff rigging and I think he was absolutely right. Beecher has an unerring judgment for fitting boats to people. He is the only person I know who has crewed as an amateur in a J class Americas cup challenge (Endeavour had a mast 160ft high, sail battens like planks of wood and a 15,000 sq. ft. spinnaker!), or who has won everything on the Thames with two Trapezes on a Thames rater. He has, of course, started off numbers of well known classes mostly designed by Jack, and ensured their popularity with his administrative genius as Chairman of the Association. I've heard him say "Under every Englishman's skin is a love of horses and boats, but as he can't get a little horse, he had better have a little boat." So whilst Jack was building the new little boat, Vie Shaw practically took up residence at Putney, where, with his customary zeal, he was learning all about gunwales and inwales and hogs and chines, and then unlearning it all in order to write layman's' instructions.



60

At this time, Searson Thompson and Ivor Finn at Bell Woodworking, with more experience than anyone in this field, were working out the details of the kit and making their own contributions as they always do to any boat they take on. To see if anyone, with no experience and no garage, could build a Mirror, I produced a makeshift building shed by flinging a sheet of Polythene over hoops of 2ft x 1ft timber stuck into my lawn. This was promptly blown down, but with the addition of two guy lines it stayed up and the kit and instructions were handed to a student whose hands had never touched a screwdriver. It was the worst winter in history. Snow piled up high round the Polythene igloo, but with a tape recorder and electric fire going full bore, Mirror No. 3 was built and looked remarkably good. In fact, I subsequently toured Scandinavia with "Dingbat III". Some time later, standing 7ft tall on the roof of a car, it was driven into a 6ft garage. It even survived this and is still going strongly which proves a Mirror's versatility.

..... can be trailed by any vehicle!"

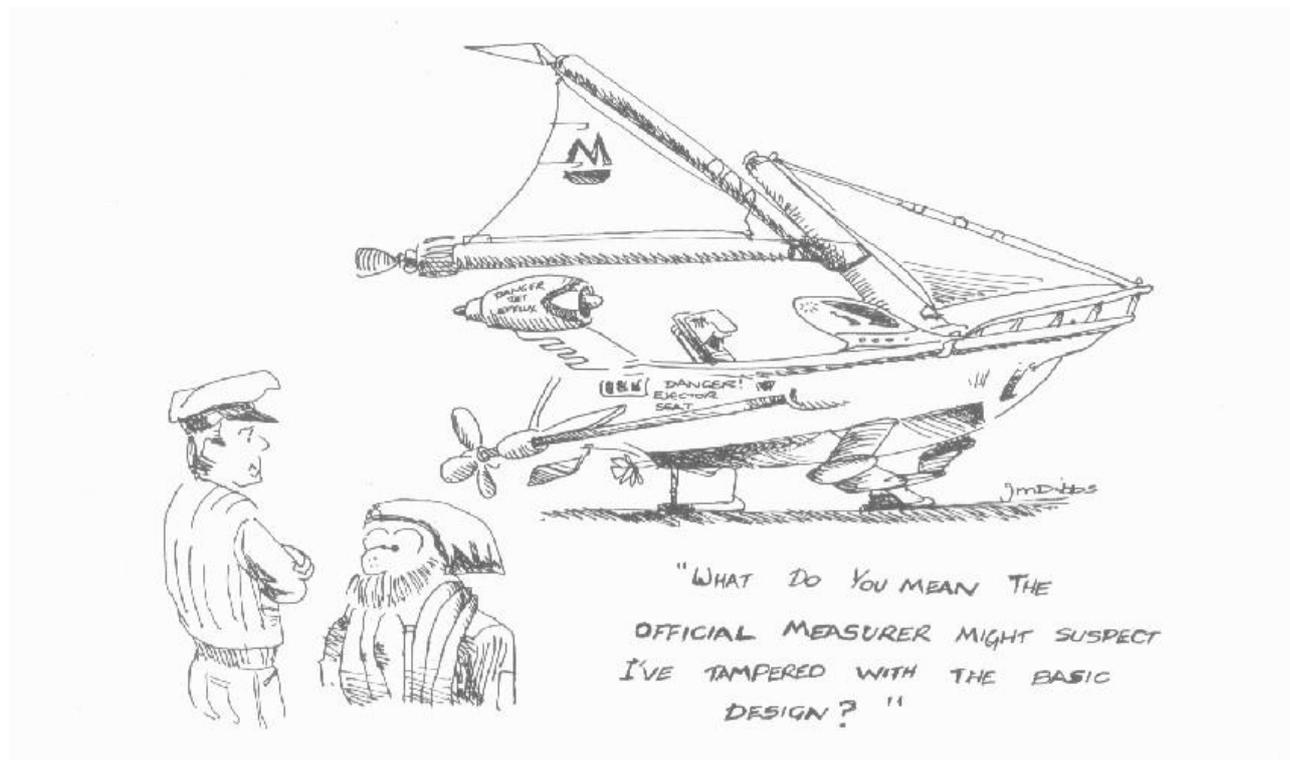


Eventually, with the usual scramble, the Mirror arrived at the Boat Show only to be thrown out — or very nearly. The Express, perhaps naturally, objected to another newspaper breaking into its very own show. However, a compromise was agreed in the shape of a piece of paper pasted over the "Daily" so to its advantage the Mirror emerged with a shorter name.

Its Television appearance was dramatic. Sometime previously Jack and I had built an Enterprise called "Short Cuts," on a series of the same name which I was doing. The things I remember most about the Enterprise were my fumbles with the Champagne cork which, as Jack and I must have dragged our feet a bit, nearly got us faded out before Sylvia Peters named the boat (it was a live programme) and also the very dicey sailing with Jack in a gale of wind and blinding snow storm (before wet suits) after the launching ceremony on the Thames, whilst they tried in vain to free a rope from the propeller of the Camera launch. The thing I remember most vividly about the Mirror programme was the feverish rehearsing in my basement whilst I dragooned two beautiful maidens with copper wire practically coming out of their ears to produce a recognisable Mirror in three minutes which they did very impressively. The Mirror was, of course, the ideal boat for this sort of demonstration but I very much doubt if many Miss World's would have succeeded.

One feature of the design owes its origin to a great individualist — Bill Beecher — who, totally undeterred by the one design aspect, carved a beautiful sea-horse on the bow and fitted a stowage department behind the foredeck when he built No. 28. It was decided that we would have to forego the seahorse but that we couldn't do without the stowage. In fact every change, and there have been very few, has had to be thoroughly justified on the grounds of expense.

Without names or pack drill, we all know classes that have started as simple Do-it-Yourself boats and have ended up as a mixture between this and complicated, expensive racing machines. The Mirror has fortunately avoided this trap and for directing its course so successfully, all 40,000 owners owe a tremendous debt, not only to the department of the Mirror whose enthusiasm has never flagged, but also to the dedicated incredibly hard working and statesman-like Mirror Association Committee with its indefatigable Secretary, Sally Karlake. I do not think I have been a member of a Committee that works so effectively. A lot of people would say they owe a great deal to the Mirror Dinghy, but the Mirror Dinghy certainly owes a great deal to a lot of people.



MIRROR DINGHY NO.1 EILEEN



Mirror dinghy no.1

This is the first ever Mirror dinghy. Sponsored by the Daily Mirror newspaper in 1963, this cheap DIY boat made sailing available to a whole new range of family and leisure sailors. It remains one of the most popular dinghies of all time, with over 70,000 Mirror owners world-wide.



Mirror Dinghy No.1 Eileen, built in 1963 by Bell Woodworking, designers Barry Bucknell and Jack Holt, at the National Maritime Museum Cornwall (photos by David Wormleaton)

JACK HOLT

by Beecher Moore, reprinted from *The Independent*, 16 November 1995

John Lapworth Holt, boat designer: born London 18 April 1912; married Iris Thornton (one daughter, and one son deceased); died Chichester 14 November 1995.

Jack Holt was one of the greatest small-boat designers that Britain has ever had. In a career spanning over 60 years, a quarter of a million examples of Holt's 40-odd designs, including the Cadet, Merlin and Mirror dinghies, were built. Holt is the only British designer to have had three boats recognised with a classification from the International Yacht Racing Union. Latterly, the company he built up, Jack Holt Ltd, has switched the emphasis in its business from making boats to manufacturing and selling one of the biggest selections of boat fittings in the world.

Holt was born in Hammersmith, West London, the son of a panel beater, in 1912. He first learnt about fine wood as an apprentice cabinet-maker; and in his boatbuilding career he put his knowledge of the difference between good wood and very good wood to excellent use when it came to choosing spruce for a mast or timber for planking. But a badly broken leg, sustained in an accident while riding pillion on a motorcycle, which left him in plaster to the thigh for a long period, put an end to his cabinet-making career when he was still in his teens.



He had sailed with the Sea Scouts as a boy, helping them with their boats, and bought his first boat, a 14ft dinghy, with his brother from the writer A.P. Herbert, a close neighbour on the Thames at Hammersmith. In 1929, when he was 17, he set up business in a hut under Hammersmith Bridge where his late great-uncle John Holt had repaired boats. When building his first boat, Candlelight, he did not have enough money to buy a brass tack, let alone the metal shanks which every other builder used on their masts to hoist the sail. Jack Holt solved the problem by making a groove in the wooden mast through which the thick side of the sail was pulled up. This "boltrope" groove was laughed at the time but is now used by all small boats.

On his first visit to Cowes in the 1930s - the time that we met - Holt competed in the championship for 14ft boats, one of which he had built. His entry was looked upon with sneers by the sailing establishment. Why should a boat-builder enter a National Championship where the elite were competing? And, to make it worse, his yard was on the River Thames at Hammersmith. Though Holt did not win he made a good placing. He was busy in the Thirties building other boats, designed for eager sailors. His boat in the 18ft class was an outstanding success as was his 12ft National.

During the Second World War Holt built lifeboats and wooden copies of enemy planes for the Government, moving with his staff down the river, taking to a former oar-making works near Putney Bridge; it is still a Jack Holt shop, selling everything you could need for a boat including clothing.

After the war, a small group from Ranelagh Sailing Club, based on the same stretch of the Thames, commissioned Holt to design a small boat. It was called a Merlin and was accepted as a fine racing boat more simply made and more economic than other 14ft boats. The first Merlin is now on show at the Maritime Museum, in Greenwich.

The Merlin was a success and in 1947 *Yachting World* magazine asked Holt to design a children's boat. His design could be sailed by boys and girls aged 8 to 16. They were soon sailing them very proficiently and word of this small boat went all over the world. It was called the Cadet. In those early post-war years there was still a divide in the sailing world: with the yacht club for the gentry and the sailing club for the workers. But youngsters, in Holt's cheap and simple Cadet, did not know this and when Cadets from yacht club and sailing club were out on the same bit of water the class privilege was ignored. It was the first breakthrough in solving the class problem on the water. The boat was adopted by many countries and large regattas are held for this class every year.



The Cadet was followed by a simple boat called Enterprise, commissioned for promotional purposes by the News Chronicle newspaper in 1955, with blue sails. This too became very popular and has world-wide fleets. The Asian Games, which are held every four years, between the Olympic Games, still use the Enterprise as their prime Class. Both the Cadet and the Enterprise were accepted by the International Yacht Racing Union and were recognised as International Classes. **Then came an even simpler boat that people could make from kits themselves. It was called the Mirror, promoted by the Mirror newspaper titles, and it too was accepted as a World International Class. Manufactured as a kit by Bell Woodworking, it has been built in greater numbers than any other of Holt's designs; 69,744 Mirrors have been registered to date.**

Other innovatory craft from Holt's design board included a single-handed boat, the Solo, and a longer one called the Hornet (1952), which included an aid to the crew in having a seat that extended over the water, the forerunner of what is now known as a trapeze. One of his very successful designs was the General Purpose 14 (GP14, 1950), a very wholesome boat, well adapted to sailing, going fishing, with room for a picnic, and a good boat to row.

Holt also made time too to race, both in Britain and in countries abroad. He was a first-class racing helmsman and won many championships, including three Merlin championships in that boat's early days. His boats were the first RYA Class boats to sail abroad: in Italy, Spain, France, Belgium, Sweden, the Netherlands, Switzerland, and Poland. He was invited to Australia where about five of his classes were raced and he had the joy of his life going from centre to centre in Australia, each of which held a special Jack Holt Regatta.

All these Holt boats could be built by any other builder, professional or amateur. Doing all this, Holt was a gentle man in every sense. I knew him for more than 60 years, and was his business partner for the past 50, and never heard a cross word or a refusal to help anyone.

Jack Holt Designs

- Cadet
- Diamond Keelboat
- Enterprise
- GP 14
- Heron
- Hornet
- International 10sq m Canoe
- International 14
- Jacksnipe
- Lazy E
- Merlin Rocket
- Miracle
- Mirror
- Mirror 16
- National 12
- National E
- North Norfolk 16
- Puffin Pacer
- Solo
- Streaker
- Vagabond



*GREENWICH NATIONAL MARITIME MUSEUM 1986
Mirror Dinghy No.1 on display as an important example
of England's nautical heritage (now at NMM Cornwall)*

BARRY BUCKNELL

by Anthony Hayward, reprinted from *The Independent*, 22 February 2003

Robert Barraby Bucknell (Barry Bucknell), designer and television presenter: born London 26 January 1912; married 1944 Betty Pearn (two sons, one daughter); died St Mawes, Cornwall 21 February 2003.

Television DIY programmes might seem a modern phenomenon, but Barry Bucknell, the original screen handyman in shows such as *Do It Yourself* and *Bucknell's House*, was passing tips on to viewers half a century ago, before the days of B&Q and Homebase.

Always dressed in a shirt and tie, with his hair slicked back, he would undertake home improvements on live television and dealt with the unexpected with good humour and professionalism. Once, after he over-soaked some ceiling paper, it fell down on him and he piped up: "This is how not to do it!" He subsequently explained:

The trouble was I'd already applied paste to the ceiling in rehearsals, so that when I applied more during the show the mixture lost its stick. By the end of the show, I had coils of paper hanging down round my neck. People loved it, of course.

Born in London in 1912, Bucknell qualified as a mechanical engineer on leaving school and ran his father's garage. He also served as a Labour councillor in St Pancras and was chairman of its housing committee. As a conscientious objector he worked for the London Fire Service during the Second World War. When his parents were badly injured after a bomb fell on their house, Bucknell took over the running of his father's building business. He also began to design gadgets, such as a suitcase on wheels and a car for drivers with no legs. Barry Bucknell made his first broadcast when, after his wife, Betty Pearn, presented a BBC cookery series, he was asked to speak about fatherhood on a radio programme.

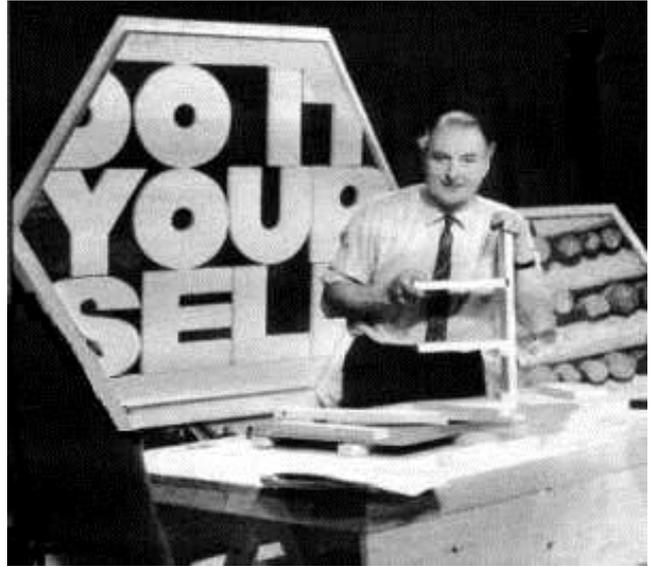
It was the dawn of the 1950s, and the austerity of the war years was beginning to disappear. As more people owned their own houses and the consumer society was born, there was an increase in electrical appliances, spending power and advertising. Bucknell was invited to bring his own experience to the afternoon television programme *About the Home* (1956-57), which was presented by Joan Gilbert and featured practical tips for housewives.

Then, in 1958, he landed his own series, *Do It Yourself*. The first programme was a festive show in which he demonstrated how to make a Christmas tree stand and gave viewers the benefits of his wisdom on tree lights. Anyone who wanted to know how to put up shelves or strip wood tuned in and Bucknell was soon the most popular person on television, receiving more than 35,000 letters a week. Some of his quick-fix solutions, involving hardboard and covering period features such as fireplaces, were later derided, but he succeeded in getting millions of people interested in do it yourself.

In *Bucknell's House* (1962-63), the presenter took over a derelict dwelling in a Victorian terrace in Ealing, west London, and gradually renovated it. The property was dilapidated and had dry rot, wet rot and woodworm. A surveyor advised strongly against buying it, but Bucknell relished the challenge, over 39 weeks, explaining: I had to employ a team of helpers to work on the house and we often had to work all night to find some dry rot in a wall so that the cameras could film it the next day. Another time, we toiled away through the night so that a wall was ready to knock down for filming in the morning. But, when the wall came down, there was so much dust that the camera couldn't see anything. And we could hardly do a retake!

At the same time, with Jack Holt, Bucknell designed a family sailing dinghy and adapted it for the *Daily Mirror* newspaper, which promoted the boat – complete with red Viking sails to match its own masthead – and thus gained publicity itself. The *Mirror* was launched at the 1963 London Boat Show, 70,000 models were eventually sold and it later went on permanent display at the National Maritime Museum, in Greenwich.

Bucknell lived out his retirement on the Cornish coast and was, fittingly, featured in 1997 in *All Mod Cons*, a series about the history of home improvement.



THE EARLY MIRROR DAYS

by Rod Thomas and John Dance from information supplied by Simon and Peter Greig, Carl Vorrath, the Buxton family, past MCAV Mirror Reflections and the knowledge of members past and present, MCAV, 1990

The Mirror was a product of World War II developments in the areas of waterproof plywood and improvements in adhesives. Prior to the war, dinghies were commonly made of solid timber and consequently heavy, expensive and required considerable woodworking skill to build. The Mirror was an early development that was a forerunner to many modern classes, few of which have been remotely approached by the popularity of the Mirror. It was truly a concept at the right time and at the right price.

The first Mirror M1, was built by Barry Bucknell in England. He had been impressed by work done on canoes and applied the same techniques (stitch and glue) to a small dinghy. The size, 11 foot, incidentally was determined by the length of his workshop. Through a friend, it was presented: to the Daily Mirror newspaper as a possible idea for a woodworking series. Its main attraction was cost and the ability to car-top on a Morris Minor! Support was given by the magazine Yachting World who included Jack Holt in the design team. Jack, a well known designer of dinghies (International Cadet, Heron, Hornet, GP14 etc.) and larger boats, brought to the project a name, and a wealth of experience. In shape, Jack's contribution was in two bottom panels and larger bow transom that is so distinctly "Mirror". A friend, Beecher Moore, changed the rig to the now: familiar gaff rig, from the original Bermudan sleeve sail, on an aluminium mast. The second Mirror had changed considerably from the prototype and was ready to be produced in kit form.

The first kit, produced by Bell Woodworking, was assembled in a polythene igloo by an inexperienced amateur during a snowy British winter. The test being a working and sailing success; the Mark 1 Mirror was introduced to the public at the January 1963 Earls Court Boat Show and on British television as a live construction. The next development occurred during the construction of Mirror Number 28; the owner, with scant regards for the rules, added the now familiar storage compartment. This innovation was universally accepted, and has been one of the few changes in the class since Mirror Number 2. The next 70,000 Mirrors were all, of the same Mark II style, and the class has continued to thrive under the strict one-design rules, low cost and simple construction from a kit. Bell Woodworking continued to be a licensee and constructor of Mirror kits until 1997.

Mirrors in Australia

The first Mirror in Australia was number 856. *Fleck* was imported into Australia from England in kit form by Frank Buxton in early 1964. The kit was purchased from Jack Holt Pty Ltd in England and consisted of plywood parts made from Israeli cedar wood.

The kit for Mirror 856 was assembled by Simon Greig in April 1964. At the time, Simon Greig sold plywood, manufactured wooden doors and had built Sabot class yachts. Subsequently, Simon Greig's company, Blockey's, became the Australian licensee for Mirrors and produced thousands of Mirror kits.

Frank Buxton, who imported the first kit, is generally regarded as the "father" of the Mirror Dinghy in Australia. In 1964, Frank, an ex-naval officer and businessman, then 45-years old with a family of six, selected the Mirror Dinghy as the best small boat suited for family enjoyment. After taking delivery of the first Mirror in Australia, Frank played a major role in the rapid development of the class. He encouraged many others to purchase Mirrors and enthused most early Mirror owners resulting in picnic sailing outings, competitive sailing and in time the formation of the Mirror Associations of Victoria and Australia. Frank passed away in September 1986. His contribution to Mirror sailing in Australia is perpetuated through the "Frank Buxton Family Trophy", which is awarded annually to the first placed parent/child combination at the Australian Mirror Championships.

The original Australian Mirror, *Fleck*, was in good condition 25 years after it was built. It was owned and sailed each summer at Sorrento SC on the Mornington Peninsula. In April 1990, the Mirror Class Association of Victoria held a successful 25th year celebratory Family Day at Albert Park Lake, which included a sail past of old and new Mirrors, lead by *Fleck*. On that day, the boat was sailed by Ray Buxton, a son of Frank Buxton, who was one of the original crews on the boat. Prior to this event, the boat was repainted in its original green colour. On the day the boat used a set of Rolly Tasker sails which had been produced by Frank Hammond in the mid 1960s.



After building the first kit (856) for Frank Buxton, Simon Greig recognised the potential market for such a boat and wrote to Jack Holt, entering, into a distribution and licensing arrangement. They imported Mirror kit number 2500 and used this to produce the templates from which most Australian Mirrors have been cut. From there the class took off such that by 1990, more than 8,000 Mirrors had been constructed in Australia.

All These Could Be Yours



mirror 10

Length 10' 10"
Beam 4' 7"
Weight 98 lbs.
Sail area 69 sq.ft.
Spinnaker extra.

The Mirror can now be said to be the yardstick for small dinghies — she has set the pace!

Big enough for cruising for a small family yet light enough to be lifted and carried on a car top.

Fleets race all over Australia and you'll see Mirrors with the distinctive red sails in the most out of the way places.

Easy to assemble from the comprehensive instructions supplied. Easy to sail — a complete book written by the designer comes with the boat to make sure you get the most fun from your Mirror.

BLOCKEY THE BOATBUILDER PTY LTD

448 Chapel Street,
South Yarra, Victoria, 3141
Phone 24 3373

The other important aspect of Mirror history in Australia is the owners and builders of these kits. Within two years, more than 700 kits had been sold to a wide, cross section of the population, initially concentrated in Bayside Melbourne. Many of these purchasers were former competitive yachtsmen from "hot" classes. Their families had grown up to the stage where they made ideal crews in smaller, less demanding boats. The new and relatively inexpensive Mirror, provided a perfect craft, and many groups made the transition 'en-masse'. These sailors brought with them a competitive spirit and the desire to improve the boat of their choice.

The desire to compete in one design racing and after race social "chats" lead to the formation of the first Association. Owners were invited to the inaugural meeting on 29 July 1964, with some 30 people attending. A foundation committee was elected and in due course a Constitution was produced. The Mirror Class Association of Victoria (MCAV) had begun. The first copy of "Reflections" was produced in September 1965. With the spread of the Mirror throughout Australia, the need for a National Association was evident and the MCAA was formed in 1966. Its first National Championships were held at Mordialloc in Victoria in December 1966 and January 1967.

The National Association was extremely active in the production of the measurement rules that have governed the class until this year. Many improvements were made to the rigging of the Mirror, and illegal fittings and alterations were controlled. Unfortunately the Australian Mirror deviated slightly from those in England and elsewhere (some would say it was a better and stronger boat) and this became a problem when owners took their boats overseas to compete. In recent years the Association has acted to remove some of these differences and bring the Australian Mirror back into "class". These differences now have been eliminated with the adoption of the International Rules in 1990.

A logical development was the formation of the Mirror Class International Association (MCIA) in June 1973. This organisation, until recently, has been based in the home of the Mirror, England. In more recent years, the administration has transferred to very competent hands in Tasmania. The Executive has been active in liaising between all national bodies in the organisation of World Titles and in co-operation with the IYRU gaining international status for the humble Mirror. A major feature of Australian competitive sailing has been the excellent showing of Australian crews in recent World Titles. The placings show the excellent standard of sailing and preparation that exemplifies Australian Mirror sailing.

The Mirror, with its conspicuous red sails, has been a part of many Australian families over the past 25 years. Most remember the boat fondly and this has been most evident at events held this year. The sailors that sailed Mirrors in the early years have, in a number of cases, moved on to bigger boats as both their children and income have grown. A few have hung on, and we should mention one in particular.

Carl Vorrath, a member of Mordialloc Sailing Club and a very early Mirror sailor, in many ways typifies the Mirror sailor. Carl has built a number of Mirrors over the years (and he records each effort with a lost finger tip!) and introduced both his children and grandchildren to Mirrors. He has been President of the MCAA and MCAV. Carl continued to sail his Mirror *Minmerne* on a regular basis, regardless of weather conditions, until 1989. He finally semi-retired in his 76th year. In his last season, his best effort was a close second, in difficult bay conditions, to his 15-year-old grandson, Kester. Carl has been the source of much of the fact and inspiration in this article.



BLOCKEY MIRROR KITS



The Mirror Class Dinghy

LENGTH: 3.302 metres (10'10")
BEAM: 1.39 7m (4'7")
SAIL AREA (main and jib) 6.412 (69 sqft)
HULL WEIGHT 50kg (100lbs)

Photo shows Mirrors racing in Queensland. 2736 built by an amateur in 1965 keeps up with her later rivals.

State Mirror Class Associations organise regular races, family days and sailing "clinics" They welcome your participation.

Spinnaker is available as an optional extra.

All measurements approximate.

Blockey the Boatbuilder Pty. Ltd.

Built under licence from the Daily Mirror, London.

803 Nepean Highway
East Brighton 3187
Victoria, Australia.
Tel. (03) 557 7801



HOW DO YOU GET A BOAT?

Most families build their own from one of our comprehensive "stitch glue" pre-cut kits. These contain everything needed to build and sail the boat (except paint or varnish). An average amateur with little or no experience can build a Mirror in 65 hours. It's a great family project which will save you money. We'll build it for you if you insist. The greatest advantage of the Mirror is its portability — our special roof rack makes carrying a cinch. One person can load it on the average car, then go anywhere and sail where you please. A small outboard of 3.h.p will push her along easily, or take some exercise and row with the oars supplied. She's for the free and easy. All the fun of messing around in boats is yours.

Stitch & Glue how it's done

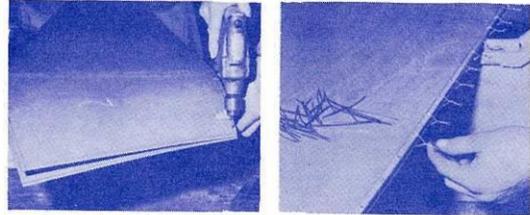
Pioneered in Australia by Blockkeys, this system enables a small dinghy to be built without a complicated jig or mould. It dispenses with the necessity of lofting out frames full size, and finding a flat floor on which to build it. Nothing could be simpler; the kits are supplied with all parts pre-cut as far as possible.

The first step is to take the main plywood panels and stitch the edges together with the copper wire in the kit. The stitches are placed about 6" apart and hold each adjoining edge together. That is — the bottom to the side, the bottom to the other bottom, and the two ends. In an hour it looks like a boat.

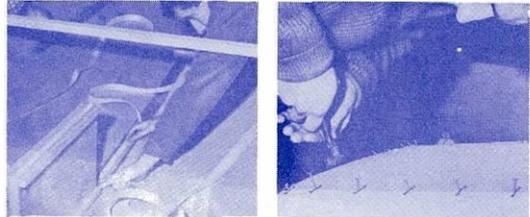
Then you apply fibreglass to each seam from the full instructions and materials supplied. This is simply a brushing process — a coat of the polyester resin is put on the plywood first, then the glass tape is laid on, then more resin is saturated into the tape. This dries in a few hours. The pre-cut seats and supports are installed with boat nails and waterproof glue supplied, then gunwhales and gussets. We repeat — everything is supplied for building (but not paint or varnish).

There are complete instructions, and sketches when necessary. Persons with very limited knowledge are now capable of building small boats by this method with a surety of satisfaction. More fibreglass goes on the outside seams, so there is no chance of leaks.

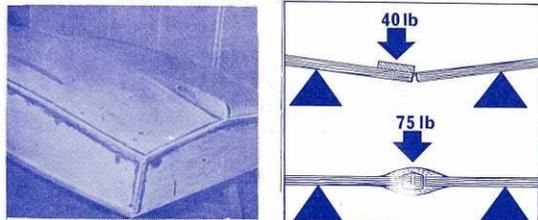
The Timber Research and Development Association in England were asked to compare this method with the joint normally used in boat construction, and it was found that the fibreglass "stitch and glue" system had twice the strength of the conventional joint. So it is a very strong and reliable method of construction. Look at the 30,000 Mirror Class Sailing Dinghies throughout the world, all built by this method, and sailing for years with all the extra strains involved in a sailing craft. Nearly 5000 have been built in Australia in the last 4 years with the same success, so it is no wonder the system has been extended by us to include other sizes and types.



1. While holding two pre-cut pieces of plywood together you drill holes along the edges to be joined. If you don't have an electric drill, a hand drill will do fine.
2. With the edges lined up, you "stitch" the two pieces of ply together with short lengths of copper wire. When the six major parts of the hull have been stitched together, it already *looks* like a boat!



3. Now you cover the inside of the joints with resin. Before the resin dries, glass fibre tape is laid in it and over the joint, then covered with another layer of resin.
4. Turn the hull over again and cut off the twisted ends of the copper wires. The wires were just temporary fasteners, they've done their job, the resin and glass fibre are now holding the joint together.



5. Smooth the outside of all joints. Cover them with resin, then glass fibre, then resin again. That's all there is to it. The hull is ready for sanding and finishing.
6. The joint you have made is stronger than a conventional one. In fact, it has almost *twice* the failing strength! It holds the ply on both sides — and by its very design, adds rigidity to the whole hull.

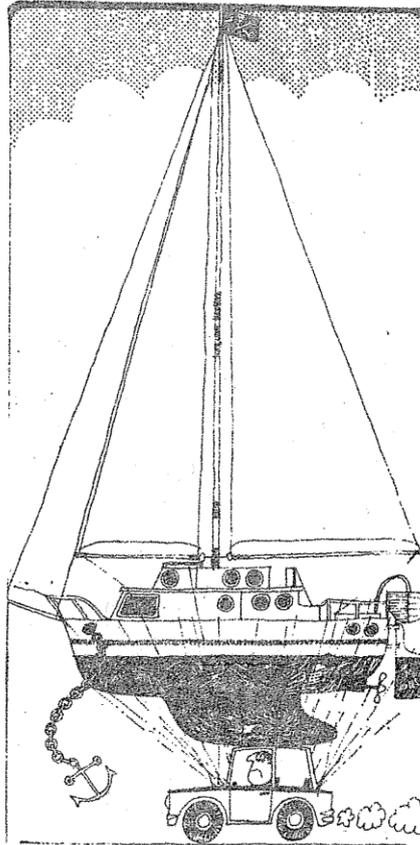


Above — A hull ready for stitching.
Left — Easy sailing.
Right — Easy loading and carrying.



BLOCKEY MIRROR ACCESSORIES

reprinted from the MCAA Year Book 1974-75



STOP PRESS !

TEE SHIRTS , white
with Mirror Emblem

only \$5.95 each.

AREN'T YOU GLAD YOU BOUGHT A "MIRROR"?

Best wishes for a good season from

BLOCKEY YOUR BOATBUILDER

You are welcome to avail yourself of our after-sales service for your Mirror, even if you built her yourself or bought her secondhand. We do repairs of all sorts.

Spars, rudders, centreplates are all available from stock, in fact any spare part. We'll make up new wires, supply fittings, do sail repairs, sell you paint, lifejackets or whatever you like. See other side for some suggestions.

We've got trailers specially made for Mirrors, launching trollies, tarpaulins, battens, books, and even corks! Adhesive letters for your name or club numbers, spare rowlocks, boat rollers and I'm sure, something beginning with "Z",

So come in and browse around - as an owner you're especially welcome,

Yours,

Blockey the Boatbuilder Pty Ltd,
448 Chapel Street, South Yarra.

BOAT ACCESSORIES

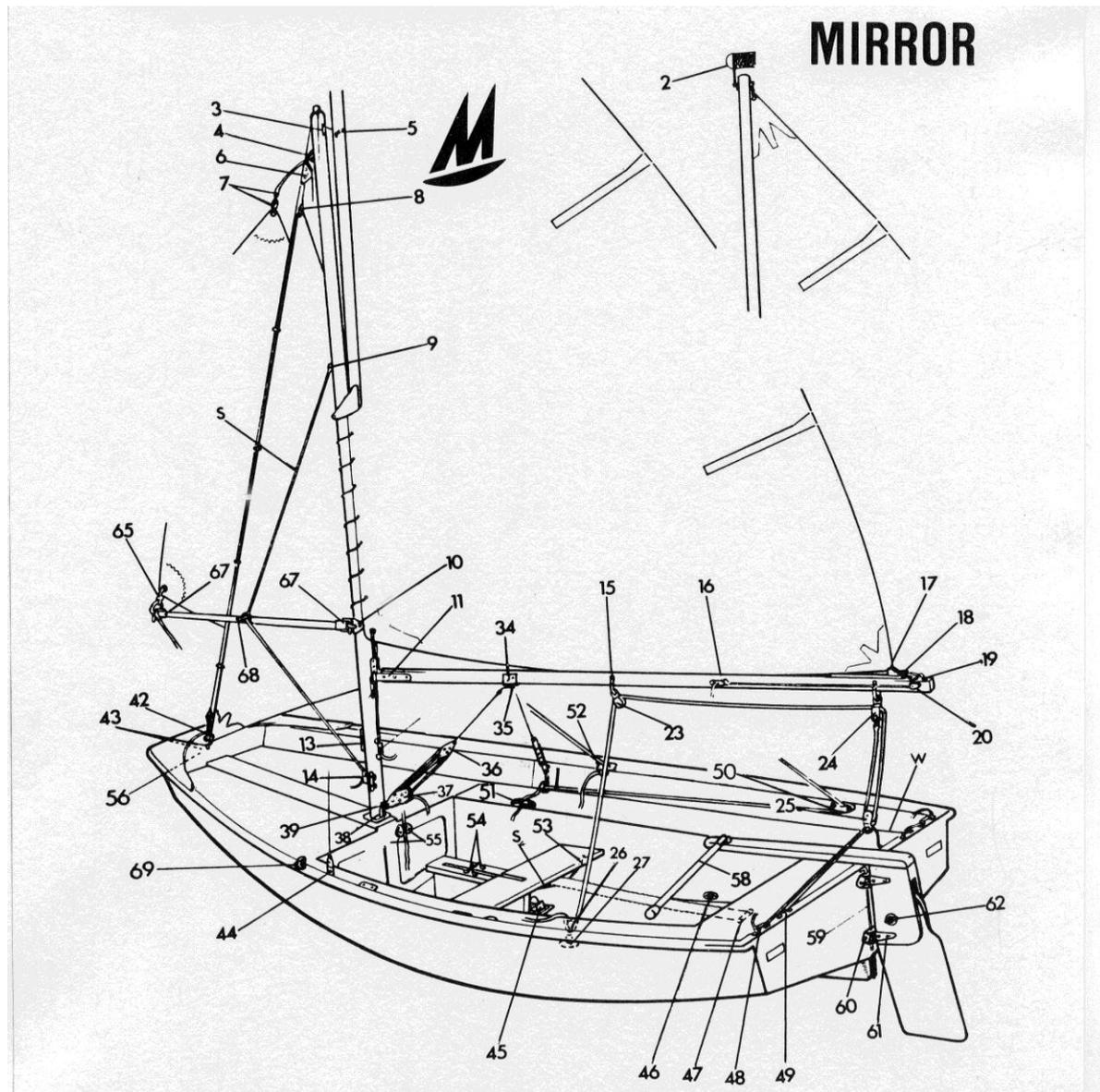
Adhesive letters & nos. for boat Registrations, etc. Black or white.	6"	.35 ea
Battens, ramin for Mirror	1 1/2"	.17 ea
Cane raw, lengths up to 8 ft.		.40 ea
Books - How to Sail Mirror		.65
Instant First Aid		1.00
Instant Sailing		.35
Buoyancy bags - Plastic 33" x 9"		.35
18" x 9"		6.00
Buoyancy cushions, sit on 'em, float on 'em		4.00
Centreplates for Mirror ready to varnish, others to order		13.05
Corks for Mirror Buoyancy tanks		9.00
- for Moppet, etc. tanks		.03ea
		.04ea
Dynel cloth and tape; the high quality epoxy sheathing system		on app.
Epicraft; we carry a large range of these high quality glues,		on app.
epoxy fillers and anti-rot fluids, etc.		
Fibreglass materials in all forms for repairs or sheathing, see sep. list,		
Halyards, wire with rope tail for Mirror	gal.	3.25
	stainless	6.20
Launching trolley, suits Mirror and most daggerboard yachts,		
fits up c/case. Suitable for reasonably hard surfaces		16.50
Oars, Mirror type		7.90 pr
- "Gull" made in N.Z.		21.50 pr
Outboards, Seagull	1/2 h.p.	233.00
	2-3 "	266.00
	4 "	310.00
Paddles, for emergency with handle complies with VYC		4.80
- palette type		1.00
Plywood, pieces or sheets for repairs and building. Prices on request.		
Roof racks, suit most cars, tubes 5'2		13.75
- rubber pads, prevent scratching boat		2.85
- nylon straps to hold down boats		4.20
- octopus straps, elastic		2.90
Rowlocks, 3/8 ring - with plates		2.80 pr
- plates, separately		.40 pr
Rudder blades for Mirror		3.45
Rudder assembly complete no fittings. For Mirror. Others to order.		16.23
Shrouds, gal. for Mirror - set of 3		6.80
- strop and block for jib, gal.		2.20
- others made to order in gal. or s.s.		
Spinnaker, sail and polo for Mirrors		58.00
- Sail only		46.00
Spar bags, canvas, protect your Mirror spars		11.95
Sail bags, suit Mirror, etc.		3.50
Spars, in alloy supplied and made up for any craft		
Li Lo type boat rollers, very heavy duty, roll your boat over sand		25.00
Firth boat roller		13.50
Sail repairs for any type of craft - quick service		
Tarpaulins, useful boat covers, edges hemmed and eyeletted 12' x 6'		15.00
	16' x 7'	24.00
Trailers - Specially for Mirrors		165.00
- for boats around 12'6		165.00
Wire work for any type of craft to order		
Varnish - Durapol - 1/4 litre \$1.25; 1 litre \$4.50		
PRICES: are subject to change without notice.		
CARTAGE: charged on all local deliveries. (This includes delivery to depots, etc)		
Freight to your account for country and interstate.		
OFFICE: Week days 9 a.m. to 5.15 p.m. Saturdays 9-12. For your convenience		
HOURS: our answering machine will take your message and record it any time after hours.		

Blokey the Boatbuilder Pty Ltd,
448 Chapel St., South Yarra. Tel. 24 3373.



RONSTAN MIRROR FITTINGS

reprinted from the MCAA Year Book 1976-77



RONSTAN "MIRROR" FITTINGS

DrgNo	Cat. No.	Description
HULL FITTINGS		
42	RF616	Shackle
43	RF134	Clip - 3 req'd
44	RF445	Shroud Adjuster
45	RF250	Self Bailer
46	RF295	Drainplug - 5 req'd
47	RF27	Toestrap Plates
48	RF494	Control Line Cleat - 2 req'd
49	RF134	Hawse Clip - 2 req'd
50	RF185	Spin. Block - 4 req'd
51	RF411	Spin. Cleat - 2 req'd
52	RF465	Jib Sheet Leads
53	RF499	Shockcord Clips - 3 req'd
54	RF134	Centreplate Clips - 2 req'd
55	RF441	Spin. Halyard Cleat
56	RF123	Towing Ring
57	RF63	Drain bush - 2 req'd
RUDDER FITTINGS		
58	RF1122	Tiller Extension
59	RF245	Rudder Pin 9"
60	RF254	Hull Gudgeon - 2 req'd
61	RF239	Rudder Gudgeon - 2 req'd
62	RF292	Blade Pivot Bolt
63	RF413	Retaining Pin
SPINNAKER FITTINGS		
65	RF576	Swivel Shackle
67	RF600	Pole End - 2 req'd
68	RF134 & RF533	Clip & Hook
69	RF92	Spin. Hooks
70	RF89	Sister Clips - 2 req'd
S - SHOCKCORD		
W - WIRE HAWSE		

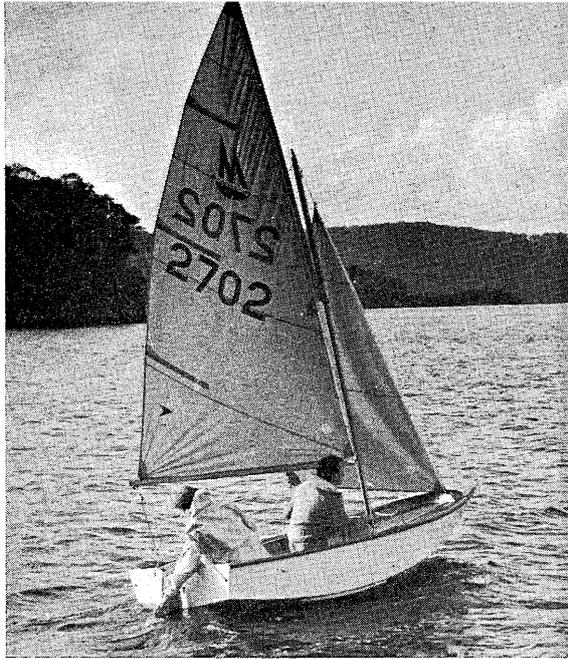
RONSTAN "MIRROR" FITTINGS

DrgNo	Cat. No.	Description						
MAST & GAFF FITTINGS								
2	RF93	Wind Pennant						
3	RF251	Main Halyard Sheave						
4	RF9	Spin. Halyard						
5	RF466	Gaff Pin						
6	RF288	Halyard/Forestay Block						
7	RF576	Swivel Shackle						
8	RF616	Shackle						
9	RF498	Feruled Clip						
10	RF30	Spin. Pole Mast Fitting						
11	RF28	Gooseneck						
12	RF494	Downhaul Cleat						
13	RF298	Halyard Cleat - 2 req'd						
14	RF494	Kicker Cleat						
BOOM FITTINGS								
15	RF180	Blockhanger - 2 req'd						
16	RF494	Outhaul Cleat						
17	RF414	Outhall Slide Unit						
18	RF661	"Midget" Block						
19	RF134	Clip						
20	RF661	"Midget" Block						
21	RF628	Shackle						
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MAINSHEET SYSTEM								
23	RF582	Block						
24	RF583	Block & Becket						
25	RF582	Block						
26	RF1720	Ratchet Block						
27	RF1455	Swivel Shackle Base						
BOOM VANG SYSTEM								
34	RF18	Vang Plate						
35	RF22	Vang Key						
36	RF188	Becket Block						
37	RF187	Jamming Block						
38	RF134	Clip						
39	RF616	Shackle						



BUY A MIRROR

reprinted from Australian Seacraft, January 1966



MIRROR DINGHY

Designed by Barry Bucknell and Jack Holt. LOA . . . 10 ft 10 ins. Beam . . . 4 ft 7 ins. Hull weight . . . 98 lb sailing weight . . . 135 lb. Sail areas . . . mainsail 40 sq ft, jib 20 sq ft. More than two thousand sailing throughout the world. More than 400 registered in Australia, mainly in Melbourne where Blockkeys are building the boat under licence.

IF you are handy with a needle and thread, the Mirror will weave a spell over you, as it has already done to thousands of car-top sailors. Few boats have had such immediate success. Within 12 months of its release, more than 1000 kits were sold in Great Britain. First rate publicity, and the fact that this boat is practical and good fun, did the trick.

Local Mirrors are controlled by the Australian association and are reflecting their ability in all directions. The boat has brought many newcomers into the sport — especially those a little afraid of conventional boatbuilding.

Blockey and Co, Chapel St, South Yarra, Melbourne, offers the boat in kit form. Every part is numbered and correlated with very detailed instructions and step by step photos. Very few tools are needed. The plywood panels are wired together with copper wire stitches and then fibreglassed with glass tape and resin. Then the hull is turned over, the ends of the wires cut off flush and the outside seams glassed. Buoyancy is inbuilt, bulk-heads all round with 25 cubic feet of safety — and sunken sidedecks to let the crew sit "in" the hull.

No plans are available. Kit price, which includes membership fee to the Mirror Class Association, is £120. Terylene sails (red!), oars and all building materials included in this price.

Fleets have been established in Melbourne and Sydney. Enquiries can be directed to the manager of Blockey and Co in Melbourne and W. A. Jaffray, Church Point in NSW.

The Mirror is a true roof rack dinghy. Sailing, rowing and fishing with outboard are its family attractions. Two mast steps allow dad to potter along under mainsail alone (for'ard step position) or race all the other car-toppers that loom up, with mast aft and jib set up taut.

This simple craft is a welcome addition to the family type of craft becoming so popular here. ●

reprinted from Yachting World, July 1968

Feel like a million for only £68.19



The Mirror Dinghy is for people who like fresh air, racing, relaxing—and other people. Nine thousand Mirror-owners, and their families, have plenty of opportunities to get together. There are Mirror Class races and family events just about every week-end throughout the sailing season in all parts of Britain. Owning a *Mirror* is a marvellous way of life—and it's so easy to get in on the fun. All it takes is 100 man-hours and £68.19s. to build yourself a Mirror Class Dinghy. Or you can buy a *Mirror* ready to sail for just £113 or £38 deposit. Write for a brochure to the Mirror Class Ass'n., Daily Mirror, Dept.W, 33 Holborn, London, E.C.1.

Mirror Class Dinghy



A FAMILY DINGHY CLASS

reprinted from *Modern Boating*, July 1970

In reply to a letter from Mirror sailor Andrew Burston (NSW) suggesting that more family dinghy classes is a good thing as it will introduce more and more people to the sport. The editor Bob Ross replied:

“Your own boat, the Mirror dinghy (a fine little craft which I have sailed with my children, rowed, cruised, never raced) had a flying start in Australia mainly because it had a good class association and was reinforced by the truly remarkable publicity material available from the parent organisation, produced by that massive persuader the London Daily Mirror.

It has done well because this class association, of people who like to race if even only in a picnic atmosphere, have promoted it and helped beginners build and handle their boats. Because there are a lot of Mirrors, the organisation is strong, the resale value of boats is high, and the class because of its strength and depth of experience is attracting more newcomers to sail every year than six of the new classes numbering a score of boats or so, could hope to do collectively. The strength of the class itself is attracting the newcomers and launching them happily and safely into sailing.”



STEPPING INTO SAILING

reprinted from *Modern Boating*, November 1982



Mirror dinghies are popular car-top 'family' boats with strong fleet racing, they can be home-built from plywood kitsets. (photo: Mirror fleet at Bayview Yacht Racing Association (BYRA), 1982)

“So, you’ve at last been persuaded by those who relish sailing as a competitive outlet or a happy retreat from earthy cares that there must be something to it. About \$1,000 should cover the family wanting a dinghy that dad can sail with the kids to show them how it’s done. That’s if dad builds it at home, a boat like a Mirror.”



MIRROR POSTCARDS



Sand, Sea and Sails, Victoria, c1970, supplied by Jean Birt



Balmoral Beach, Sydney.

Photo: E. Ludwig, John Hinde Studios.

Balmoral Beach, Sydney, 1970, supplied by Sarah Ryland



25th MIRROR ANNIVERSARY

by Norm Deane OAM, 1987



THE DEVELOPMENT OF MIRRORS IN AUSTRALIA

It was Mr. Frank Buxton from Melbourne, Victoria, who brought the first Mirror kit into Australia in 1964. That was Mirror No. 856 and its panels became the templates from which all Australian Mirror Kits have been cut. In April 1964 Simon Gregg, a plywood and door salesman, became Blockey the Boat Builder and began producing kits, and has supplied all 8,000 (approximately) Australian Mirrors since that time.

Just as the 'Red Rash' spread throughout the world it also developed quickly in Australia with Victoria being the major stronghold. However, it wasn't long before fleets began to be established in all other States and the Australian Capital Territory. The Mirror Class Association of Australia was promptly formed on 27th July 1964 with Dr. John Fethers as President, Rev. Alan Mills as Secretary and Mr. Ron Griffiths as Treasurer. A Newsletter was begun in September 1965 to keep members informed of developments and it was called "Mirror Reflections". We understand that it was some time later that the M.C.A.U.K. adopted this name for its Newsletter.

Subsequently in 1965 Mr. Frank Buxton was elected President of M.C.A.A., a post which he held until Mr. Carl Vorrath took over as President. After Carl's long term of office a decision was made in 1975 to rotate the National (M.C.A.A.) Executive between States. Each State provides the Executive (President, Secretary and Treasurer) for a period of at least two consecutive years. The National Measurer is appointed each year from the State which is to host that year's National Championships. A full M.C.A.A. general meeting occurs only once each year during the National Championships. Each state has two delegates to the A.G.M.

National Championships are held every year over the Christmas - New Year holiday period. The venue for the Championships is rotated between each State (six in number) and the Australian Capital Territory, so that each State hosts the National Titles once every seven years. As well as

an open National Championship, the National Titles have titles for Junior (U-19), Lady, Veteran (over 45) and Family Trophies. The Family trophy is named the Frank Buxton trophy after the inaugural Australian President.

The first National Titles were held in Victoria in 1966-7 and for many years the Open Title was won by either a Victorian, or a New South Welshman, until West Australia won the 1975 and 1976 Titles. Since 1980 Tasmanians have dominated the Titles, winning all but two since that date. Those two were won by South Australians. Nick Rogers has been the most successful helmsman having won the title twice and shared it on another occasion.

In addition to National Titles, each State conducts its own title series each year as well as conducting other special events. Because of the distance between States there is very little sailing inter-state apart from the National Titles. This applies especially to Western Australia who are isolated by 2000 miles of desert and Tasmania who are isolated by the 150 miles of Bass Strait. Travelling to National Titles is therefore a major undertaking.

During the early years of Mirrors in Australia some "Australian Variations" to the rules were developed, the major ones being multiple purchase vang systems and central mainsheet systems. However, for some years now it has been M.C.A.A. policy to eliminate most of these "Variations". In 1983 the M.C.A.A. established a National Rules and Technical Committee to help ensure a uniform interpretation of the ambiguous elements in the International Rules pending a resolution by M.C.I.A. (or now I.Y.R.U.).

Mirror sailing in Australia has benefited greatly in recent times by the development of a principal of sharing and mutual help. Out of this attitude, coaching programs have been developed and the standard gradually improved. We greatly appreciate the opportunity of participating in the fellowship and fun with all other nations at the respective world titles. Many life long friends have been made overseas, just as life long friends have been made throughout Australia.

THE INTERNATIONAL MIRROR INTO THE FUTURE

from Norm Deane, M.C.I.A. President

As the world mirror fraternity celebrate the 25th anniversary of the founding of the class, your new international executive looks forward with much enthusiasm to the years that lie ahead. We are confident that there is a great period of growth and development ahead.

The vision that your executive has for the future is one of united working together for the good of the whole. There is a common desire throughout the world Mirror fraternity for the Class to develop along sound lines so that thousands more people in many countries can share in the fellowship and enjoyment of sailing our wonderful little boat.

As we work toward that vision we will have to ensure that we cater both for those who like to improve their racing skills and for those who just enjoy sailing a Mirror. We have to realise these dual interests and so manage the Class that both groups feel comfortable and enjoy fellowship and fun as members of the whole.

We are aware that in some areas there has been a temporary reduction in the number of Mirror owners affiliated with the Association but we are confident that the pendulum will swing back to even greater heights.

There are many things for us to accomplish in the years to come. Chief among these are the promotion of the Class in new countries where no, or very few, Mirrors are sailed at present; the improvement of our M.C.I.A. Constitution; and the refinement of the Rules of Measurement to incorporate the good ideas of members.

Now that we have been granted International Status it is the I.Y.R.U. which must approve any changes to Rules or Constitution. We will be commencing moves on these matters during 1988 after we have met all the initial requirements of being an International Class.

In the near future you will be seeing evidence of the newly drafted Rules of Measurement, as approved and required by the I.Y.R.U., and the new Measurement Form and procedures. There will, no doubt be some suggestions and comments from members and we look forward to these being addressed to Ian Geard, the M.C.I.A. Secretary, at 10 Senator Street, New Town, Hobart, Tasmania 7008, Australia.

Although we are looking forward, excitedly, to the future we must not forget to pay tribute to all those who over the past 25 years have given so much. On behalf of members world-wide I would like to take this opportunity of thanking all former office bearers and leaders at International, National, Regional and Club level, for all they have done to bring the Class to where it is today.



THE MIRROR IN AUS

reprinted from *Australian Sailing*, August 2002



Look in the MIRROR

The world championship is coming to Hobart this summer for a class that goes on and on

THE MIRROR DINGHY originated in England in 1963, after the *Daily Mirror* newspaper conducted a competition for the design of a sailing boat that would be popular for use by all ages, easy to build and easy to transport.

Jack Holt, the renowned yacht designer, together with his colleague Barry Bucknell, submitted the winning design, which incorporated the new (at the time) stitch and glue method of construction.

Popularity of the class among a wide cross section of ages resulted in a rapid spread throughout the UK and overseas. By 1970, more than 15,000 had been built throughout the world. Most of them were in the UK, but 2000 were in Australia. There

have now been 70,000 built throughout the world.

In 1987, largely as a result of the efforts of Tasmanians Ian Geard and Norm Dean, control of the class passed from the *Daily Mirror* to a newly-formed International Mirror Class Association. It provided for the first time a properly-formulated constitution, developed and agreed upon internationally, with rules of measurement modified to meet International Yacht Racing Union requirements. This led to the class being formally accepted by the IYRU in 1989 as an international class under its jurisdiction.

Dean and Geard took on the roles of secretary and president.

At the 2001 world championship at Howth YC, Ireland (David Branigan/Oceansport picture).

Int Mirror Dinghy

Australian Sailing August 2002

55



The top boats have very efficient-looking rigs (Branigan/Oceansport).



The kit boat

The Mirror is a gaff-rigged pram-nosed dinghy with main, jib and spinnaker, originally designed to be built in plywood by the home handyman.

One of the reasons for the worldwide success of the Mirror Class has been the straight forward stitch and glue construction from pre-fabricated kits. Licensed kit manufacturers have been instrumental in keeping the homebuilder option alive through a period that has seen most dinghy classes move almost exclusively into glass/foam construction.

In Australia, Bob Cruse of Heart Small Boats, in Perth, turns out beautifully machined kit components from premium grade timber, then ships kits and completed hulls all over Australia (and indeed to many other countries).

Kits come with comprehensive instructions and require little more than rudimentary handyman skills to complete. As ever, the more time and care you take, the better the finished product. Cruse's kits include all the tape, epoxy glues and fastenings required to complete the hull, spars and foils. There are many reference sources for construction assistance including class stalwarts, books, websites and Cruse himself.

It is possible to put a kit boat on the water for around \$4500, including top quality fittings and racing sails. Current national president Andy

MacIntyre has put together a web site to show how he built his kit Mirror at home one winter.

Tales abound of Mirror builders who have built a hull over winter in the garage or family room in a way that the whole family gets involved. One first time builder who prefers to remain anonymous recalls how he was somehow able to get permission from his wife to build a Mirror in the dining room.

Unfortunately he forgot the golden rule of "make sure the finished product will fit through the dining room door", apparently this saves having to remove the dining room window to get the boat out of the house.

The family boat

One of the great strengths of the Mirror over the years has been its ability to be sailed by all ages and sailors of varying weight, making it one of the few true family boats available in Australia.

The Pitt Family from Perth typifies the target market of the Mirror. Mark Pitt started sailing Mirrors at Hilarys Sailing Club in 1993. He had not previously sailed dinghies and started with a 20-year-old boat that he sailed with his son David and daughter Caroline.

Next season, David got his own boat and a couple of years later, Caroline took over the helm from Mark.

Mark spent the next couple of years as shore crew until youngest son James was ready to sail. What impressed Mark about the Mirror, other than its ability to withstand being rammed on a reef the first time he sailed one, is how it can be sailed by the whole family, which has been a great way of keeping the family together on weekends.

Andrew Sutherland started sailing with his father in Mirrors in England in the 1960s. Andrew, who then went on to win national championships in 470s and J24s, recalls that he had little time for competitive sailing in the early 1990s due to work and family commitments. A few years ago happened upon the Mirrors at Albert Park Sailing Club. "We bought a 20 year old \$800 boat to sail in our first season to find out if our eldest son James was going to like it. Fortunately James took to it like a duck to water and we have gone on to sail three nationals together as well as the 2001

Close quarters up the shore, Hillarys YC, Perth (Bryce Utting picture).





The class has a good spread of nations and Australians have performed strongly at the worlds (Branigan/Oceansport).

worlds in Ireland.”

James, now 11, plans to sail a Minnow for a couple of seasons before coming back to Mirrors. Middle son Will crewed for dad in the 2002 Mirror nationals where they came second in a new fibreglass boat.

Former world OK champion Glenn Collings got into Mirrors in 2000 and with son Stephen won the Melbourne nationals in 2001. Glenn has solved the problem of what to do with “the wife” when he is sailing by buying a Mirror for Vanessa to sail with Stephen while Glenn now sails with youngest son Lloyd.

2002 National Champion Mark Barrington has sailed Mirrors for more than 20 years, initially with his son and two daughters. Despite his children moving on to other things, Mark still loves sailing Andrew and Will Sutherland (foreground) and Maree Fitzpatrick/Mary-Lou Fischer training on Port Phillip (Robert Keeley picture).



the Mirror and now sails with Jessie Atherton who, “he adopts for a few hours each weekend”.

The Mirror is one of the few classes where adults and children can compete on equal terms. Western Australia junior (under 18 years of age) Torvar Mirsky and crew Justin Jacob were Australia’s best performers at the 2001 Worlds in Ireland, second overall.

Torvar came from a non-sailing background and enrolled in a “learn to sail” class at Fremantle Sailing Club which was advertised in the local paper. After completing the course he sailed for a season in a club-owned Mirror gradually gaining sailing skills.

When friend Matt Champtaloup purchased a Mirror, Torvar jumped at the chance to become skipper. They sailed in the state championships at Bunbury, finishing a creditable 17th. This was good enough to earn Torvar a place at Westsail, which proved a major benefit introducing them to some of WA’s best juniors and the country’s best coaches.

Torvar then went on to compete as a part of the WA team in the nationals in Fremantle and Canberra and with a fourth place in the Melbourne nationals, qualified for the 2001 worlds in Ireland.

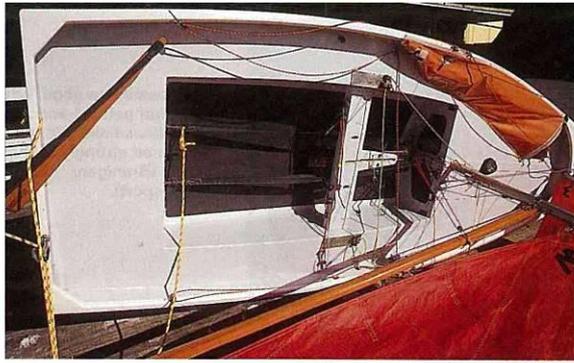
Class stalwart Rod Thomas recalls being rigged and ready to go sailing at Albert Park one day and finding that his crew had not turned up. “This skinny little boy was standing near the launching ramp and showed more than a passing interest in the boats. Before he knew what was happening, we had a life jacket on him and we were sailing to the starting line.” It wasn’t long before that little boy, Tom King, had convinced his parents to buy him a boat and was beating the other Mirrors on the lake. Tom won the Mirrors worlds in 1991(Holland) before moving into 470s where he won gold at the 2000 Sydney Olympics

Glass Mirrors

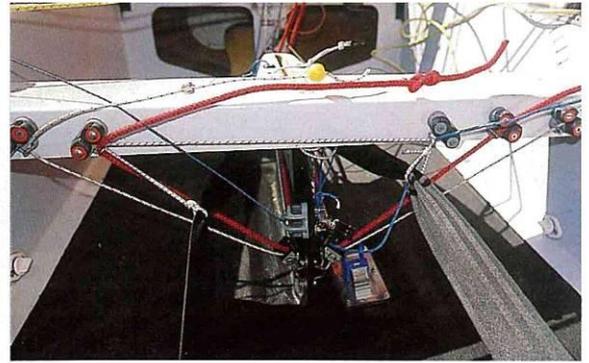
Various boat builders have tried over the years to produce fibreglass boats but the design requirements resulted in craft that were too heavy, or too soft, to be competitive.

Enter Perth boat builder John Collova – “Little John” or “the Angry Ant” as he is affectionately





New fibreglass Mirror from Vasco Boats, in Perth (Keeley).



The systems are quite sophisticated (Keeley).

known. After building national championship winning wooden Mirror *Black Swan*, he looked towards fibreglass. John has perfected the concept of a fibreglass boat identical in most respects to the traditional wood.

The main problem faced in building glass Mirrors is getting the boat out of the mould. The straight-sided hull design is great to build in timber, but causes some headaches when building composite boats.

However working out how to build the boat was only half the job. Convincing the International Mirror Class Association that it should accept a fibreglass boat was to prove quite a feat, as some traditionalist Mirror sailors were strongly opposed.

After considerable lobbying, ISAF granted permission to build a prototype following which, it granted a licence, paving the way for full production of Mirrors from the licensed mould.

Since then, the composite boats have built up an impressive racing record, gaining second, seventh and 11th in the 2001 worlds and first and second in the 2002 Australian championships. This has created an unprecedented amount of interest in 'glass boats in the lead up to the 2003 worlds in Hobart.

And for the traditionalist, John has now built two Mirrors with fibreglass hulls and varnished wood interiors – you are very hard pressed to pick them from a wooden boat.

Rig development

Tasmanian sailmaker Steve Walker has put in huge amounts of time over the last 15 years working with the top Mirror sailors to develop a world-class rig. Steve explains the recent development

Tasmanian sailmaker Steve Walker conducts a rig-tune clinic at the Williamstown SC, Melbourne.



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Australian Sailing August 2002

trends in the class:

The Mirror has strong one-design rules and has shown over the years that it is basically an under-powered boat and best suited to low total crew weights of 95 to 115 kg (adult and young crew or two teenagers).

As a one-design class there are known performance criteria which have been willingly shared amongst competitors over the years and compiled by class stalwart Norm Dean together with Steve Walker Sails. These have been developed into an extensive tuning guide covering gaff bend and shape, rig tension, rake, main depth and jib sheeting.

A good gaff is one of the most important rig components, with the mainsail luff curve cut to suit the bend of the mast and gaff.

Over recent years, with trialling by Norm Dean and current national champion Mark Barrington, along with computer model testing by naval architect Patrick Couser, a rig has been developed with a lot of mast rake.

The jib and mast step are moved as far forward as possible, the jib is set as low on the deck as possible, the centerboard and rudder are moved aft and slightly flatter mainsails with straighter leeches are used.

Centreboard and rudder are maximum depth, however minimum width (fore and aft) to increase the aspect ratio. This combination appears to have a performance edge in some conditions, coming first, second, third and fifth in the 2002 Nationals.

The jury is still out on whether it is better to sheet the jib on the side tank or further inboard on the thwart. Certainly, the Europeans think that it is better to set up their boats with flatter jibs sheeted on the thwart. This combination only seems to benefit in light air and flat water with reduced performance in other conditions, unless very well trimmed.

It is absolutely critical to have stiff blades that have well-shaped elliptical leading edges and fine trailing edges with the rudder slightly fuller on the entry.

Australians at the worlds

The worlds are sailed every second year. Australia has featured strongly in the worlds since the class achieved international status in 1989. Michael Ranson was second in 1983 (Wales), Paul Eldrid won and Nick Rodgers was fourth in 1987 (Ireland). Tom King won in 1991 (Holland), Steve McElwee was fifth in 1995 (Canada), Mark Padgett second in 1999 (South Africa) and Torvar Mirsky second in 2001 (Ireland).





Riding the gust in the 2001-2002 nationals on Lake Burley Griffin, Canberra, Shane Delaney with son Evan. They placed third (Rob Cruse picture).

2003 worlds in Hobart

With the next Worlds to be held in Hobart in 2003 there is strong interest in the class in Australia, generating a number of new boats being built for the championships.

The Mirror worlds consistently attracts the maximum fleet size of 105 boats, with Australia likely to be able to field a team of up to 30 competitors for its first-ever home world championships to be sailed from Royal Yacht Club of Tasmania.

The worlds are to be sailed from January 10-16 and will be preceded by the nationals from January 1-8.

The Mirror world championship is a tremendously friendly affair on shore with strongly rivalry on the water and almost as much emphasis on the junior, masters, family and cruiser-weight trophies as the world championship itself.

The future

The International Mirror continues to appeal to sailors of all ages as a boat that encourages family participation in an enjoyable environment, while also offering opportunities for the leading sailors to compete in fleets of 100 plus boats at international events.

The class actively encourages junior sailors to grow but is also one of the few classes where parents can race on equal terms against their children. The sharing of knowledge by experienced sailors is common in the class in Australia, enabling sailors new to the class to quickly get up to speed.

This article was prepared by the Australian International Mirror class association with contributions from Mark Barrington, Jenny Grainey, Mark Pitt, Andrew McIntyre, Steve Walker and Andrew Sutherland.



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THE MARK 3 MIRROR

reprinted from *Australian Sailing*, August/September 2009

Mirror makeover

UPDATED HULL AND RIG OPTIONS AND AN AUSTRALIAN WORLDS ARE INJECTING NEW LIFE INTO THE RED-SAILED CLASS, BY ANTHONY GALANTE

THE familiar dinghies with the distinctive red sails are back after a recent makeover, and have a world championship scheduled in Australia at the start of 2011.

The Mirror conjures up the first sailing memories for many sailors across Australia who started out sailing with their mum, dad or sibling in the popular international class.

It is over 46 years since the Mirror class was launched in England as a gaff-rigged, snub-bowed craft for amateur construction in plywood. It has recently undergone a major transformation with the introduction of a single-piece mast, modernised spinnaker, and mainsail centre-sheeting to go with the new Mark 3 fibreglass (GRP) hulls that have started to hit the scene overseas and in Australia.

Better performance

The arrival of the Bermudan rig will please many and many boats have already made the switch to the single-piece mast. International Mirror Class Association president Celia May of Sydney says, "It is great to see the class revitalised through the new rig. I think a lot of people may have been turned away from the Mirror in the past with the complicated gaff setup – especially novices and juniors. Rigging is now a simple task and the internal rigging makes for a cleaner, no-fuss setup."

The overall performance of the boat has been enhanced through a combination of new mast and lightweight alloy boom. Australian boats have gone for a choice of the British Superspar or the Australian made Goldspar.

Bermudan masts filled the top three positions in this year's national championships. But four out of the top ten boats had gaff rigs, showing that the older rigs are still competitive.

The new Bermudan rig provides the advantage of a better slot between the main and jib by bringing the jib fairleads onto the thwart and adding centre sheeting for the main. There is also less windage created



along the mast due to its aerodynamic tapered shape, and less weight aloft compared to the gaff rig. Boats are now able to point higher without compromising speed and can quickly depower when necessary through the mast's flexible top section.

The other major advantage of the new rig for newcomers out of Optimists, Sabots and the like, is that centre sheeting allows the boat to be tacked facing forwards. This removes the awkward backwards-facing manoeuvre that some Mirror sailors have become accustomed to and will make it easier for juniors entering the class to make the transition, as well as easing the progression of those moving on to other classes.

Additionally, the fibreglass boats now show off a new deck layout with cleaner lines, better internal drainage and more comfortable deck seating. The Mk3 Mirror is a modern boat and as a package, dominated at the 2008 European championships in Sweden.

The new MK3 hull has made its way to Australia, where moulds have been completed and production started on the west coast by Vasco Boats and on the east coast by Dinghy Sports.

Breeding ground for champions

The Mirror has been the breeding ground for many champion sailors. Australian Mirror worlds winners include 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 class.

Australian runners-up at Mirror worlds include David Graney (1987), Mark Padgett (1999), Torvar Mirsky (2001), and Nick Davis (2007).



The 2008 49er world champion and Olympian Ben Austin entered the sport through the Mirror, as did Beijing Olympics 470 gold medalist Tessa Parkinson. Parkinson says, "I started sailing as an eight year-old in Mirrors and my first championships were the Western Australian states when I was 11. I remember my first worlds in Ireland in 2001; it was my first sailing competition overseas and gave me the motivation to pursue competitive racing."

Worlds 2011 in Australia

The Mirror has a strong presence at sailing clubs in Western Australia, Tasmania and New South Wales, although there are hundreds more Mirrors scattered across Australia waiting for a makeover to get the next generation of champions sailing.

Princess Royal Sailing Club, located in Albany on the south coast of WA, has been selected as the venue for the 2011 Mirror world championships which is a huge boost for the tourist town of 35,000 and the sailing club, which is currently celebrating its centenary season.

Princess Royal Harbour is one of the most beautiful natural harbours in the world, and there is excitement in the town following the announcement of the series. Albany, the first settlement in WA, is putting itself on the map for sailors, together with the Antarctica Cup and the recently announced Great Australian Ocean Race.

Mirror association officials expect to see an expansion of the class across the country as people identify the opportunity to sail in a world championship within Australia. They believe that the boat with its full sail plan including jib and spinnaker is a great





Surfing at the 43rd Mirror nationals from Balmoral SC on Sydney Harbour, regatta winner 7064 is a new Mk3 GRP hull with Bermudan rig.

ABOVE LEFT: Paul and Austin Taylor winning the 2009 Mirror WA titles at Albany in their new Mk3.

LEFT: The WA fleet during the 2009 state titles, conducted by the Princess Royal SC which will host the 2011 worlds.

“... the world championships in Albany are going to produce some champion sailors.”

stepping stone from junior classes into high performance, equipping sailors with the skills they need for their sailing careers.

World Match Racing Tour young gun Torvar Mirsky says, “Mirrors for me were the building blocks of my sailing career. 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.”

Promotion of the 2011 Mirror Worlds has commenced through the launch of the event website at www.mirrorworlds2011.com. The regatta is expected to attract more than 100 boats. Britain and Australia will be squaring off again in what will be a sailing equivalent of the Ashes. These two countries are the ‘superpowers’ of the Mirror class, with the Irish and South Africans often keeping them on their toes.

An Australian team was headed for the 2009 Mirror worlds at Pwlheli Sailing Club in Wales at the end of July

Value for money

In Britain the Mirror has been recognised as a Royal Yachting Association Junior (Pathway) training class providing a route to Youth and Open training programs, with funding for squad members from the national sports lottery.

Sailing the first Mk3 Mirror imported from Britain into Australia, at its new home in Albany.



Good boats are available at reasonable prices to either get sailing again or enter the sport. The Mirror provides great value for money and excellent competition.

In another glowing endorsement of the Mirror, Sydney Olympic gold medallist and former Mirror world champion Tom King says, “The Mirror is an international class, and provides a great pathway from junior classes into the Olympic classes. A number of the recently named Australian Sailing Development Squad members have emerged from the Mirror class and I am sure this will continue with the introduction of the MK3 hull and the new rig.

National championships

The 44th Australian championships will be held at Lake Cootharaba Sailing Club in Queensland in the Christmas/New Year holiday season.

Balmoral Sailing Club in Sydney hosted

the Sydney Ports 43rd Mirror nationals last January, which attracted 32 boats.

Lachlan Gilbert, runner-up in the 1990 Tornado worlds, and his son Finn took out the Championship in *Stanley Crocodile*, the new MK3 imported from the UK.

It was also pleasing to see the Mirror class remaining true to its roots as “the family class” with 19 boats in the fleet comprising parent/child or sibling combinations.

One of the teams was triple World Fireball champion John Dransfield, who sailed with his son Jesse. Dransfield said, “Kids grow up too quickly and I think this is a great opportunity for me to sail with my son before he follows his own sailing path.”

Anthony Galante is the project director for the 2011 Mirror world championships at Princes Royal SC in Albany, WA.



MIRROR DINGHY DESIGNS

by Martin Egan, reprinted from ukmirrorsailing.com, 5 February 2012

There have been 3 interior designs for Mirror dinghies over the years. They are, in order of appearance:



Mark 1 interior

The Mark 1 interior has no stowage compartments, no drip rail, no inner gunwales (though these may have been added later), the thickened transom did not extend to deck level and there were knees from the side decks to side panels at the rowlocks and pads under the shroud blocks. Mark 1 Mirrors also had no bow rubbing strake. This design was used on the first wooden boats, those with sail numbers 1 to 700.

Mirror dinghy 3, Dingbat III with Mk 1 interior



Mark 2 interior

The Mark 2 interior design has stowage compartments, a drip rail, inner gunwales, the thickened transom extends to deck level. There are no knees to support the rowlocks and no pads under the shroud blocks. This design was used on wooden boats with sail numbers above 701 and some GRP boats.

Duffin Mirror dinghy 70606 with Mk 2 interior



Trident-UK GRP Mirror with Mk 2 interior

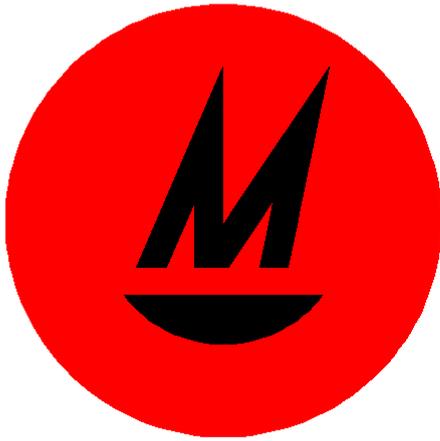


Mark 3 interior

The Mark 3 interior was designed by Phil Morrison in 2006 for GRP construction. This design has no stowage compartments (but may have stowage options, such as bins, in the stowage bulkhead), no drip rail, wrap over gunwales, no stem post or shroud blocks, dished fore and aft decks, raised area on foredeck for mast step.

Winder GRP Mirror with Mk 3 interior

2 MIRROR MILESTONES



1962 to 2012



MIRROR MILESTONES

1962

- The Mirror was developed with a revolutionary plywood construction by Barry Bucknell to the design of Jack Holt with kits by Bell Woodworking Ltd as a promotion for "The Daily Mirror".

1963

- The Mark 1 Mirror was introduced to the public at the January 1963 Earl's Court Boat Show and on British television as a live construction.

1964

- Amendments to the Mirror Class Rules of Measurement introduced the new Mark II Mirror to allow the addition of a stowage compartment and drip rail behind the foredeck, bow rubbing strake, inner gunwales, thickened transom to deck level and no rowlock knees starting with sail number 701.
- The first Mirror number 856 *Fleck* was imported into Australia from England in kit form by Frank Buxton.
- Blockey the Boatbuilder was granted a licence to manufacture Mirror kits in Australia.
- The Mirror Class Association of Australia (MCAA) was formed at a general meeting held in Bayside Melbourne on 29 July 1964 with Frank Buxton as President. The MCAA was renamed the Mirror Class Association of Victoria (MCAV) after the formation of a national body of State Associations at the first National Championship in 1966-67.

1965

- The Mirror Class Association of NSW (MCANSW) was formed at a general meeting held at "Maritana", Elvina Bay on 26 September 1965 with Henry Wardlaw as President, Bill Jaffray as Secretary and Peter Campbell as Race Secretary.

1966

- The Mirror Class Association of South Australia (MCASA) was formed at a general meeting held in Adelaide in July 1966 with Bryan Buxton as President.
- The Mirror Class Association of Australia (MCAA) was formed as a national body of State Associations including Victoria, NSW and SA at the first National Championship in 1966-67 with Frank Buxton as President. The object of the MCAA was "to promote and further the interests of the Mirror Class and to govern its affairs in the Commonwealth of Australia and its Territories".

1967

- The 1966-67 National Championship at Mordialloc Sailing Club, Victoria was won by *Nimrod*, Ian & Grant Nichols (Mordialloc SC, Vic).
- The Mirror Class Association of Tasmania (MCAT) sailing from the Montrose Bay Yacht Club joined the MCAA.

1968

- The 1967-68 National Championship at Largs Bay Sailing Club, SA was won again by *Nimrod*, Ian & Grant Nichols (Mordialloc SC, Vic).
- The Mirror Class Association of Western Australia (MCAWA) sailing from the Nedlands Yacht Club, the Mirror Class Association of the Northern Territory (MCANT) sailing from the Darwin Sailing Club and the Mirror Class Association of ACT (MCAACT) sailing from the Canberra Yacht Club joined the MCAA.

1969

- The 1968-69 National Championship at Woollahra Sailing Club, NSW was won by *T'quilla*, Ian & Rhonda Kingsford Smith (NSW).

1970

- The 1969-70 National Championship at Black Rock Yacht Club, Victoria was won by *Abigail*, Rex Fettell & Robbie Nichols (Mordialloc SC, Vic).
- The Mirror Class Association of Queensland (MCAQ) sailing from Humpybong Yacht Club joined the MCAA.

1971

- The 1970-71 National Championship at Canberra Yacht Club, ACT was won by *Langi*, Bill & Annabel Jaffray (NSW).
- The first MCAA Year-book dated 1970-71 was issued to class members. MCAA President, Frank Buxton noted: "A final thought on adhering to our class rules. These, like all others comprise the definable letter and the rather indefinable spirit. Ours is a class of family sailors, so let us always remember to demonstrate to the young sailors the spirit of sportsmanship and camaraderie before the skills of sailing which they will certainly achieve."

1972

- The 1971-72 National Championship at Brighton & Seacliff Yacht Club, SA was won by *Tweedledum*, Rob Haylock & Kerry Hackett (Black Rock SC, Vic).



1973

- The 1972-73 National Championship at Bayview Yacht Racing Assoc, NSW was won by *Camira*, Dick & Vicki White (Somers YC, Vic).
- The Mirror Class International Association (MCIA) was formed in June 1973 with class administration based in England under the management of the "Daily Mirror". The MCIA was constituted to "foster and co-ordinate the interests of Mirror owners on an International basis." The NCA members in 1973 included – Australia, Belgium, Canada, Denmark, Holland, Ireland, Italy, Japan, South Africa, UK and the USA. The UKMCA, designers and copyright holders issued new Rules of Measurement effective from 1 March 1973.

1974

- The 1973-74 National Championship at Montrose Bay Yacht Club, Tasmania was won by *Grampus*, Alan & Russell Cichero (Canberra YC, ACT).
- Mirror Class Association of Northern Territory ceased activity with no Mirrors sailing regularly.

1975

- The 1974-75 National Championship at Mordialloc Sailing Club, Victoria was won by *Cinnamon*, Martin & Scott White (Somers YC, Vic). The Championship was initially awarded to *Vanessa*, Colin & Pam Mews (Vic) after *Cinnamon* was disqualified due to measurement rule infringements however *Cinnamon* was finally reinstated in 1976 after a successful appeal.
- The MCAA sought affiliation with the Australian Yachting Federation.

1976

- The 1975-76 National Championship at Nedlands Yacht Club, WA was won by *Wezzigon*, Greg & Mark Willcock (Nedlands YC, WA).
- The first World Championship in Holland was dominated by English crews with Roy & Graeme Partridge the winners. Five Australian Mirrors competed in chartered boats with the best Australians David & Mary Lawry from Victoria, twentieth.
- The inaugural meeting of the MCIA was held in Monnickendam, Holland during the first World Championship with Australia represented by Carl Vorrath, Cyril Barcham and Ken Baggaley. Beecher Moore was elected President and Sally Karslake as Secretary. Copyright holder representative Victor Shaw advised that the UK Measurement Rules apply to all International events, NCAs can modify the rules for local racing within its own country. The MCIA agreed to hold World Championships every four years with the invitation for the second World Championship to be held in Australia accepted.

1977

- The 1976-77 National Championship at Canberra Yacht Club, ACT was won by *Stratos*, Mark Willcock & Phoebe Pickering (Nedlands YC, WA), Mark was the winning crew in the previous National championship.

1978

- The 1977-78 National Championship at Brighton & Seacliff Yacht Club, SA was won by *Good News*, Grant & Andrew Nichols (Mordialloc SC, Vic), Grant was the winning crew in the first two National championships in 1966-67 and 1967-68.

1979

- The 1978-79 National Championship at Mordialloc Sailing Club, Victoria was won again by *Good News*, Grant & Andrew Nichols (Mordialloc SC, Vic).

1980

- The 1979-80 National Championship at Nedlands Yacht Club, WA was won by *Jonathon Livingston II*, Max Barcham & Brooke Dixon (Nedlands YC, WA).
- 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. The series was won decisively by David Derby & Chris Bishop from England (representing Malta). Five Australian boats competed, with Keith Sclater & Ian Barrow from Western Australia second.

1981

- The 1980-81 National Championship at Montrose Bay Yacht Club, Tasmania was won by *Odysseus*, Michael Adams & Susan Bell (Montrose Bay YC, Tas).
- The ashes of Norm Deane's Mirror *Thoth* were interred in a huon pine urn and inaugurated as a perpetual trophy for the annual cricket match held in conjunction with National Championships.

1982

- The 1981-82 National Championship at Bayview Yacht Racing Assoc, NSW was won by *Rear View*, Ross, Zane & Clint Whitehorn (Grange SC, SA).

1983

- The 1982-83 National Championship at Sandgate Yacht Club, Queensland was tied with *Karabos II*, Nick Rogers & Philip McKay (Montrose Bay SC, Tas) and *Bow Tie*, Tom Fowler & Michael McKay (Montrose Bay SC, Tas) joint winners.
- The Australian Team at the World Championship in Wales "came of age" with Mitchell & Felicity Ranson from Tasmania a good second overall. Dave Sherwin & Neil Salmon from England won. Nick Rogers & Phillip McKay (Tasmania) were sixth with David Graney & Brett Cooper (Tasmania) seventh.



1984

- The 1983-84 National Championship at Canberra Yacht Club, ACT was won by *Karabos II*, Nick Rogers & Kyle Stewart (Montrose Bay SC, Tas).

1985

- The 1984-85 National Championship at Grange Sailing Club, SA was won by *Tramuntana*, Bob & Helen Wright (Grange SC, SA).
- Copyright for the Mirror Dinghy was transferred from Mirror Group Newspapers to Jack Holt Design Ltd in July 1985 with the UK Mirror Class Association acting as Secretariat of the MCIA.

1986

- The 1985-86 National Championship at Mordialloc Sailing Club, Victoria was won by *Sky III*, David Graney & Malcolm Walmsley (Kingston Beach SC, Tas).
- The GRP Mirror dinghy manufactured by Bell Woodworking Ltd was unveiled at the International Boat Show at Earls Court in January 1986 with the Measurement Committee to review approval under the Rules of Measurement.

1987

- The 1986-87 National Championship at Nedlands Yacht Club, WA was won by *Karabos IV*, Nick Rogers & Jason Mitchell (Montrose Bay SC, Tas).
- Australians dominated the World Championship in Ireland taking the first four placings with Paul Eldrid & Troy Storer from Western Australia being Australia's first World Mirror Champions. David Graney & Laurence Barrington (Tasmania) were second, Dean & Brooke Dixon (Western Australia) were third with Nick Rogers & Jason Mitchell (Tasmania) fourth.
- The International Mirror Class Association (IMCA) was formed to IYRU requirements for International classes with the International Executive led by Australians Norm Deane as President, and Ian Geard as Secretary.
- IYRU granted International Class status to the Mirror Dinghy at its November 1987 meeting.

1988

- The 1987-88 National Championship at Kingston Beach Sailing Club, Tasmania was won by *Karabos IV*, Nick Rogers & Jason Mitchell (Montrose Bay SC, Tas), completing four National Championship wins.

1989

- The 1988-89 National Championship at Balmoral Sailing Club, NSW was won by *Sky III*, David & Fiona Graney (Kingston Beach SC, Tas), David won every heat.
- IYRU approved the International Mirror Class rules on 30 October 1989 after two years of negotiation with the MCA and Jack Holt Design Ltd.

1990

- The 1989-90 National Championship at Hervey Bay Sailing Club, Queensland was won by *Black Falcon*, Tom King & Marcus Daddo (Albert SC, Vic).
- New Mirror Class Rules of Measurement to IYRU requirements for International Classes were adopted from 1 March 1990.

1991

- The 1990-91 National Championship at Brighton & Seacliff Yacht Club, SA was won by *Cicada IV*, Stephen McElwee & John Claridge (Port Dalrymple YC, Tas).
- The MCASA changed its name to the Mirror Sailing Association of South Australia (MSASA).
- The World Championship in Holland saw an Australian quinella with Tom King & Raphael Heale from Victoria narrow victors from Tim Fitzsimmons & James Kornweibel from Western Australia.

1992

- The 1991-92 National Championship at Canberra Yacht Club, ACT was won by *Black Swan*, Tim Fitzsimmons & James Kornweibel (Royal Freshwater Bay YC, WA).
- IYRU granted building licences to Australian businesses Blockey (Vic) and Robert Cruse (WA).
- IYRU approved amendments to the Mirror Class Rules of Measurement effective from 1 March 1992 permitting boats of GRP construction, allowing 4:1 purchase vangs and making black sail numbers and insignia obligatory.
- IYRU granted GRP Mirror construction licences to Vasco Boats (WA) and Bells (England).

1993

- The 1992-93 National Championship at Princess Royal Sailing Club, WA was won by *Quicksilver*, Kayne Binks & Nicole Briegel (Fremantle SC, WA).

1994

- The 1993-94 National Championship at Chelsea Yacht Club, Victoria was won by *Cicada IV*, Stephen McElwee & Nick Tomlin (Port Dalrymple YC, Tas).



1995

- The 1994-95 National Championship at Mersey Yacht Club, Tasmania was won by *Ded-Ant*, Daniel Keys & James Souter (Canberra YC, ACT).
- Clive Goodwin & Tobey Heppell from England won the World Championships in Wales. Twelve Australia Mirrors competed in the light, tidal conditions with Stephen McElwee & Mark Padgett from Tasmania fifth.

1996

- The 1995-96 National Championship at Balmoral Sailing Club, NSW was won by *More Rhubarb*, Andrew Wright & Scott Herbert (Albert SC, Vic).

1997

- The 1996-97 National Championship at Lake Cootharaba Sailing Club, Queensland was won by *Cicada V*, Stephen McElwee & John Fletcher (Port Dalrymple YC, Tas), completing three National Championship wins.
- The World Championship in Canada was dominated by English and Irish crews with Christopher Balding & Nicola Harper from England the winners. Nine Australian Mirrors competed with Tasmanians Stephen McElwee & John Fletcher a close seventh and Norm Deane & Jenny Graney the first Masters Champion.

1998

- The 1997-98 National Championship at Henley Sailing Club, SA was won by *Black Magic*, Damian Carey & Andrew Williams (Henley SC, SA).
- Patrick Couser published “Computational methods for investigating sail forces – a case study” based on the upwind performance of the Mirror dinghy with support from Norm Deane and Steve Walker.
- ISAF granted building licences to four UK businesses - Widebeam, Trident, Malcolm Goodwin, and Butler Boats. This followed the demise of Bell Woodworking in 1997.

1999

- The 1998-99 National Championship at Fremantle Sailing Club, WA was won by *Xcel-Erate*, Mark Padgett & John Fletcher (Port Dalrymple YC, Tas).
- Marty Maloney & Revlin Minhane from Ireland won the World Championship in South Africa. Eight Australian Mirrors competed with Tasmanians Mark Padgett & John Fletcher a very close second and Norm Deane & Jenny Graney the Master’s Champions for the second time.

2000

- The 1999-00 National Championship at YMCA Sailing Club, ACT was won by *Sirocco*, Justin Mann & Jonathon Clough (Royal Perth YC, WA).
- Former National and World Mirror Champion Tom King achieved his Olympic dream alongside Mark Turnbull at the 2000 Sydney Olympic Games, claiming Gold in the 470 men’s class

2001

- The 2000-01 National Championship at Mordialloc Sailing Club, Victoria was won by *Obsession*, Glenn & Stephen Collings (Mt Martha YC, Vic)
- The Irish dominated the World Championship in Ireland with Peter Bayly & William Atkinson the winners. Twelve Australian Mirrors competed with Torvar Mirsky & Justin Jacob from Western Australia second overall and Junior Champion.

2002

- The 2001-02 National Championship at Gosford Sailing Club, NSW was won by *Kamikaze II*, Mark Barrington & Jessie Atherton (Kingston Beach SC, Tas).

2003

- The 2002-03 National Championship at Royal Yacht Club of Tasmania was won by *Stealth*, David Moore & Mathew Wilson (RYC of Tasmania, Tas).
- The International Mirror Class of Tasmania hosted the World Championship at the Royal Yacht Club of Tasmania. Chris Clayton & Craig Martin from Ireland won with the best Australians Glenn & Lloyd Collings of Victoria third after two OCS disqualifications.
- Mirror Sailing Association of South Australia wound up with no regular Mirror activity on the Gulf.

2004

- The 2003-04 National Championship at Royal Queensland Yacht Squadron, Queensland was won again by *Stealth*, David Moore & Stuart Grant (RYC of Tasmania, Tas).

2005

- The 2004-05 National Championship at Royal Freshwater Bay Yacht Club, WA was won by *Vigilante VII*, Nick Davis & John Collova (Royal Freshwater Bay SC, WA).
- The World Championship in Sweden was dominated by Irish and English crews with the winners Ross Kearney & Adam McCullough from Ireland. Two Australian Mirrors competed with Nick Davis & John Collova of Western Australia a creditable ninth.



2006

- The 2005-06 National Championship at Canberra Yacht Club, ACT was won by *Harmony*, Lachlan & Paddy Gilbert (YMCASC, ACT).
- ISAF approved amendments to the Mirror Class Rules of Measurement effective from 19 May 2006 permitting boats to have either a gunter or a Bermuda rig and permitting booms to be constructed of aluminium.
- ISAF granted a building licence to Mirror Sailing Development (Canada).

2007

- The 2006-07 National Championship at Royal Yacht Club of Victoria was won by *Stanley Crocodile*, Lachlan & Alice Gilbert (Hunters Hill SC, NSW).
- Norm Deane was awarded the Medal of the Order of Australia (OAM) on 11 June 2007 for “*service to sailing as a competitor, coach and in administrative roles, and to the community through a range of charitable, service and church groups*”.
- The World Championship in South Africa resulted in a brilliant win to Anna McKenzie & Holly Scott from Great Britain – the first female winners. Nine Australian Mirrors competed with Nick Davis & John Collova of WA second, only 4 points behind the winners.
- ISAF approved amendments to the Mirror Class Rules of Measurement effective from 15 June 2007 introducing the new Mark III Mirror to allow easier construction in GRP by reducing the number of moulds required to a minimum of 2. The design by Phil Morrison has no stowage compartments (but builders can introduce stowage options, such as bins, into the stowage bulkhead), wrap over gunwale design, no shroud blocks, no stem post, dished fore and aft decks, raised mast step mounting surface, chamfer on side tank edges which extends into fore and aft decks, optional centre mainsheet jammer mounting.
- ISAF granted a building licence to Winder Boats (UK) to manufacture the Mark III Mirror.

2008

- The 2007-08 National Championship at Montrose Bay Yacht Club, Tasmania was won by *Kamikaze*, Jessie Atherton & Katherine Maher (Kingston Beach SC, Tas). Jessie was the National Champion crew in 2001-02.
- Tessa Parkinson, who first competed in the WA State Mirror Championship when she was 11 years old, achieved her Olympic dream alongside Elise Rechichi at the 2008 Beijing Olympic Games, claiming Gold in the 470 women’s class.
- Mirror Class Association of ACT wound up with no Mirrors sailing regularly on Lake Burley Griffin.
- ISAF approved amendments to the Mirror Class Rules of Measurement effective from 20 November 2008 permitting boats to have either rear or centre mainsheeting and permitting rudder stocks of wood, aluminium or GRP construction, GRP sheathed rudder blades and a modern spinnaker shape.

2009

- The 2008-09 National Championship at Balmoral Sailing Club, NSW was won by *Stanley Crocodile*, Lachlan & Finn Gilbert (Hunters Hill SC, NSW), completing three National Championship wins.
- Great Britain sailors dominated the World Championship in Wales with Andy & Tom Smith the winners. Six Australian Mirrors competed with the best Australians Paul & Austin Taylor of Western Australia fourteenth.
- ISAF granted a building licence to Dinghy Sports (Australia) to manufacture the Mark III Mirror.

2010

- The 2009-10 National Championship at Lake Cootharaba Sailing Club, Queensland was won again by *Kamikaze*, Jessie Atherton & Katherine Maher (Kingston Beach SC, Tas).
- ISAF approved amendments to the Mirror Class Rules of Measurement effective from 22 September 2010 permitting mast sleeves, allowing mainsail windows and controlling advertising to ISAF Regulation 20.

2011

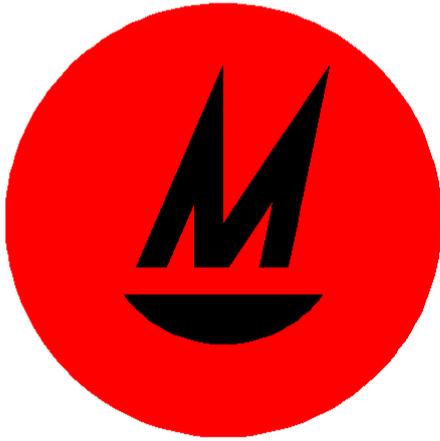
- The 2010-11 National Championship at Princess Royal Sailing Club, WA was won by *Bombora*, Paul & Austin Taylor (Princess Royal Sailing Club, WA).
- The International Mirror Class Association of Western Australia hosted the World Championship at the Princess Royal Sailing Club, Albany. Ross Kearney & Max Odell from Ireland won with the best Australians Lachlan & 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.
- ISAF approved amendments to the Mirror Class Rules of Measurement effective from 18 August 2011 permitting daggerboards and rudder blades to be of solid or laminated wood or GRP construction with wear strips.
- ISAF granted a building licence to Wooden Boat Craft J-Wind (China).

2012

- The 2011-12 National Championship at Williamstown Sailing Club, Victoria was won by *Bob*, Anita Scott-Murphy & Ben Cruse (Williamstown Sailing Club, Vic).



3 MIRROR PEOPLE



Many thousands of Australians have enjoyed Mirror sailing – Mirror Class National Champions, IMCAA officers and Mirror builders include: **VIC**: Frank Buxton, Simon Greig, Ron Griffiths, Pat Mahon, Ian Nichols, Bob Birt, Rex Fettell, Frank Hammond, Ellis Blainey, Carl Vorrath, Rob Haylock, Tedd Warden, Norman Poole, Dick White, Don Hart, Colin Mews, Martin White, David Lawry, Grant Nichols, Warren Parker, Harry McQuie, Ian Knell, Graeme Vorrath, Bill Dooley, Doug Whorlow, Tom King, John Dance, Chris Dance, Andrew Wright, Shane Delaney, Rod Thomas, Glen Collings, Andrew Sutherland, Cliff & Lesley Scott, Maree Fitzpatrick, Rob Cruse, Anita Scott-Murphy **NSW**: Bill Jaffray, Peter Campbell, Ian Kingsford Smith, Ian Millar, Henry Osieck, Glen Coulton, Andrew Harrop, Gerald Raftesath, David Allen, Max Prentice, Harry Hall, Kathy McIntyre, Tony Mandl, Celia May, Ray Butler, Robin Ford, Andrew McIntyre, Bruce Lucas, Lachlan Gilbert, Stephen Foster, Mark Phillips **SA**: Bryan Buxton, Max Judd, Gordon Boucher, John Stewart, Ross Whitehorn, Bob Wright, Colin McDonald, John Cawley, Ian McDonald, Bill Verco, Mal Hutton, Damian Carey **TAS**: Norm Deane, Ian Geard, Terry Adams, Rod Viney, Brian O’Meagher, Michael Adams, Nick Rogers, Tom Fowler, Mitchell Ranson, Steve Walker, David Graney, Stephen McElwee, Richard Foster, Brian Ramsden, Peter Curtis, Neil Brown, Mark Padgett, Ben Green, Mark Barrington, Jenny Graney, Martin Grose, Grant Atherton, David Moore, John Penman, Roger Orr, Jessie Atherton **WA**: Cyril Barcham, Greg Willcock, John Sclater, Ken Baggaley, Frank Hudson, Mark Willcock, Michael Seal, Max Barcham, Keith Sclater, Arthur Dixon, John Pilbeam, John Cassidy, Paul Eldrid, Dean Dixon, Bob Cruse, John Collova, David Gellatly, Barry Johnson, Ross Storer, David Fisher, Tim Fitzsimmons, Kayne Binks, Trevor Lord, Selwyn Castles, John Murray, Steve Kennedy, Justin Mann, Mark O’Toole, Simon Carroll, Mark Pitt, Geoff Brown, Torvar Mirsky, Nick Davis, Tessa Parkinson, Paul Taylor, Liam Wilson, Anthony Galante, Geoff Wilson, Paul Taylor **ACT**: Alan Cichero, Jeff Armour, Graham Giles, John Kennedy, Peter Forster, Nick Stuperich, Julian Land, Neil Sandford, Graeme Dennett, Stuart Allan, Peter Russell, Daniel Keys **QLD**: Adam Bateman, John Broadbent, Rod Stendrup, Marc Randall, Chris Cook, Ian Gray, Mathew Forrest **NT**: Meryl Chard



VIC Frank Buxton

by Graeme Vorrath, reprinted from MCAV Mirror Reflections, December 1986

We regret to record that on 26 September 1986, Frank Buxton, the 'Father' of the Mirror Dinghy in Australia, passed away.

In 1964 Frank Buxton, an ex-naval officer and successful businessman, then 45 years of age with a family of six, selected the Mirror Dinghy as the best small boat suited for family enjoyment. Frank brought the first Mirror Dinghy kit (Sail #856) from England into Australia and it was from this kit that the Licensee Simon Greig (Blockey the Boat Builder) cut all subsequent Australian Mirrors.

The enthusiasm of Frank Buxton infected most early Mirror owners resulting in outings, competitive sailing and ultimately the formation of the Mirror Class Association of Victoria. He was the obvious choice as the President and then also became the first President of the Mirror Class Association of Australia (MCAA).

The Frank Buxton Family Trophy, awarded to the first parent/child combination at the National Championship, was created in appreciation of his services to the MCAA. There is no doubt that he was largely responsible for developing the close family fellowship which permeates all Mirror Dinghy activities. On his election as MCAA President in 1972, Carl Vorrath noted - *"The phenomenal success (of the Mirror) where so many others have failed is due not only to the design of the boat, but, in particular, to the family fellow-ship developed under the leadership of Frank Buxton."* Thank you Frank Buxton!



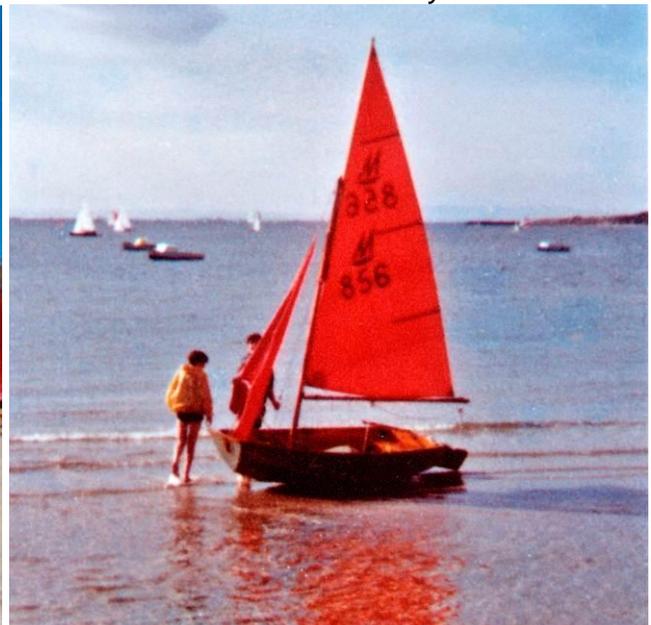
Frank & Mary Buxton with Mirror 856 Fleck in their Brighton backyard



Mary & Frank Buxton ready Fleck for the 1st heat of 1970 Black Rock Nationals with Ray & Tom Buxton



Mary, Ray, Frank & Mollie Buxton at the Black Rock Yacht Club

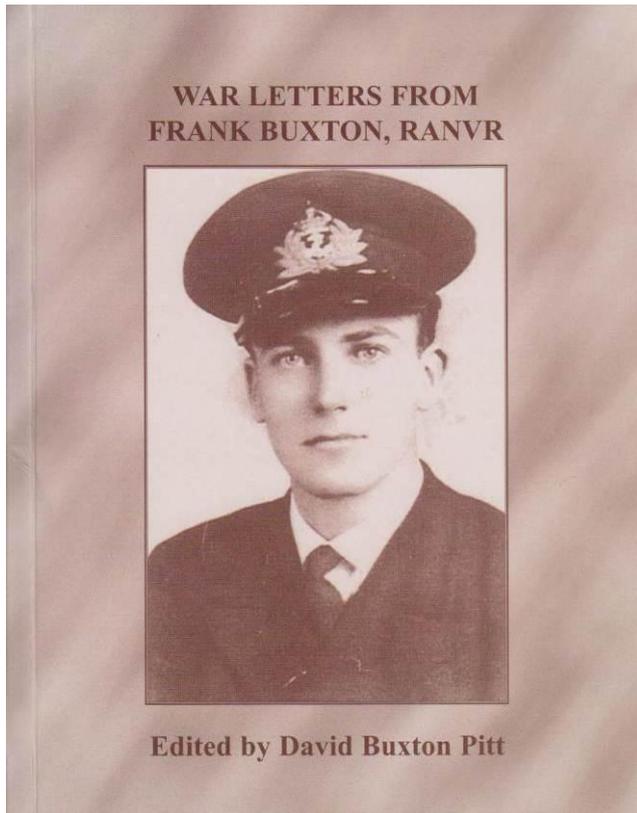


Mary & Ray Buxton set sail in Fleck (photos: Barbara Buxton)



WAR LETTERS FROM FRANK BUXTON, RANVR

edited by David Buxton Pitt, 2002



Early in World War 2 a group of 58 young Melbourne men with yachting experience enrolled as volunteers in the Royal Australian Navy and were sent to England to train for the British Navy. One of these was Frank Buxton of the real estate firm J.R.Buxton and Co. Frank is best known to dinghy sailors as the man who introduced Mirrors to Australia and was for a number of years President of the Mirror Class Association. The Frank Buxton trophy for the family crew in the National Championship is named after him.

Frank grew up in the Melbourne Bayside suburb of Brighton. It was there that he developed a passion for the sea that would eventually lead him to the Royal Navy. During the three and a half years after leaving Melbourne – first as Ordinary Seaman and later as Lieutenant – he endured some of the 'Blitz' – air attacks on Southern England – and saw active service in the Mediterranean, where his first ship HMS Kashmir was sunk by the Luftwaffe during the German invasion of Crete in 1941. While the crews were clinging to floats waiting for rescue, Frank swam around encouraging the sailors and raising morale, including that of his captain who later commended him for his conduct in the water. This was later used as the basis for the Noel Coward and David Lean film "In Which We Serve".

In 1942 Frank was serving on the cruiser HMS Trinidad in Arctic Sea convoys to Russia. Here he survived a second sinking. He returned to the Mediterranean in 1943 on the battleship HMS Howe and took part in the Allied invasion of Sicily. His last period of active service was in Australian waters, sweeping for Japanese mines.

Starting on the first day he left Melbourne, he wrote his family 76 letters with vivid descriptions of all he saw on land and at sea. His letters give a fresh and detailed account of life in the Navy and of his wartime experiences. They also reveal an engaging personality and what Frank himself later described as "the author's starry eyed innocence and warm hope to serve". The editor is well known Melbourne doctor, David Buxton Pitt. The book is good reading and gives an insight into an era when communication was by Morse code and letter.



Figure 21

Frank and Mollie's family circa 1956

Back row: Frank; Middle row: Tom, Mollie, Doone

Front row: Barbara, Ray, Mary and John

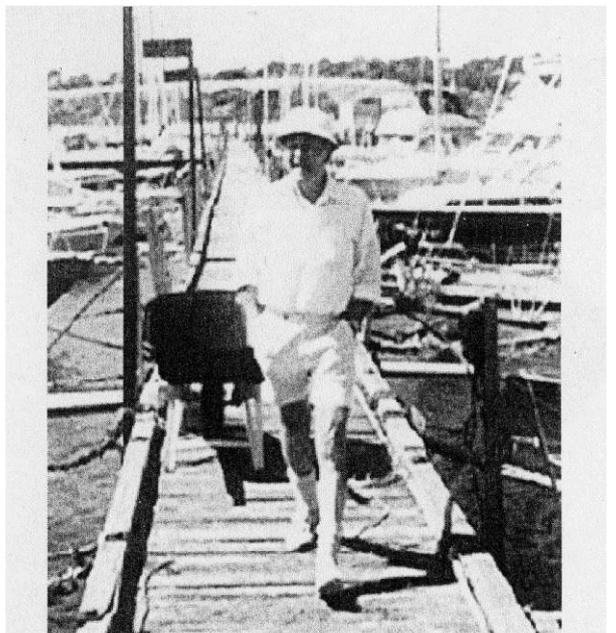


Figure 22

Frank the Port Phillip yachtsman at Sandringham, 1983

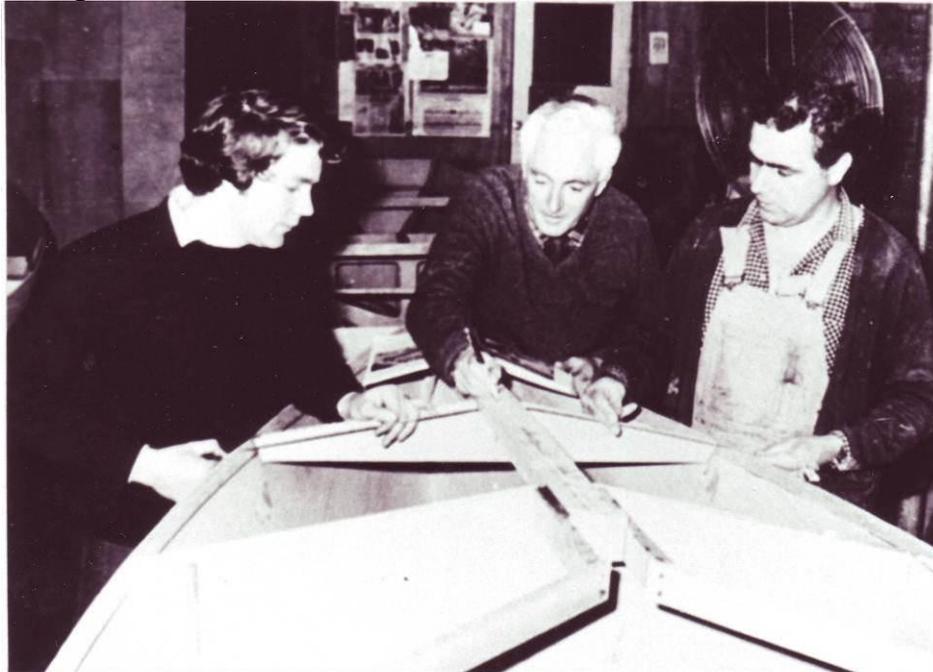
VIC Simon Greig

by Rod Thomas & John Dance, 1990

The kit for the first Mirror in Australia, number 856, was imported by Frank Buxton and assembled by Simon Greig in April 1964. The kit was purchased from Jack Holt Pty Ltd in England and consisted of plywood parts made from Israeli cedar wood. At the time, Simon Greig sold plywood, manufactured wooden doors and had built Sabot class yachts. Subsequently, Simon Greig's company, Blockey's, became the Australian licensee for Mirrors and has produced thousands of Mirror kits.

After building the first kit for Frank Buxton, Simon Greig recognised the potential market for such a boat and wrote to Jack Holt, entering into a distribution and licensing arrangement. Blockey's imported Mirror kit number 2500 and used this to produce the templates from which most Australian Mirrors have been cut. From there the class took off such that by 1990, more than 8,000 Mirrors had been constructed in Australia.

The Age, 2 October 1970



Mr. Simon Greig (centre), his son Peter (left) and Tony Sonnberger check the dimensions of the latest Mirror 14 yacht in their workshop in South Yarra.

The man who makes the Mirrors

By Pat Dreverman

Now is about the time of year when outbreaks of the "Red Rash" appear.

It has been known to break out in the most unlikely places in all parts of the world.

Each weekend the rash can be seen spreading over the bay as hundreds of "Mirror" yacht owners hoist their red sails.

The Mirror yacht has been dubbed "The Red Rash" because of its distinctive red sail and vast numbers — more than 4000 in Australia and nearly 21,000 throughout the world.

The man behind the Australian epidemic of Mirrors, is Mr. Simon Greig, of South Yarra, managing director of Blockey the Boatbuilder.

Mr. Greig has the sole Australian licence to build the yachts and sends them as far as Darwin, Perth, Christmas Island, Suva and New Guinea. He produces about 750 a year.

"About 80 per cent. of the Mirrors we sell are in kit form and people just assemble them like they would a Meccano set," he said.

"There are now three different sized Mirrors — the original Mirror 10, the 16 and the new one, the 14. Each can be bought either in kit form or made up.

"All of the parts are numbered and there are photographic instructions for assembling the kit. Elaborate tools are not needed and the normal handyman can manage quite easily".

Mr. Greig attributes the success of the Mirrors to their mobility. They can be easily carried on a car roof top.

"Australians, being an adventurous lot, like to sail where they feel like sailing and not be tied to a yacht club", he said.

"In this way, the Mirror was the first boat to introduce family sailing because it was small enough to be easily handled by the family and did not require the expense of belonging to a yacht club".

The Mirror has an unusual history.

The London *Daily Mirror* decided there was a need for a low priced family boat with the following requirements; big enough for the average family, light enough for one man to lift, small enough to be carried comfortably on top of the smallest car, easy to sail, simple to assemble, and lower in price than any other boat on the market.

The paper approached Mr. Jack Holt, a noted yacht designer, and he came up with the design for the Mirror.

Today, nearly seven years later, it is the largest class of yachts in the world.

"At first, people laughed at 'the funny little boat', but they soon stopped laughing when they saw how popular it was", Mr. Greig said.

"In Australia we sell the greatest number of Mirrors per head of population of any country outside Britain."

Mr. Greig didn't always sell boats. He used to sell plywood and doors.

"One day someone said to us, why not build a small boat? We did, and have kept building them ever since. As well as the Mirrors we build a variety of other boats from canoes to 16-foot craft. We have even designed some ourselves such as the eight-foot Moppet, a child's training craft", he said.

Mr. Greig sails his own 28-foot cruising sloop. "I'm not a racing yachtsman", he said. "I just like to drop anchor and listen to the birds".



Nichols Family

by Rod Thomas (with input from others), 2010

Ian Nichols and the Nichols family had a big impact on Mirror sailing in Victoria and Australia in the first fifteen years of Mirror sailing in Australia from 1967 to 1980. Ian was a leading Australian Heavyweight Sharpie sailor in the late 1950s and early 1960s who sailed from Mordialloc Sailing Club.

He and his fellow Sharpie sailors saw some of the first Mirrors to sail in Australia on Melbourne's Port Phillip and saw the potential to sail with their children who were around 8 years old at the time. He purchased a Mirror in 1966 which he named *Nimrod* and then played a significant role in the rapid development of the Mirror class at Melbourne metropolitan sailing clubs. Ian with his son Grant quickly adapted to sailing a Mirror and sailed *Nimrod* to win the first two Australian Mirror titles. Ian then with a range of sons and other crews sailed *Nimrod* in every Nationals till 1979, and some more after that. In 1994, he had his last Nationals titles race for the series at Chelsea, Victoria. He 'dusted off' *Nimrod* after not sailing it for more than 5 years, found a crew on the morning of the Invitation Race, and sailed in every race in what was a windy series.

Ian was one of the true characters of the class.

Nimrod was usually stored at the family commercial nursery in Cheltenham. It was 'car topped' to the sailing venue and carried down on to the beach by Ian on his back. During the summer months *Nimrod* and another Nichols family boat were often stored in the backyard of the Vorrath house on the sandhill ridge on the foreshore around one kilometre to the south of Mordialloc Sailing Club. There were Saturday afternoons in the 1970s where between 4 and 6 Mirrors would be rigged in front of the Vorrath's, 3 or 4 Vorrath family boats and 1 or 2 Nichols boats, from where they were sailed out to the Mordialloc Club start line for the afternoon race.

Ian Nichols boat *Nimrod* was not a high-tech boat, with many fittings on the boat hand made by Ian or household items. Crews reported a range of non-standard fittings including, a dog leash as a spinnaker pole uphaul, coathanger wire fastening parts to other parts, and use of hair clips for securing fittings where the pin had been lost.

Ian's three sons, Grant, Rob, Andrew all crewed and skippered Mirrors for a number of years, with Grant and Andrew Nichols combining to win the National championship in *Good News* in 1978 and 1979.

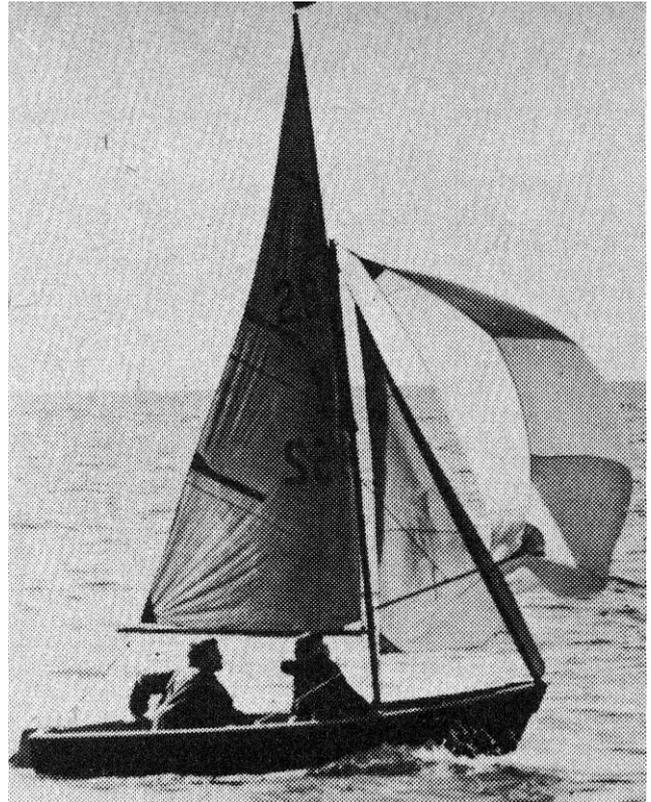
The man from Mordialloc Creek (A tribute to our new National Champion)
reprinted from MCAV Mirror Reflections, February 1978

There was movement at the nursery, for the word had got around
That young Grant from Good Old Nick had got away;
He had joined the fleet of skippers with a boat his very own
And decided to win the race each Saturday.

But there was Rex and Hap and Ken and a lot of others too
And the Old Man, who'd conscripted another son,
And it took Grant quite a while before he cracked it for a smile
The first time – as a skipper – that he won.

He proved to be a fighter and a top-class sailor too,
He mastered the heaviest gale and lightest breeze
Until in South Australia, with young Andrew as his crew
He toppled all the champions with ease.

Yet fame has not affected him and he still remains the same
The ladies still remark: "He's rather nice".
He'll be hard to beat for a long time yetand if he remembers to sign on
He might catch Old Nick and win the bloody thing twice!



*Nimrod, Ian & Grant Nichols (Vic)
1968 Australian Mirror Champions*



Don't let a garden stop you sailing

reprinted from MCAV Mirror Reflections, December 1972

Old Mirror owners will know, and new owners will soon realise that free time becomes at a premium once one has caught the "Mirror Bug". So at the request of many harassed Mirror husbands, children and Pam Mews, I make this my contribution to better family relations in the Mirror fraternity.

There is a great similarity between your boat and your garden. You find success or failure depends largely on your preparation.

So I have set out a step by step program in this article to help ensure harmony in the home and success on the water.

1. Prepare your soil well with plenty of humus, peat moss, leaf mould, old cow manure etc., turn it over well and your plants will perform up to expectations. Just as your Mirror will, if you use the best available undercoats and top coats and work like fury in between rubbing down and filling.



2. Buy some books and study the tactics.

Just as to position your boat in the best place on the start line, or to cover an opponent and take his wind can be learned largely from books, so can the placement and selection of your plants. Learn how Mirror Hibiscus must know how to lee bow Mirror Gum tree as it is essential for her to have clear wind and sun, while Mirror Gum tree must learn how to cover Mirror Azalea from sun and wind.

3. Plants sails and mast.

To win races you need a good straight mast and gaff which flexes the right way and at the right time, and sails made by an expert preferably to suit your spars. Look at the sails which win races. Generally they have the best finish and workmanship. They will cost more, but they last longer and you save money on repairs and alterations. Plants are the same. Buy well shaped, well grown plants from a good nursery, they may also cost more but generally come with the best of advice and give better results.

4. Plate and roots.

The plate gives your boat the ability to grip the water and must be straight, strong and smooth, preferably fibre glassed. Ever had that feeling of breaking your plate after a "bottle" and imagining the "bities" nibbling your toes? Just so buy only a plant with a good, straight root system to nurture your tree and stand the strong winds.

5. Feeding.

Now while your Mirror doesn't need fertilizing (although plenty of it flows around the club house over the cup of tea and nut brown ale) your plants do. While blood and bone Hortico 1 and for the lake boys old cow and sheep manure will do, for the fair dinkum saltwater man we have a wonderful choice of either Fish Emulsion or Liquid Seaweed. These are best applied about Wednesday to assail the old nostrils with nostalgia and give an added incentive to polish the boat and check the gear. What a wonderful thing it would be for the bush yachties if their boat chandlers could be persuaded to stock these delights.

6. Mulching.

A mulch is a cover to control ground temperature, retain moisture, eliminate weeding, and in some cases feed your plants. Generally it is the main agent in the maintenance-free garden. Covering your boat from rain, sun, drying winds and frost also helps cut down on maintenance. Mulches, to be effective, must be thick 2" – 3" is not too much, particularly as a weed control. Satisfactory materials are tan bark, pine bark, grass clippings, saw dust, buzzer chips, pebbles, blue metal and that marvellous material available to all bayside yachties, seaweed. Next Mirror day fill your lunch and sail bags, or if you come to Mordialloc you could easily fill your Mirror. Some people believe in washing out the salt before applying but generally this is not necessary. Incidentally I am taking my rake to Yarrowonga this ANA weekend as there is an enormous potential in that stuff that wraps its tentacles around your rudder and plate, and if you go to sleep in the drifters, grows up into your plate case, grabs your tiller and prevents your rounding the mark. Before applying the mulch, water your ground well and it will stay moist while you go away to the Champs.

See you there, *Nicodemus*.

Ian Nichols was the proprietor of Berna Park Nurseries, Cheltenham during his Mirror sailing years



VIC Rex Fettell

by Peter Russell, 2012

Rex started sailing in the mid 1960s and quickly became a great ambassador for the sport and champion sailor. His Mirrors were all named *Abigail*, 2945 (1965), 8207 (1967), 15808 (1969) and 18400 (1970). MCAV Mirror Reflections, November 1967, reported that, "Rex Fettell's new *Abigail* took fright to record a truly remarkable win of over six minutes at the Black Rock meeting - a convincing indication of the rewards of continuous practice and tuning put in by this bloke!" Rex enjoyed a remarkable record at National titles – he was 3rd in 1967, 4th in 1968, 2nd in 1969 and 1st in 1970 at Black Rock with crew Robbie Nichols.

From 1967-69 he was secretary of the Mirror Class Association of Victoria (MCAV) and from 1968-70 he was the second secretary of the Mirror Class Association of Australia (MCAA). This was a time of unsurpassed growth in Mirror sailing around Australia requiring dedicated management of the Mirror family. Rex continued his involvement with Mirror for many years both sailing with family and Scotch College and organising events including the Black Rock Nationals in 1970.

Rex designed two boats that are firmly entrenched in the Australian sailing scene – the Minnow (1970) and the Sabre (1974). Both are 'real' boats suitable for the average sailor with pleasing performance at a cost effective price. Rex Fettell reported in the Sabre Rattle, December 1976, "the Sabre hull was wired up, modified, pulled apart and modified a number of times until it was aesthetically pleasing, functional and easy to build. The Sabre rig was developed at Carrum Sailing Club with assistance from Graham Morris, Bill Dooley and John Bell." The Minnow Class and Association was formed in 1971 and the Sabre Class and Association was formed in 1974 and the rest is a blue and red strip rash on our waterways.



Minnow, designed in 1970 by Rex Fettell



Sabre, designed in 1974 by Rex Fettell

Rex Fettell

reprinted from MCAV Mirror Reflections, by 'Charlie', December 1970

We learn with regret that Rex Fettell will retire at the end of 1970 from the position of National Secretary. It's hard to know exactly where to start in thanking Rex on behalf of all the Victorian Mirrorites for all the tireless and endless hours of work he has put into this most demanding job as N.S. Everyone knows the demands of being a secretary, let alone a National one, especially around the time of the National titles, when the telephone never seemed to stop ringing day or night, but Rex still managed to handle every query and problem in his own cheery, patient way.

Many Mirrorites are probably unaware of the problems and involvements that had to be sorted out during the early days of the National Association, and all falling onto the shoulders of the N.S. One of the biggest problems was organising the breakaway from the English Association and the drawing up of an Australian Constitution, also finalising of the Australian Measurements for the hull, spars and sails, on which Rex spent a considerable amount of time in letter writing to England and the other States, as well as the numerous interstate phone calls. Also Rex played a major role in the collating of the first Australian Yearbook, which came out at the beginning of this 1970-71 season. It is almost impossible to find words to praise the endless hours of work that Rex, Peter Campbell (editor NSW) and other National Committee members put into this momentous task, giving the Mirror Association of Australia members something really to be proud of, as it's a mountain of information.

Not only on the paperwork side, but on the water with his crew for five years, Robbie Nichols, he notched up many successes, his most outstanding being winning the National title held at Black Rock, Victoria in 1969-70, even though he was so involved with its smooth organisation. We feel that his success in the yachting world will continue, as now he has designed after several experimental prototypes, the greatly needed self-rescuing 8ft junior training dinghy called the Minnow. We hear, because of its rapid growth, an Association and training scheme for youngsters and the not so young has been formed, also five yacht clubs are considering adoption of the Minnow. From what has been observed, it looks as if in the very near future another rash will be appearing on the waters throughout Victoria – this time a blue one!

So in conclusion again we would like to extend our grateful thanks to you, Rex, for all the hard work that you have put into the Mirror Class Association of Australia and for being one of the chief instrumenters in the Association, without what you have contributed to the Association, it would not now be held in high esteem throughout the sailing circles of Australia. On behalf of all the Victorian Mirrorites we wish you the very best.



VIC Mick Ralph

by Mick Ralph, 2012

My first ever sail was in a Mirror at Albert Park Lake. I was 12. It was September 1966, cold, typical wintry Melbourne weather and blowing a reasonable but gusty Westerly. I was shanghaied to crew for a skipper who would have sailed single handed. Ah the basic Mirror! Not a block or a cleat to be seen anywhere but on the mast. The sheets were so tough and hard that, when dry, you could use them to knock your football out of the trees! I don't remember much about the start, but the dead run from the speedboat basin, down through the narrows to St Kilda, is still vivid in my memory. We were goose-winged and planing furiously in the gusts. It was awesome! And we won the race!

I was hooked forever on both the 'red rash' and sailing. My father launched his home built (it seemed to take forever to build) Heron on the same day and spent most of that afternoon playing in the mud! His crew, my Mum, was not impressed and took no further active part. My father eventually became known as 'Mr Heron' in Victoria, and I very quickly became a black sheep!

Both these venerable classes could, in those days, host 120 boats for a state championship, on the same weekend! But for me the Mirror was the boat, because it had a spinnaker, it was lighter to carry, and the people were friendlier. So, at every opportunity I would be off crewing for somebody in a Mirror and having the time of my life.

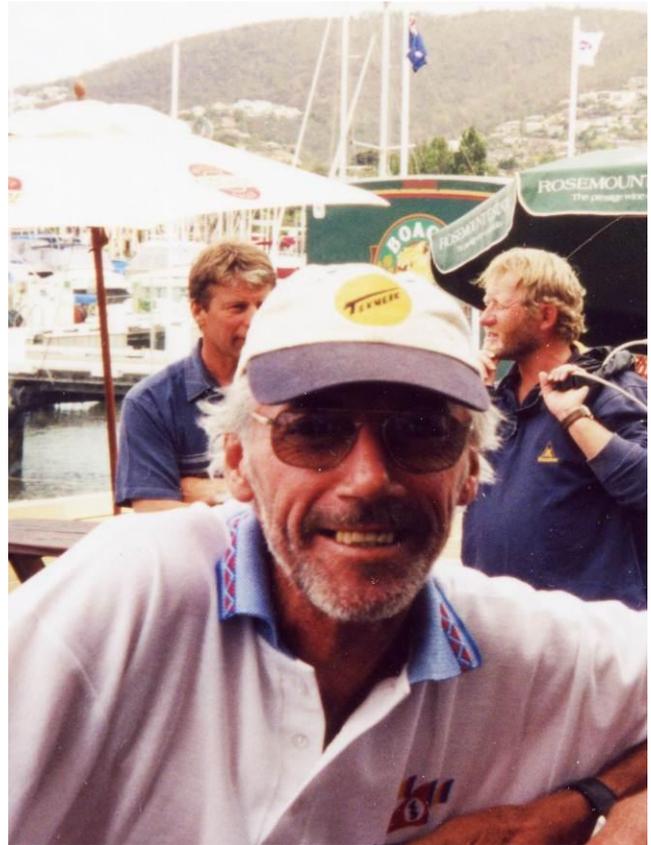
My first skipper was Hilary Irwin. She was a very, very patient skipper! My first main sailing role model was a guy called Mike Holt, who came within a whisker of winning the first Australian Mirror championship but excluded himself from the final results after touching a rounding mark. Ian Nichols won the event and went on to also become a legend in Mirror sailing.

Over the years I mostly crewed for others, and I found that I loved teaching people to sail AND how to go faster. I had a very successful period with Wayne Cornelius, first as his skipper and then as his crew! Ken Venn was the happiest Mirror skipper I ever crewed for! A highlight in my history of Mirror crewing was winning "The Sinker" trophy with Steve Haintz at Indented Heads.

There were a lot of fun Mirror families in the 60s,70s and 80s, and I loved going away to country venues such as Waranga Basin or Yarrowonga for regattas where everyone would camp, and I would be sort of adopted by whichever family I was crewing for!. They were amazing times.

Sailing the Mordialloc Nationals in 1985-86, with Alex Newman as crew, gave me one of my most memorable moments in nearly 50 years of sailing when that huge storm wiped out 99% of the fleet. We survived, just, and had some of the best rides imaginable in a Mirror - in any boat for that matter. That was also the day when two pipsqueak teenagers from WA passed me on a reach in extreme 50+ knot winds, flying a spinnaker and screaming like banshees as they GYBED beautifully around the next mark! Thanks for that memory Paul Eldrid! Nationals were always fun! The sailing was red hot, but it was always fun. A venue where everyone could camp together was always the preferred option. The early Nationals at Brighton and Seacliff were sensational in this regard. Our boat was parked, rigged and unrigged next to our tent. When you wanted to launch they would send a bloke on a tractor up over the dunes, throw your boat on his trailer and he would cart it down to the water for you. Sensational - but not possible in these more enlightened times.

My sailing activities got curtailed shortly thereafter with the onset of debilitating arthritis, however I had plenty of things to do in the coaching area. By the 80s I was spending a lot of time at Albert Sailing Club doing coaching and race management and I was frustrated that results were not coming to VIC in the Nationals and AUS at the Worlds. We had a fleet of about 15 to 20 Mirrors but lots more in the boat racks gathering dust. We started promoting the Mirror as a legitimate, sustainable and affordable Youth class. It was not long before we began to see fleet numbers rise, and youth participation rates skyrocket. This eventually led to 2 large fleets of Mirrors every week, and a squad of about 6 Youth crews who were becoming very impressive.



Mick Ralph, Australian Team Coach with Steve Walker, 2003 Hobart Mirror World Championship



Black Falcon did achieve glory with Tom King and Raf Heale winning the 1991 Mirror World Championship

I hassled my way onto the VYC Youth Committee, and campaigned strongly for the successful inclusion of Mirrors, often having to hear “but it has a gaff rig” or “but it has a flat front”! I ended up as coaching coordinator for those VYC Youth programs for 8 years! As a result of all our combined efforts we saw the emergence of sailors such as Tom King, Raf Heale, Jason Howitt, Owen McMahon, Jaksun and Simon Hanna, Adam Schoene, Lucy Mathews, the Chapman sisters Selina and Fleur, Chris Dance, Peter Hackett and the list went on. The MCAV was so strong at this time, with outstanding leadership from Rod Thomas, Bill Dooley, Cliff and Lesley Scott and the various committees. This period would turn out to be the peak of Mirror sailing in both Victoria and Australia. Tom and Raf’s win at the 1991 Worlds was sweet justification for the efforts of so many. It is a period of time which has given me rich memories, and of which I am so proud.

In 1994 I moved to Queensland to take up full time coaching and in 1995 I helped engineer a radical rig development program and train Roger Perrett and Teague Czislowski to win the World 420 Championships in Fremantle. Mirrors were a bit quiet in Queensland at that time until I got a call from Kay West. The Oxley mob was keen to have some training and it made for a great break from the high pressure professional jobs I was involved in. Gradually Queensland developed and we started to produce some fine young sailors, as well as speeding up a few of the elder statesmen! Jared and Damien West along with Andrew Turnbull, the Gibbs and Cook families all demonstrated great improvement and Qld’ers performed well at Nationals, with some winning selection for the Worlds in Hobart in 2003! People like Marc Randall and Geoff Conquer, with support from the Price family and quite a few others, made Mirror sailing successful again in Queensland. At the same time I was working intensely on Mat Belchers development leading up to his successful attempt on the 2000 420 World championship. That successful outcome makes me the only coach so far, to successfully coach 2 different crews to wins in the 420 Worlds. My professional involvement with 420 sailing worldwide, gives me the continuing opportunity to disabuse people who tell me that Tom King ‘must’ have sailed a 420!

It is a shame that we can never relive those heady days. The modern sailor seems to want plastic ‘off the shelf’ craft, and who has a garage these days in which you could build a Mirror?

I enjoyed every minute of my involvement with Mirrors and I wish all my Mirror friends the absolute best! My humble apologies to those I have neglected to mention.



2004 Queensland Mirror Nationals, Mick Ralph (third from left) organising welcome night entertainment

VIC Rod Thomas

by Peter Russell, 2012



Tom King with Rod at the 2011 Nationals



Stephen, Mandy, Geoffrey, Rod and Lisa Thomas at the 1992 Canberra Nationals



Albert Sailing Club 2012



Enterprize and Endeavour in Docklands 2012

At the 2011 Mordialloc Nationals Rod Thomas introduced Olympic 470 gold medallist Tom King as the young kid that he had picked up for his first sail at Albert Sailing Club. Tom was the guest of honour at the Presentation Night and to the delight of all he shared his gold medal with young and old.

The Thomas family participated in their first Mirror Nationals at the Canberra series in 1983-84 when Mandy crewed for Rod and they finished 16th in a fleet of 90 boats. The Russell's first met Rod and his family at the 1989 Balmoral Nationals. A host night was included in the social program and the guest list for Sheila Perrottet at Turramurra included Russell (2), Thomas (4) and Scott (2). The friendships started at Balmoral continue to this day.

Rod started sailing Mirrors in the late 1970s at Albert Sailing Club on Albert Park Lake with his wife Mandy in Mirror 15910 they named *Bushfire*. When they started a family he took on a range of crews, some who went on to be top sailors. As the Thomas children grew they sailed with dad in Mirror 67794 *Bushfire II*. From an "improving" 46th in the 1979 Victorian State titles Rod was a regular competitor in the Victorian "A" fleet and winner of the Australian Cruiserweight Trophy at Balmoral in 1996.

From 1986 to 1999 Rod led the Mirror Class Association of Victoria (MCAV); he was Commodore for 10 years and had a break as Vice-Commodore for 2 years. In 1999 Rod was awarded MCAV life membership. Rod actively pursued MCAA and MCIA issues, and supported Australian teams including Tom King's 1991 Holland World Championship campaign. Australian team profiles were written, fundraising arranged and competitors supported.

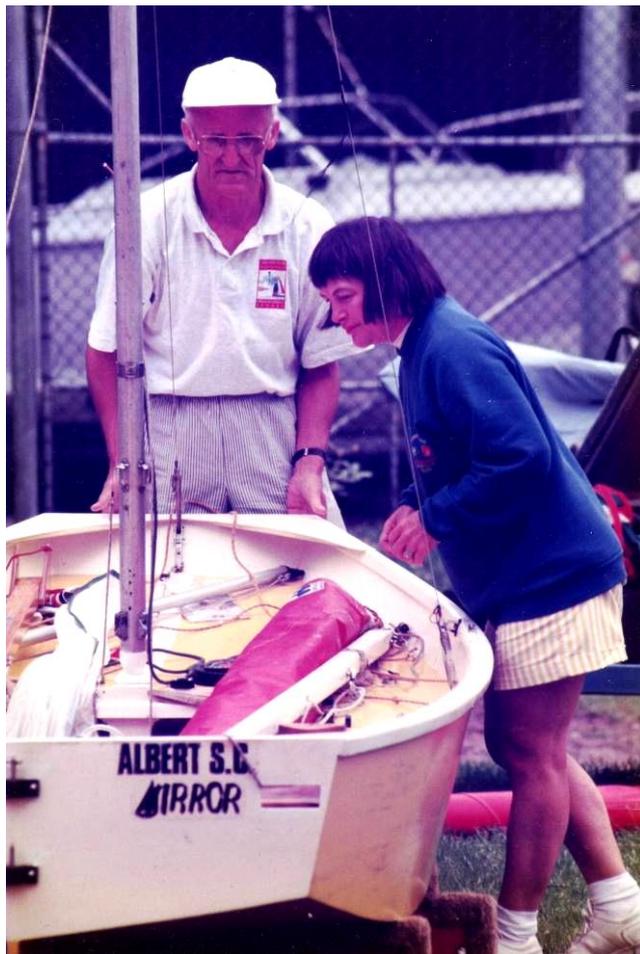
Under Rod's leadership the MCAV organised many Mirror events including the Chelsea Nationals in 1994 and the Mordialloc Nationals in 2001. The MCAV had strong representation at the Victorian Yachting Council through Rod, and effective youth training programs organised by Mick Ralph culminating in Tom King's win in the 1991 World championship. The MCAV program included Mirror days camping at country venues such as Yarrowonga where a cooked breakfast was \$2 and the hospitality priceless.

Rod has worked hard for many years on the management and activities of Albert Sailing Club so that it continues to be one of Australia's best and most active dinghy sailing clubs. This has included organising regattas such as Grand Prix Regattas in the late 1990s, many club regattas, and training and introduction to sailing programs. Albert Sailing Club is "The Famous Nursery Club" with an emphasis on youth and strong family promotion, and has been awarded several Yachting Victoria "Yacht Club of the Year" awards including in 2011.

Rod continues to be a leader in sailing in Victoria, including as Commodore and Training Principal at Albert Sailing Club. He had a nostalgic return to Mirrors skippering the Scott family's *Jabiru* with Lesley Scott as crew, in the Victorian Mirror Championship sailed on Albert Park Lake in June 2012. Rod and fellow Mirror sailor Peter Wright are very involved with Melbourne's tall ship *Enterprize* which is operated by a not for profit trust, and has a year round program of sailing in Melbourne and Victorian waters (www.enterprize.org.au for *Enterprize* bookings and information).

Rod's profuse Mirror articles were always signed, "See you at a Mirror Day soon!"





Cliff Scott embodied all the good things about Mirrors, family, fun, competition.

Cliff started sailing in the early eighties. He launched the latest version of *Jabiru* at the Balmoral Nationals in 1987. Mick Ralph and Cliff built *Jabiru* for the competition, and as so often happens there was an accident about day 3 wiping out the entire bow section. Mick and Cliff repaired it overnight with a VB carton and fibreglass and Cliff sailed with it like that for the next eight months.

Cliff came late to sailing. He was afraid that his contribution wouldn't be up to scratch but time was to show otherwise. Mick Ralph then current state measurer approached him to take on the job, but Cliff claimed he didn't have the experience, however he would be the assistant measurer. In a few years he was State measurer measuring at Nationals year after year. This task he never gave up, measuring sails, spars or whatever he was asked to do if he was there. Cliff was the ideal person to be measurer because in his other life he was a building inspector and he certainly knew about the subtleties of conformity. However he would always offer advice and assistance to those who's Mirrors got rejected, often offering to fix the problem for the owner or at least showing them how to remedy the problem. A caring Measurer - that would have to be a first!

Cliff and Lesley, it was never just Cliff. They turned up each year at the Nationals and would camp on site to look after the boats. Lesley would polish the trophies, Cliff would turn his hand to whatever job needed doing.

In the beginning there were the two boys Peter and Michael in *Brolga*, and Lesley and Cliff sailed *Jabiru*, not out to win and rarely at the front of the fleet but always in good humour and always with big smiles.

They were Worlds groupies, Wales, South Africa, Canada, they provided on site support to the teams. It was only Cliff's illness that kept them from Hobart. Their form of competition wasn't winning but they had their favourites, the ones they wanted to beat and they were happy to tussle it out at whatever end of the fleet.

Cliff's competition has finished but the Cliff Scott Invitation Race trophy will see that his memory is revived at every Nationals and hopefully be an inspiration to people to believe they can make a contribution to the future of the class.

Ordinary people doing extraordinary things together!



Jabiru, Cliff & Lesley Scott (Vic)
2000 Canberra Nationals

VIC Tom King

by Rod Thomas, reprinted from MCAV Mirror Reflections, 2001

In late September 2000 the highly competitive men's 470 dinghy sailing class at the Sydney Olympics was won by Tom King and Mark Turnbull from Australia.

The Mirror Class has played an important role in the sailing career of Tom King and we can take pride in his achievements not only in 2000 but over the last fifteen years.

Tom started his sailing career in the Mirror class on Melbourne's Albert Park Lake in the mid 1980s. He quickly progressed into training and racing programs conducted by Albert Sailing Club, the Mirror Class Association Victoria and Victorian Yachting Council.



Tom King & Mark Turnbull, Sydney 2000 470 Olympic Champions

Tom travelled with the Victorian Mirror contingent to skipper boats at three Mirror National Titles. He had a mid-fleet finish in the 1988-89 series at Balmoral in Sydney, first in the 1989-90 series in Hervey Bay, Queensland and third in the 1990-91 Nationals in Adelaide. In 1991, Tom, then seventeen years of age, was selected in the Australian team for the World Mirror class championships in Hoorn, Holland. He sailed a new International Mirror *Export Roo*, with crew Raf Heale, to win the 1991 World Championships. Tom and Raf were a close second overall with one race to go, and won the last heat to narrowly defeat Tim Fitzsimmons and James Kornwiebel from Western Australia.

After the Hoorn World championships Tom retired from sailing in the Mirror class and moved into the 470 dinghy class. He teamed up with Owen MacMahon (an ex-Victorian Mirror champion) and they won Australian 470 championships and represented Australia at the 1996 Atlanta Olympics.

Since 1997 Tom has campaigned in the 470 class with Mark Turnbull, a young Victorian sailor in his twenties. The year 2000 was a golden year for Tom and Mark, his current crewman. In the European summer they teamed up to win the World 470 Championships in Hungary in a fleet of over 100 boats, and won a number of the European international regattas.

The 470 men's Olympic regatta in September 2000 consisted of eleven races. The Australian crew went into the last race leading the series, and needing to finish within five placings of the crew from the United States. After a moderate start King and Turnbull worked their way through the fleet to finish second to the American crew and win the gold medal by four points. It was great to be able to watch most of the race live on Channel 7 from Sydney Harbour with commentary by Rob Mundle. Tom and Mark received their medals at a presentation ceremony on the steps of the Sydney Opera House on the last Saturday night of the Olympics.



Tom King & Raf Heale, 1991 World Mirror Champions

NSW Bill Jaffray

by Peter Campbell, 2012



Liangi, Bill & Annabel Jaffray (NSW), 1971 Australian Mirror Champions

A prestigious event at the conclusion of each Australian Championship for the International Mirror Class since 2006 has been the awarding of the Bill Jaffray Memorial Trophy to people who have made an outstanding contribution to Mirror sailing in Australia.

Presented to the Mirror Class Association by his children, with contributions from many people who sailed against Bill, it is a fitting memorial to a man who introduced so many families to the joy of Mirror sailing, but also to a true gentleman sailor.

During the third heat of 1967 Australian Mirror championship at Mordialloc, *Baja*, sailed by Bill Jaffray and his young daughter Penelope, was challenging the ultimate winner Nimrod throughout the race, but because Ian Nichols was unable to hoist his spinnaker, Bill sportingly declined to fly his, costing him the race. Nichols went on to win the title, Jaffray placed fourth.

Such a fine sporting gesture epitomised the fine principles of Bill Jaffray's life – at school, in the navy in World War II, as a family man, in business, notably when he became the agent for Mirror building kits in New South Wales. He introduced many individuals and families throughout the State to sailing and racing the Mirror, sharing his own skills and also leaving his name attached to many trophies.

Bill began sailing at an early age, literally very early in the morning. He once told me the story how, as a boarder at Geelong Grammar School, he and a school mate used to tie a piece of string to each other's big toe and the first to wake on a summer's morning would pull on the string to stir the other.

Quickly dressing in shorts, a shirt and sandals, they would sneak out of their dormitory and run down to the shores of Corio Bay, rig their little dinghies and go for an early morning sail before the rest of the school was awake.

A book on the history of Geelong Grammar School, *Light Blue Down Under*, records under the heading Sailing, "It seems strange that sailing was not taken seriously at Corio until the first term 1941 when, with the headmaster as commodore, the Yacht Club was formed. A boy, W A Jaffray, was the moving spirit."

At 17, Bill joined the Royal Australian Navy, serving on minesweepers and taking part in the landings on Tarakan and Balikpapan in Borneo where he commanded landing barges.

After the war, Bill just wanted to get on with life, have lots of Jaffrays and get out on boats. He gained lots more experience of sailing, in dinghies and large keelboats, but smallboat sailing was always his passion.

He and his wife, Kay, had produced four Jaffrays – Andrew, Penelope, Christina and Annabel – by the time Bill got involved with the Mirrors and moved to New South Wales. They rented a house called Maritana on the shores of Elvina Bay, opposite Church Point, on Pittwater and Bill began spreading the word about this remarkable, do-it-yourself, 'stitch-and-glue' marine ply dinghy with a gunter rig and red sails. His gentle manner, his ability to impart his sailing skills and knowledge, soon saw a 'rash of Mirrors' on the waters of Pittwater and Middle Harbour.

It was at Maritana on 26 September 1965 that a gathering of Mirror owners formed the NSW Mirror Class Association with the objective "to further the interests of the Mirror class and govern its affairs." Henry Wardlaw was the first president with Bill Jaffray as secretary and Peter Campbell as race secretary.

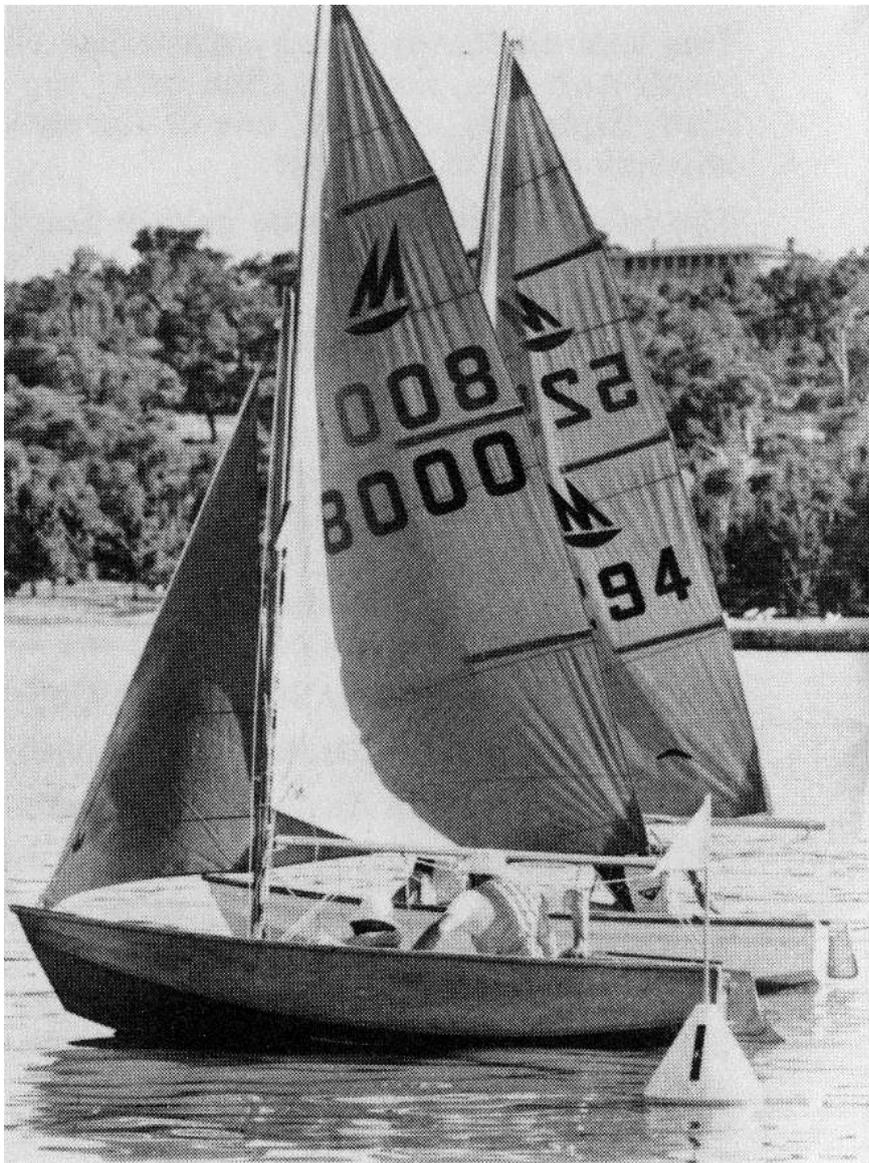
Racing was initially conducted by the NSW MCA from Clontarf on Middle Harbour and Palm Beach on Pittwater and within a year fleets had been established at Botany Bay and Middle Harbour and as part of the established Palm Beach Sailing Club and BYRA (Bayview) on Pittwater.

Helping to expand the Mirrors in inland NSW was the Transom Trophy teams racing series. Interest grew quickly in inland areas where sailing was becoming popular on lakes and dams.

Supported by a group of enthusiastic owners and their families, Bill visited many inland areas of NSW, running regattas for local Mirror sailors on waterways that ranged from Lake Burley Griffin and Burrendong Dam to a tiny private dam called 'The Folly' near Cootamundra. Families from Sydney found a new outdoor experience in camping as well as sailing; farmers turned sailors were quick to learn the racing rules although a new right-of-way rule was added for small waterways: "Tree Room!"

Bill Jaffray would have been an outstanding helmsman in any class of sailing boat. In Mirrors he had a remarkable skill in all weather, but he also had excellent crew in his daughters Penelope (Pop), Christina (Tina) and Annabel at various times. Son Andrew did not race with his father but followed him as an excellent helmsman in his own right.

Bill and Penelope won the NSW championship with *Langi* in 1969-1970 and the following season the Australian title on Lake Burley Griffin, this time with 10-year-old daughter Annabel as for'ard hand. Australian Seacraft magazine reported that "his success was certainly one of the most popular victories as he has been a great stalwart of the class, both as an administrator and a competitor since introducing the class in NSW six years ago."



To win the National title, Bill had to overcome a bad first heat in which he capsized in a wild squall under Black Mountain, cut his hand badly and finished 36th. Seacraft reported that "his wound required several stitches so he sailed the remainder of the series with it swathed in bandages. However, as the series progressed his sailing improved and after a sixth and a fifth, Jaffray scored two convincing wins in the last two heats."

Bill's children Andrew and Tina won the Australian Junior Trophy in Adelaide in 1968, Tina won the Australian Ladies Trophy with Cathy Bond in Canberra in 1971 and Bill the Australian Family Trophy with Annabel in Sydney in 1973.

After retiring from active Mirror involvement, Bill and Kay lived on their cruising yacht in Sydney Harbour and, following Kay's death, Bill completed an epic voyage down the River Murray in a 16' Wayfarer dinghy named *Mavis*, joined at various stages by his children.

Bill and Kay Jaffray and their children became lifelong friends of the Campbell family, sharing many wonderful times on and off the water. Bill was a true friend.

1971 Australian Mirror Champion *Langi* (8000) Bill Jaffray, NSW and *Miranda* (5294) John Prott, WA on Lake Burley Griffin, Canberra



NSW Ian Kingsford Smith

by Peter Campbell, 2012



Ian Kingsford Smith, Yachting Australia Lifetime Achievement Award (photo: Peter Campbell)

Ian Kingsford Smith, a past Australian champion and early administrator of the NSW Mirror Class Association, received a notable recognition of his contribution to sailing over almost 50 years when he was awarded the prestigious Lifetime Achievement Award at Yachting Australia's 2011 sailing awards dinner in Sydney.

Ian built a Mirror in the mid 1960s, named it *T'quila*, and began racing with his wife Rhonda as crew. They finished third in the 1968 nationals in Adelaide but the following year took the Australian title with a resounding victory on their home waters, Sydney Harbour.

Like everything Ian tackled, including renovating as house, *T'quila* was a perfectly prepared boat with a finely tuned rig and full-cut sails. Working as a brilliant sailing team, Ian and Rhonda (and she was expecting their first child) eclipsed the opposition in winning three of the five heats to the championships sailed out of Woollahra Sailing Club.



Ian's skills with wood-working can be seen in NSW's Transom Trophy, a beautifully crafted, scaled-down replica of the for'ard transom of a Mirror which Ian made in 1967. The Transom Trophy for teams racing

has been a major event on the NSW association's racing calendar since then and is currently held by Hunters Hill Sailing Club.

Ian has always been a sailor prepared put a lot back into the sport as an administrator, going back to his days sailing Mirrors and OK dinghies, then Solings and Hood 23s, before joining the Royal Sydney Yacht Squadron's International Etchells fleet.

In addition to winning championships he has served on the association committees of each of these classes, including being race secretary of the NSW Mirror Class Association.

As a member of the Royal Sydney Yacht Squadron, Ian has served the General Committee and the Sailing Committee and currently gives up much of his sailing in the Etchells class to being a National Race Officer, conducting RSYS club events and mini regattas.

He was chairman of the Board of Governors of the International Etchells class when the Squadron conducted the 2012 Etchells world championship in February 2012, playing a significant role in the planning and conduct of the highly successful series off Sydney Heads.



Coincidentally, the winner of the 2012 Etchells worlds was another former champion Mirror sailor, Victorian Tom King, helming *Iron Lotus*. As a teenager, King won the Mirror nationals at Hervey Bay, Queensland, in 1990 and the Worlds in Holland in 1991. In 2000 he won the gold medal in the 470 class at the Sydney Olympics, adding another World title in Etchells in 2012.

Iron Lotus, Tom King, Owen McMahon, Ivan When and David Edwards, 2012 Etchells World Champions (photo: Peter Campbell)

nsw Romcke Family

by Ben Romcke, April 2012

Brightly Shines a Mirror

I was born in 1932 and lived by the sea at Cowes Phillip Island Victoria for some years but had to move to Canterbury, Melbourne in 1943. I married in 1956 and moved to Ringwood, which was further from the sea, but the family had a holiday home at Mornington /Mt Martha on Port Phillip, so I still was able to have a connection with the sea. We had two sons, Jonathan 1960 and David 1963. About 1963 a friend of mine and I went into shares together to build a boat. He would pay for it and I would build it. It was a 16 foot plywood ski runabout powered by a 45hp Mercury outboard and seated up to six persons. It was modest by today's standards, but we had great fun and we learnt to water ski. The two boys and even the dog loved it. They would sit on my knee and steer the boat and the dog would stand at the rear bighting at the wash flying by. Other times he would stand on the front deck acting as a live large mascot.



In 1964 a school friend purchased a Mirror sailing dinghy kit No. 2524. His name was Alan Dunkerley (now deceased) and he learnt to sail, and I sailed with him as crew learning all I could. Alan was Manager of Savage Fibreglass Industries but gave up his job, sold his Mirror and went overseas to sail. He crewed on many yachts in the U.K. and competed in the disastrous Fastnet race in 1979. He built up a good reputation and eventually was appointed as Captain of *Shenandoah*, a three masted Gaff Schooner of 55m (181ft). Not a bad step up from a Mirror dinghy. Shortly after, he employed my son David as 1st Officer.

In 1966 I realised that pouring petrol into a boat was not the most economical way to provide family enjoyment, so I sold the boat with tears in my eyes and purchased from Blockey the Boat Builder a Mirror kit 5074 and I assembled it without too much trouble thanks to help from the boys and a kid up the road. The kit was reasonably priced and was supplied complete, down to the last screw, nail, copper wire, shaped timber and plywood panels, fibre glass mating, and resin, waterproof glue, sails, rigging Oregon timber for spars, oars, instructions etc. The application of fibreglass was a new experience. The fact that Mirrors are made almost completely out of plywood was a major choice in selecting a Mirror as I was employed in a family firm that imported the first timber veneer lathe in Australia in 1915. At some time I sold Blockey a small quantity of mahogany plywood so I ordered my kit to be all mahogany which is more durable and lighter than the klinki pine that normally was used. Prior to the building I was determined to make the dinghy as safe as possible. This was achieved by placing large blocks of poly styrene foam in each of the four flotation tanks before closing the tanks off. I felt that should we be involved in a high speed collision with another craft we would have a better chance of surviving if we were demolished.

Our Mirror was first launched at Mentone but most of the sailing was at Mornington, Mt Martha, and other places on Port Phillip, Western Port, and Eildon Weir. At times we sailed in very heavy conditions and the stout Mirror took a lot of punishment but never let us down. Most of the time we sailed with two adults and two boys and the dog. However I realised that the Mirror was built at a price and required some additional equipment and alterations. The first thing was to replace the sheets, which were too hard and too thin with a softer and thicker rope which made a great improvement. After that I took out every screw that I could find as some of them were working loose and replaced them with stainless steel bolts, washes and nuts. Next was the standing rigging which was replaced with SS of a smaller diameter. We found the floor was very slippery and hard to maintain a good grip, either bare footed or wearing sand shoes, so I obtained some light fly netting and cut it to size and placed it on the floor and painted some varnish over the top. End of problem.

On one occasion in heavy conditions the rudder blade fractured, so that was replaced with a stronger blade. Transporting the Mirror was not a problem as I bought from Alan Dunkerley a boat trailer that he designed and built to tow behind a car. The trailer with boat could be easily manhandled by one person even on a beach. We did not join any sailing club as we preferred to go it alone. Both boys took to sailing like a duck to water and I would set up the anchor and long light line and they would sail to the extent of the line, back and forward in about waist high water. It was safe and a lot of fun. When each of the boys were eight they could sail by themselves under light conditions with both sails up. That was highlight of their life.



The Mirror was very versatile and thanks to the push obtained from a 4hp Evinrude outboard on the transom we all visited places of interest that were out of the way.

In 1971 my company asked me to accept an executive position in a large plywood mill in Wauchope NSW so we all packed up and settled in Port Macquarie closer to the Hastings River estuary and the sea. The Mirror and trailer of course came with us. The Port Macquarie Sailing Club was active in the season and consisted of mostly VS class skiffs and a few catamarans. Most of the members were male and single and family sailing was almost non-existent, so we all joined up. They had never heard of a Mirror and when it appeared on the rigging area it was met with good-natured laughs and sniggers. However, sail we did and received a generous handicap. Sometimes the markers would be pulled up before we would finish. The annual Marathon was to take place and our start by ourselves was 10am while the scratch boats were to start at 1pm. We finished in front at 4pm. The members knew we had arrived.

I saw an opportunity, and arranged with Simon Greig of Blockey's to become a part-time Mirror agent in Port Macquarie and promptly ordered a couple of kits. In no time the biggest fleet on the river were Mirrors which were called the red plague. The buyers were all families. We had no intention to take over the club, but in no time all office bearers were Mirror owners. As we did not race 4 up we decided to buy another kit 41478 and competed with two boats in friendly rivalry. My younger son David raced with me and Jono with his mother. It was a fantastic time of family fun racing the Mirrors.

Circumstances dictated a move back to Melbourne in 1974, and in 1976 I and 5074 moved back to Port Macquarie. Jonathan moved to Wollongong University and became a Mining Engineer, and in fact still has 5074. In 1979 David at 16 years had enough of school and joined the Navy and was sent to HMAS *Leeuwin* in Fremantle as a Junior Recruit and then onto Marine Engineering training in Melbourne. Everywhere he went with the Navy he was always involved with sailing, was always having time off away racing for the Navy and competed in Inter Forces sailing competitions as well as Ocean Racing. He was a member of 3 or 4 sailing clubs and moved into bigger and faster dinghies and then into yachts. He and his brother also later built a 'Miracle', which is another kit-built boat from Jack Holt. In the Navy he served on Ships such as HMAS *Stalwart*, a destroyer tender or floating workshop, HMAS *Melbourne* our Aircraft Carrier and GPV *Bass* a navigation training ship.

After the 6 years in the Navy he went into the Private yachting business overseas and changed from Engineering back to the deck side of things. After just 2 years and at 25 yo he became a Skipper of a 32m Schooner named *Vagrant*. From then on he progressed onto larger yachts and sailed all over the world. In all his Commands he has had to hire hundreds of crew from all over and he knows all too well the skills he obtained from his Mirror days. So the prime thing he wants to know when hiring is what they did when they were kids. Were they brought up sailing dinghies, as this is the crux of it all. David, or Rocka as he is now known, is now Captain of the largest Sloop in the world (75m) and the 4th largest private sailing yacht in the world, *Mirabella V*. She is now named *M5*. In March 2012 he sailed her from the Caribbean into Falmouth England for a 12-month refit. The first week he was there he went into the maritime museum and what did he see but Mirror No. 1. This brought back all the memories and in fact inspired the words to this story.

His life and career all stem back to, and credit can be given to the Mirror Dinghy 5074.



*Mirror 5074, Rocka's first command, 1966
David at the tiller whilst Jonathan rolls aboard*



MIRABELLA V, Rocka's current command
Bahamas, December 2011



nsw John Way

by John Way, reprinted from Port Stephens Yacht Club Ltd, Quadrant, September 2006

Mirrors in Cootamundra – sailing on Cowcumbla Dam



The Cootamundra Sailing Club existed for about 6 years in the 1970s with sailing enjoyed by 16 Mirrors on the local abattoir dam (photos: John Way).



John and Jenny Way are shown with the NSW Mirror Dinghy Championship Cup which John won at Bayview (Sydney) on February 28 and 29. A story on the bestowing of Life Membership of the Cootamundra Sailing Club on John Way is on page 13.

John Way recalls - I moved to Cootamundra in my early 20s to become a farmer and had a break from sailing for several years until three of us bought Mirror dinghies and formed the Cootamundra Sailing Club using the local abattoir dam as our home water. The area was about the same as that which the Port Stephens Soldiers Point Marina covers so we had a lot of close quarter tactics and spinnaker work!

We used to sail six or seven times around a triangular course, tearing a strip of tape off the boom every time we passed "go". Visitors would be intrigued with our method of watching which way the sheep were facing to indicate possible wind shifts!

Eventually we gained a few more members and started to compete in outside regattas. When we finally left Cootamundra, the club had 16 Mirrors, I had held four state titles and managed a fifth in the Australians one year. Our sons sailed with us as they grew up, Rob skippered his Mirror with Jenny as his crew and our younger son, Angus, crewed with me.



nsw Ray Butler

by Sarah Butler, reprinted from NSW Mirror News, July 2002

What is sailing good for, apart from frustration and battle scars? It's a tremendous provider of stories and tales. Dad has been sailing for probably half of his lifetime, which means all my life I've been bombarded with endless tales of disasters, near-death experiences, miracles and victories.

I can vaguely recall Dad retelling his first experience in a boat. I'm unable to remember all the finer details, but I'm pretty certain that it involved Dad running his cousin's Heron into a pylon of one of the bridges along the Parramatta River. In Dad's defence, apparently there was a pretty strong tide and not a great deal of wind. Needless to say, Dad would never have done that to a Mirror.

Many years after this incident, the idea of sailing re-emerged for Dad. Spending another uneventful weekend visiting Dad's parents with his wife and new baby girl Belinda (my eldest sibling) at Tuggerah Lakes (no bridges there), Dad decided that there must be something better to do than sitting around for the entire weekend. He decided that the best thing to do with a lake was sail on it.

Now inspired, Dad set off to the first boat show he could find, and upon entering, he came across an NS14. After very quickly deciding that it was far too complex, he went in search of the Heron. After viewing the Heron, Dad turned and beheld the 'Mirror Dinghy'. The lighter brother of the Heron instantly appealed to Dad's injured back, and little did anyone know, an obsession had now begun. Loving nothing more than playing with toys and building things, Dad bought a kit, and built his first boat *Wisequack*.

My mother, being the great philosopher she is, said to Dad, "you'll want to race that thing". "No, no" he reassured her "I only want to muck around with the kids." Five minutes the boat had been in the water, when Dad spotted a red sail on the horizon. The competitive beast within him could not be subdued, and knowing that the red sail could only mean one thing, Dad was off. He's loved nothing but racing since.

Wisequack was eventually not quick enough for Dad; it was too heavy to be competitive. It was replaced by *Popar* (Pile Of Ply And Rag) named but not built by Dad. After a rather nasty encounter with a Paper Tiger (no need to speculate who won that battle) *Popar* was re-invented, and became *Spectrum*. It was a spectacular looking boat, with all the colours of the rainbow splashed along the side. It even was awarded the 'Best Presented Boat' at a regatta in Wagga Wagga.

It was in this boat that I was introduced to sailing. It was the day before *Spectrum* was sold; the three of us (Dad, *Spectrum* and I) went down to Kogarah Bay for its last sail. I've got to hand it to Dad, he chose the most horrible, blustery, windy, rainy day I have ever known and I was petrified beyond belief. It's a wonder that he ever managed to get me near a boat again, but I'm really glad he did.



Dad continued to shock us when he arrived home with the sorriest excuse for a boat I think I've ever seen, it was barely staying together. He must have seen some potential though, because after many months of hard work, *Bob* was born. The only way it can be described; 'a bloody good boat', and by far, Dad's very best project.

Anyone who knows Dad will tell you that he lives and breathes sailing. If you open his wallet, the first photo is of *Wisequack*, you actually have to remove it to find the photo of his family. When asked the question of religion, Dad will reply without hesitation or sarcasm, "sailing".

As I mentioned, he's super competitive, and loves to win, but even more than this, Dad loves to help people. All through Dad's time in the sport, whenever and wherever he could, he helped people fix their boats, change to better systems and give advice to make others more competitive. I know it is this that gives him the greatest feeling of satisfaction, to have helped people, even if in the smallest measure.

Sadly Ray passed away in 2005 after losing his battle with cancer.

Ray Butler with daughter Sarah in *Bob*

nsw Celia May

by Celia May, 2010

My husband gave me my first boat for my 40th birthday in 1986. I had researched carefully, ideal learn to sail, perfect family boat, light enough for two adults to move easily, the Mirror was the boat. I had given myself sailing lessons at Balmoral, badgered anyone I knew with a boat to take me sailing, but somehow my family never quite shared the passion, my husband couldn't swim, one daughter didn't like to have both feet off terra firma and the other was – well I wasn't much of a sailor so no wonder she didn't feel inspired.

We were on a family holiday. I hadn't made much progress and I was with my upside down boat in Wallis Lake on the mid North Coast of NSW when someone approached me and said "You should go to Hunters Hill Sailing Club". I don't know who he was or why he bothered, but I thank him from the bottom of my heart. Hunters Hill Sailing Club was actually just across the water from Greenwich where I lived. I turned up with my boat and said I wanted to learn to sail. They welcomed me with open arms and slowly, imperceptibly at first, I became a Mirror person. Robin and Lyndall Ford began the process. They had built a boat in the time honoured fashion in their dining room and sailed it on a gravel pit in England. Lyndall crewed for me that first year - we won the Autumn Pointscore - she was the most wonderful teacher.

Lyndall recognised that there was one thing missing from their life and that was a Mirror and so *Ready* came to HHSC and the class was flourishing. Ray Butler brought his boat *BOB* to the Club and with him, the experience of a whole world out there of Mirror sailing. We challenged (fairly incompetently) for the Transom Trophy but it was glued to Canberra's walls. People went to things called Nationals and when they came back they sailed even better.

December 1997 and the Fords were going to the Nationals in Adelaide. "I want to go to Adelaide to sail. I would like it if you came but you don't have to" I blurted out to my bemused husband. He came from Adelaide originally and a trip to old haunts seemed a very pleasant prospect. We shared accommodation with the Fords and John became our "Mother" as Lyndall said, ferrying us to attractive dinner spots while we flaked exhausted in the car. My boat had no measurement certificate and I trembled as I joined the measurement queue. "Looks like a Mirror, it is a Mirror" as the measurer gave me a roneoed form and signed it. The previous day, when we arrived in Henley the wind was howling, the Gulf was grey and white capped. I took to my bed and cried. We had come all this way; I would never be able to sail in that! But next day it was green and tranquil. The organisers found me a lovely young boy as crew – at the end of the regatta he said this was the best holiday he had ever had. I was hooked for life

We went to Fremantle, our first regatta with the Russells. There was no one to take the minutes at the AGM. How silly, anyone can take the minutes, so I started on an administrative role in a class that had brought me so much pleasure. We went to Canberra, Melbourne, and suddenly it was our turn to run a regatta. Ray Butler put us through our paces and we pulled it off in style. By now my husband John had decided he liked the shore crews and he would be planning activities, emailing friends long before we set off for the next destination. The Worlds in Hobart – WOOOW! A whole swag of memories, stories and friends from all over the world.

We completed our round Australia circuit with Brisbane and it was back to WA, this time driving the boats, my farewell sail with one of my favourite crews Julie Holmes. We loaded her onto a plane in Perth off to Europe for a "gap" year. She sailed with me for 4 years, we won a State Title together and now she was grown up and off on her own. As I look back now on the twenty five years since we launched my first boat I remember with greatest pleasure the wonderful crews who have kept me company – that and the extraordinary friends we have made around Australia.



It was such an honour to be asked by Norm Deane to take on the International Presidency in 2008 and a marvellous excuse to travel to Wales. I am thrilled by the prospect of growth by the class in China and the possibility of expansion in Turkey and Italy. I look forward to many more exciting developments as retirement in 2011 gives me more opportunities to promote the class that has brought me so many incredible role models and so much pleasure.

2006 Canberra Nationals, Celia May drifts home to beat Mirror champion Mark Barrington



Andrew McIntyre

by John McIntyre, reprinted from NSW Mirror News, October 2002

Andrew's sailing career started at age 5 when I build a Hartley TS 16 in the family garage. I recall fondly his none too subtle suggestion that we take her for her first sail at Wamberal knowing only too well that we could hardly find ourselves in peril in eighteen inches of water!! From the regular social outings aboard this and several subsequent trailer sailers, Andrew developed a special affinity for sailing and being an avid reader, poured through books and the monthly editions of Seacraft magazine. Later he spent his pocket money on Australian Sailing magazine, building a 25 year collection that adorns the bookshelves at his home today.

At age 12 he joined Hornsby Police Boys Sailing Club and spent a season crewing on a Manly Junior and learning the basics of racing. The next winter he helped me to construct a new timber MJ at home that he was to skipper the following season. With great determination and a passion for all things technical he set about replicating fast rig setups and soon had his MJ *Ghillie Callum* up to speed, making the journey to Lake Illawarra for the Nationals selection heats. In his first Association event he placed 10th in a fleet of 76 and won the event on handicap. From there he qualified for his first Nationals which took place at BYRA and finished 19th in the field of 50 finalists. It was at this time that he underwent a "growth spurt" and considered himself too heavy for the MJ. We sold the boat to his then crew and acquired a new glass Flying Eleven hull that he raced at BYRA and Hornsby Police Boys for several seasons, competing in the Nationals and regularly placing in the top twenty among competitors that included Stephen McConaghy, Emmett Lazich, Scott Ramsden and Ian Colley.

Andrew enjoyed his social sailing as well, regularly cruising the Hawkesbury in the much loved Top Hat *Pibroch*. Time permitting he still does that these days. From age 17 he would take the boat away with friends, sailing on Broken Bay and consuming vast quantities of fresh fish they caught in the evenings while at anchor.

Following the stint in Flying Elevens Andrew raced Tasars and Lasers while he completed his university studies. After the merger between Clontarf Sailing Club and Balmoral, Andrew joined the Balmoral board as a director where he would serve for ten years, initially as Treasurer, then Vice Commodore and finally as Commodore from 1998 – 2000.

It was during his first season at Balmoral that he purchased a Mirror to teach his then partner Cathy the basics of sailing. Unsurprisingly they made a pretty good (albeit sometimes feisty) team and managed to win their fair share of races. Their first Mirror *Redleaf* was formerly owned by class stalwart Graeme Macey and offered a wonderful introduction to the Mirror family. The environment at Balmoral suited Andrew and he enjoyed the social activities as much as the sailing, alongside the Hooks, Britts, Owens and Delaneys and formed a close association with the Hartman family who were able to supply a long line of capable yet diminutive forward hands. In 1993 he ordered a new Mirror from Bob Cruse and several months later the magnificent and much awaited *One Step Beyond* arrived in a container from Perth. He had just two weeks to tune it and with Edward Hartman placed third in the State Title at Balmoral, finishing behind Canberrans Danny Keys and Peter Russell. Several more top placings ensued in State Regattas over the next few seasons, plus the somewhat dubious distinction of becoming Australian "Cruiserweight" Champion at the Chelsea Nationals in 1994. Andrew's work often kept him away from regular Saturday sailing but he managed to juggle his travels around Club Championship heats most of the time, collecting six consecutive Club Championships from 1991 to 1996.

2000 saw Andrew return to the Mirrors, this time with a home built boat. He completed *Prime Time* himself in his workshop in Castle Hill (with me as a labourer every Tuesday night). Not being one to "undercook" anything, he did quite an extraordinary job, with the boat emerging from the shop looking like a piece of fine furniture and as ever, no detail incomplete. He had no time to waste with all the fittings going on in the days prior to the Canberra Nationals. He drove the boat down to Canberra for its inaugural sail and met his pre-arranged crew Sarah Butler for the first time. The boat went very well and despite being a heavier combination with some often "innovative" attempts at boathandling, the pair finished 11th. Andrew seemed to derive great pleasure out of building and sailing this little boat and spent a few more evening hours putting together a web page to encourage other people to share the Mirror building experience. *Prime Time* took Andrew to back to back State Titles in 2000 and 2001, the current one perhaps his best ever effort in a major series, winning every heat. He took that speed to Gosford for the Nationals, finishing 5th overall in a strong campaign that included his first ever Nationals heat win.

Despite some heavy work and family commitments Andrew continues to devote as much time as possible to sailing. I am able to reflect fondly on the passion he has demonstrated for the sport over the years. There is little doubt that sailing teaches independence and maturity at an early age, attributes that Andrew has found beneficial throughout his professional career as well. These days he also sails on bigger boats when the opportunity arises, although remaining within the confines of the harbour and Broken Bay. Always determined to complete a Hobart race, he remains hopeful that science will deliver a foolproof cure for motion sickness before the time comes to hang up his sailing gloves forever!!



nsw Bruce Lucas

by Celia May, 2005

Bruce's sailing career began many years ago in skiffs but it wasn't until daughter Jemma got a taste of sailing at school that he was able to persuade any of his family to join him. His first Mirror was *WasteSaver*, an indestructible clunker painted beautifully and if you didn't pick it up it looked pretty good. NSW were the hosts for the Nationals that Christmas and he came to Gosford for a look. The World Titles were going to be in Tasmania the next year and a neighbour, Michael Spies, convinced him that he couldn't possibly miss the chance to sail with the rest of the world at his own back door. But first he decided to build a new Mirror and became part of an avalanche of new boats in NSW, 4 of them in 2001. Bruce loaded *WasteSaver II* onto the car and with wife Jennifer and Jemma set out for Hobart. He had a ball.



MARITIME MAYOR: Bruce Lucas likes nothing more than sailing on the Parramatta River, usually with his daughter. Photo: Matthew Sullivan

The following year the Nationals were in Brisbane. The big question there was how to spread the Mirror good news story. Publicity was to be part of the answer. Bruce took to it with a vengeance, and photos and articles about Mirrors started appearing in the local papers and the Mirror fleet at Hunters Hill grew to 20 boats. Last year he approached Bing Lee for sponsorship of the 40th NSW International Mirror Class State titles. Mr Lee was generous and Bruce responded with enthusiastic publicity which saw visitors travelling from as far away as Bateman's Bay. He took over as State President of the IMCANSW in 2003 and in 2004 agreed to become National President. This job he attacked with customary enthusiasm and dedication supported as always by Jennifer. It was only one facet of his life. In addition he was a councillor with Hunters Hill Council, on the board of the Brain Injury Respite and Development Service; he worked with the scouts and the Gang Show and was a tireless supporter and contributor to Jemma's school.

With the 40th National Titles to be held in Canberra he once again approached Mr Lee with a proposal to sponsor both the State and National Titles. He canvassed support from Steve Walker, from Bob Cruse, from Zhyk. All and more fell captive to his good humour, his persistence and his overwhelming belief in his cause. He was thrilled beyond measure to be able to support Jason Rope and Ethan Atkins in their preparation for the World Titles this year in Sweden.

It was only when his back was hurting so badly that he was afraid he wouldn't be able to sail that he took himself to the doctor. He told friends it was just back problems, sure that treatment would have him back on the water in no time. He still came down to the Club, just seeing how things were going, making sure that Daniel his new young crew was looked after. But there was to be no recovery. Bruce died on October 15th 2005. He was 62.

At the State Titles the NSW committee announced the commissioning of a new trophy from Bob Cruse for the State Champion to be known as the Bruce Lucas Trophy. We will remember him, a dogged competitor and a good friend.



The Bruce Lucas sponsorship legacy continues to support Mirror sailing



nsw Mark Phillips

by Lachlan Gilbert, 2012

Mark Phillips sailed Mirror dinghies from BYRA in the early days of Mirror sailing in Australia and went on to be a successful International sailor. He sailed with Lachlan Gilbert in the 470 trials in 1980, has sailed Lasers, Contenders and yachts with Jamie Wilmot. Mark now sails a Finn and a Mirror. He founded Dinghy Sports Australia in 1980 and “became the first business in Australia to specialise in the building, rigging and promotion of racing sail boats for young people.”

As a 16-year-old Mark was unlucky to be disqualified after a luffing duel in the last heat of the 1971 Canberra Nationals which cost him the Australian title. He finished 8th overall in *Bad News*. Mark has re-joined the Mirror fleet sailing with son Hugh and finished 3rd overall in the 2010 Lake Cootharaba Nationals winning the Masters Trophy and finished 2nd overall in the 2012 Williamstown Nationals winning the Family Trophy. In Hugh’s first International event, the 2011 Albany World championship they finished 13th overall including 2nd and 3rd place finishes – an outstanding performance for the father and son team!

In 2009, together with Mirror sailor Lachlan Gilbert, Dinghy Sports Australia imported a new Winder Mk 3 Mirror. Moulds were taken and then measured and approved by ISAF and 20 new boats were built in the lead up to the 2011 World Championship in Albany WA.



*Binge Thinking 70589, Mark & Hugh Phillips
2010 NSW State Championships, 4th overall*



*Sponge Bob Square Boat, Mark & Hugh Phillips
2012 Williamstown Nationals, 2nd overall*

Manly Daily, August 2008

Last of the small boatbuilders

Amanda Davey

ONCE alive with a burgeoning boatbuilding industry, Sydney can now lay claim to a mere handful of these established enterprises as a result of a mass exodus offshore and up north to the Central Coast and Queensland.

While some of the bigger players have opted to stay put, like the world-renowned McConaghy Boats in Mona Vale, the majority have taken their moulds elsewhere to reduce manufacturing costs and stay viable in a highly competitive global market.

However, servicing the young local contingent since 1980 is Mona Vale’s Dinghy Sports, a tenacious little concern that, according to its founder Mark Phillips, is here for the long haul.

“There wouldn’t be a kid in Sydney who has learned to sail and who doesn’t know about my business.

“Sailing was my hobby and my passion, but now it determines my livelihood,” the 53-year-old boatbuilder said.

“I work a 60-hour week in this place but I have no plans to shut up shop or take my moulds to China like everybody else.”

Nicknamed “Freddy” by all those who know him, Mr Phillips has weathered several storms over the decades but has managed to stay afloat due to a comfortable monopoly on the racing dinghy market.

He once employed a team of apprentices and produced between 70 and 100 boats a year, but today he says his output is just over a quarter of that.

Now a sole operator, Mr Phillips said it



Mona Vale’s Mark “Freddy” Phillips has been a boatbuilder for 30 years and he now specialises in making dinghies for young sailors.

Picture: SIMON DEAN RJCB3365

was a case of adapting his business to meet changing market conditions or going under.

“I used to employ trainee boatbuilders, but now I work alone due to the costs associated with employing staff, as well as a general lack of apprentices on the northern beaches.”

As the primary manufacturer of a whole host of racing dinghies, Mr Phillips is secure in the knowledge that his only competition is now working alongside him in the Dinghy Sports factory as a separate entity, but necessarily under the same roof.

“I’ve combined forces with Mark Thorpe

Boatbuilding because of the nature of this industry,” Mr Phillips said.

“Mark focuses on Flying 11s and Northbridge Seniors while I build Manly Juniors, Flying Ants and Sabots along with my own designs, the Pittwater Junior, Banacek and the Envy 4.3.”

While producing boats for children has its drawbacks – in particular, the fact that parents generally favour the second-hand market unless their child wants to compete at a national level – he says he gets a great deal of joy from “the pride the kids have in their boats”.

“On Saturday mornings I invite the kids to come to the factory to see their boat being built.

“I want them to smell the fibreglass and see how boats are made.

“But kids are definitely getting bigger, and that is having a bad effect on some of the classes.

“You have 12-year-olds that are massive and who have literally out-grown their boat, but are not technically ready to move up to the next class.”

But it’s not the children who present problems for this die-hard boatbuilder.

Mr Phillips said that each class of boat came with its own class association, comprising groups of “well-meaning mums and dads who have the power to modify designs”.

“This industry is controlled by these class associations and they have nearly destroyed me a couple of times, but at the end of the day these are the people who organise all the events and without them there would be no kids’ sailing.

“But sailing as a sport has levelled off and a lot of clubs are struggling.

“For instance, 20 years ago the Manly Junior national titles had 90 boats competing and that number hasn’t increased since,” he said.

“I can’t understand why.

“It’s such a great sport and, like golf and tennis, it can be for life.

“I’ve been in this game for 30 years and I know everybody and everybody knows me.

“I’m not going anywhere.”



SA Bryan Buxton

by Peter Williams, reprinted from SA Mirror News, May 1992

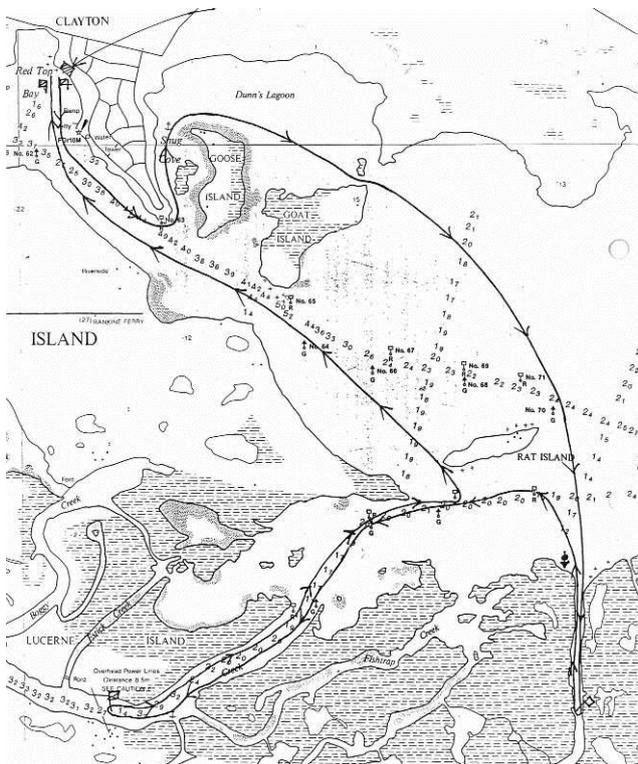
FR BUXTON	BJ	AQUIN
SHEPPARD	D	
INVERARITY	D	
BINNIE	W	
K ² HUSS	D&B	EDOM
BEGG	W John	BEG YOUR PARDON
GARDNER	BC	AQUIN
KROMKAMP	S.	

MCASA boat register card for AUS 2580
Aquin originally owned by FR BJ Buxton

Reverend Father Bryan Buxton was the founder of the Mirror Class Association of South Australia, and became its first president in 1967, which position he held for 2 years. He was made a life member of the MCASA in recognition of his efforts in promoting Mirror sailing. In fact this seemed to be some sort of a family affair. His (late) brother Frank, had previously founded the Victorian Association.

Bryan Buxton passed away on Saturday 4th April 1992, just a day before the annual sailing of the long race for the perpetual trophy which bears his name.

MCASA Secretary Max Judd recalled that Father Bryan had two bouncing active Red Setters, which hated being left on the beach; and on one occasion just after Max had fully painted his Mirror (2607) *Flibberty Gib* - "I had no sooner set it down from the trailer onto the beach when both of his dogs leapt inside, scampered and scratched around, sand and all, on the new paintwork!" Father Bryan just smiled sympathetically and said "They seem to like your new paint job."



Bryan Buxton Long Race

The SA Mirror Newsletter, December 1970 gives notice of the inaugural Bryan Buxton Long Race on Sunday, 10th January 1971 as follows - "Notice of race is given for this great event to take place between Largs Bay and Grange, starting at 1.30pm from in front of the Largs Bay Sailing Club. Boats are requested to be rigged early for a briefing at 1pm sharp. This should be fun, between two buoys along the coast - a cruise and a race at the same time. Try and make it if you can to do justice to this day set aside in honour of our foundation President - now living in Canberra."

The race report in SA Mirror Newsletter, February 1971 records - "Largs Bay Sailing Club kindly gave a start from their bridge at 1.30pm for 15 Mirrors in light conditions. Patrol boats provided rescue and race committee facilities for the 5 mile leg up the coast to Grange and then back. Doug Michelmore had to retire with rudder trouble. Otherwise the fleet, although strung out on the beat, finished up with only about a minute between each boat. With the wind freshening, all finished at 4.15pm. Ray Steinberg was first. ... This proved a very successful day although the long 5 mile beat was tiring for some."

For the first two years the race was sailed from Largs Bay to Grange and return. From 1973 to 1986 the race was sailed from Largs Bay to Snowden's Beach (Port River) then for two years the race was changed to be sailed from Snowden's Beach (Port River) to Outer Harbour and return. In 1989 the race was incorporated with Riversail at Murray Bridge and then in 1990 the race moved to the waters around Clayton at the eastern end of Hindmarsh Island - the course involved sailing through narrow channels and up to creeks among reeds and small islands (refer chart). The 1995 and 1996 races were held in conjunction with Riversail at Murray Bridge but most races were held at Clayton after 1990 with the occasional return to the Port River. The last Bryan Buxton Long Race was conducted at the Oarsman Reserve West Lake in 2002.



SA Alex Young

by Alex Young, reprinted from 19th Australian Mirror Championships Program, 1984

My first contact with competitive sailing amongst Mirrors was as a somewhat anxious spectator parent at the 1967-68 Australian Championships sailed at Largs. I subsequently became involved in sailing as a member of the bridge crew at Brighton & Seacliff Yacht Club and as Mirror representative on the bridge at various clubs during State heats.

1968 saw a major step for Mirrors with a building scheme suggested by the then Mirror agent, David Mensforth and supervised by Cleon Rowe, who was to sail one of the eight Mirrors built in an empty city warehouse. Our activities as boat builders in this scheme were featured on the ABC TV show "Today Tonight" and one of the eight boats was to win the State title twice and share in a third.

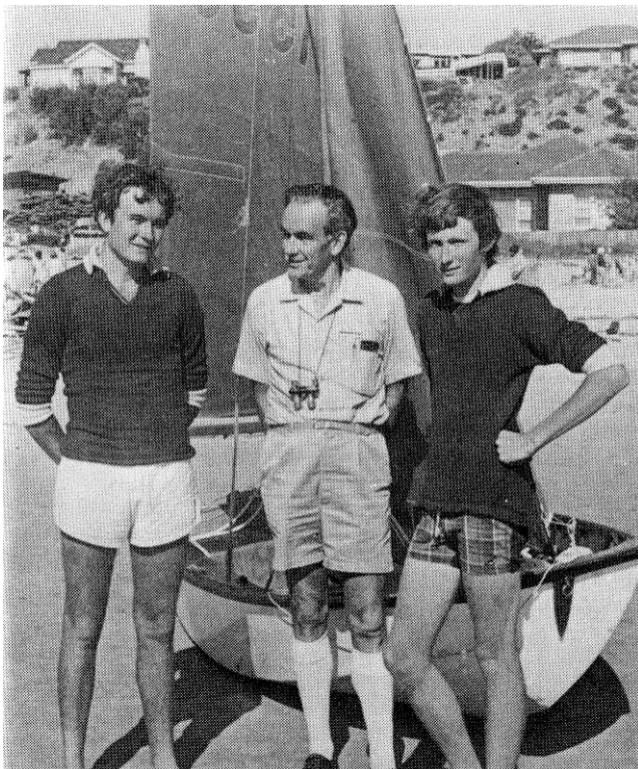
A visit to Black Rock in Victoria in 1969-70 for the Australian titles - where on a day with a light breeze only three boats were at the start line for the gun. Then it was Canberra for the 1970-71 titles - where the fluky winds around the islands caused some headaches.

In 1971-72 it was our turn in SA and as President I was very much involved in the running of these titles. Unfortunately the weather deteriorated after the first two days and prevented further sailing. As a consequence the title was decided on the result of the three races sailed. An attempt to race on the third day saw many boats with damaged gear when endeavouring to leave the beach.

Although the sailing was limited we had a fairly full social program including the introduction of a "hospitality night" at various members' homes, which was very well received by the visiting sailors.

During my four year term as President I was fortunate in having an enthusiastic committee which planned many activities for Mirror sailors. These included the opening day at Goolwa; "Frost Bite" regattas on the Patawolonga during the winter months; the long race from Largs to the Port River in honour of the previous President Bryan Buxton; picnic days and instruction nights. The Easter regatta at Barmera was almost a "must" for Mirror sailors during this period.

I very much enjoyed my association with Mirrors and even though it is some years now since my sons moved to other dinghy classes I still have a soft spot for the boats with the red sails even if those black numbers are at times hard to decipher from the bridge.



Two sons, David & Douglas Young

In 1967-68 David and Douglas (Nick) Young began sailing in M5067 *Aroona*, which David built at home. They joined the Brighton & Seacliff Yacht Club and sailed regularly in club and State events. David later built another Mirror at home and in this boat M18001 *Dreamtime* won the State title in 1973-74. He served on the MCASA committee from 1970 to 1973, and in 1973 was Vice-President. Leaving the Mirror class he successfully competed in the 470 and Laser classes.

In 1969 Nick Young moved into his own Mirror M8252 *Tooloona*, which was one of eight boats built as a group project. In *Tooloona* he tied for the State title in 1969-70 and won the title in 1970-71 and in 1971-72. Leaving the Mirror class he moved to 420s and in 1973-74 won the club, State and National championships. He has sailed 470s and 505s at International level.

Proud day for South Australian President Alex Young after son Douglas (right) had sailed Tooloona to victory in the first heat of the 1972 Nationals at Brighton & Seacliff Yacht Club with other son David (left) third in Dreamtime.

Mirror Worlds Travelogue

Those South Australian skippers who journeyed to Perth for the last Mirror Nationals can take considerable comfort from the knowledge that they were beaten by the best Mirror sailors in the world. As you will know, Australian skippers took the first four places in the World championship at Sligo, Ireland in August 1987.

It's not unreasonable to assume that the South Australians in Perth will have taken careful note and maybe a photograph or two, of the boats of Eldrid, Rogers, Graney and Co, so I will not waste time attempting to describe the fitting out of the champion boats. Having thus disposed of the aspects of boat fittings and rigging, I can now make the account of Susan's and my trip to Ireland considerably shorter and less technical, but with a few lessons thrown in for good measure.

We were deposited at Heathrow at 6am after the flight from Australia. We picked up the hire car for a drive of 500 kilometres, then on to the motorway with all its special rules and customs. In a strange car, after a long flight, it wasn't something I would recommend, nothing like driving in suburban Adelaide. The arrangement was that we were to collect the Mirror we were to borrow for the series from the Eastbourne Yacht Club. We got to the club about 10am, and sure enough there were a number of Mirrors there, but no-one to tell us which one was ours! Two hours later that problem was solved, but the next problem was about to emerge; the pack rack on top of the car was not compatible with a Mirror. Ten pounds worth of tools from the local hardware shop, a trip to the local dump for raw materials, and three hours later we had the Mirror more or less securely on top of the car. We followed this with a further two hours driving to our destination. I didn't realise until that evening that the jet lag, the driving from London to Eastbourne to Southend, and the work and worry at Eastbourne had finally caught up with me; I collapsed and slept for twelve hours!

The next day was a very restful day, when we went with my sister's family to see a raft race on the Thames Estuary on a very pleasantly warm day. After all this we hit the road driving across England, taking in the old Roman walled city of Chester, on to North Wales via Conway and Carnarvon castles, some Neolithic tombs at Anglesea, and then on the ferry to Ireland. After a day sightseeing in Dublin we drove to Newgrange where we spent a very interesting hour looking at the world's oldest megalith building, 5000 years old, older than the Egyptian pyramids.

Then we pointed the car west and drove to Sligo, only to find that the series had been advanced one day and the first heat was to be the following day; our first sail in the boat was to be the first heat of the World championship, with no hope of serious tuning! I won't go into a blow by blow account of the series except to say that the courses were very good, on the inner bay when the wind was strong, and out in the North Atlantic on the moderate days. The weather was cool, winds 12-25 knots, and the water was not as cold as one would expect. All I will say about our results is that we were never last, but we were always in the last third of the fleet. We tried to compensate for our abysmal sailing performance by our appearances at the social events. All the other Australian team members were constrained by the coach's instructions to be in bed by 9pm, but Susan and I kept the Australian flag flying long into the small hours!

The social program was great fun for young and old eg:

- a quiz night when we thought we were robbed;
- a talent night when the Australian camp followers gave an impression of singing Waltzing Matilda in both the traditional and the Irish version (copyright Norm Deane);
- a traditional Irish night with the fiddle band playing traditional jigs, and many of the locals absolutely destroying themselves (with a Guinness and whatever else);
- the prizegiving night when the Australians were out in force.

The Irish were extremely hospitable and we were very pleased that Australia won the series (remembering of course which nation won it last time). Susan and I boarded with the local Garda (policeman) who would be waiting up for us when we got home to give us a tot of the local poteen (an illegal distilled spirit) to help us sleep –as if we needed it!

In retrospect, to placate those who expected some real words of wisdom about Mirror sailing in this article, I would list the following aspects as significant:

1. Don't expect a borrowed boat to be as good as your own.
2. Mount fairleads on the inside edge of the buoyancy tanks.
3. Centreboards must be as stiff as possible (Australian oak is preferred).
4. Total weight of skippers and crew should be 15-17 stone.
5. Practice, practice and practice like the Tasmanians and West Australians.
6. Many of the competitors had very comprehensive armouries of sails, using different combinations for different conditions. One wonders why we in Australia limit ourselves to one set per year!

At the end of the series we did a very quick tour of the west of Ireland visiting Galway, Killarney and Cork, and then back to Dublin and the ferry to return the Mirror to its rightful owner, who was very pleased to see it back in one piece after all its travels.

SA Colin McDonald

by Mark Williams, reprinted from SA Mirror News, 1988



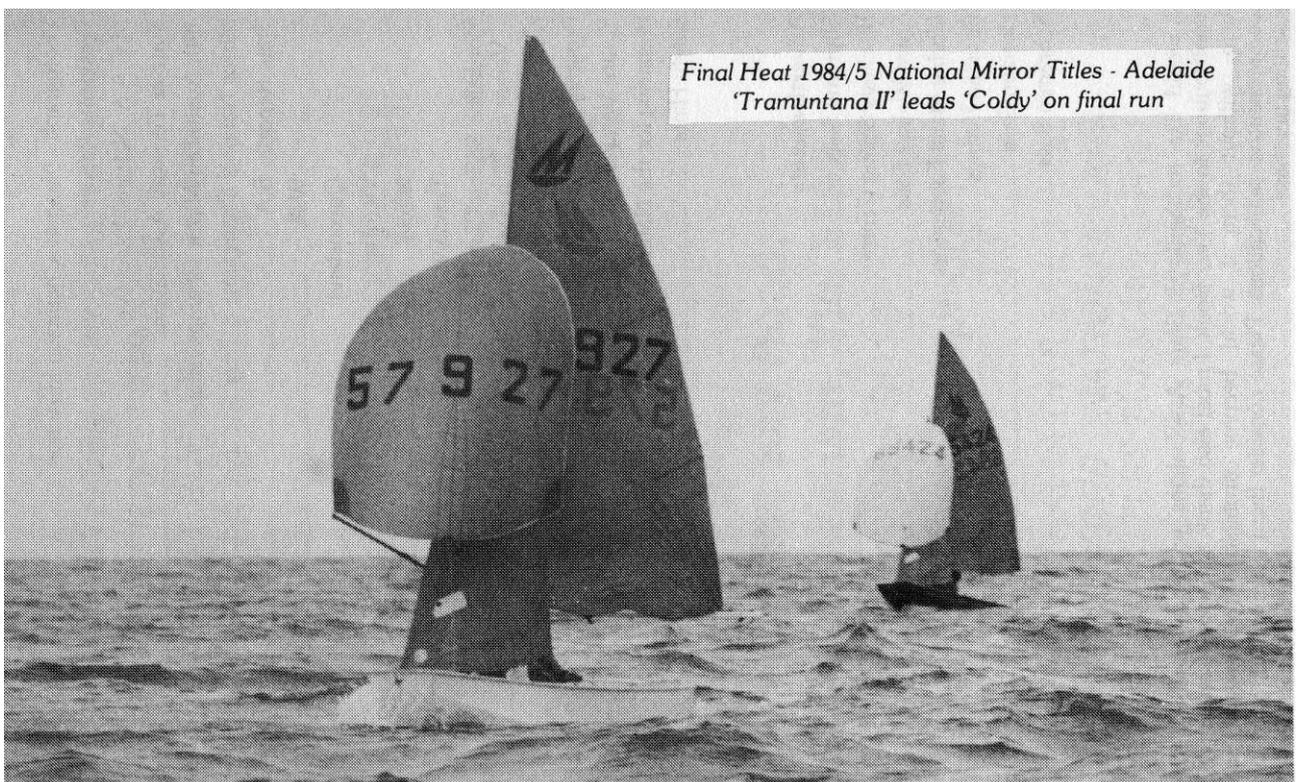
Mirror sailors who knew Colin McDonald will be saddened to hear of his most untimely death in a road accident on January 27th 1988. (Colin was killed in a road accident in NSW whilst returning to Adelaide after competing in the Tall Ships Race from Hobart to Sydney - Ed)

Colin McDonald (right) toasting friends at 1984 Nationals

Colin was an outstanding Mirror sailor and a person of great vitality and generosity. As a teenage member of the Grange Sailing Club he will be remembered for his persistence and willingness to strive towards sailing improvement. Many of his age came but left without really succeeding; Colin stayed on, prepared to analyse, listen to advice, and gradually improve.

Interstate Mirror sailors first came to know of Colin when, as a young man, his perfectionist building of *Coldy* was revealed. That year in Queensland, Colin showed the interstate competitors a new standard in the building of Mirrors, and it was from that time onward that Colin became a real force in sailing. He went on to attain high placings at several Nationals, as well as convincingly winning the Victorian and S.A. State Titles. His former boat *Coldy* is this year's National Champion Mirror.

For a number of years Colin was the Mirror Association's State Measurer, a position he held well beyond his active sailing of Mirrors. He will be especially remembered in this role for the outstanding contribution as National Measurer at a period of some difficulty. Colin was a person of the highest integrity and fairness, extending a warmth and friendship to all who came to know him. For all of these attributes, he will be remembered.



SA Mal Hutton

by Mal Hutton, 2010

I was a late comer to sailing; I had done my National Service training in the RAN in 1953-54, but that was on a cruiser and a frigate, very different water craft to a Mirror. However that experience of the sea undoubtedly drew me to consider sailing. And I remember reading and re-reading a book *True Tales of Sail and Steam* when I was a child, so something lodged in my sub-conscious.

I had enjoyed various other sports, but in 1975-76 had returned from a four year stint in Papua New Guinea and was looking to do more things with my children. I spotted a newspaper item about a Mirror building scheme to be done at Brighton and Seacliff Yacht Club under the guidance of the very experienced Cleon Rowe, and the cost looked OK, and my sons Ian and Mark were interested, so we took the plunge. Eight boats were built in that scheme, with great camaraderie developing amongst the participants. Cleon was a very patient instructor. He had built dozens of Mirrors commercially during the initial enthusiasm for them in the late '60s, but as the first wave of enthusiasm waned he returned to the building industry. He was a wonderful mentor for us, and helped repair my boats for many years after.

One of the characteristics of most sailors is their willingness to pass on advice, and provide practical assistance to newcomers, and I think Mirror people exemplified this. If I mention names I risk leaving someone out, but Ross Whitehorn is one who helped me enormously, both in sailing skills and in boat building ideas as we progressed into subsequent Mirrors to the original *Dry Red*. Ross won several South Australian championships, and one Australian championship, but it was his willingness to share his knowledge which made him stand out for me in my early days. In my first season we capsized more than 20 times, and couldn't work out why. It was Peter Roberts, also a several times South Australian champion from the 1960s and into the 1970s, who pointed out that the rudder was rigged too high and not giving us enough purchase.

The Brighton and Seacliff Yacht Club ran a junior training course, and my son Mark was keen to attend that (Ian had preferred other sports). I took him along each Friday night, and sat in to take notes and learn for myself. Mark was so keen that he did the course the following year also, and then obtained an after school job at the local sail loft. He continues to be a sailing enthusiast, and in the 2009 Sydney-Hobart was a bow man on the handicap winner *Two True*.

We attended Australian championships in Adelaide, Melbourne, Hobart and Perth, and I chaired the organising committee for three in Adelaide, at Grange, Brighton and Seacliff and Henley. I remember the Christmas Day and New Year's Day gatherings at several of these, where everyone brought along contributions for a community meal. Wonderful times, sharing with friendly families. And the success of the dances with bush bands, where even non-dancing people were willing to get up and have a go. For the first Nationals I was involved with organising I undertook to write a program booklet which would record a bit of history of Mirror sailing. At the time I was suffering from another back problem (a persistent problem for me over many years) and much of that booklet was written while sprawled face down on my bed and writing on a pad on the floor. Locally we had bottlings of wine and port in my backyard to raise money for the Association, and I still have several bottles of the cleverly named *Starboard Port* (Tom Sag can take the credit for that name). One of the ports continues to improve with age, as it was a vintage port by Peter Lehmann. How we got hold of it I can't recall.



Rear View, Mal Hutton & Brendon Whitehorn (SA) 1980 Nedlands Nationals (photo: Helen Hutton)

I had to give up Mirror sailing in 1995 due to shoulder problems, subsequently diagnosed as torn tendons. It had become difficult to hold the mainsheet and do various other things, and lifting boats was painful. Looking back I realise the problem had been there from the start, but just got worse over the years. I returned to lawn bowls, but then in 2006 managed to buy a 30 foot keel boat, then upgraded in 2009 to a 40 footer.

As President for many years my specialty was short meetings. There are records showing committee meetings lasting until after midnight in the late '60s and early '70s, and contested elections. By the time I joined the committee it was more a matter of finding willing people. Starting on time and having short meetings helped. One AGM lasted five minutes, but committee meetings could go for 45 minutes.



My first experience of sailing was a quick spin at the helm of a dinghy on a lake in Derbyshire UK whilst at a scout camp which I attended whilst doing post graduate study in England in the early 1960s. Even though I didn't really know what I was doing I enjoyed myself and decided I might take up sailing some time in the future.

However other things intervened and it was not till many years later after getting married, having 2 of my 3 kids, building a house and getting it straight that my idea came to fruition. In 1978 after finishing work on the house and garden and receiving a small inheritance I decided to purchase a Mirror on the advice of my wife's good friend "Trotty" (Helen Ward) a long time member of Brighton and Seacliff Yacht Club (BSYC).

I had a few informal lessons sailing in the then unpolluted Patawalonga with my wife's sea ranger crew. I applied to join BSYC in order to learn more, but had to wait a year before being accepted as a member as the club was "full". Those were the good old days when the fleet was over 200 boats! I spent the 78-79 season learning the hard and wet way, sailing informally with friends, some who knew less about sailing than I did. I also transferred from land to sea scouts and did a scout charge certificate in sailing and rowing and went on several weekend camps to the scout water activities centre "Seahaven" adjacent to the South Australian Royal Yacht Squadron at Outer Harbour.

Next season I was admitted to the club and started sailing in a Mirror fleet of 12-15 boats. At the start of the season I set myself a number of goals:

1. Finish a race
2. Finish a race and not come last
3. Get a place on handicap
4. Win a race on handicap.

I nearly didn't achieve No. 1 in my first race, as I lost the boom off the back of my trailer on the way down to the club. Luckily someone found it and handed it in at the club, and I finished the race a long way behind the rest of the fleet I believe. I also joined the Mirror Association during the season and my sailing gradually improved with experience and through Mirror Association training sessions conducted by John Stewart. It took some years for all the goals above to be achieved but I didn't mind as I was only in it for the fun and personal challenge. I continued sailing the Mirror regularly until the early nineties, taking part in many club, association, state and national events. I collected a cupboard full of mainly handicap trophies from club and Mirror Association events. I also became quite involved in the administrative side of sailing, being the Mirror representative on the sailing committee at BSYC, Treasurer of the State Mirror Association for a number of years, and one year as president (to give Mal Hutton a year off). I also wrote several computer programs in BASIC for processing the results of several Mirror Nationals held in South Australia and helped prepare the sailing instructions for the 1991 Nationals at BSYC.

I was then invited by Geoff Thompson (neighbour and Heron sailor) to crew in his newly acquired TS16 *Aussie Blue*, but still took part in Mirror Association events and sailed the Mirror socially, sometimes going for a cruise from Seacliff to Glenelg and back single handed. Geoff still retained his Heron for a while and over the years we took part together in several National Championships in Herons, Mirrors and TS16s, and managed some successes including a TS16 Club Consistency Championship, National Heavyweight Crew Champions in Herons and 2nd on Handicap in a TS16 Nationals.

Since my retirement in the late nineties I have spent considerable time as a volunteer crew on the tall ship *One and All* and have had the pleasure of hosting several BSYC members and ex Mirror sailors on voyages, as well as many groups of young teenagers. I have also had several trips on other tall ships, trailer sailers and keel boats to add to the variety. When Geoff retired from sailing a few years ago I invited my brother Andrew (recently returned from Queensland) to crew with me in the Mirror and we both continue to enjoy the challenge of sailing a small dinghy even though we are the only Mirror in the fleet, and probably the only one racing on the Adelaide coast. In our early days of sailing together after our first capsize and successful righting Andrew made the comment "I'll have to put that in my CV". Andrew who is older than me is so keen on sailing that when I'm not available to race he often gets a ride on a trailer sailer and sometimes picks up a trophy. We both plan to continue sailing for as long as we are physically able or as long as the boat lasts.

In the last year or two I have also become involved in the Active After School Communities (AASC) program which is aimed at encouraging primary school children to do something active after school. In my case this means taking 3-4 kids out in a Pacer and letting them discover the joys and thrills of sailing while learning the basics, once a week for about 2 months.

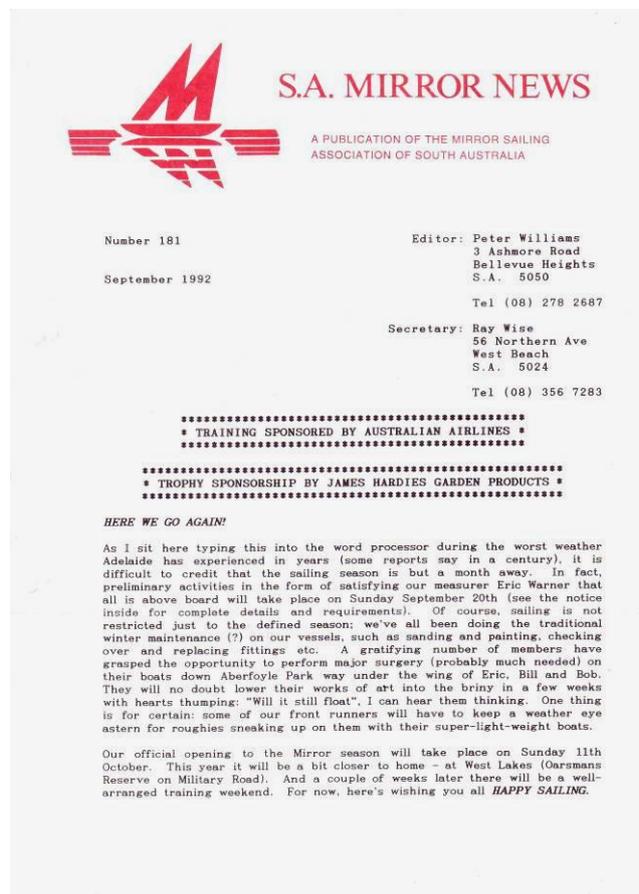
Reflections of a Newsletter Editor

I recently received an email from my son David saying something like “why don’t you do a story for Peter Russell’s book about being a newsletter editor”. My immediate thought was ‘what sort of story is there in that’, but in reflection (that word does keep bobbing up in Mirror circles!) I realized that I had a fairly challenging time as an editor.

Some time back in the eighties when my family and I were thoroughly involved in Mirror sailing (and loving every moment of it) I had a call from then editor John Cawley asking if I would be prepared to take on the role of editor of the SA Mirror newsletter (strangely called REFLECTIONS, I think). “No thank you” was my response. John persisted, dangling the carrot of lots of help in getting started. I (soft touch that I am) relented, and very soon produced my first newsletter.

Back then, home computers were just beginning to appear. My first one was a computer from a Tandy store which educated me in the use of the *BASIC* language programming. Its massive 16K of memory pretty well ruled out any thoughts of word processing for a newsletter, so I had to make do with what I had inherited. That was this monstrous Gestetner printer, or copier, or whatever. I also had an ancient typewriter (probably also inherited). And there was a box of special waxed paper, along with a small bottle of liquid for erasing mistakes. The waxed paper was for creating a master copy for printing. You’d put it into the typewriter, disengage the red and black ribbon, and commence typing up your masterpiece *very carefully*. One mistake and you move into *operation erasure!* Out with the little bottle, and with its tiny enclosed brush, a dab of the magic liquid is applied to the offending area. Then it’s time for a cup of tea (or something stronger depending on your mood at this time) while the liquid dab is allowed to dry. If necessary, you type over the repair job. The result was never too crash-hot. I had to reel off however many of these waxed pages as were needed (usually around 8-10 depending a lot on contributions from the members) to complete the newsletter. A few months later I was able to cheaply purchase an electric typewriter (an IBM golf-ball machine) which had become redundant elsewhere, and typing up the waxed masters almost became a pleasure.

The next stage in the operation was to print many copies for distribution to our members. The masters (one at a time) would be installed into the copier, the ink level was checked and topped up as required, blank paper was placed in the appropriate chute, and I commenced turning the big handle until I had the required number of sheets copied. Page 1 was done. And so on to the next page etc until the whole process was over.



Then I had to collate the pages. The piles of sheets would be lined up around the dining room table, and I (with any willing family members) would march around the table picking up each sheet in turn, and placing the collated copies in an orderly pile for the next process – stapling. It was always a good idea not to commence this process just before the table was required for the evening meal. The newsletters were folded, address labels applied (a lot quicker than hand-written addressing) and off to do battle with the Post Office, who seemed to enjoy changing their requirements every couple of months to which you had to adhere if you wanted to get a discount rate for bulk posting.

After a year or three, David (*my son – remember?*) commenced university studies and started making noises about this thesis he was going to do. So my wife and I headed off and bought a new computer complete with word-processor (haven't they improved over the years) for just that purpose. I could also knock up the newsletter on the new computer. Suddenly the production became a whole lot easier. All I had to do was type up the newsletter complete with tables of results and pictures, take the finished article down the hill to the printer, and the whole job was done in no time flat complete with collating and stapling. The early challenges to being an editor had receded over the horizon.



SA David Williams

by David Williams, 2010

In the winter of 1976 Dad (Peter Williams) took part in a Mirror boat building scheme at the Brighton and Seacliff Yacht Club. Dad had always been handy with wood and, from what I learnt in later years, getting the family involved in sailing was something Mum (the late Lois Williams) and Dad had wanted for a while. I was in primary school that year and most of the time could not go with Dad to the yacht club to watch him build the boat. However one of the construction evenings fell on my birthday, so Mum let me have a late school night and go with Dad. I cannot remember with any clarity any other birthday from my boyhood years, but I remember that night in late July; going out into the cold winter's night, entering the Lower Deck of the yacht club and seeing eight hives of activity, with the wooden boats in various forms of development.

I paid a visit to the old club a few years back, where I spent all the summers of my youth. What hit me straight away was the distinctive smell of the Lower Deck – boat varnish and other resins, the tang of the sea air. I was immediately transported back to 1976, and recalled with clarity where our boat was being built, and saw in my mind's eye other Mirror builders who we had great racing tussles with over the ensuing years. Even the photos on the wall of legendary Brighton sailors (such as Jim Hardy sailing *Black Bottle*, in a 505 world championship) were still in the same position.

By sheer hard work and dedication the Mirrors were completed and many were racing that season. The Mirror community in SA in the late '70s was very strong and our family forged some wonderful friendships. Our boat (M45199) was christened *Will'e*, being a corruption of our surname and a play on words that Dad liked. The old adage that a boat is a hole in the water into which you pour money was probably true, but as kids we did not notice that and just had a great ball. I was sailing Holdies (Holdfast Trainers, 8 foot training dinghies) for a couple of years, but I soon got to crew for Dad in *Will'e* after my older brother was enlisted by the enemy to sail in *Dry Red* (M45184), another 1976 creation.

We sailed almost non stop every weekend in club racing, SA State champs, and a number of other races cunningly devised by the MCASA. One in particular was called the Bryan Buxton Long Race, starting off at Largs Bay with a Le Mans type start with the skippers racing down the beach, centreboard in hand, and the crews jostling about with the boats in the surf, trying to keep the things upright and ready to take off as soon as the skipper finally made it. The course went through Outer Harbour and up the Port River, dodging small fishing boats to container ships. The maritime rule of 'powered vessels give way to sail' was sensibly not tested; the trick was to get on the windward side of the cargo ships before they reached you (and get out of the way!). Other events were held at the newly created West Lakes, where a regatta of four to five races was held over the course of one day. Between each race we would sit on the grass and have coffee out of Mum's thermos flask, which I can still taste to this day.

Our family travelled to several Nationals up to the mid '80s; we went to Perth (1980), Montrose Bay in Tassie (1981), Bayview in NSW (1982), Canberra in 1984 and competed in Grange, SA, in 1985. That was my last season sailing Mirrors, and by then I was skippering *Dry Red* which Dad had bought off Mal Hutton a few years previously. It was a fast boat regardless how poor a tactician I was! Two memorable moments for me in that series were coming 3rd on the last leg of the invitation race, when we came to a complete standstill, to be overtaken by one of the Tasmanian boats; and having the Channel 7 chopper filming us as we went around a buoy – either me or my mate up front had wrapped the kite halyard around the mainstay when rigging the boat so there was good footage of us stuffing up a simple spinnaker raising exercise.

The Nationals were great holidays, and I remember always seeing the same faces each year. I remember meeting Sir Charles Court (WA premier) in Perth prior to the Worlds commencing – there were only about 15 boats in that championship for some reason and the Poms were representing Malta. Perth also experienced its hottest Christmas in 50 years, and my grandfather remembered the 1929 Perth Christmas when we told him. We took the train home to Adelaide, and the rail staff gouged a hole in our boat with one of their ropes. Apparently one of the Tasmanian boats, *Thoth*, left the train altogether somewhere on the Nullarbor and ended up in a million pieces. If I recall correctly, the remains of that boat were burnt and the ashes were competed for in the annual New Years Day cricket match at the Nationals.

Mirror sailing was a great family sport that we all participated in; we even managed to get Mum out on the boat on the odd occasion, although she was quite happy to watch us from the beach or comfort of the Upper Deck of the clubhouse. I still have a collection of trophies from 30 years ago – a pewter plate for winning the "BP Trophy race" and various glass mugs awarded as handicap trophies. Those glass mugs are unbreakable, as are my memories of Mirror sailing.



TAS Mac Story

by Mac Story, 2010

I started the Midway Point Yacht Club in early 1968 because CSIRO work kept me away from sailing on the Derwent on Saturdays. I pushed for Mirrors as the suitable boat for the area as it was easy to justify it as a dinghy for all round use.

There were many of the father and son crews as expected with dads mainly around 35 to 45. Young folk like Stephen Miller, coming quickly through the juniors, soon left the 'old' blokes in his wake. Forty odd years later he is just finishing another stint as Commodore.

I initially sailed with my first wife Elsa. However, in the 1969-70 State Championships, she and a friend became the first all-girl crew in Tasmania on another Mirror and left me to find a new crew. The girls promptly thrashed us in the first heat with Elsa Story and Pat Whitehead fifth overall at the series end. They were bruised and battered after a rough event on the Derwent but they left a lot of bruised male crews a long way behind.

Ian Geard

During the late 1960s Ian Geard was a very busy man travelling overseas in his field of agricultural science and also being Secretary/Treasurer, and competitor, with the fledgling Mirror group. Ian was an absolute stalwart and subsidized the activities of the early MCAT.

Tas Allen

One of the real sailing characters of the early era was Tas Allen who would fly a spinnaker at almost any time the wind was below 30 knots.

A spinnaker chute for Mirrors

During the winter of 1970, Mac Story developed a spinnaker chute for his Mirror in order to simplify spinnaker handling in changeable wind conditions. An open weave chute was used to reduce 'sticking' due to surface tension when the spinnaker and chute were wet. The boat didn't go any faster but it was easier on the crew. By the 1970-71 Nationals in Canberra, another chute appeared from WA. The chutes spread rapidly after that.



Tasmanians Jenny Graney and Norm Deane, World Masters Champions 1997 and 1999, receiving their trophies from Lorne Bellamy, Canada, 1997 (photo: Peter Russell)

by Mark Pitt, reprinted from WA Mirror Images, June 2007

The announcement read “MEDAL (OAM) IN THE GENERAL DIVISION Mr Norman Harold DEANE, Montrose, Tasmania. For service to sailing as a competitor, coach and in administrative roles, and to the community through a range of charitable, service and church groups”

What a well deserved award. We all know of Norm’s fantastic services to the Mirrors but as well as this he has been the deputy Mayor of Glenorchy Tasmania. Active in Rotary and mentoring groups. Last year he was winner of the Glenorchy City Council 2006 Australia Day Citizen of the Year. This year it is the Order of Australia Medal.

Norm is a retired engineer. He started sailing in a Mirror at the age of 45 with his two sons. He is no slouch on the water. He has sailed in 20 National titles and has won the Veteran’s Trophy 11 times. He has sailed in many of the world championships, often filling the role of team manager at the same time. In 1997 with Jenny Graney as crew he won the Mirror World Master’s in Canada. At the age of 72 in 1999 again with Jenny he successfully defended the title in South Africa.

On top of all that, he has been a key figure in the International association for many years. He was the inaugural president from 1987 to 1995, and since then served for a long time as vice president on the general committee. He oversaw the change to an International Class and the upgrading of the rules of measurement to ISAF requirements. As no-one stepped forward to be IMCA secretary this year he has taken over that role.

His special organisational abilities are also extended to his home sailing club where he still sails, and to Rotary. His aim with sailing has been the betterment of the Mirror class, not just his own enjoyment, and in this he has achieved much, both locally, nationally and internationally.

The man behind the Norm Deane Masters Trophy: Always a gentleman, Norm showed the Tasmanian Mirror sailors by example that the best way to improve their sailing abilities was to encourage and help others to improve with them. This provides competition to spur each other on, and co-operation to find new ways of sailing better and faster. Norm introduced this approach after observing that Australian Mirror sailing was well below world standard. He worked with the top Tasmanians, Nick Rogers and David Graney amongst them, to develop new sail shapes and better rig set-ups. Steve Walker made the prototype sails and modified them until a clear improvement had been obtained.

After observing the performance and speed of the Irish in the Canadian Worlds he took action to help the Australians. He elicited advice from the likes of Frank Bethwaite, and encouraged Dr Couser of Curtin University, WA to mathematically model the Mirror to determine if and why extra mast rake would make the Mirror faster. With all this he is not taking a backseat. He is now planning to spend the winter 2 boat trialling the new Bermudan rig to try to find its performance characteristics. This is in addition to being commodore at Montrose, the host for the next Nationals. Norm is a legend to us all and no one more thoroughly deserves the award.

Sunday Tasmanian, 28 November 2004

Norm sails into new adventures

By **KATHY GRUBE**

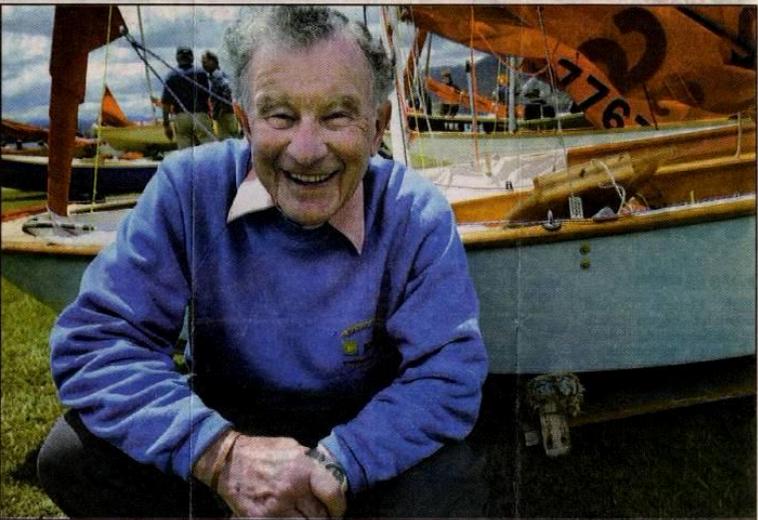
AT a time when most 78-year-olds are retelling tales of their youthful exploits, Glenorchy’s Norm Deane is creating new adventures out on the waves in Montrose Bay.

He is a world champion sailor, coach, sail design modifier and co-founder of an international yachting association.

A dual world masters champion in mirror dinghies, Mr Deane started sailing at 45. He won his last world masters championship at the age of 72.



TEAM: Andrew Roberts and son Stuart prepare to sail.



“I love teaching children and watching them learn to sail”

Mr Deane was also the first president of the International Mirror Class Association, which he helped set up with Ian Geard in 1988.

The Tasmanian established association now has members from 11 countries and holds world championship competitions every two years.

Mr Deane had never sailed until a friend asked him to help crew his yacht. That experience at 45 turned into a passion, and Mr Deane now leads the world with his sail design modifications for mirrors.

Hundreds of hours were spent on Montrose Bay in mid-winter testing sails.

The modifications included radical changes in rigging, mast setting and sail design together with changes to the centreboard and rudders.

Mr Deane took his modified yacht to the 1999 World Mirror Championships in South Africa and outclassed competitors from 11 nations to win the masters title.

AGE OF SAIL: Old sea dog Norm Deane with his cherished mirrors at Montrose Bay. Pictures: SAM ROSEWARNE

Mirror sailors around the world altered their yachts to Mr Deane’s specifications after that win.

These days he concentrates on coaching and every Sunday he is out on Montrose Bay passing on his knowledge to young sailors.

“I love teaching children and watching them learn to sail,” he said.

“Mirrors are a fantastic vessel to learn to sail in and a number of the top Australian and international sailors began their sailing careers in them.”

They include Sydney Olympian Tom King, who won gold in a 470 dinghy class and was coached by Mr Deane in a mirror when he was 13.

Mr Deane is also the commodore of the Montrose Bay Yacht Club, a family oriented club with half its members children.

Despite its reputation, sailing was not as expensive as some sports, Mr Deane said.

“Young children from eight years old sail Optimists [one person dinghy]. They are an affordable boat which you can buy for under \$1000.

“Our club also has a fleet of yachts which we teach both adults and children to sail in.

“Sailing is a wonderful sport for the whole family. Most of our race competitors have parent and child crews.”

The club runs training courses, costing \$60. Families can join for \$150, or junior memberships cost \$55. For details call 6272 7672.

TAS Steve Walker

by Peter Russell, 2011



Steve Walker sail loft



Steve Walker AUS 1991 coach with World Champion Tom King (photo: Anne King)



Steve Walker AUS 2003 coach (photo: Peter Russell)

Steve Walker founded *Steve Walker Sails* in 1974 after completing two years of a Tasmanian Institute of Technology engineering course, followed by a further two years working with Miller (Ben Lexcen) and Whitworth as a sail maker in Sydney.



The company was initially set up in an old church at Boat Harbour near Wynyard on Tasmania's North West Coast. From the outset Steve was determined to manufacture sails that would perform to the owner's requirements whether that be in racing or cruising. *Steve Walker Sails* relocated to a 300m² sail loft at Wynyard in 1980. Over the years Steve has manufactured sails that have been used on yachts that have won - Sydney-Hobart (on handicap); World championships in Fireballs and Mirrors; Australian championships in Lightweight Sharpie, 125, Heron, Fireball, Displacement JOG, Hartley TS16, 2.4mR and Mirror classes, Australian championship second placings in Diamond, Cherub, 420 and 470 classes, as well as many state championships in various classes of yachts. Steve regards it as a privilege to work with keen sailors to develop and manufacture sails to suit their yacht rig, sailing conditions, crew weight and enhance their performance.

One of Tasmania's most respected sailors, Steve has represented Australia at World championships in the Moth, Cherub and Soling classes. He was a triallist in the 470 class for the 1988 Seoul Olympics. Steve's wealth of experience has been tested in many Sydney to Hobarts (he survived the tragic 1988 race on *Business Post Naiad*), Melbourne to Launceston/Hobart, Tasmanian Offshore and Hamilton Island events. When not sailing with others, Steve sails his Lidgard sportsboat *Tuesday's Child*.

At the 1997 Australian Sailing Science Conference in Hobart, Norm Deane noted the pivotal role Steve Walker has played in the development of Mirror sailing:

"In the late 1970s Tasmania had a group of sailors who were keen to learn to sail better and a young sailmaker, Steve Walker of Wynyard, who was willing to co-operate and experiment with sail design. Steve Walker became recognised as the premier sailmaker and his pivotal role in the climb to ascendancy on the world scene cannot be underestimated. He kept excellent records from all clients' feedback."

In 1987 Dean Dixon noted that Australian Mirrors enjoyed Walker sails that could "compete with the best in the world".

In 1991, World Champion Tom King reported:

"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."

Steve has coached Mirror sailors all around Australia, and he coached the Australian Mirror Team at four World championships - 1991 (Holland), 1995 (Wales), 2001 (Ireland) and 2003 (Hobart). The 1991 World championship win in Holland by Tom King remains a highlight of Steve's Mirror sailing achievements.



Following Patrick Courser's publication of "*Prediction of Aerodynamic Sail Forces for Upwind Yacht Velocity Prediction Programs*" in 1997, Steve Walker again worked with Norm Deane to bring Australia back to the top on the world scene with the new swept back rig design.

Steve's Mirror sails have been particularly successful, being used by competitors to assist them win countless Australian National and State championships. Internationally, Steve's Mirror sails have been successful, gaining two 1st and two 2nd places at World championships. Mirror sailors from Ireland, Sweden, Holland, Canada and South Africa have also used Steve Walker sails with great success.

Steve has played a pivotal role in the development and enjoyment of Mirror sailing in Australia. Walker Mirror sails dominate our waterways. We have all improved our performance by understanding how sails work under Steve's guidance. Our lives have been enriched by friendship with Steve and his generous spirit.



helpful **Basic Sail Trim Adjustments.** by Steve Walker

Light airs - approx 0 - 5 knots. (under powered)

In light air the biggest problem is to get the sails flat enough so that what little air there is can attach to the sail and flow across it without stalling - that is "falling off" the middle of the sail before it gets to the back edge of the leech of the sail. When the sail is stalled the leech ribbon telltale does not flow and the telltales in the centre to back of the sail drop down to below 45 degrees to the horizontal and look dead - they are not flowing parallel and horizontal to each other. To get the sail to work it needs to be set as flat as possible with lots of twist in the leech. To achieve this:

- 1- pull the outhaul on so the foot at the centre of the sail touches the boom.
- 2- move the tack of the main up to 70 mm aft of the mast
- 3- use no vang or downhaul (luff tension)
- 4- set the jib low on the forestay
- 5- sail with both sheets eased to let the sails twist open in the leech
- 6- sail boat heeled to leeward to help sails set
- 7- concentrate on keeping the boat moving and don't point too high, speed through the water will give you height by at least giving your centreboard some flow of water over it and thus letting it generate lift.

Medium airs - approx 7 - 15 knots. (powered up)

In medium airs it is important to get the boat to go as high to the wind as possible and still keep the boat moving through the water. To achieve this we need to set the sails as deep as possible without the sails stalling, so we can still hold the boat upright (sail the boat flat) whilst we lean out as far as we can do this. We need to set the sails as deep as possible so that they are on the point of stalling. That is the leech ribbon is flowing approx. 50% of the time and the windward telltales on the sails are drooping down to 45 degrees from the horizontal whilst the leeward telltales are flowing horizontal to drooping a touch.

To achieve this:

- 1- ease the main outhaul
- 2- hold the main tack forward close to the mast
- 3- pull the sheets in firmly to remove twist from the leech of the sails
- 4- use some vang, just so it takes the pressure if you ease the main sheet
- 5- raise the jib up the forestay a little (move the jib track forward)
- 6- sail the boat flat and lean out as far as you can to achieve this
- 7- point as high as you can whilst still keeping the boat moving. This may require you to sail the boat high for short periods until you start to lose speed and then ease the sheets slightly and bear a way a touch and build up speed and then sheet on again to point high again and so keeping the boat moving in this fashion.

Heavy airs - 15 plus knots of breeze (over powered)

When your boat is overpowered you are leaning out as far as you can and the boat still wants to tip over. In these instances it is important to keep the boat flat and keep it moving through the water fast so that it does not stop every time you hit a wave. To get the boat to do this we need to flatten the sails off progressively as we become more overpowered as the breeze increases. We need to set the sails so the leech ribbon always flows, the leeward telltales always flow and the windward telltales are flowing horizontal to up to vertical depending on how over powered you are. The front of the jib and the main may well be luffing somewhat as well.

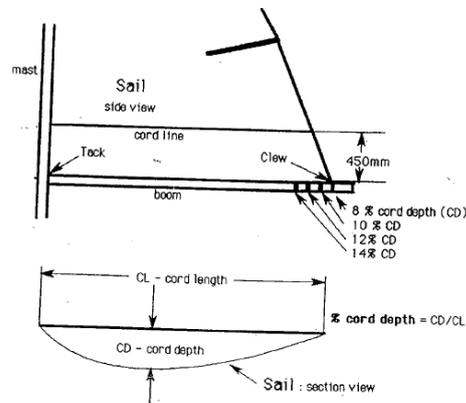
To achieve this:

- 1- pull the outhaul on progressively to flatten the foot of the main
- 2- tension the luff of both the main and the jib on progressively harder
- 3- tighten the vang on progressively harder to bend the mast (gaff) to flatten the main
- 4- lower the jib on the forestay (move the jib car aft) progressively
- 5- lift the centreboard up slightly
- 6- ease the jib sheet slightly in heavy winds
- 7- ease the mainsheet on and off as the wind comes and goes and don't be afraid to let the front of the main luff regularly

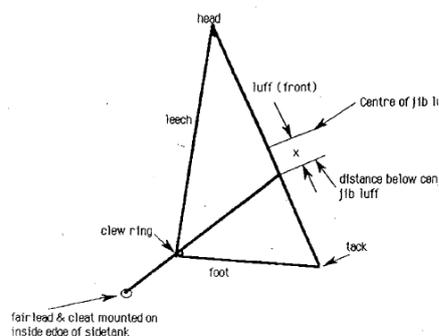
8- sail the boat flat and in the heavy gusts don't be afraid to point the boat up into the wind slightly to luff some of the wind out of the sails so you can keep the boat flat.

Steve Walker's sailing guides have been the starting point for "Learning to Sail Your Mirror Well"

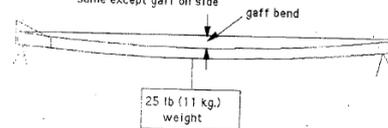
Mirror mainsail outhaul adjustment.



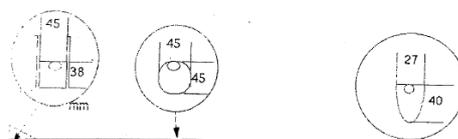
Mirror jib sheeting position



method of measuring gaff bend
fore and aft. Sideways the same except gaff on side



cross section of typical gaff shape



TAS Nick Rogers

by Peter Russell and Leigh Edwards, 2012



*Karabos V, Nick Rogers, Jason Mitchell
1988 Hobart Mirror National Champions
(photo: The Mercury, 1988)*



*Nick Rogers 1996 Seawanhaka Cup
Presentation at New York Yacht Club
(photo: Helen Behrens, 1996)*



*Nick Rogers 1995 Sports Star
(photo: The Mercury, 1995)*



*Nick Rogers 1996 O'Neill Trophy
(photo: AIDA News, 2004)*



*Nick Rogers 2010 Hall of Fame
(photo: Peter Campbell, 2010)*

Nick Rogers started sailing at the age of ten years, he started his working life as an apprentice boat builder and this love for the water and boats has seen him competing against the best sailors around the world.

In nine years of Mirror competition, Nick has won a record four Australian Championships and was runner-up a further three times! He dominated Australian Mirror sailing in the 1980s. Nick won the Tasmanian MacIntyre Cup four times from 1982 to 1988, the Australian Championship in 1983 (Sandgate) in a tie with Tom Fowler, 1984 (Canberra), 1987 (Nedlands) and in 1988 (Kingston Beach). Nick placed 6th in his first World Championship in 1983 (Wales), improving to 4th in the 1987 Championship in Ireland as part of a dominant Australian Team which took the first four places!

Nick has named all his boats *Karabos* after his wife Robyn chose the name from the dictionary, from the Greek for little fast ship.

Nick moved to the classic International Dragon Class in 1988 and won the first of his record eleven Australasian Championships for the Prince Philip Cup in 1989, in the burgundy hulled *Karabos VI*. He has won the Prince Philip Cup ten times as helmsman and once as crew with Australian sailing icon Gordon Ingate, sailing three more *Karabos* boats. Nick and his fabulous crews have won the prestigious inter-state match racing trophy, the Sayonara Cup, five times; and the international match racing trophy, the Seawanhaka Cup, first contested before the Americas Cup, in 1895, twice. Nick, Leigh Behrens and Andrew Burnett won the World Dragon Championship in 1995 (Perth) and he was runner-up to Dieter Schoen in 2003 (Hobart). The 1995 fleet boasted six Olympic Gold Medallists and four past World Dragon Champions – a truly meritorious victory.

In 1996 Nick won the O'Neill Champions Trophy in Amsterdam, against other World and Olympic Champions after an initial attempt in 1995. Leigh Edwards in the AIDA newsletter *DragonBeat* tells Nick's story. "I was invited back in 1996 and again sailed off against 24 of the World's best sailors in a round robin, four boats at a time racing, and knock out final series in 4.2m America's Cup replica yachts. Seven of the medallists from the Atlanta Olympics were present. To cut a long story short, I won this time. What a buzz. And Mitch Booth was runner-up, so it was a great Aussie quinella. And in front of thousands of spectators lining the canal sides (with 25 knots of wind supplied by 8 huge fans), with special commentary through loud-speakers, but I had no idea what was being said - it was all in Dutch!"

The Etchells keelboat class was the next challenge, finishing a close second to John Bertrand at the 1997 Australian E22 Championship (Adelaide). Then there was the great opportunity to carry out his life-time dream to represent Australia at an Olympic Games in the Soling Class. They won their first regatta - the Dutch Soling Championships, and placed first at the 1997 World Soling Championships in Copenhagen, but were eliminated from the Australian Olympic squad after getting to the best four crews. They regrouped and won the 2001 Australian E22 Championships (Hobart), this time beating John Bertrand.

Nick is now campaigning a SB3 sportsboat *Toll Shipping* for the 2012 Worlds in the Whitsundays.

Nick's outstanding sailing record was acknowledged in 2010 with induction into the Tasmanian Yachting Hall of Fame which recognises special Tasmanians who have excelled in their sailing pursuits.

Tasmanian Yachting Hall of Fame, Nick Rogers

Nick Rogers is a member of the Royal Yacht Club of Tasmania. He has won 27 Australian championships, 9 International Championships and over 20 State championships in the Mirror, Soling, Dragon and Etchell classes. He was runner-up in a further 15 National and International events. Nick has achieved outstanding success in his sailing career and continues to add to his record.



TAS David & Jenny Graney

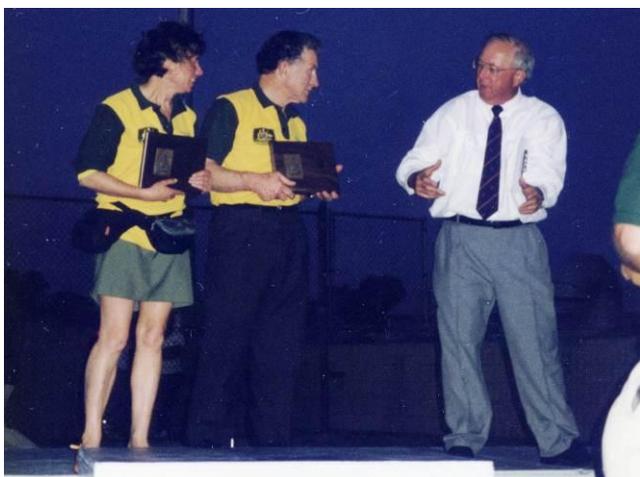
by Jenny Graney (and Peter Russell), 2012

My love affair with the Mirror started in the mid 1970s when someone asked me to sail their Mirror back from a Picnic Race in a big seabreeze. I've been enjoying it (most of the time) ever since. It has enabled me to sail against people who went on to win Olympic medals, win Championships in other classes, and make a name for themselves in other sailing exploits. Add to this people who will do this in the future.

I love to sail against different ages on an equal footing (apart from slower reflexes and less fitness I'm noticing lately!). I've made friends all over the world, male, female, young, and not so young. I've had some great travel opportunities, both in Australia and overseas (Ireland, UK, Canada, South Africa). No other dinghy class could offer all this!

A Tasmanian Mirror legend, Jenny has won many Australian Mirror Trophies including the Ladies Trophy three times in 2002 (Gosford), 2006 (Canberra) and 2008 (Montrose); and the Masters Trophy in 2009 (Balmoral). Jenny crewed with Norm Deane in the 1987 (Ireland), 1997 (Canada) and 1999 (South Africa) World championships winning the Masters Trophy in 1997 and 1999. Jenny also competed in the 2003 (Hobart) and 2011 (Albany) World championships.

Known as "Mrs Mirror", Jenny has been Secretary of the Tasmanian Mirror Class Association Tasmania (MCAT) for over twenty years and was Secretary of the 2003 Hobart World Championship Organising Committee. Jenny's outstanding contribution to Mirror sailing in Australia was recognised in 2009 with the award of the IMCAA Bill Jaffray Memorial Trophy.



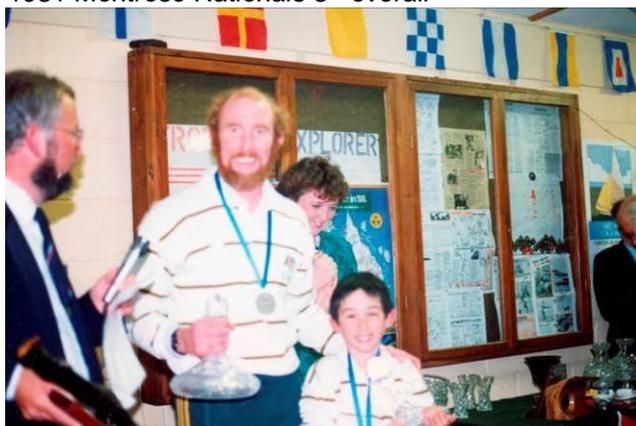
Triple A, Jenny Graney & Norm Deane (Tas)
1997 & 1999 World Masters Champions



Sky, David & Jenny Graney (Tas)
1981 Montrose Nationals 5th overall



Sky III, Suzie, David & Fiona Graney (Tas)
1989 Balmoral National Champions
"Suzie was the best shore crew for dad!"



Sky III, David Graney & Laurence Barrington (Tas)
1987 Ireland Worlds 2nd overall

Also a Tasmanian Mirror legend, David started sailing Mirrors in the early 1980s, first with Jenny and then their children. David won the Tasmanian Mirror State Championship six times being almost unbeatable from 1985 to 1989 and winning again in 2004. David won the Australian Mirror Championship two times in 1986 (Mordialloc), and 1989 (Balmoral). In the 1989 Australian championship David and daughter Fiona showed the fleet how to sail winning all races by up to 5 minutes – an awesome performance that inspired Tom King to win the 1991 World championship! David remembers the 1989 win with pride "he built the boat, made the sails and fathered the crew! David has won many Australian Mirror Trophies including the Family Trophy with daughters Susie and Fiona in 1988 (Kingston Beach) and the Veterans Trophy in 2002 (Gosford).



David was 7th in his first World Championship in 1983 (Wales) and 2nd in 1987 (Ireland) as part of a dominant Australian Team taking the first four places! The Sunday Tasmanian, 16 August 1987 reported **“Graney sails to second TASMANIANS David Graney and Laurence Barrington, sailing Sky III, led from start to finish to win the sixth and final heat of the World Mirror dinghy championships at Sligo, north-west Ireland yesterday. The win lifted Graney to second overall in the championships. Graney made an excellent start into a 15-knot westerly on the tricky inner course in Sligo Bay, and was never headed.”**

David coached the Australian Mirror Team at two World championships – 1997 (Canada) and 1999 (South Africa). He presently sails Dragons and SP3 Sports Boats. David’s outstanding contribution to sailing in Tasmania was recognised in 2011 with induction into the Tasmanian Yachting Hall of Fame.

Tasmanian Yachting Hall of Fame, David Graney, 2011

Sailing has been an integral part of Tasmania’s development. In the late 19th century sailing progressed from just an economic necessity to a recreational pastime. Since then Tasmanians have excelled in their sailing pursuits both on and off the water. This rich history has not been adequately recognized. The Tasmanian Yachting Hall of Fame will recognize these special Tasmanians.



David Graney has had a magnificent sailing career. He was runner-up in the UK Mirror nationals and Mirror worlds in 1987. He won the Mirror nationals in 1986 & 1989. He won the Dragon nationals in 1998 and was third in the Dragon worlds in 2003. He has won 7 Dragon and 6 Mirror State titles.

A former President of Yachting Tasmania, he is a current national judge and teams racing umpire. He is a former Commodore and Vice-Commodore of the Kingston Beach Sailing Club.

Sydney Morning Herald, 30 December 1988



Tasmanian David Graney showed all the seafaring skill of a Syd Fischer yesterday to take line honours in the first heat of the 23rd Australian championships for Mirror Class dinghies on Middle Harbour.

Graney trades big seas for small boats

You would think any sailor worth his salt would leap at the opportunity to take part in the Sydney to Hobart race, the yachting fraternity’s Melbourne Cup.

Not so David Graney, one of Australia’s most successful, if less celebrated, sailors.

Dragging his dinghy into the water off Balmoral Beach yesterday, the 37-year-old Tasmanian was in no doubt where he’d rather be, given a choice between Middle Harbour and Tasman swells.

“Oh, I’d prefer to be here for sure,” said the Hobart insurance salesman, who is in Sydney to contest the 23rd Australian championships for Mirror Class dinghies.

It is a choice which, on first hearing, may be hard to fathom. Yet, coming from someone with a Melbourne to Hobart race under his belt, it is an opinion you have to respect.

“On a big yacht you spend so much time doing nothing,” Graney explained.

“If you’re actually helming

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you’re busy. But generally speaking on a big boat with anything from six to 26 crew, apart from when you’re manoeuvring, it takes just three to sail it. You often end up just twiddling your thumbs.”

In comparison, he says, there is little time to be idle when sailing the two-handed Mirrors, bathtub-like 3.3m wooden craft distinguished by their pram (snub) nose and red sails.

“We had a short race yesterday – about an hour and 10 minutes – and in that time we set and took down the kite four times, jibed three times and put in about 30 tacks. In the Sydney to Hobart under certain conditions that’s as many manoeuvres as you’d do over two to three days.”

Since becoming a devotee of Mirrors in the early 1980s Graney has progressed to the point where he is now rated the class’s No 2 skipper after capturing second

place in last year’s world championships in Ireland.

His was not the only local success. Other Australian crews took first, third and fifth places on their way to capturing the teams title.

According to Graney, the appeal of Mirrors – the largest dinghy class in the world, including about 400 registrations in Australia – extends beyond the demands they make on a sailor.

The result of a design competition held by an English newspaper of the same name in the 1960s, the boat can be constructed from an affordable kit (average cost about \$1,200) that serves to encourage the involvement of whole families.

You need look no further than Graney, whose nine-year-old daughter will act as his crew during the Australian championships, for proof of that.

“My wife sailed Mirrors before I married her and she introduced me to them,” he said. “I sailed with her for many years and now I sail with my kids. It’s one of the few sports

that a parent can be actively involved with their kids.”

Indeed, such is the enjoyment Graney derives from sailing with his children that they will determine whether he competes in the 1991 world championships in The Netherlands.

“If the kids want to keep sailing in the Mirrors then I might go to Holland,” he said. “It all depends what happens with them.”

Max Prentice, president of the Mirror Class Association of NSW, has no difficulty understanding Graney’s viewpoint. “It’s a family class of boat,” said Prentice, whose association is hosting the Australian titles between December 29 and January 5.

“I’ve got four kids and it suits me to have two boats and get them all sailing. Normally you get an adult and a child of about 10 up front.”

Not one to miss an opportunity, Prentice points out that most of the sailors taking part in the Sydney to Hobart started out in dinghies. “The only difference is that they have had to leave their kids behind.”



Sky III, David Graney & Laurence Barrington (Tas) 1987 Ireland Worlds, 2nd overall



David & Jenny Graney enjoying a well-earned beer at the 1987 Ireland World championship

Sky III, Suzie, David & Fiona Graney (Tas) 1989 Australian Mirror Champions

Why were the Graney Mirrors named Sky – because David and Jenny love the music of the late 1900s British instrumental group Sky!



TAS Mark Barrington

by Peter Russell (with input from MCAT Worlds Team Profiles), 2012

Mark learnt to sail in the Sabot Class on the Tamar River at the age of 15 and later helmed trailer-sailors. He started in Mirrors in 1981, and for the first time received training at 'Mirrorsail' courses. After a few years he began to coach at 'Mirrorsails' and gained accreditation as a sailing instructor. He sailed with his children as forward hands, competing successfully in several Australian and World Mirror Championships.

Peter Russell recalls meeting Mark after a windy heat of the 1991 Adelaide Nationals. Peter had rounded the top mark in good position and was planning downwind when a scarlet Mirror *Kathleen* skippered by Mark blew past about 100 yards to leeward skipping over the wave tops! Wow – Mirrors can be inspirational!

Mark won the Tasmanian Mirror State Championship two times in 1996 and 2006. Mark won the 2002 Australian Mirror Championship at Gosford, as the MCANSW News February 2002 reported - "*Mark Barrington and crew Jessica Atherton sailing Kamikaze II won convincingly in the predominately light to medium winds.*" Mark has won many Australian Mirror Trophies including the Veterans Trophy five times from 1999 to 2009, the Masters Trophy in 2011, and the Family Trophy four times with daughter Alexia in 1986 (Melbourne), with Alexia and son Laurence in 1987 (Perth), with daughter Phillipa in 1994 (Melbourne) and Phillipa in 1995 (Devonport).

Mark was 16th in his first World Championship in 1995 (Wales), again 16th in 1997 (Canada), 9th in 1999 (South Africa), 11th in 2001 (Ireland) and was then set to enjoy a World Championship on his home waters in Hobart but he broke his Achilles tendon! Jenny Graney reported that "*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.*" Mark finished 28th in the 2011 Worlds in Albany Western Australia in heavy conditions for the "Master".

Mark's crew Jessica Atherton has benefitted from his expert guidance to win two Australian Mirror Championships in 2008 and 2010.



2002 Australian Mirror Champions
Kamikaze II, Mark Barrington & Jessica Atherton



2006 Australian Veteran Mirror Champions
Kamikaze II, Mark Barrington & Hugh Gallagher
(photos: Peter Russell)



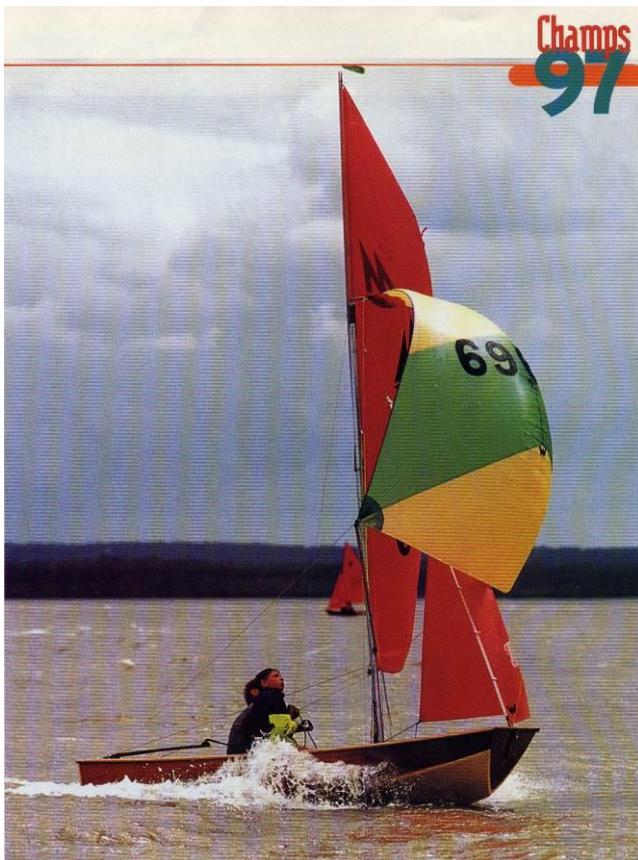
1997 Canada World Championship, 16th overall
Kamikaze, Mark & Phillipa Barrington (Tas)

Steve started sailing in the Sabot Class at Port Dalrymple Yacht Club (PDYC) capping off his many seasons in the class by gaining second place in the Australian Championship in Queensland. He then graduated to the Moth Class and after putting on some weight over a period of seasons he achieved a second place in the Tasmanian Championship. Steve recalls that *“he really learnt how to set up yachts, and began to make them tick, by sailing radio controlled yachts.”* He has won several Australian and Tasmanian Championships in radio controlled yachts.

Steve then progressed to one design racing in the Mirror Class and he immediately made his presence felt by getting top placings in Australian and Tasmanian Championships in an old overweight Mirror *Double Vision*. Deciding to get serious he then built himself his first Mirror *Cicada* and after a winter of training against Mathew Sherriff, Greg Erwin, Paul McKenzie and George Fish he went to Adelaide and won the Australian Championship. Steve became part of the team to seek a world title in the 1991 Holland World Championships. He then became the Tasmanian Champion in a series sailed at Midway Point after which Steve and Tom King, from Victoria, trained at PDYC, then it was off to WA for a week of intensive training with the rest of the team. Meanwhile he was working hard on his Mirror to improve systems and equipment and ensuring that everything measured. Then off to Holland where the team training continued up until the Championship. During the Championship Steve was a little disappointed with his form but he ended up a creditable 7th. The competition was very close and all the fleet was always on the same leg of the course. Steve recalls that *“if you were 100-200 yards behind the leader you were probably back in 18th place.”*

Steve won the Tasmanian Mirror State Championship eight times being almost unbeatable from 1991 to 2001. Steve won the Australian Mirror Championship three times in 1991 (Adelaide), 1994 (Melbourne) and 1997 (Lake Cootharaba). Steve was 7th in his first World Championship in 1991 (Holland), 5th in 1995 (Wales) and 7th in 1997 (Canada).

Stephen McElwee won the TYA Sailor of the year award in 1988. Steve’s crews Mark Padgett and John Fletcher benefitted from his expert guidance to win the 1999 Australian Mirror Championship and then finish second in the 1991 South Africa World Championships and be awarded the TYA Sailor of the Year in 1999.



1997 Australian Mirror Champions
Cicada V, Stephen McElwee & John Fletcher
(photo: Daryl Cross/Oakley Images)



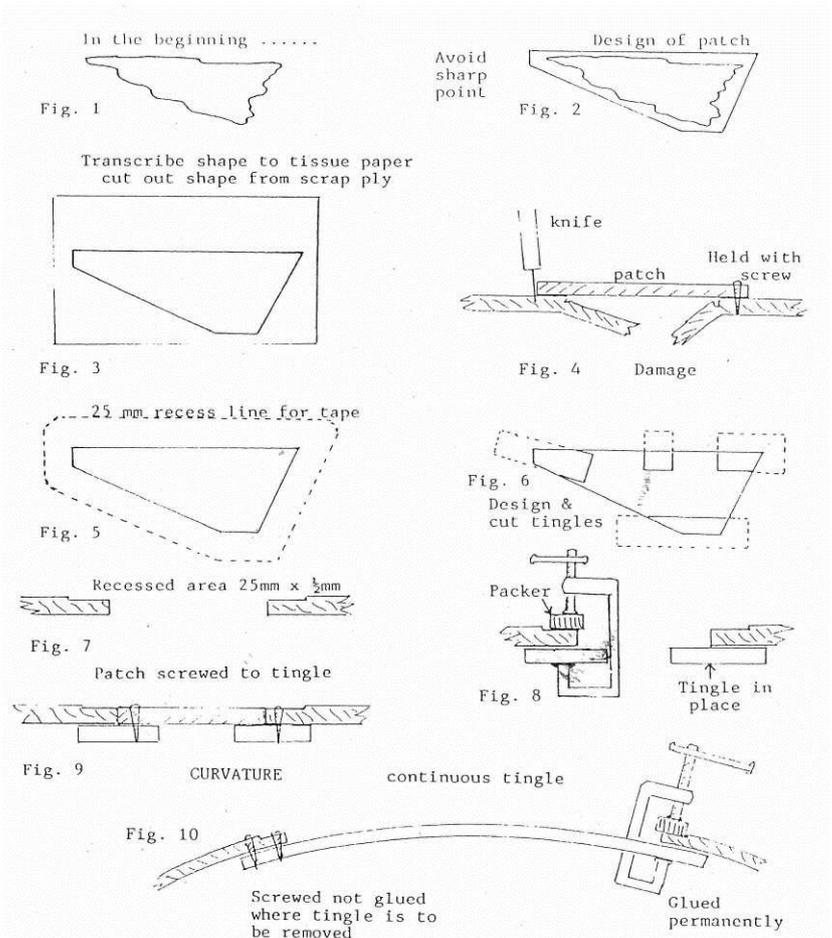
1997 Canada World Championship, 7th overall
Cicada V, Stephen McElwee & John Fletcher
(photo: Peter Russell)

Family Sailing

Three Mirrors (*Evergreen*, *Rubayait*, *Whoopee Doo*) were acquired about 1982 onwards sailing as a family at Cygnet. The Club's fleet grew to thirteen before a decline set in and junior sailing ceased at about 1992-93. A dozen or so NS14's also raced at Cygnet at that time. As a family we sailed in the McIntyre Cup on the Tamar in 1985.

In 1987 we took the yachts to Canberra and apart from Lake Burley Griffon transported the boats to regattas at venues that included Wyangla Dam (Cowra), Swan Lake and Sydney. Geoff remembers writing an instruction for the ACT Mirror Association detailing a procedure for repairing "holed" Mirrors that included repairing complex chine problems. It's still used.

We sailed in the National Championships conducted at Kingston 1987-88 and had an occasional race at Montrose. Our son Craig bought an NS and a year or so later we bought the "Isis" which for the time concluded in many ways our association with Mirrors.



*Evergreen, Craig Doolan & Jenny Allan
1988 ACT Youth Championships*

Port Cygnet Sailing Club

Port Cygnet Sailing Club conducted the McIntyre Cup in 1986. The Club owned three Mirrors at that time that were in average condition and were used occasionally by St James College for training. At about the same time i.e. 2003-2006 the Club used to conduct a "Mirror Madness" event in mid-winter but with the advent of nine new Pacer Dinghies, Kate and I facilitated the sale of the three Cygnet Mirrors to the Dunalley Community Boat Club. Geoff was pleased to report after contacting the Commodore of that Club, Mr Simon Brooks, that Dunalley have five Mirrors that sail regularly during the summer months usually on a Friday evening (twilight series) they also have a couple of sabots and three "Puffins". They also have a close association with the club at Nubeena.

We all enjoyed the Mirrors greatly and developed some special friends wherever we travelled. Among the more spectacular achievements was losing a Mirror off the roof of our car between Batemans Bay and Canberra. To be overtaken at 100 kph by a Mirror is surely a rare achievement.

Jessie Atherton and Katherine Maher, known as 'the girls', have enjoyed outstanding success sailing Mirrors together since 2006. The girls won the Tasmanian Mirror State Championship a record six times in a row from 2007 to 2012 and won the MacIntyre Cup four times from 2008 to 2011. They won the Australian Mirror Championship two times in 2008 (Montrose) and 2010 (Lake Cootharaba), the first girls to win in nearly 50 years of competition. The girls have also won many Australian Mirror Trophies including the Junior Trophy two times in 2007 (Melbourne) and 2009 (Balmoral) and the Ladies Trophy in 2011 (Albany).



The girls were seventh in their first World Championship in 2011 (Albany) where they were second Ladies to GBR champions Millie Newman and Jessica Rust. The 2011 Albany Worlds blog reported: "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 second beat saw the Australian girls, Jessie Atherton and Katherine Maher sailing past Balladares, Gilbert and Kearney into second place behind the GBR girls. Both all girl boats maintained their positions to finish one-two with Kearney third." One of two second places confirming the girls success.

Yachting Tasmania president Garry Langford presented the 2011 Tasmanian Female Sailor of the Year award to Mirror dinghy sailors Jessie Atherton and Katherine Maher - (photo: Peter Campbell)

Jess started sailing in a very heavy Mirror (complete with rowlocks and original Jack Holt sails – no spinnaker) with me at the age of 9 in September 2000. I think the first race we went in we capsized and she was very distressed, I was trying to calm her down when she managed to tell me the jib sheet was around her and pulling her down – surely a recipe for turning her off sailing for life! After about a month of sailing three up with Jess and her younger sister Sally, Mark Barrington was looking for a crew.

Her first race with Mark was a Pennant race at Kingston which they won and the following weekend was the MacIntyre Cup at Montrose which they also won. They went to the 2001 Nationals at Mordialloc and were going well (winning 4 heats) until they capsized and missed two races due to a chest injury to Mark. They ended up 4th overall, and won the Veterans Trophy (a bit hard for a 10 year old to explain at school!). They were selected in the Australian Team to compete in the 2001 Worlds at Howth, Ireland and sailed well in the tricky conditions coming 11th overall. A precious memory was Mark and Jess winning a heat of the Worlds, as they sailed up to the Aussie spectator boat after getting the gun, they got a rousing full chorus of Aussie! Aussie! Aussie! from those on board. Mark and Jess won the 2002 Nationals in Gosford and were looking dangerous for the 2003 Nationals and Worlds in Hobart when Mark tore his Achilles tendon on the first day of the Nationals, having had a 3rd and a 1st. Jess sat out the next two heats before Mark's son Laurence took over as helm and they did surprisingly well to finish 13th overall in the Worlds. Mark's injury was a trigger for Jess to move into Sabots where she made the State team in her first year. She competed at Sabot Nationals in Bowen (Qld), Hobart (Tas), and Yeppoon (Qld) before her peers started to move on. I had been sailing with Kath Maher for a season and asked if Kath would like to sail with Jess in the Mirror, she agreed and they were instantly competitive!



2002 National Champion crew
Kamikaze II, Mark Barrington & Jessie Atherton



2008 National Champion
Kamikaze, Jessie Atherton & Katherine Maher

WA Cyril Barcham

by Peter Russell, 2012

One of the first six Mirror owners at Nedlands Yacht Club in 1967, Cyril Barcham and his family were active MCAWA members from the beginning of Mirror sailing in WA. His son Max was WA Champion in 1975 and 1977, he represented Australia at the first World Championship in 1976 (Holland) and won the Australian Championship in 1980 (Perth).



Cyril Barcham (left) at the 1976 Worlds in Holland

Cyril was President of the MCAWA from 1968-72 and President of the MCAA from 1976-79, he promoted Association activity to highlight the "family" aspect of Mirror sailing. Australian rule variations forced Cyril in his 1977 MCAA President's message to ask "What is a Mirror?" The answer had to be to eliminate differences between the International and Australian Rules to enable World championships to function. Despite resolutions to fix the Australian Rules and personal representation by Cyril in the UK - the 1980 Worlds in Perth were boycotted by the UK over rules disagreements. Cyril was elected a life member of the MCAWA in 1980 with thanks for over 15 years of leadership of Mirror sailing in WA.

WA John Sclater

by John Sclater, 2012

John built and sailed Moths for some years mainly at Walpole Yacht Club on the south coast of Western Australia before moving with his family to Perth in March 1972. He headed to Nedlands Yacht Club (NYC) to contact Moth sailors and met Max Law, then Mirror agent in Western Australia for Blockey, who introduced him to Mirrors. John joined NYC for the 1972-73 sailing season, sailing a Mirror with elder son Keith. Younger son Ken began sailing as Max Law's crew also in 1972-73. Daughter Fiona began crewing regularly in a Mirror in 1975-76. John built Mirrors for himself and his sons including the boat *Erewan* that finished second in the 1980 Perth Worlds. John became the secretary of the Mirror Section at NYC when it was found that he had access to a typist. He later became secretary of the MCAWA and IMCAA from 1976 to 1979. From 1983 to 1989 he sailed a Moth intermittently at Maylands Yacht Club and Fireballs etc at NYC and then from 1989 to 2008 John sailed a Mirror virtually every week-end at Safety Bay Yacht Club.

WA Ken Baggaley

by John Sclater, reprinted from *WA Mirror Images*, 1991

Who was Ken Baggaley? Ken was an ex British Army man who came to Perth in the mid 1960s with his family. He became an accountant with Bunnings and decided to start sailing Mirrors at Nedlands Yacht Club (NYC). Ken built his first Mirror in 1968 and this extended the NYC fleet and for that matter the WA fleet to 4 minimum 6 maximum on Saturdays. Ken's first was an English Kit he bought with him and was *Dale* 8052. As a skipper he was a long tack man sailing essentially from lay line to lay line (and sometimes further). With son Roger as crew he sailed in the first States at Safety Bay Yacht Club (SBYC) in the 1969-70 season (18 boats and won by John Prott in *Miranda*). The next boat he built was *Walrus* 13019. Ken left the subsequent boats to Roger to skipper but continued to build them.

In 1970-71 Roger was first in the States with *Linnett* 13330. In 1971-72 Roger was third in the States with *Ydrych* 18431. In 1972-73 Roger was second in the States with *Special* 30157 which Ken built in 18 days. Roger had 3 subsequent Ken built boats, *Schizo* 45025, *Psycho* 45391 and *Klepto* 57722. Ken also built *Glass Onion* 65352 for Andrew Candy and *KB10* ie Ken Baggaley's 10th boat for Dean Dixon. Ken repaired and renovated a number of other boats including *Sunday* 28818, one of the two brought in from Christmas Island, and the boats of the training fleet at NYC. Ken had skills and dedication way beyond the building of race winning Mirrors. The infant State body needed someone to look after the financial side and Ken did this from 1969 to 1979 with excellent results. As a boat builder he was something of a purist in measurement and was very concerned at the development of the Australian Mirror as opposed to the English or International Mirror. He was State Measurer for some years from 1969.

When he left active sailing, Ken drove the rescue boat and acted as course layer at NYC for some years. He then teamed up with Peter Lawson to form a formidable start box crew when NYC had up to 88 boats in 2 fleets. Ken was National Treasurer when the National Executive was in WA from 1978 to 1980 and an Australian Delegate to the first Worlds in Holland in 1976. Ken was not active in sailing in his later years before his death in 1991, but he continued to attend the official days at NYC. He is remembered as one of the pioneers of Mirror sailing in WA.



WA Paul Eldrid

by Peter Russell (with input from Evolution Sails), 2011



WA yachtsmen win world title

YOUNG Fremantle Sailing Club yachtsmen Paul Eldrid and Troy Storer have beaten 65 crews from 12 countries to win the world Mirror-class championship in Sligo, Ireland.

They clinched the series with the final heat still to be sailed, gaining a first placing, three seconds and a third.

Interest in the series now centres on who will finish second overall. WA's Dean Dixon, Tasmanians Nick Rogers and David Graney and UK skipper G. Castle are separated by only six points.

Eldrid finished second in the fifth heat. After having held an early lead

TASMANIANS David Graney and Lawrence Barrington, sailing Sky III, led from start to finish to win the sixth and final heat of the World-Mirror Dinghy Championships at Sligo, north-west Ireland yesterday.

The win lifted Graney to second overall in the championships.

Graney made an excellent start into a 15-knot westerly on the tricky inner course in Sligo Bay, and was never headed.

Fellow Tasmanians Nick Rogers and Jason Mitchell, sailing Karabos, capsized for the second time — when lying sixth at the second wing mark and were forced to retire.

The series was won by West Australians Paul Eldrid and Troy Storer, sailing Intrepid. They had the series won by race 5, but started in the last heat to finish 7th.

Eldrid and Storer are a very young,

he had to re-round the windward mark in the middle stages of the race and lost the lead to race winner Rogers.

Crews in the series have to contend with tricky ocean currents, tides, seaweed and windshifts of 50deg.

UK crews dominated the world Mirror championship held at the Netherlands club in 1979 but in the past two seasons Eldrid and other leading local skippers have had special coaching, which has lifted them into world class.

Details:

Heat 5: N. Rogers (Tas) 1; P. Eldrid (WA) 2; D. Dixon (WA) 3; G. Castle (UK) 4; D. Graney (Tas) 5. Other Australian placings: D. McGlashan (Tas) 11; C. Zerovich (WA) 27; N. Dean (Tas) 45; P. Roberts (SA) 56. Progress points (dropping worst heat): P. Eldrid 6¼; N. Rogers 9¼; D. Dixon 11¼; D. Graney 13¼; G. Castle 14.

light crew for mirrors which previously has been an adult domain Eldrid is 17 and Storer a few years younger and with a total weight of 15 stone they have excelled on the downwind legs.

They have had intensive coaching from Tasmanian sailmaker Steve Walker who also produced the special sets of sails for the ultralight crew.

Australians finished 1, 2, 3, 4.

Results—Heat 6: Sky III, D. Graney (Tas) 1; Salami Tactics, G. Wilkins (Eng) 2; Smokey II, D. Dixon (WA) 3; G Castles (Eng) 4; Turn of the Tide, I. Walker (Eng) 5; L. Goddey (Eng) 6; Intrepid, P. Eldrid (WA) 7; Rear Vision, C. Zerovich (WA) 8; Moya, D. McGlashan (Tas) 9.

Series results: Eldrid 9.75; 1; Graney 13.5; 2; Dixon 14.75; 3; Rogers 17.75; 4; Castles 18; 5; Walker 22.75; 6; Wilkins 30; 7; McGlashan 62; 12; Zerovich 77; 15; Deane 39.

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

An accomplished sailor with numerous victories including State, National & World championships, Paul Eldrid has also designed, built sails and coached a string of National and World champions, in addition to his sails powering an impressive list of inshore and offshore yachts to victory.

In addition to Paul's racing achievements, he is a past Coca Cola Junior Sport Star of the Year (1987) and Coach of the Year (2000, 2001, 2002), and has been honoured with many other awards for excellence in sailing.

Paul started sailing Mirror dinghies at Fremantle Sailing Club, sailing with Peter Mais in Mirror No. 8052 *Illusion*. The boys were 42nd in their first State championship in 1982 (*Illusion*), 12th in 1983 (*Darkstar*), 2nd in 1984 (*Intrepid*) and then 1st in 1985 and 1987.

Paul recalls "I can still remember the first States in *Illusion* like it was yesterday....and I laugh! No idea, 150 pound boat (one of the heaviest on record), numerous capsizes, being cold, wet and exhausted and not having a clue as to what it was all about!!!"

Paul was unlucky not to win the 1985 Grange Nationals after three consecutive heat wins, as the IMCAA reported:

"The story of Heats 3, 4 & 5 was Intrepid, Intrepid, Intrepid as 14 year olds Paul Eldrid and Peter Mais found the 20-25 knot SW winds to be just like those at home. With their flat sails and excellent boat handling skills they were convincing winners."

Paul was Junior National Mirror Champion with Peter Mais in 1985 (Grange) and with Troy Storer in 1987 (Nedlands).

Paul and Troy became Australia's first World Mirror champions in 1987 as part of an Australian Team that dominated the World championship in Ireland taking the first four placings. Australian Team Manager Norm Deane, reported that:

"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 West Australian, 15 August 1987
The Sunday Tasmanian, 16 August 1987*



WA Bob Cruse

by the Cruse Family, 2008

Bob was born and raised in and around Narrogin in the Western Australian wheat belt, moving to Perth for study and work. A degree in Applied Science, followed by work as a laboratory technician at WAIT working on early particle accelerators followed the move to Perth.

Around this time he also started a lifelong association with teaching (predominantly maths and science interspersed with some workshop or manual arts instruction) primarily in the TAFE and secondary sectors, but also in recent years at the Wooraloo prison farm.



Bob's association with yachting was initiated in the 1970s when, following a couple of years crewing on a similar boat, he purchased a new S&S 34, *Morning Gold* which he fitted out in the driveway at home. *Morning Gold* was raced for about 10 years in most of the ocean races off WA and was based at Fremantle Sailing Club where he maintained a long association. School holidays and long weekends were spent anchored in Longreach Bay at Rottneest, usually with the Riches family (Mirror sailors of course) anchored nearby in their yacht.

Around 1983 Bob's 2 kids were old enough to start sailing at the junior and dinghy section at FSC, and he was introduced to the Mirror. The first couple of boats he built were for his kids, but pretty soon that extended to building boats for other people at the club, then the State, and then Australia. Along the way he acquired the right to manufacture kits - until that point, most of the fast boats were built from kits imported from England.

Now that he built kits, his reach expanded and he started to provide more boats to the Eastern States and overseas, both as kits and completed boats, trading as Heart Small Boats. Many boats that Bob built as finished hulls have a heart symbol punched into the underside of rear triangles, where the gunwhales meet the transom. Boats or kits from Bob have won numerous regattas including Australian and World championships.

Along the way there were plenty of other timber related projects, of particular interest the trophies that he was regularly commissioned to make. Usually made from jarrah, they always had a nautical theme and ranged from large sets of smaller trophies for a Nationals, to substantial individual trophies for ocean races or match racing series. The trophies often incorporated ceramic elements contributed by Bob's wife, Anne.

Along the way he owned or built other yachts, including Hartley trailer sailers and a Van De Stat 34 that he built from scratch in the backyard from sheet steel. It was sold as a completed hull and was very fair and quite pretty (despite the construction material).

Bob's other passions included a lifelong interest in cars, travel and in later years playing the saxophone. He owned 19 cars (that we can recall), with a firm emphasis on Citroens and Valiants. At the peak there were about 7 cars parked in the garage. Bob travelled regularly all of his life – which for the past few years had settled into a pattern of North to Exmouth in winter and south to Augusta in summer. In between were trips to France with friends and journeys to London, San Francisco, Seattle, Melbourne, Canberra and Sydney to visit his or Anne's children.

In recent years Bob had the opportunity to purchase back one of the early boats he constructed – “Thunder” 68673. The boat has since been passed on to his 3 grandsons who use it on weekends in Melbourne. The oldest grandson, Ben (7) sailed in the 2007-08 Mirror Nationals in *Stealth*, a well known Tasmanian boat built from a kit of Bob's. This marked 25 years of continuous involvement in Mirrors through Bob and his family.

WA John Collova

by Mark Pitt, reprinted from WA Mirror Images, September 2010



MCAWA Life Member John Collova celebrating the 2007 World Championship with winners Anna Mackenzie and Holly Scott of GBR



The Vasco Boats Mk 3 Mirror

We all know John Collova or Little John or the Angry Ant as he is affectionately known. John has now been recognized officially for his contribution to the modern Mirror and to Mirror sailing in Western Australia. For his years of hard development work, his competition on the race course and general promotion of the modern Mirror, he has been made a life member of the Mirror Class Association of Western Australia. John became the first successful builder of fibreglass Mirrors in the early 1990s. John persevered with his development work which was not fully appreciated by the class traditionalists who wanted to preserve a gaff rigged wooden boat.

John is a professional boat builder working in wood, fibreglass and aluminium. He served an apprenticeship with Dillingham's Shipyards becoming one of Perth's few qualified shipwrights. He has built a wide range of boats but is best known for his Optimists and Mirrors. His early Mirrors were made of wood. The extremely fast wooden Mirror, *Black Adder* is one of the best known examples of John's fine craftsmanship.

But John is an innovator and a perfectionist. He saw the difficulty in obtaining excellent quality wood and the reluctance of modern sailors to do the rubbing, varnishing and painting required when you own wood. He experimented with fibreglass. It took him some time to convince the rules committee that his fibreglass boats were the way forward. His early boats had wooden gunwhales but all the later Mirrors were all fibreglass.

Attempts by other builders to produce a fibreglass boat were beset with problems of too much weight or too little rigidity. John's boats were underweight requiring lead ballast and are quite stiff. There was also a worry that his boats would not stand the rigours of hard competition. Your editor's family bought two of John's early boats *Leading Edge III* and *Taking Off* and they are still in great condition having sailed consistently for fifteen years.

When his boats first competed with great success at the 2001 Worlds in Ireland there was a re-awakening in the class. The northern hemisphere sailors were making the Western Australians great offers for their boats but no-one could sell as we had brought the boats in for the event under bond and had to return them to Australia. In 2005 John demonstrated a one piece mast at the Swedish Worlds. As a result of John's work the International Association has moved to the modern Mk3 Mirror. This boat has a one piece mast and central sheeting with the option of a gnav (*upside-down, reverse thrust vang system*) rather than a vang.

John is producing Mirrors here in Perth at his Bibra Lake factory. The MCAWA believe that if you want the best International Mirror in the world buy an Mk3 from John's Vasco Boats. The Mk3 Mirror is as smart as a new gelcoat with its modern rig, central sheeting, new interior layout while retaining the original hull shape and distinctive red sails. Well done John and thanks for your years of hard work.

WA Tessa Parkinson

reprinted from Australian Sailing Team Profile, 2008



Tessa Parkinson achieved her Olympic dream alongside Elise Rechichi at the 2008 Beijing Olympic Games, claiming Gold in the 470 women's class. The West Australian pair were the class act of the Olympic fleet and heading into the medal race with a massive 18 point lead, keeping their closest rivals, the Netherlands, in check and sailing safely to victory.

With family and friends all involved in sailing, eight year-old Tessa and her younger brother Luke started sailing Mirror dinghies at Fremantle Sailing Club.

Tessa, who had been helming a 505, knew Elise Rechichi was looking for crew. "At the time, I was unsure what class I wanted to sail and who I could

sail with, so I was really happy when the opportunity came up to sail with Elise. We went for a sail together and everything worked out so well that we've never looked back." Tessa says "I think having been a skipper has helped to build my understanding of crewing and I really enjoy the trapezing." Joining Elise in a 420 three months prior to the ISAF Youth World selections and World Championships they have reached the pinnacle of the sport, representing Australia at the Beijing Games in 2008 and winning a Gold medal. The two are quite different characters but balance each other well. They are both bubbly and tend to finish each others sentences.

In Beijing, Tessa, 21, and Elise, 22, were the youngest Australian Team members at the sailing venue in Qingdao. Did Tessa find that daunting: "Not really, just exciting - and because we're young we have many more years of sailing left in us." Of her partnership with Elise, Tessa says: "When Elise and I started sailing together she was already a star. I watched her and she helped me a lot. Victor Kovalenko's and Belinda Stowell's coaching have helped me a lot too - I look up to them all." On top of their Gold medal the pair have won Gold at the ISAF Youth and 420 World Championships, 470 Junior Championships and been named, "Young Australian's of the Year."

Finishing school with good marks, Tessa enrolled in a Physiotherapy Degree at Curtin University but had deferred due to her Olympic campaign. She has recently returned to University life and intends to finish her degree when the time is right and start practicing. Away from the campaign both she and Elise work for the Yachting Foundation in Western Australia, taking corporate clients out sailing on the Swan River in Perth. In 2007 Tessa and Elise finished third at the European Championships in Greece before taking out the Olympic Test Event in China. 2008 saw the pair finish third in the World Championships, third in the European Championships and their now famous Gold medal at the 2008 Beijing Olympic Games.



MirrorsWA testimonials, 2012

"I started sailing as an eight year old in Mirrors and my first championships were the Western Australian States when I was eleven."

"I remember my first Worlds in Ireland in 2001, it was a huge fleet. It was a bit daunting but we improved steadily over the regatta and learnt so much."

"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 2011 World championship is sure to have produced some champion sailors."

Olympic 470 Gold Medallist 2008
Tessa Parkinson as a young Mirror skipper



WA Mark Pitt

by Anthony Galante, reprinted from <http://worlds2011.blogspot.com/>, January 2011

Mark Pitt rewarded for outstanding contributions to Mirror sailing



2011 Bill Jaffray Memorial Winner Mark Pitt (left) and PRSC Commodore Paul Terry

Like so many in the Mirror Class, Mark Pitt started out sailing with his children. Nearly 20 years ago he ventured down to Nedlands Yacht Club with his then 8 year old daughter Caroline to try a Mirror. He immediately joined Hillarys Yacht Club and started competing in his first Mirror, *Darkstar*. He sailed with each of his three children over the next 15 years both as skipper and crew. They all sailed to a high level and Caroline was National Ladies Champion on two occasions.

He travelled to Ireland, South Africa and Tasmania for the World Championships and has also been involved in National Championships in Canberra, Queensland and Victoria.

Mark held the position of Dinghy Captain for many years at Hillarys and championed the Mirror at the club throughout that time as well as right through to the present when he drives the promotion of Mirrors at the club.

He has served the Mirror Class Association of WA for the majority of the time he has been involved in Mirrors holding a number of Committee positions but most notably those of Vice President and the demanding role of Editor of the association's quarterly newsletter for some 15 years. He has also coordinated our Traveller's series and email communications with members and filled in as Secretary when that position has been left vacant.

Long after his children have left the class Mark has continued to show great passion for, and devotion to, the Mirror. He currently owns four or five Mirrors including his original boat *Darkstar* which he recently found badly neglected at a local club. He willingly loans his boats to others to encourage them to take up Mirror sailing.

Mark has travelled to the US in the last 12 months in an effort to have them compete in the 2011 Worlds as well as encouraging them to grow the class there. The participation of two teams from the Philippines in the current Worlds is directly due to Mark's efforts. He developed a relationship with a Filipino club and then secured sponsorship for them.

The foregoing only touches on Mark's contribution to the Mirror over the last 2 decades and there is no sign of him slowing down.

National Titles for the National Capital

The Australian State capitals are located on substantial waterways so offer easy access to waters well suited to recreational sailing. Canberra on the other hand is located on an inland flowing river of modest proportions. However some 30 kilometres to the north of the city lies Lake George an enigmatic but at times substantial stretch of fresh water and it was here that organised sailing in the Canberra district had its origins. The level of water in the lake shows considerable variation not only in direct response to local rainfall but also in an irregular long term pattern causing the lake to vary from being completely dry to carrying a good depth of water. In the later years of the nineteenth century the lake was brimming and became a popular water retreat offering fishing, lake cruises and boating but low water levels early in the new century saw the demise of these recreations. By the early 30s many questioned if the lake would ever re-emerge but true to form it refilled in 1949. Soon, with support from the people living in the emerging National Capital where a lake planned to be formed by damming the Molonglo River seemed a pipe dream, sailing again was to be seen on Lake George. The Canberra Sailing Club based on Lake George was formed in 1951 with 30 members and in November of that year a weekend regatta that included races for VJs and skiffs attracted a crowd estimated at 2 000. Over this period of competitive sailing on the lake the staff and cadets from the Royal Military College, Duntroon also contributed their strong support.

THE fifth national Mirror class championships will be held on Lake Burley Griffin beginning on Sunday and finishing on New Year's Eve.

The Mirror Class Association of the ACT in conjunction with the Canberra Yacht Club is sponsoring the series of five races with provision for resails.

There are 19 Canberra boats among the 83 entries with all States except Queensland represented.

One entrant has brought his boat from Darwin on the roof rack of a small sedan.

The current titleholder, Rex Fettel, of Mordialloc Sailing Club, Victoria, will again be at the helm of Abigail, the boat in which he won the championship.

The course, over 7½ miles, is a triangular layout on West Lake.

Ian Kingsford-Smith, a previous titleholder, will be officer-of-the-day.

Roy Ayrton, of Canberra, will act as race secretary.

The first race will be an invitation event at 2-30 on Sunday afternoon with the championship events beginning on Monday afternoon.

Social events have been arranged for most evenings of the series with a presentation dinner at the YMCA Yacht Club on New Year's Eve at 6pm.

The Mirror was designed as a small, easily managed and stable family boat at a moderate cost.

There are more than 4,000 of the class in Australia with about 90 in the ACT. A feature of the boat is the requirement for red sails, a throwback to the times of the Vikings who also used red sails.

In 1959 Lake George sailors living in Canberra established the Canberra Yacht Club (CYC) and thus lay the foundations of the club that 13 years later would sponsor the first Mirror National Titles to be held in Canberra. Hard working members of the CYC put a lot of effort into developing club events on Lake George but facilities there were still limited when in 1959 the Government decided to proceed with the establishment of the lake in Canberra. Sailing on Lake George continued but attention shifted to preparing for the move to Canberra's new lake. At this time the Royal Canberra Golf Club's course originally built on the flood plain of the Molonglo was relocating to its current location at Westbourne Woods and the CYC was able to occupy the old golf club house located near the Albert Hall and close to the city. The early 60s saw the Scrivener Dam rising from the bed of the Molonglo and huge earthworks forming up the structure of the lake. This culminated in the closing of the dam valves in September 1963 and Canberra residents watched and waited for the flow of the Molonglo to create Lake Burley Griffin. This was a tantalising process with little progress during 1963 but 1964 was a different story: by April Canberra had a lake and soon after the CYC transferred its sailing activities to the new waters. In October 1964, 159 boats took part in the sail past of the Lake Burley Griffin Inauguration Regatta with Prime Minister Sir Robert Menzies officiating. The Y M Sailing Club and the CYC initiated a coordinated sailing program and many private sailors were soon taking advantage of all that water.

The 60s were an exciting period for the National Capital and with the lake now a reality Canberra sailors were well placed to participate in this movement. The growth of Canberra was proceeding apace spurred on by the transfer to the city of government departments with their employees and families. The 12 years between 1958 and 1970 saw the population of the ACT grow from 39 000 to 129 000 with the age distribution heavily skewed towards youth. Re-establishment of families in their new surroundings, the availability of good facilities and a weighting towards a lower average age were factors that gave sport an extra significance. As many of the new arrivals in Canberra were accustomed to enjoying coastal and water recreations, sailing on the lake provided many new residents with the opportunity to continue with this interest. And happily just at this time the Mirror dinghy burst on to the family sailing scene. Before long tens of Mirror kits were being wired and glued together in Canberra garages and homes. The first Mirror appeared on Lake Burley Griffin in 1966 and soon the distinctive red sails became a familiar part of the lake scene. Many Mirror owners chose to sail independently but the growth of the class may be appreciated by looking at the progress of the class organisation in this period. The ACT Mirrors were formed into an organisation within the NSW Mirror Association in November 1966 and two years later a separate ACT Mirror Association was formed, soon with 28 boats registered. Mirrors achieved a separate class start within the regular CYC race program in the 1967-68 season.

Many Mirror sailors when competing in club races launched their dinghies from a sheltered area at the head of the small bay, Lotus Bay, on which the CYC clubhouse was located. The Mirrors soon become identified with this area which acquired the local name of Mirror Point. Sadly this name never gained official acceptance.



ACT Mirrors competed in Mirror Nationals from 1967-68 onwards. When the Australian Mirror Association met in 69-70 during the Black Rock Nationals one task was to select the location for the next Nationals observing that by this time the event had been held in each of the established Mirror States. Should the recently formed ACT Association be selected to host the event on the somewhat unfamiliar waters of Lake Burley Griffin? Sailing on the Canberra lake had made good progress since 1964. The CYC had moved into its new clubhouse conveniently located on Lotus Bay in 1966 and had hosted the 505 National championship later that year with a local crew taking out the championship. The YM Sailing Club hosted the Heron Nationals in the following January with 150 boats competing. There were 300 entries for the Captain Cook Bicentenary Regatta sailed on the lake over Anzac weekend 1970 when the Queen and Prince Philip, in Canberra for the inauguration of the Carillon and Captain Cook Memorial and Waterjet, cruised through the fleet as the boats battled with strong winds.



NSW Measurer Ian Millar and ACT President Syd Comfort (right)

The ACT Association was gratified but perhaps a little overawed when the national body made the decision for the 1970-71 nationals to be held in Canberra with CYC willing to host the event. This decision was subsequently endorsed by the Australian Mirror community when there was a (then) record of 83 entries.

Organising the Nationals took most members of the ACT Association into unfamiliar territory but with the backing of other Mirror Associations, family members and friends and members of the Canberra sailing fraternity together with a spirited team of visiting enthusiasts a successful series was achieved. Summer sailing on Lake Burley Griffin can, particularly for visitors, be bedevilled by light and fluky winds and in some areas tricky conditions can favour skippers with local knowledge. In this series all races were sailed in satisfactory wind conditions and any special advantage attributable to local knowledge was not reflected in the results with visiting sailors filling all the major places.

Canberra Mirror sailors would like to think that our visitors had enjoyed the first National Mirror series held here in waters only a few years old and are sure that all those visiting red sails had given a new meaning to sailing in the National Capital.



1971 Canberra Nationals (photos: Syd Comfort)



ACT Alan Cichero

by Peter Russell, 2012



*Grampus, Alan and Russell Cichero (ACT)
1974 Australian Mirror Champions*

The Canberra Times, 17 April 1974

Alan not so obscure now

Until about four months ago, Alan Cichero was a fairly obscure Canberra sailor who had caused barely a ripple on the yachting scene outside of Canberra.

In his only tilts at championship sailing he had met with moderate success in ACT events and finished a modest 25th in the national Mirror class championships.

But that's history now.

Today Cichero stands tall as the proud holder of the Australian and NSW State Mirror titles.

The 35-year-old computer engineer last weekend completed the second leg of the double by winning the State title on Botany Bay with a sensational five wins from five heats.

Now comes the next chapter in this great "rags to riches" story with Cichero's nomination as a candidate for the 1974 Canberra News Sports Star of the Year award.

Cichero joins the list of sports stars who will be vying for the ACT's most prestigious sporting award — and the glamour prize of a return air trip for two to London by Qantas 747B Jumbo Jet.

Cichero admits to have been completely stunned by his successes in the national titles in Tasmania in January and the NSW titles over Easter.

When he says his Tas-



● ALAN CICHERO

manian triumph over a field of about 50 top-class boats "surprised me no end", he's really making one of the great understatements.

"I thought with a bit of luck I might finish in the first 10 . . . and I did".

Cichero can't attribute his successes to anything in particular, but says he had new sails fitted to his boat, Grampus, this difference to its performance, and feels they have made a tremendousances.

He modestly adds: "The others must be making more mistakes than me . . . I guess I'm

not making as many mistakes".

Whatever it is, it's certainly worked wonders. Apart from his national and NSW victories, Cichero has this season also won the CYC Mirror championship and finished sixth in the Victorian titles behind fellow Canberra and arch rival Geoff Armour.

Ironically, neither Cichero nor Armour could pull off the ACT title. This was won by the Cootamundra sailor, John Wey.

Cichero first became interested in sailing as a 14 year old in Sydney and his first experiences was as a crew in VJs.

Alan Cichero started sailing in VJs and following relocation to Canberra built his first Mirror *Grampus*.

Alan won the NSW Mirror State Championship in 1974, the ACT Mirror State Championship in 1976, and the Victorian Mirror State Championship in 1977. Alan was the first ACT winner of the Australian Mirror Championship in 1974 (Montrose). Modern Boating February 1974 reported that "Canberra father and 11 year old son combination of Alan and Russell Cichero won the series in Grampus with two firsts, one third, fourth and fifth in the best of five races." Alan won the Australian Mirror Family Trophy three times with son Russell in 1975 (Melbourne), and with daughter Joanne in 1977 (Canberra) and 1978 (Adelaide).

ACT Kennedy Family

by John Kennedy, 2010

The Kennedys (John, Val, Sara & Judith) first became Mirror sailors in the mid 1970s. We had sailed a number of boats over the years, my introduction being to my parent's GP14 in about 1952 in England after helping my father build an Enterprise but the club we decided we wanted to sail at did not sail them so a GP14 it became, a Bell woodworking boat, the famous builder of Jack Holt's plywood boats and builder of kits.

On coming to Australia in 1965 our first purchase was a Heron having resisted the blandishments of the Mirror devotees at the Canberra Yacht Club. We decided the Heron gave Val and myself more room and better met our needs and had a large fleet at both of the ACT's major clubs. When the family started I moved to OKs and it was not until Sara was seven or eight that we started to look around for a suitable family boat and we decided a Mirror would meet our needs. Our then needs being a recreational boat, an easy to sail and transport boat, a racing boat with a competitive fleet and a boat in which to teach the children to sail. So we hunted around and the class recommended a good boat that may be for sale and we found the owner willing so we joined the Mirror class.

We kept that boat for a few years and then decided to build a new light weight one and Aurora boats (at Queanbeyan) had a racing kit in stock and let me have it for a good price. The hard work started and that boat served us well for many years, four Nationals (which we all sailed in at various times), many ACT and NSW Championship and Transom Trophy fleets. Subsequently purchasing another boat, we then had an active racing fleet of two Mirrors. Once Sara and then Judith took their gap years we moved on to a Duncanson18, then a Flying Fifteen and now a Gem 550. We also experienced ocean sailing with a share in a Hanse 370 then a 400. Towards the end of our Mirror years I became involved with the Ocean Youth Club giving many young people the chance to experience ocean sailing. I also became involved in training at the Canberra Yacht Club, held various committee and flag officer positions and finished up as Rear Commodore Sailing. I also coordinated one of the Mirror National Championships held in Canberra.

I served on the ACT Mirror Class committee for many years finishing up as President and was National Secretary for a couple of years. It was during this time I was involved in organising and coordinating a series of ballots to rationalise the Mirror rules which had diverged from the UK and "International Rules". This was very challenging as a previous attempt had resulted in failure so we decided to adopt a different approach. First we looked at the things in the Australian Rules which could easily be changed without causing undue anguish to the Australian fleet and were successful in bringing our rules much closer but there were still some matters we Australians regarded as non-negotiable.

So with hard work, phone calls and letters to the UK we were able to get agreement that our proposals should be put up for International ballot. We mounted arguments in support and as a result we were successful and then finished up with a set of rules that were acceptable Internationally and to the UK Daily Mirror who were the copyright holders at that time. At the same time the Daily Mirror was wishing to get out of management of the Class and agreed along with Jack Holt's estate that the class should apply to ISAF to become a full International Class under ISAF control. It was these changes that finally allowed Australian Mirrors to compete in World Championships and to hold them in Australia. A challenging and interesting time for the class that has enabled it to continue to progress and remain an attractive boat for both young and old. Sara and Judith still sail and remain competitive in their classes.



Sara & Judith Kennedy, 1985



ACT Forster Family

by Peter, Andrew & Michael Forster, October 2010

The Forsters became a Mirror family in 1976 – and, some 34 years later, there is again a Mirror in the family, after a break of 10 years or so. For 10 years from the Winter of 1965, Peter raced a Seafly Dinghy on Lake Burley Griffin but, by 1976, there were three growing children and it was time to start the process of involving them directly. There was a well established and highly competitive fleet of Mirrors in Canberra at the time and it was the popular choice for families like ours, the spinnaker being the deciding factor over the Heron.

We bought our first Mirror, *PAKAM 2*, 18440, for the 1976-77 season. Andrew turned 9 in early December, 1976, and by the end of the month/year he had competed in his first National championship as crew with Peter, albeit shared with his mother, Ailsa, on those days when there were two races (the series was sailed over five days, with no lay days!). The family spent two years, 1982 and 1983 in Adelaide and for the most part, Andrew skippered the Mirror with crewing shared between Peter, younger brother, Michael, and sister, Kim. By the time they returned to Canberra at the end of 1983, a second Mirror had been acquired, *Cherry Ripe*, 57729. Both boats competed in the Canberra Nationals in January 1984, with Andrew sailing *PAKAM 3* and Peter, crewed by Michael, sailing *Cherry Ripe*.

We upgraded to *Chatterbox*, 45173, for Andrew for the Grange Nationals a year later, with Peter and Michael again competing in *Cherry Ripe*. By the time of the Nationals at Kingston Beach in 1987-88, Peter was doing that frustrating thing that sailing fathers do, of standing on the shore watching – from a great distance as it turned out, with the course being set in the middle of the Derwent Estuary, nearly as far out as Storm Bay, or so it seemed! In that series, Kim crewed with Michael.

Peter acquired his first Flying 15 for season 1987-88 but continued to provide transport and support for the boys for a couple of years, including to Hervey Bay in December 1989 where Andrew sailed his newer boat, *The Mouse with the Cheesy Grin*, 67155. Andrew recalls with gratitude the efforts of Peter Russell in repairing his boat to keep him in the series, after it had been holed by a catamaran.

Michael moved to Sydney in 1991 and became involved with the UNSW Sailing Club, sailing LW Sharpies at Balmoral. By season 1995-96, Andrew was crewing in a Lightweight Sharpie but he competed in the Mirror Nationals in Canberra in both 1999-2000 and 2005-06, in the latter with his present boat, *More Rhubarb*, 68044, acquired because he now has a young family. Michael has continued with the LWSs, in his own boats since his University days, winning the NSW State titles on 7 occasions, 6 as skipper. Both Michael (8 events) and Andrew have competed in several LWS Australian championships, with Michael achieving a best placing of 2nd in Wollongong in January 2009, with Andrew as crew.

In all, the family has competed in 13 Mirror National championships, in 8 of those with two boats, making a total of 21 campaigns. We also contested several NSW State championships, Michael winning twice, and we were part of 9 winning ACT teams in the Transom Trophy competition. Andrew had several different crews over the years, including Darryl Roos who subsequently raced his own Mirror, Contender, LWS, FD and 505, and Fleur Woolley who is now Andrew's wife! Andrew recalls with pride beating Tom King in the Victorian State titles at Yarrawonga and winning 2nd overall in the Mirror Nationals in Canberra in 2000. He is looking forward to a resurgence of Mirror sailing in Canberra with several families with young children like his have recently bought Mirrors. Andrew and 5 year old Robin have already competed in their first race, finishing 3rd.

We are but one of many Canberra families that did the same sorts of things in Mirrors that we did over a period of several years. Some of our fondest memories are of the fun times that we had, and the people we have met and befriended at a range of venues through our involvement in the Mirror Class, and in sailing generally. Apart from the championship racing, we have enjoyed the more picnic style events at Swan Lake (on the NSW south coast), at Wyangala Dam, Lake Albert (Wagga Wagga), and the Mudpuddlers Regatta on Albert Park Lake (in Melbourne). We have had the inevitable trailer problems. For example, on the way to Hervey Bay, we discovered at Dalby in outback Queensland that the tongue on the tow bar was about to break! The workshop where we stopped was about to close down for the Christmas break but the boss saw we were in trouble and agreed to stay open to fix the problem for us.

This family, like we are sure many others will be also, want to thank Peter Russell for the huge effort involved in putting this record together. The book is a great tribute to the class and to all who have sailed in her!



Up close for the first time

There was a boat festival held at the Canberra Yacht Club sometime during the mid 70s. I remember it well because the local boatbuilder from Queanbeyan had a newly assembled Mirror kit on display and Jerry Firth, well known Tasmanian eccentric OK dinghy sailor but resident in Canberra at the time, said to me: "Mate, these Mirrors are just the thing for teaching kids to sail! They are vice-free and forgiving but they have all of the 'strings' and a spinnaker".

Those prophetic words stayed with me and when a good mate of mine offered me his Mirror dinghy in 1982, when my kids were still small, I jumped at the chance to buy it. It transpired that his Dad had bought the kit about 1970 when he, my mate that is, was in his teenage years and they had built it together. It was the start. We took it on holidays at Christmas time to Smiths Lake on the NSW north coast, and the kids enjoyed their first experiences in a boat rowing and mucking about. My wife Sue and I managed a little sailing. For me it was a return to sailing after some years break during those early years of children.

Back into the fray

By 1986 the kids were old enough for serious stuff so I joined the YMCA Sailing Club and commenced racing. It was clear that we were quite disadvantaged with our standard kit sails, no spinnaker and plywood centreboard but nevertheless it was loads of fun sailing against other families on Lake Burley Griffin. Why, some families even had two Mirrors and double deck trailers. It wasn't long before that first Mirror had acquired new Walker sails including a spinnaker, and a solid timber centreboard laminated from the best Alpine Ash.

After that first season one boat was not enough so we bought another. Suddenly we were a two boat Mirror family. But that first Mirror was a heavy boat and I was offered a kit which had lain in a shed unbuilt for quite a few years, and it was only across the park from my house! So I spent winter constructing *Octopussy*. I took great care to keep the shape right, the weight down and the hull strong. The first Mirror was sold to another Mirror family as their third boat!



*Octopussy, Graeme & Hugh Dennett
1989 Balmoral Nationals (photo: Peter Forster)*

Flying Mirrors

We were returning from Swan Lake near Sussex Inlet where we had spent the weekend sailing. We were motoring along the Princes Highway following the Doolans, the three Mirror family – two boats on the trailer and third boat on the roof of their station wagon.

We were travelling a few hundred metres behind the Doolan entourage when the boat on the car roof decided that flying was a better option. I braked and pulled over to avoid the boat which, having flown through the air, end over end, had landed in the middle of the road. We feared the worst. But amazingly damage appeared minimal. It's true, a roof rack had gone through the bottom of the boat and there were quite a few scrapes and some damage to gunwales. We helped reload the boat onto the roof of the car resecuring it with ropes through the cabin of the car, and then we followed them along the highway home without further mishap. The boat was repaired and sailing next weekend. These boats are tough!

A similar event occurred within twelve months to *Octopussy*. I was on my way to sail when, not being securely fastened to the trailer, *Octopussy* leapt off the trailer and onto the road. I was travelling at 80 – 90 kmh at the time and again I feared the worst. But not only had the boat landed right-side up on the road but an oncoming small car had clipped *Octopussy's* gunwale at the bow transom. It must have been the strongest part of the boat because it put a metre split in a door of the car with only cosmetic damage to the gunwale. Damage: the skeg was broken off the hull and there was a small puncture and crack in the underside of the hull. Just minor damage! The boat was repaired and sailing the following weekend.

Sharks in Middle Harbour?

We were reaching to the Wyargine mark under spinnaker in close quarters with other Mirrors when, getting the spinnaker off before rounding the mark, we were hit by a stronger gust. Forward hand Hugh overbalanced and the inevitable happened. He fell out of the boat. I finished stowing the kite and came round onto the work to pick him up but not before having been admonished by other crews for having "pitched him out" and "left him to the sharks". The tragedy of it was that we lost at least six places in an exciting race of the NSW State titles. But for all the fears there had been no shark attack.

The next morning we had a lesson about tidal flows. The breeze was extremely light – just like a Lake Burley Griffin drifter – and we Canberra boats were handling this well but we couldn't seem to get to the windward mark. After a while the penny dropped and one of our number sailed close into the shore and out of the current, a run out tidal current which was being augmented by strong runoff from the previous week's heavy rainfall. By sailing along the shore and about two hundred metres past the layline for the mark it was possible to tack out to the mark in the main stream, round the mark and head off at a rate of knots towards the next mark. Some of us took more than a couple of attempts to achieve this seemingly impossible task of rounding this mark. Some never did make it. Needless to say the course was shortened!

And no! We did not see any sharks in Middle Harbour although it is renowned as a breeding place for them.

Camaraderie

Mirror sailing is all about families having a good time together. If the family had more than one boat it was a case of everybody sailing. In Canberra I guess we were very fortunate in having so many two boat families because it meant that we always had a good fleet, nearly always a dozen or more boats, even on the weekends away. There were many of those. We sailed at Wyangala Dam near Cowra, Lake Albert at Wagga Wagga, Swan Lake near Sussex Inlet, and of course, in Sydney, at Balmoral on Middle Harbour, Hunters Hill on Sydney Harbour, BYRA on the Pittwater and also at Kogarah Bay near George's River. There was also a foray north to Grahamstown, a man-made lake near Raymond Terrace, Saratoga near Gosford and to Lake Illawarra, and with the kids to the Combined High Schools regatta at Belmont on Lake Macquarie. We also tackled the Victorians at Yarrowonga, although as any New South Welshman will tell you, the Murray River (and Lake Mulwala) is in NSW – the Victorian border is the southern bank of the river – they were really trespassing!

These weekends meant that we built friendships with a large group of people associated with Mirror sailing across NSW as well as our close friends and competitors from the ACT. What stands out most is that wonderful feeling of camaraderie when you met up with people against whom you had competed on the water and then socialised with afterwards in the clubhouse or at the bbq or in the showers or just on the beach. The kids formed enduring friendships and established social skills alongside those of their parents and gained that independence learnt from sailing.

Of course, this whole scene was replicated at the Nationals and no doubt at the Worlds.

The real positive in the Mirror fleet though for me has been the cooperation and sharing of knowledge and helping each other to improve our sailing performance. I treasure the memories of the weekends spent engaging with skilled experts such as sailmaker Steve Walker and other experts made available to us through the AYF (now Yachting Australia). We acquired skills and techniques and got to practise them under the watchful eyes of our tutors. We gained confidence in our abilities and learned to overcome our shortcomings and weaknesses. Underlying these activities was the foresight of Peter Forster and Peter Russell and to them must go the credit in the ACT.



ACT Team at 1989 Balmoral Nationals



ACT Team at 1990 Hervey Bay Nationals



ACT Russell Family

by Kate Russell, 2010

When asked to write a story about my sailing life, my mind turns to my good friends that I caught up with at regattas over the years, and also to the person who not only taught me how to sail and skipper a boat, but also to love it — my Dad.

There was no escaping that sailing was part of our family when at the sailing club as little girls, my sister and I were constantly met with exclams; 'Oh! You're the Russell girls!'. We were the third generation of Russells at the sailing club and it took just a few years before we stopped responding with shy blank stares and had become sailors ourselves.

Dad's life with the Mirror sailing family began when he had his own family and convinced Mum to crew for him, while my sister and I were getting up to crew size. The first Mirror Dad built was for the Canberra Nationals in 1991–92, which was named *Harmony*. I used to think that the husband and wife trophy which Mum and Dad frequently won at National regattas was named after them, as it was called the Harmony Trophy. Actually the Harmony Trophy was named prior to Mum and Dad naming their boat *Harmony*!

One of my early memories of sailing with Dad and learning about what you need to look for on the water, was when we were running down to the bottom mark in a club race on Lake Burley Griffin in Canberra. I was looking at the flag on Parliament

House and it was pointing in a different direction to that of the wind indicator at the top of our gaff. I casually asked Dad why this was the case and he got very excited that I pointed it out and he informed me that the wind was going to change direction ahead and now we'd be prepared for it! I think that was all the encouragement I needed to continue learning this sailing thing!

Dad continued teaching anyone who would listen. If asked a question, he would exuberantly start telling a story of the best technique for the situation, reaching for any object that remotely represented the boat or part of it — the story was never just verbal!! Dad benefitted from sailing against some top Mirror sailors and especially from the training when we represented Australia in the Mirror World championship in Canada in 1997. This knowledge and experience of Mirror sailing meant that he was very competitive nationally but also at the top of the NSW/ACT fleet by the mid to late 1990s. Dad started doing coaching sessions for the NSW/ACT Mirror fleet, some formal and some ad hoc. His arms waved about as he'd describe the situation and his enthusiasm would often draw a crowd at whatever sailing club we were at.

During the 2002 ACT Dinghy Championships, Dad had arranged a formal coaching theory session on nutrition. This amused me as Dad was only interested in nutrition when it came to sailing, otherwise bacon and eggs were his preferred option for breakfast! I suspect Mum's interest in health and nutrition had made an impact along the way. The main advice in his session was to have porridge (*low GI carbs – Ed*) for breakfast and peanut butter and banana sandwiches on wholemeal bread for lunch (*this is actually the Norm Deane recipe for success - Ed*), as they give the required long lasting energy for the time spent on the water. In contrast, the meat pie was condemned in the session for its inability to be digested prior to the start of the race, taking the much needed energy away from your body and brain for the race.

The regatta consisted of four races over two days, with Dad and I (skipper) in the lead at lunch on the final day with 3 wins in the bag. Ray and Sarah Butler were in 2nd place and following Dad's advice, Ray cooked a pot of porridge in his bus as a replacement for their usual meat pie. Now porridge was suggested as a breakfast item rather than for lunch, but it did the trick as Ray and Sarah won the last race, leaving questions about whether we threw the race to prove Dad's point about nutrition! But I can honestly say we tried our hardest to win that race. We won the regatta overall with the 3 wins, but the highlight was Dad's 'proven' nutrition pointers!

I think that Dad has had not only a positive impact on my own sailing life, but on many others also, whether from a sailing 'lesson', fixing their boat, or just from his exuberant presence during a regatta! Thanks from all of us. Peter Russell currently sails a 2.4m yacht, continuing to expand his sailing knowledge and also pass it on to others.



ACT Daniel Keys

by Peter Russell, 2014



Daniel Keys started crewing with Michael Forster on *Cherry Ripe* in 1989 and commenced skippering his own *Mirror White Ant* in 1990. Daniel dramatically improved from novice to top sailor in the ACT including placing third in his first Australian Mirror Championship in 1992 (Canberra).

Daniel won the ACT Mirror State Championship three times in a row from 1993 to 1995 and the NSW Mirror State Championship four times in a row from 1992 to 1995 being almost unbeatable before moving to 505s. Daniel was the second ACT winner of the Australian Mirror Championship in 1995 (Devonport) and was selected in the Australian Team to compete in the 1995 Worlds at Milford Haven, Wales. Complex tidal conditions proved a challenge to all Australian crews with Daniel finishing a creditable 17th overall.

*White-Ant, Daniel Keys & James Badgery (ACT)
Third - 1995 Australian Mirror Championship
(photo: Geoff Comfort)*

The Launceston Examiner, 11 January 1995

Land-locked Keys beats the odds to win title

NATIONAL MIRROR TITLES

By RICHARD WILSON

Canberra's Daniel Keys overcame geographical adversity to win the Australian Mirror Dinghy Championships off Devonport yesterday.

Despite the coast being three hours away by car from his home, Keys showed masterly sailing to win the championship from Western Australian Guy Jeffrey.

In third place overall was reigning Australian champion and dual national winner Steve McElwee, of Launceston.

McElwee needed to beat Keys by six positions in the final round yesterday to win the championship but could manage only a disappointing 15th. Meanwhile the consistent Keys placed second behind Jeffrey for a clear overall victory.

Over the six heats, Keys won twice, placed second twice and third once. His only "failure" was a 12th.

McElwee's best results was a first and a second.

Keys, 19, and crew James Souter, 13, sail twice each week on Canberra's Lake Burley Griffin. Their partnership began only six months ago when Souter answered Keys' vacancy advertisement in a local newspaper.

"I've worked hard this year to win the championships," said Keys.

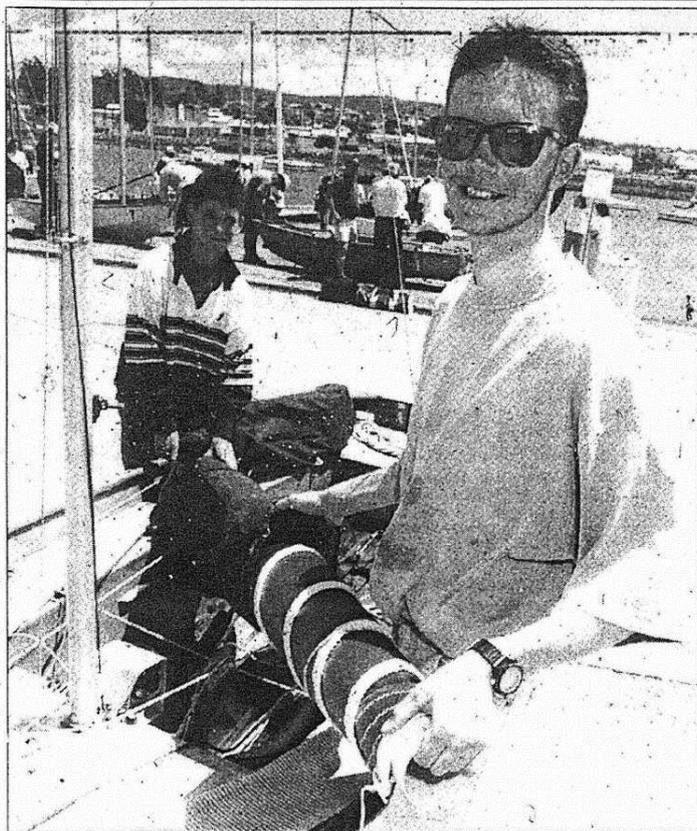
"The last race was a bit nerve-racking but I thought we had the skill to do it."

Keys and Souter in their mirror *Ded Ant* were placed 10th at one stage of the race but came back strongly to finish second.

"I tried to sail the boat fast and smooth and keep out of trouble."

A computer engineering student at the University of Canberra, Keys will now hunt sponsorship before he can concentrate on the world championships in England in August. After that, he wants to try his hand at ocean racing and a Sydney to Hobart is high on his wish list.

Keys said mirrors, which were designed as a safe all-purpose training boat, have



WINNING COMBINATIONS: Canberra pair James Souter and skipper Daniel Keys were all smiles as they packed up yesterday after winning the national mirror title in Devonport

provided him with an excellent grounding in the sport.

"You get lots of close racing and it teaches you all the basics."

Secretary of the organising committee, Mr David Thorpe, said the culmination of the championships brought a close to two years of planning work by the Mersey Yacht Club's organising committee.

MYC won its first national mirror titles ahead of at least three other Tasmanian yacht clubs.

"Over the last two days we've had fresh sea breezes and you can't ask for more than that. We've had light stuff, lumpy stuff and heavy stuff."

RESULTS

Heat 6: Black Adder, Guy Jeffrey, (WA) 1. *Ded-Ant*, Daniel Keys, (ACT) 2. Kamikaze Desu, Mark Barrington, (Tas) 3. Rangare 2, Matthew Fehre, (Tas) 4. Livewire, Robert Gourlay, (Tas) 5. Export Ron, John O'Conner, (WA) 6. Triple A, Norm Deane, (Tas) 7. Xit, Mitchell Ranson, (Tas) 8. Scumbag, Sean Gregory, (Vic) 9. White Mischief, James Kornweibel, (WA) 10. Critical Path, Christopher Dance, (Vic) 11. Sirocco, Paul Andrew, (Tas) 12. Vigilante, Brendan Brittliffe, (WA) 13. Anchors Aweigh Popeye, Alan Short, (Tas) 14. Cicada IV, Stephen McElwee, (Tas) 15.

OVERALL RESULTS — *Ded-Ant*, Daniel Keys, (ACT) 1. Black Adder, Guy Jeffrey, (WA) 2. Cicada IV, Stephen McElwee, (Tas) 3. Kamakaze Desu, Mark Barrington, (Tas) 4. Export Ron, John O'Conner, (WA) 5. Critical Path, Christopher Dance, (Vic) 6. Triple A, Norm Deane, (Tas) 7. Scumbag, Sean Gregory, (Vic) 8. Xit, Mitchell Ranson, (Tas) 9. Leading Edge III, Peter Chambers, (WA) 10.



by Brett Buckley, 2010

Mirror Sailing at Queens Beach (the club with no club house)

We began sailing in the early 1980s after an introduction from a family friend who suggested that it was the perfect sport to tire out three boys and teach them some responsibility. We found a Mirror for sale in the next suburb and after borrowing Nev Kerr's trailer we returned home with our first boat, 16061.

Mirror sailing at the time was based on the river at the Oxley Sailing Club or off the beach at Queens Beach at Redcliffe. As we lived on the north side it was logical heading north to Queens Beach. Queens Beach is located at the northern end of the Redcliffe peninsula with Moreton Island to east across Moreton Bay. The sea breeze is consistent and the swells roll in uninterrupted from Moreton Island.

With great trepidation on my part, we ventured down on a Sunday to be greeted by a merry band of enthusiastic families busily rigging up their boats and preparing for a picnic lunch. The support and encouragement was instant and genuine with many hands helping to smooth our way from the car park to the water. The relaxed and happy nature on the beach was not reflected in the way the sailing was managed on the water. This was in large part due to Stan Jones' firm adherence to procedure and his penetrating wit. The laying and retrieval of the course was a group effort under the strict guidance of John Broadbent who carried out more than his fair share and is a seaman of considerable skill. The 3 minute starting sequence was managed by the mothers and children on the beach with Mary Bateman responsible for dropping the final starting flag.

The racing was close, fierce but fair, which is one of the hallmarks of the class. The great seamanship shown by those racing at times in very testing conditions became a goal for our family and still persists today. There was no dedicated rescue boat. All those sailing lent a hand and rescued those in trouble which was very rare.

We progressed from novices to competent sailors due in large part to the long (to a child who was cold & tired) conversations had on the beach after sailing. Mark Brice in *Moonbi* was a quiet and well spoken man who spent no discernable time maintaining his boat and to the untrained eye should stay on the beach for fear of sinking. His pace on the water was unmatched. He would lead the pack around the first mark by a sizable margin which would only increase. It took us several years and a new boat to be able to match his speed and ability to read the wind. If you did not have a boat, Brian Turner was always happy to share his, and take you for a sail.

Off the water, boats would be carried backwards and forwards by many hands until all were safely stowed above the sand dunes. Mary Bateman with an encouraging word and a broad smile would offer all the cold and wet crews a heartily accepted baked bean sandwich.

Sailing at Queens Beach became a regular Sunday pilgrimage we would maintain throughout my adolescent years and expanded to include Easter and Christmas holidays at Lake Cootharaba. The bonds we forged through sailing at Queens Beach have lasted for over twenty years and remain some of our strongest today.

Mirror people are great people. The Queens Beach crew - Brian & Pat Turner, Stan & Maureen Jones, Len & Topsy Henderson, John & Carol Broadbent, Adam & Mary Bateman, Stan & Trish Alexander, Bill & Roz Coolihan, John & Moira Green, Shirley & Ian Wilkes, Nev & Daphne Kerr, Nev Harrop, Keith & Rita Buckley, Mark & David Brice.



*The Queens Beach stalwarts
L-R: Pat Turner, Louise Turner (sitting),
Brian Turner, Trish Alexander, Stan Jones,
Maurine Jones, Adam Bateman, Mary Bateman*



*A typical day rigging the boats at Queens Beach, 1982
(photos: Brian Turner)*

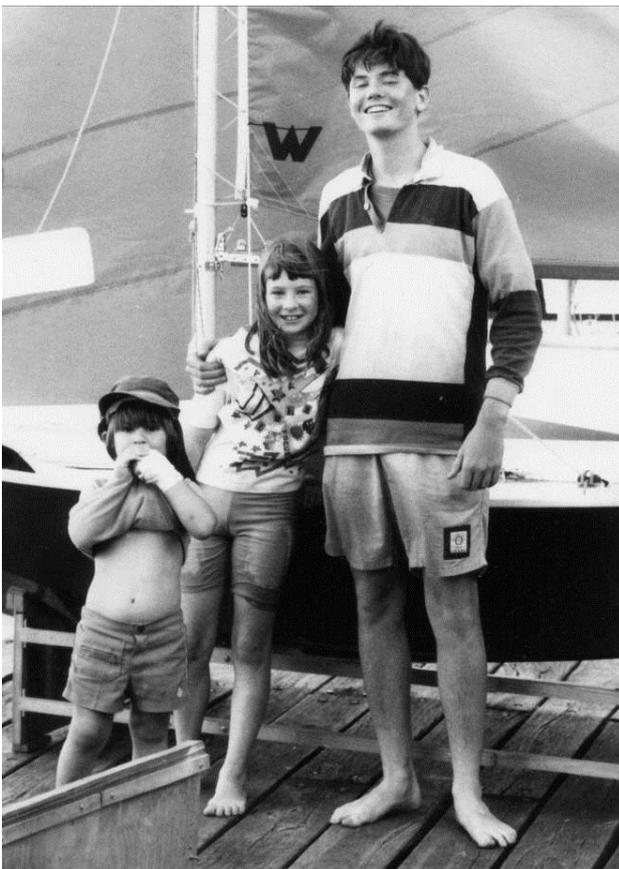
QLD John Cook

by John Cook, 2010

My interest in sailing began as a six year old watching Australia triumph in the 1983 America's Cup. The week we won the cup, our family moved to Brisbane after Dad secured a job in the Queensland public service, and we rented some temporary accommodation in Indooroopilly. Where we were living was close to the Oxley Sailing Club, and Dad used to take me, my brother Bryan and newborn sister Katie for walks along the park beside the river on a Saturday afternoon to watch the boats racing.

Dreaming of matching the feats of John Bertrand and Hugh Trehearne, I nagged my father constantly to be able to learn to sail. Dad told me that unfortunately sailing was outside his budget. One day, Dad took us into the sailing club at Oxley, and Dad had a conversation with a gentleman named Doctor Geoff Barnes. Doctor Barnes told Dad that weekly sailing lessons were five dollars each which gave me the upper hand in my negotiations with Dad. I took little notice of his title, but was to learn later that Doctor Barnes was a Professor of Chemistry and would still be the head of the Chemistry Department at the University of Queensland when I started my Pharmacy Degree twelve years later. I was far more impressed by his terry towelling hat, with frayed elastic holding it under his chin. I got Mum to make one for me and my brother Bryan insisted that he have one too when we started sailing lessons a few weeks later.

Doctor Barnes taught me how to sail, and my year two teacher was amused that my weekly creative writing story was always about sailing. Soon Mum and Dad purchased an old Mirror which Dad named *Mudskipper* after the amphibious creatures on the mudflats of the Cairns esplanade. Many thought the name apt considering the vast quantities of mud at Oxley, and the sailing terminology of "skipper" although Dad had never intended this. I was quite disappointed that Mum and Dad had chosen to buy a Mirror, which I felt looked nothing like Australia II. I wanted them to buy a Laser and put a green and gold stripe on the side.



I spent my primary school years crewing for either Mum or Dad in *Mudskipper* and occasionally helming. Competitive sailing was not anyone's first priority in Mirror sailing at Oxley at that time. The club champions, Graeme and Barbara Huxam made it a weekly ritual to drink a six pack between them as they sailed around the course. I was later to encounter Graeme as a pharmacology lecturer during my university degree and imagine that he only imbibed for experimental purposes. An up and coming Rod Stendrup in *First Flash* increasingly gave the Huxams a run for their money and when he built a brand new Mirror called *Wizard* and suited it out with Walker sails he never lost a race and always won by margins of ten minutes or more. Such was Rod Stendrup's perceived invincibility that when I finally beat him in a club race several years later, I enlarged and framed the newspaper clipping and put it up on my wall. John Hynd (a mathematics professor) began racing each week sailing a beaten up old Mirror called *Spook* and began to come second to Rod Stendrup on most occasions. I was a little suspicious because when the wind was up, his centreboard used to vibrate loudly in the centreboard case. I asked Dad if we could get the race committee to check if he had a motor fitted.

Cookaburra II, John & Katie Cook (with Ben)
1993 Queensland Mirror Champions
(photo: South-West News)



Dick and Margueritte Stringer were amongst the most committed of the Mirror fleet and brought much enthusiasm into organising the Nationals in 1989-90. Dick was an architect and professional photographer, and was always tinkering with his boat, buying the latest sails and making new rigging trolleys for taking his boat up and down the very steep ramp at the Oxley clubhouse. It was through the Stringers that I was introduced to books like "How To Sail Your Mirror Well" by the Tasmanian Mirror Association and "Start to Win" by Eric Twiname which taught me the basics of how to sail competitively. Unfortunately my reading these books gave me unrealistic hopes of how we would perform at the Hervey Bay Nationals. Crewing for Dad we finished in last place in every race and very nearly sunk in one heat. The Queensland contingent, all finished well back in the fleet and were awed at the West Aussie, Tassie and Victorian boats that dominated the regatta. A young Marc Randell gave us pointers on how we could improve our sailing each evening although he finished only about ten places ahead of us. This started a friendly rivalry between Marc and I over the ensuing years. I remember clearly one afternoon during the Nationals how a group of young Western Australian sailors came and looked at our boats and laughed out loud. I think this moment was the strongest motivating force for me to try and become more competitive. I really wanted to show those West Aussies a thing or two.

I devoted most of my school holidays from then on to re-vamping *Mudskipper* which I named *Cookaburra 1*. I got *Cookaburra 1* on the water for the 1991-92 season and Dad crewed for me on Saturday and Sunday of every weekend from the start of the sailing season until the State championships in November. We raced each Saturday at Oxley and Sunday at Lake Samsonvale. I fitted out *Cookaburra 1* with a new gaff, centreboard, rudder and all the systems the competitive boats were using but still managed to always finish at the middle or back of the fleet. I put this down to lack of sailing ability and was a very hard task-master to my very patient father. We installed a compass, worked the windshifts and improved our boat handling, but didn't fare much better. A month before the State titles Dad said he would buy a new set of Walker sails. We set them up according to the Walker tuning guide the week of the State titles. I had low expectations about how we would perform. I thought a top ten finish would be fantastic.

We sailed out for the first race at Lake Samsonvale. The boat felt very smooth and effortless to sail. I still was not convinced we would fare any better than usual. We started pretty badly in the second row, but had fantastic speed in the light wind. We picked off boat after boat and rounded the top mark a close third to *Blue Boy* and *Harambee* who, not seeing us as any threat, engaged in a luffing match. We were now clear in the lead and went on to win by a few minutes. We finished a close third in strong breeze in the second race after breaking some gear and went home the series leader.



The next morning we came from behind to take the race from David Brice in *Moonbi* on the final leg. David had led from the start and had really wanted to win a heat of the State titles after crewing for his father, Mark so many years before. David would have won the race if it weren't for a freakish 30 degree windshift and increased pressure on our side of the course in the last few hundred metres. I was ecstatic to learn that we had won the regatta when we returned to shore. I couldn't imagine that winning an Olympic gold medal could feel any better than that moment. Not surprisingly there was great interest in buying Steve Walker sails after the regatta.

The Queensland Mirror Association was very good to me during my teenage years and early twenties and helped pay some of the costs of my sister and I travelling to Canada for the World championship in 1997. With a young family of my own I am hoping that Mirror sailing in Queensland can go from strength to strength into the future. I hope my children can have similar experiences and memories sailing Mirrors.

John Cook and Angela Vaughan
2004 Brisbane Nationals



QLD Katie Cook

by Katie Cook, 2010

Life as a member of the Mirror family in the 80s and early 90s at Queensland's Oxley Sailing Club

My family began Mirror sailing at the Oxley Sailing Club (the OSC) on the Chelmer Reach of the Brisbane River when I was one. I loved the sailing club. I used to be an admired child who received almost celebrity like attention. We would arrive mid-morning. The first thing I would do would be run to the back of the club, to the top of the boat ramp. Next to the top of the ramp was a tall and thick gum tree where Mr Stringer, a member of our club, would always be rigging his boat.

'G'day Katie Cook. How are you my sweetheart?' would be his cheerful greeting.

Some weeks we would go through the charades of his asking how old I am and his exclaiming how much of the big girl I was (before the age of 5 this is a big compliment for a girl). I don't know whether I always ran to the top of the boat ramp but I do suspect it may have been something to do with wanting the attention of Mr Stringer. Or maybe I just wanted to see the river which could not be seen from the back of the club house.

For the next few hours or so, while members were engaged in the task of rigging, I would alternate from hanging around my mother to get love and attention to shadowing various members of the club. One of the pillars of the sailing club community was a lady at the club called Mrs Perry who, among running many other things at the club, ran the canteen. The smell of hot dogs on the boil, lollies and treats captured my attention and I would salivate for this food which I associated with my Saturday sailing club adventures. The club house was the very first place I successfully drank a whole large can of soft drink (a big achievement when you are little). But, I loved that the canteen catered for me with the smaller size can as well. Mrs Perry also showered me with gifts and attention. She sewed for me a light blue skirt with a red and a dark blue balloon which I treasured. It was my favorite skirt for a long time.

Usually, however, I would not wear a skirt to the club as this prevented me from my climbing endeavours. While all the different sailing club members would launch their boats from the bottom of the ramp, I would slide down the concrete wall which was to the left. I had a large brown spot on two pairs of pink shorts due to engaging in this activity.

Until I was about 5 years old I wouldn't last the whole afternoon so Mum would pack me a special mattress which would be put under one of the trestle tables which stood against the walls of the club house and soon after the afternoon sailing race had begun, and the activity of the club house had died down, I would have an afternoon nap and recharge before further excitement accompanying the activity of de-rigging would take place and in which I could partake in my own special way.



When I woke up I would hover around boats being carried up the ramp by drenched muddied people and assist in refreshing them by completing such tasks as buying XXXX beer.

Every second week there would be a BBQ and I was a great fan of the hamburgers and even more so the apple pie with cream made by Mrs Perry. Some nights, after the BBQ, there would be fun games to play. I remember playing one game which involved all the men having to dress in women's clothing and the women having to dress in men's clothing and another involving a lot of newspapers being ripped apart. This was extra-ordinary fun for a young girl.

On the nights there was no BBQ, dinner was still usually a treat. We often got fish and chips. After Dad washed off the grime from the bitumen at the club from my feet I would fall into bed and sleep soundly, peacefully looking forward to the next weekend where I would be able to be part of the adventure of Mirror river racing activity.

My memories of being in a family of Mirror sailors at the OSC are some of my happiest ones from my childhood and this is how I remember being part of a Mirror family at the OSC. I remember it as a community of love, enthusiasm and adventure.

Katie Cook (left) & Kate Russell in AUS colours for the 1997 Canada Worlds Invitation Race



4 MIRROR ORGANISATION



IMCA

IMCAA

THE STATES

- *MCAV*
- *NSWMCA*
- *MCASA*
- *MCAV*
- *MCAWA*
- *ACTMCA*
- *MCAQ*



IMCA

INTERNATIONAL MIRROR CLASS ASSOCIATION (IMCA) DEVELOPMENT

by Norm Deane OAM, 2010 (updated 2012)

The Mirror is an International Class with active National Class Associations covering four continents. The International Mirror Class Association (IMCA) oversees the activities of the National Class Associations.

The Objects of the IMCA are:

- 3.1 To encourage ownership and recreational use of the International Mirror Class Dinghy throughout the World.**
- 3.2 To maintain the one-design character of the Mirror Dinghy by monitoring boats to ensure compliance with the Class Rules.**
- 3.3 To coordinate and manage the affairs of the Class.**
- 3.4 To keep International Mirror owners informed through National Class Associations of international developments concerning the Class.**
- 3.5 To encourage and promote and arrange for the organization of World and Regional Championships and other International competition for the class.**
- 3.6 To negotiate with the Copyright Holders on any matters relating to Class Rules and marketing.**
- 3.7 To encourage and assist the formation of new National Class Associations.**



IMCA President Norm Deane speaking at the opening of the 1991 World Championships in Holland

Up until 1987, the “International Association” was managed on an “ad hoc” basis by members of the UK Association who liaised informally with other national bodies to organize world titles, with the first being held in Holland in 1976. This arrangement continued until the meeting of the “world body” in 1987 at the Sligo world titles decided to broaden the management of the class and to form a new International Mirror Class Association. The meeting elected the following committee: President Norm Deane of Australia, Vice-President Beecher Moore of the UK, Secretary Ian Geard of Australia, Treasurer John Kavanagh of Ireland, and Convener of the Rules and Technical Committee, Stewart Bottoms of the UK.

Ian and I then set about undertaking the tasks necessary to formalize the new IMCA. A new constitution needed to be developed in compliance with the IYRU requirements because our objective was to become a fully recognized member of the international body. This also meant that our Rules of Measurement had to be modified where necessary to comply with IYRU standards and requirements. In carrying out these tasks the IYRU was quite co-operative and we met initially with them when we returned to London after the Sligo world titles.

The countries that were represented at the meeting in Sligo were – Denmark, Malta, USA, Canada, Australia, South Africa, Sweden, Great Britain and Ireland. The meeting gave us 3 months to determine where the next world titles were to be conducted, by an international ballot. The contending venues were Barbados, South Africa, England, Tasmania and Holland. Holland was the chosen venue.

We also needed to conduct negotiations with the “Copyright Holders” of the Mirror design. We had meetings with John Holt (Junior) and Beecher Moore also when in London in 1987. We talked about kit “variations” from Bells in the UK and Blockey in Australia. They also indicated that they were still developing aspects for the GRP Mirror but did not wish to promote it at that stage.

We subsequently put forward submissions for modification to the Draft new Rules of Measurement which included such changes as:-

1. tolerance dimensions on gunwales and thwart
2. redefining of the base line
3. tolerance dimensions at each section for - spring of keel, width of bottom panels, beam at sheerline, keel to chine, ‘vee’ measurement, chine to sheerline, curvature of bottom panels athwartships
4. provision for retention of the stowage bulkhead.



At its November, **1987**, meeting the IYRU formally granted us International status which meant among other things that:

- 1 changes to Rules of Measurement will require IYRU agreement
- 2 interpretation of Rules will be by IYRU
- 3 a stricter attitude to measurement
- 4 payment of an annual fee to IYRU

By June, **1988**, the five member composition of the first Rules and Technical Committee were elected comprising Stewart Bottoms, (UK) (Convener), Roy Linell (South Africa), Bill Dooley (Aust.), Martin West (Sweden), and Jack Clark (USA).

Also in 1988 we had an approach from New Zealand regarding development of the class there, and despite our encouragement and a number of subsequent approaches between us nothing positive has occurred.

During 1988, 1989 and 1990, a lot of work went into formalizing our approach to rule changes and negotiating with the IYRU to have them approved. The major problem was with the IYRU's very inefficient handling of the process. The main changes required by IYRU were limitation to the tolerances for hull shape dimensions. The decisions were made more complex by some variations between Bells and Blockkeys kits and by Bells providing some special "racing kits" with claimed speed advantages. The rules were finalized and approved by IYRU late in 1990. A late matter for inclusion in the rules in 1991 was the prescription of a sailcloth colour range made necessary by increasing variations in the red.

During **1990** a lot of work began on the development of our new Constitution. As with the Rules of Measurement this process required considerable time because of the need to involve all NCAs in the decision making (and there were no e-mails in those days!!). Finally the new draft of the constitution was submitted to member NCAs in September, 1990.

In **1991**, an international vote was conducted to hold world titles every two years, but the vote was 50/50 for and against and therefore it remained at 4 years. There was also a change in office bearers with John Walker of the UK taking over as Vice President, Brendan Maguire of Ireland as Treasurer and Geoff Appleton of the UK as Convener of the Rules and Technical Committee. In 1991, Jamaica officially became a member of the IMCA. Discussions continued between our executive and the IYRU regarding the development of GRP Mirror specifications. Moves were begun to establish standardized sailing instructions for International events, and we provided the IYRU with a promotional article, including photographs, for publication in the 1992 IYRU Promotional Book. We also encouraged the exchange of National Newsletters between NCAs.

In **1992**, international ballots passed the following:

- 1 changing from 75% to 60% the number of votes required to alter any aspect of the Constitution or Class Rules
- 2 limiting kicking strap purchase to 4:1
- 3 control of the position of the slot in the skeg
- 4 permission to build GRP Mirrors in accord with IYRU rules.

The UK Association also put forward proposals for consideration to allow aluminium booms, gaffs and Bermudan masts - but these were not approved by the Association.

In September 1992, IYRU gave notification of the following Australian licences for building boats and kits – Blockey (Vic), Robert Cruse (WA), Vasco Boats (WA).

In **1993**, a series of international ballots led to a set of criteria for entry entitlements to World Titles.

In **1994**, the IYRU provided to us, in reply to our questions, specific interpretations of 15 of our measurement rules. A ballot was conducted on 13 minor rule variations, 10 of which were passed.

In **1995**, the rules for numbers of World Title entrants from each NCA were:

- 1 maximum fleet size – 100
- 2 defending champion has automatic entry
- 3 each NCA entitled to a basic number of 6 boats
- 4 host nation entitled to an additional 15 boats
- 5 each NCA entitled to an additional number of boats equal to its number of votes i.e. UK - 3; Australia and Ireland – 2 each; all others 1 each
- 6 if, 150 days before the event, less than 100 entries have been received, those NCAs which have taken up their full original entitlement will be permitted additional entries in proportion to their original entitlement.

Geoff Appleton was nominated and elected to membership of the IYRU Measurement Committee. This IYRU committee deals with measurement matters for all IYRU classes.

At the 1995 world title meeting a decision was made to formalize the rule changes to conduct world titles every two years forthwith and a ballot to this effect was finalized in December.



The number of registered boats for each NCA in 1995 was:

Australia	582
Canada	50
Denmark	47
Holland	47
Ireland	682
Japan	10
South Africa	80
Sweden	95
UK	1200
USA	91

Because Ian and I had completed the statutory maximum eight years in office, we were replaced by duly elected Lorne Bellamy (President) and Greg Loffree (Secretary) each from Canada. Other office bearers elected were myself (Vice President), Joe Delahunty from Ireland as Treasurer and Geoff Appleton continued as Convener of Rules and Technical Committee. Peter Russell was confirmed as Australia's representative on the Rules and Technical Committee.

In **1996**, amongst small rule changes the size of weight correctors was limited to 3kg.

In **1997**, a rule to permit single purchase adjustment of the jib tack was passed, as was one prescribing the beam measurement of the bow transom.

In **1998**, ISAF granted building licences to four UK businesses - Widebeam, Trident, Malcolm Goodwin, and Butler Boats. This followed the demise of Bell Woodworking in 1997.

In **1999**, Lorne Bellamy and Greg Loffree resigned their positions and Donal Killian (Ireland) and John Golding (UK) were elected as replacements. Norm Deane and Joe Delahunty continued in their positions, and Peter Russell was elected as Convener of the Rules and Technical Committee. Hobart was voted as the venue for the 2003 Worlds.

Unfortunately the national class associations gave little support to John and Donal and no progress was made during the year 2000 which led to John's resignation. Because of the need to make all the necessary arrangements for the 2001 Worlds I took on the role of Acting Secretary. Donal's business prevented him from taking the role. A ballot on permitted advertising on sails and boats was finalised. Because of new NCA members' unfamiliarity with the constitution, it was difficult to "keep things moving" from an administrative viewpoint and I had to remind NCAs of this fact.

In **2001**, Donal was replaced as President by Des Clayton of Ireland. Lars Grangert of Sweden was elected as Secretary, Joe Delahunty continued as Treasurer and Geoff Appleton was elected as Convener of the Rules and Technical Committee.

In **2003**, the meeting elected the following executive: Willie Zevenster of South Africa, President, Des Clayton of Ireland, Vice President, Lars Grangert of Sweden, Secretary, Neil Cooke of the UK, Treasurer, and Geoff Appleton, Convener, Rules and Technical Committee.

In **2005**, there was again a dearth of nominations for the executive, there being none for Secretary or Treasurer. Patrick Blaney of Ireland became President and Kuba Miszeswski of South Africa Vice President. Martin Egan was elected as Convener of the Rules and Technical Committee. I had to once again take on the Acting Secretary role. The meeting confirmed that each NCA should prepare its own measurement "jigs and tools" rather than having one set passed round internationally.

In **2006**, after working on it for a considerable period, the Rules and Technical Committee submitted comprehensive proposals for the modification to the rules covering mainsheet and kicking strap, incorporating alternative stern sheeting arrangements and centre sheeting. All proposals were approved by international ballot. There was also a ballot for changes to the GRP Specification and making the hole in the skeg optional on all boats.

ISAF approved amendments to the Mirror Class Rules of Measurement effective from 19 May 2006 permitting boats to have either a gunter or a Bermuda rig and permitting booms to be constructed of aluminium.

At the **2007** meeting, the only nomination for the executive was Martin Egan as Convener of Rules and Technical Committee. The meeting subsequently asked if I would be able to continue in the Acting Secretary role. The President role was left vacant. Subsequently in 2008, Celia May of Australia offered to take on the President's role.

ISAF approved amendments to the Mirror Class Rules of Measurement effective from 15 June 2007 introducing the new Mark III Mirror to allow easier construction in GRP by reducing the number of moulds required to a minimum of 2. The design by Phil Morrison has no stowage compartments (but builders can introduce stowage options, such as bins, into the stowage bulkhead), wrap over gunwale design, no shroud blocks, no stem post, dished fore and aft decks, raised mast step mounting surface, chamfer on side tank edges which extends into fore and aft decks and optional centre mainsheet jammer mounting.



ISAF approved amendments to the Mirror Class Rules of Measurement effective from 20 November 2008 permitting boats to have either rear or centre mainsheeting and permitting rudder stocks of wood, aluminium or GRP construction, GRP sheathed rudder blades and a modern spinnaker shape.

Celia May was re-elected as President in **2009** along with Vice President - Kuba Miszeswski, Secretary - Simon Lovesey (UK), Treasurer - Michael Hill (Ireland), and Convener, Rules and Technical Committee - Martin Egan.

ISAF approved amendments to the Mirror Class Rules of Measurement effective from 22 September 2010 permitting mast sleeves, allowing mainsail windows and controlling advertising to ISAF Regulation 20 including:

- 1 No advertising on jib
- 2 Advertising on mainsail is limited to within 500mm of the foot
- 3 Advertising on the hull is limited to the central 50% of the hull length

In **2011**, the executive was re-elected including President - Celia May, Vice President - Kuba Miszeswski, Treasurer – Michael Hill and Convener, Rules and Technical Committee - Martin Egan (no secretary was elected and Celia May has been acting in this role). The executive continues to develop a global strategy for the Mirror Class.

The number of registered boats for each NCA in 2011 was:

Australia	78
Canada	40
Ireland	123
South Africa	34
Sweden	28
UK	400

ISAF approved amendments to the Mirror Class Rules of Measurement effective from 18 August 2011 permitting daggerboards and rudder blades to be of solid or laminated wood or GRP construction with wear strips.

ISAF licenced builders now include Winder Boats (UK), Trident (UK), Dinghy Sports (Australia), Vasco Boats (Australia), Mirror Sailing Development (Canada) and Wooden Boat Craft J-Wind (China).

Winder Mirror dinghy

by Martin Egan, reprinted from ukmirrorsailing.com, 25 October 2011

In 2006 the International Mirror Class Association asked Phil Morrison to restyle the interior of the Mirror dinghy for GRP construction. The result is known as a Mk 3 interior which has no cuddies, dished decks, curved bulkheads, a raised platform for the mast step, and wrap over gunwales. The requirement for a hole in the skeg was also removed so the skeg could be formed as part of the hull mould. The result is a boat which can be made from just 3 moulds - hull, deck and thwart/daggerboard case top. Winder Boats were the first builder to make moulds for Mk3s and started making boats in 2007. There are now two other builders in Australia. Constructed using GRP foam sandwich (FRP). Widely regarded as the best Mirror available with a price tag new to match (£4-5K+ depending on specification). They hold their value, so not much cheaper 2nd hand.



IMCAA

INTERNATIONAL MIRROR CLASS ASSOCIATION OF AUSTRALIA

by Peter Russell, 2012

The Mirror is an International Class with active National Class Associations covering four continents. The International Mirror Class Association of Australia (IMCAA) oversees the activities of the State Class Associations.

The objects of the IMCAA are to promote and further the interests of the Mirror Class and to govern its affairs in the Commonwealth of Australia and its Territories as follows:

- (a) To maintain the one-design character of the Mirror Class Dinghy.**
- (b) To keep members informed of developments concerning the Class and any proposals concerning the Measurement Rules.**
- (c) To negotiate with the International Mirror Class Association on any matters relating to the Class Measurement Rules.**
- (d) To encourage National and International competition for the Class.**
- (e) To ensure the orderly conduct of the National Championships by Member State Associations.**

The inaugural meeting to the Mirror Class Association of Australia (MCAA) was held at Mordialloc Sailing Club during the first National championship in 1966-67. The foundation State representatives were:

Victoria	Frank Buxton (President) & Ron Griffiths (Treasurer)
NSW	Bill Jaffray (Secretary) & Ian Millar (Representative)
SA	John Turner (Secretary) & Wendy Turner (Representative)

Also present as observers were - Bill Haines (Commodore Mordialloc Sailing Club), Ian Nichols (Victorian Committee) and Pat Mahon (Victorian Secretary) who acted as minute secretary. Frank Buxton was elected the first President of the MCAA with Pat Mahon doubling as both Victorian and Australian Secretary. Among the business discussed was the adoption of the constitution, the venue for the next National championship (Largs Bay in Adelaide) and the possibility of producing a National newsletter.

In 1967 the MCA of Tasmania sailing from Montrose Bay Yacht Club joined the MCAA. In 1968 the MCA of NT sailing from the Darwin Sailing Club, the MCA of WA sailing from the Nedlands Yacht Club, and the MCA of ACT (after separation from NSW) sailing from the Canberra Yacht Club, joined the MCAA. In 1970 the Mirror Class Association of Queensland (MCAQ) sailing from Humpybong Yacht Club joined the MCAA.

The MCAA was renamed the International Mirror Class Association of Australia (IMCAA) in 1987 when the IYRU granted International Class status to the Mirror Dinghy.

From its inception the administration of the IMCAA has been shared by a small group of dedicated officials to whom all Mirror sailors owe a Churchillian thanks.

The IMCAA has delivered a full program of Mirror National championships from 1967 to date with some of Australia's largest fleets contested by champion families. Australians have competed in all Mirror World Championships and have led the world in the development of Mirror sailing.

Australians have conducted the 1980, 2003 and 2011 Mirror World championships bringing International yachting to Australia.

The Mirror today is still the "family dinghy" and with the foresight of today's class administrators to deliver the Mk 3 Mirror, it will be the choice of families into the future.

IMCAA People

- From 1967 to 1975 Frank Buxton and then Carl Vorrath presided over a period of incredible growth in the popularity of sailing Mirrors.
- As the MCAA sought to enforce the one-design character of the Mirror in the 1970s, Cyril Barcham and John Sclater resolved the 1975 Nationals "White Case" and then faced the English boycott of the 1980 Worlds in Perth over 'Australian' rules.
- Year-book editors including Bill Dooley (1982-87) set new standards for class communication.
- When officials have not been elected, people like John Cawley and Bob Wright (1988-90) and Trevor Lord (1998) have kept the IMCAA alive.
- In 1990, with the Mirror granted International status, Graeme Dennett steered Australia through adoption of the International Rules of Measurement.
- In 2005, Bruce Lucas fought to provide effective sponsorship for Mirror sailing.
- From 2006 to 2011, the IMCAA was in the generous hands of today's heroes Celia May and Grant Atherton.



IMCAA Camaraderie

Mirror sailing has been enjoyed by generations of Australian families as noted by Frank Buxton on his resignation as MCAA President in 1971.

"I look back on eight wonderful years of Mirror sailing. But enjoyable as this has been, undoubtedly the greatest pleasure has been the superb and unique camaraderie which our association has engendered over the length and breadth of the Commonwealth. My pride in the Association makes resignation difficult, the reason is very simple - I have run out of crew (even daughters grow too big!"

IMCAA Executive

Year	President (State)	Vice President	Secretary	Treasurer	Measurer
1967	Frank Buxton (Vic)		Pat Mahon		
1968	Frank Buxton (Vic)	Bill Jaffray	Rex Fettell		
1969	Frank Buxton (Vic)	Peter Campbell	Rex Fettell	Ron Griffiths	
1970	Frank Buxton (Vic)	Peter Campbell	Rex Fettell	Ellis Blainey	
1971	Frank Buxton (Vic)	Max Judd	Peter Campbell	Ian Millar	
1972	Carl Vorrath (Vic)	Ian Millar	Peter Campbell	Henry Osieck	
1973	Carl Vorrath (Vic)	Ian Geard	Tedd Warden	Norman Poole	
1974	Carl Vorrath (Vic)	Cyril Barcham	Don Hart	Norman Poole	
1975	Carl Vorrath (Vic)	Cyril Barcham	Don Hart	Norman Poole	
1976	Cyril Barcham (WA)	Jeff Armour	John Sclater	Ken Baggaley	Frank Hudson
1977	Cyril Barcham (WA)	Gordon Boucher	John Sclater	Ken Baggaley	John Stewart
1978	Cyril Barcham (WA)	Warren Parker	John Sclater	Ken Baggaley	Harry McQuie
1979	Cyril Barcham (WA)	Greg Willcock	John Sclater	Ken Baggaley	Michael Seal
1980	Terry Adams (Tas)	Norm Deane	Rod Viney	Brian O'Meagher	Ian Geard
1981	Terry Adams(Tas)	Glen Coultton	Rod Viney	Brian O'Meagher	Andrew Harrop
1982	Graham Giles (ACT)	Adam Bateman	John Kennedy	Nick Stuparich	John Broadbent
1983	Graham Giles (ACT)	Julian Land	John Kennedy	Nick Stuparich	Neil Sandford
1984	Gerald Raftesath (NSW)	Bob Wright	Andrew Harrop	David Allen	Colin McDonald
1985	Gerald Raftesath (NSW)	Bill Dooley	Andrew Harrop	David Allen	Ian Knell
1986	Graeme Vorrath (Vic)	Arthur Dixon	Bill Dooley	Doug Whorlow	John Pilbeam
1987	Graeme Vorrath (Vic)	David Graney	Bill Dooley	Doug Whorlow	Ian Geard
1988	John Cawley (SA)	Max Prentice	Bob Wright	Ian McDonald	Harry Hall
1989	John Cawley (SA)	Rod Stendrup	Bob Wright	Ian McDonald	John Broadbent
1990	John Cawley (SA)	Bill Verco	Bob Wright	Ian McDonald	Graeme Dennett
1991	Barry Johnson (WA)	Peter Russell	Ross Storer	David Fisher	Graeme Dennett
1992	Barry Johnson (WA)	David Gellatly	Ross Storer	David Fisher	Graeme Dennett
1993	vacant	Rod Thomas (Vic)	Geoff Mathews	John Dance	Graeme Dennett
1994	Richard Foster (Tas)	Brian Ramsden	Peter Curtis	Neil Brown	Graeme Dennett
1995	Richard Foster (Tas)	Cathy McIntyre	Peter Curtis	Neil Brown	Peter Russell
1996	Cathy McIntyre (NSW)	Marc Randell	Chris Cook	Tony Mandl	Peter Russell
1997	Marc Randell (Qld)	Mal Hutton	Chris Cook	Tony Mandl	Peter Russell
1998	vacant	Trevor Lord (WA)	Trevor Lord	Tony Mandl	Peter Russell
1999	Selwyn Castles (WA)	Peter Russell	Celia May	John Murray	Peter Russell
2000	Shane Delaney (Vic)	Rod Thomas	Celia May	John Murray	Peter Russell
2001	Ben Green (Tas)	Ray Butler	Celia May	Robin Ford	Peter Russell
2002	Andrew McIntyre (NSW)	Mark Barrington	Lesley Scott	Grant Atherton	Peter Russell
2003	Andrew McIntyre (NSW)	Marc Randall	Lesley Scott	Grant Atherton	Ian Gray
2004	Simon Carroll (WA)	Mark Pitt	Geoff Brown	Geoff Brown	Ian Gray
2005	Bruce Lucas (NSW)	Peter Russell	Celia May	Celia May	Ian Gray
2006	Grant Atherton (Tas)	Maree Fitzpatrick	Celia May	Celia May	Ian Gray
2007	Grant Atherton (Tas)	Roger Orr	Celia May	Celia May	Lachlan Gilbert
2008	Grant Atherton (Tas)	Stephen Foster	Celia May	Celia May	Lachlan Gilbert
2009	Grant Atherton (Tas)	Mathew Forrest	Celia May	Celia May	Martin Grose
2010	Grant Atherton (Tas)	Anthony Galante	Celia May	Celia May	Geoff Wilson
2011	Grant Atherton (Tas)	Rob Cruse	Celia May	Celia May	Geoff Wilson
2012	Rob Cruse (Vic)	Roger Orr	Celia May	Celia May	Geoff Wilson



IMCAA BILL JAFFRAY TROPHY

Bill Jaffray Memorial Trophy
presented by Tina, Penelope & Andrew Jaffray
at the 40th Mirror Nationals
2005-06 CANBERRA



Bill Jaffray Memorial Trophy
for Outstanding Contribution
to Mirror Sailing in Australia

Many families have contributed to Mirror sailing in Australia. People such as Frank Buxton, Bill Jaffray, Carl Vorrath, Cyril Barcham, Ian Geard, Bill Dooley, John Cawley, Mal Hutton, Bob Wright, Huck Scott, Rod Thomas, Mick Ralph, David Graney, Steve Walker, Graeme Dennett, Martin Grose, Bruce Lucas, Grant Atherton and many others were outstanding contributors prior to the presentation of the Bill Jaffray Memorial Trophy in 2006.

2006	Peter Russell
2007	Bob Cruse
2008	Norm Deane
2009	Jenny Graney
2010	Celia May
2011	Mark Pitt
2012	John Collova

National & 2003 Worlds measurer, ACT president
AUS Mirror builder and kit manufacturer
International president/secretary, Mirror legend
2003 Worlds secretary, Tasmania secretary
NSW, National and International president/secretary
WA Nationals & 2011 Worlds organiser, WA editor
AUS Mirror builder and fibreglass Mk2 Mirror designer



The Cruse grandchildren (from left) Matthew, Ben and Oliver with Bob Cruse's trophy in 2007
(photo: Rob Cruse)

VIC MCAV
MIRROR SAILING IN VICTORIA

The Mirror Class Association of Australia was formed at a meeting of 30 sailors in Bayside Melbourne on 29 July 1964 with Frank Buxton elected the first President. The MCAA was renamed the Mirror Class Association of Victoria (MCAV) after the formation of a National body of State Associations including Victoria, New South Wales and South Australia at the first National Championships in 1966-67.

The first State championship was held in 1965-65 at Black Rock Yacht Club with Ian and Grant Nichols the winners in *Nimrod* – the start of a 30 year story of family sailing in Victoria.



Ian and Grant Nichols in Nimrod



Mirrors take on the yachting world

The first National championship was conducted by the MCAV at the Mordialloc Yacht Club in 1966-67. Power Boat & Yachting reported that “There are now more than 700 Mirror lightweight family sailers ploughing Australian waters, in less than three years since this blunt nosed wonder with the red sails reached our shores. The Mirror Class Association should feel well pleased with the successful first championship conducted by the Mordialloc Sailing Club, Victoria, and attended by 56 Mirrors.”

Nationals have been held in Victoria on eight occasions:

1966-67	Mordialloc Sailing Club, Melbourne	56 boats including 52 locals
1969-70	Black Rock Yacht Club, Melbourne	62 boats including 46 locals
1974-75	Mordialloc Sailing Club, Melbourne	93 boats including 58 locals
1978-79	Mordialloc Sailing Club, Melbourne	92 boats including 68 locals
1985-86	Mordialloc Sailing Club, Melbourne	118 boats including 54 locals
1993-94	Chelsea Yacht Club, Melbourne	84 boats including 26 locals
2000-01	Mordialloc Sailing Club, Melbourne	48 boats including 17 locals
2006-07	Royal Yacht Club of Victoria	19 boats including 2 locals
2011-12	Williamstown Sailing Club	12 boats including 7 locals

Victoria dominated Mirror racing in Australia in the early days of Mirror sailing in Australia until the sailing development programs of first Tasmania and then Western Australia in the 1980s challenged the home State. Victorian crews have won the Nationals on 12 occasions – Ian Nichols (2), Rex Fettell, Rob Haylock, Dick White, Martin White, Grant Nichols (2), Tom King, Andrew Wright, Glenn Collings and Anita Scott-Murphy. Other Victorian crews have also performed well over the years including – Sub-Junior Champions – Lucy Mathews, Evan Delaney; Junior Champions – Bret Fletcher, Andrew Bullock, Stephen Winnall, Martin White, Greg Snell, Michael Pointon, Greg Stephenson, Craig Plant, Tom King, Chris Dance; Ladies Champion – Carolyn Holt, Edwina Phillips, Amanda Nutting, Lucy Mathews (3), Anita Scott-Murphy; Veterans Champions – Dick White, Ian Nichols (3), Warren Parker, Bill Dooley (2), Peter Wright; Masters Champions – David Hall, Glenn Charlesworth; Family Champions – Frank Eaton, Alan Cichero (2), Shane Delaney, Andrew Sutherland ((3), Glenn Collings, Anita-Scott Murphy; Cruiserweight Champions – Rod Thomas, Andrew Keil; and, Harmony Champion – Cliff & Lesley Scott. The Teams Trophy has been won by Victoria three times since the trophy was introduced in 1983-84.

Life memberships for service to Mirror sailing have been awarded to the following MCAV members - Harry McQuie, Bill Dooley, Rod Thomas, Cliff & Lesley Scott.



Mirrors in Victoria - a family class

by Rod Thomas, 2010

The Mirror class was the most popular and most recognised sailing class in Victoria for over 35 years from 1965 to around 1990. Building and sailing Mirror dinghies, and socialising and holidaying with other families with a Mirror, developed as a significant water sports activity for many families who lived near the Victorian coast or an inland lake.

The Mirror class introduced sailing as a family based activity to thousands of people in Victoria, most of who had never sailed before. Many sailed a Mirror non-competitively for fun and enjoyment, with racing a secondary activity or not participated in at all. At the peak in the late 1960s to late 1970s there were weekends in the Summer months where there were numerous 'red rash' fleets, numbering hundreds of Mirrors out sailing on Victorian waters.



On the Bay with many paddles like no other class



1971 Victorian State Championships at the beach

The Mirror class developed with a strong presence at sailing clubs in Melbourne and country Victoria. The first three Mirror club fleets in Australia were established at Albert Sailing Club (Albert Park Lake), Port Melbourne Yacht Club and Black Rock Yacht Club. Club fleets were progressively established at most Victorian sailing clubs. The 1980 MCAA Year Book recorded Mirrors on the register of 40 Victorian sailing clubs. In the 1970s and 1980s the strongest fleets were at the metropolitan clubs of Albert Sailing Club (Albert Park Lake), Mordialloc, Black Rock, Carrum, and Williamstown. In the summer months there were regular fleets of from twenty to fifty boats at Blairgowrie and Sorrento on the Mornington Peninsula south of Melbourne and Somers on Westernport. There were also Mirrors sailed at many country clubs including: Latrobe Valley, Yarrowonga, Nillachootie (near Benalla) and Indented Head. A number of the metropolitan clubs including Albert Sailing Club and Mordialloc capped the number of Mirrors they would accept on their registers, and did not allow new Mirror registrations for a number of years in the mid to late 1970s. Both clubs had races in the summer months with over 50 Mirrors participating, with Albert's cap for Mirrors on the register in excess of 100 boats.

The families, who built and purchased the first Mirrors sailed in Australia, took it upon themselves to play a major role in the development of the class in Victoria and interstate. Frank Buxton and Carl Vorrath, who between them were National presidents for the first nine years of Mirror sailing in Australia, were two people who played major roles. An emphasis was placed on fun and enjoyment for the whole family, and sharing Mirror sailing with others. From the early days to the 1980s the keen families among the Victorian 'Mirror tribe' were great travellers. The MCAV had an annual program of picnic invitation race days. They travelled on one or two Sundays per month to metropolitan and country sailing clubs for Mirror picnic invitation race days. The current and past committee members made a point of making sure those families with a Mirror or were interested in sailing a Mirror were made to feel welcome at these picnic race days. They were introduced to other Mirror sailors and their families, and given friendly advice and assistance on rigging, boat tuning and race tactics. These days typically started with a one hour rigging clinic at 11 am. This would be followed by a family picnic lunch, and an afternoon race at 2.00pm, for the visiting and host club Mirror sailors. After pack-up of boats at the end of the day many of the families stayed on for a presentation of MCAV pennants to winners and runners up by division. The divisions were based on level of experience and past performances. The informal presentation of pennants was often followed by a BBQ and a few drinks. Families would finish up at or a little before dusk to travel up to two hours home.

Sailing at regattas in country Victoria was popular, in particular at Waranga (Easter), Indented Head and Yarrowonga (Australia Day long weekend), and Mornington Peninsula. These and other country locations were popular venues for State titles which were traditionally sailed on the March Labour Day weekend with over fifty entrants most years. Christmas-New year period holidays spent interstate at the National Mirror championship was also popular with between 15 and 30 Victorian families travelling to National championships for many years.

Victorian sailors were always well spread through the fleet and across all of the divisions such as family, junior, ladies, and harmony. Most of the Victorians would stay together at the event venue or a nearby caravan park in tents or caravans. Often groups would travel in convoy, stopping along the way to visit attractions with overnight stops to break up the long trips.

From the inception of Mirror sailing in Victoria, a strong feature was the variety of immediate family skipper/crew combinations – husband and wife, parent/child, and two siblings. There were many 'successful' husband and wife combinations over the years that competed in club racing, National and State championships. These included Colin and Pam Mews (four times State champions in the late 1960s and early 1970s); David and Mary Lawry (Australian and State titles placegetters) ; Norm and Doris Poole ; Christine and John Dance; Ian and Jenny Knell ; Rod and Mandy Thomas ; Peter and Gigi Wright ; Cliff and Lesley Scott; Mike and Betty Chapman.

There were many family parent/ child combinations. Often these led to families with two or more Mirrors when the junior crew moved onto the helm with a sibling or a friend of a similar age. Some of the parent/child families where the child or children have moved on to skipper have included the families of : Ian Nichols, Carl and Graeme Vorrath, Ken Raphael, Norm Poole, Graeme Morris, Ted Plant, John Henry, Daryl Tregear, Harry McQuie, Peter Wright, John Smith, Mike Chapman, Geoff Matthews, Shane Delaney. A number of the children won junior National titles and placed in the National open championship as teenager skippers. There were hundreds of father son/daughter and mother son/daughter combinations. In quite a number of instances the children in a family rotated in crewing for their father or mother during the season, or were snapped up and crewed for another adult. One of the very successful families in the 1970s and 1980s was the Dooley family, Bill and his daughters, who sailed *Frodo* from Carrum Sailing Club.

There were also many successful teenager combinations over the years, some from the same family, and many from different families. Many strong friendships developed between the juniors sailing Mirrors. In two or three boat families the junior son or daughter often sailed the newer Mirror with the better gear. They usually showed quick improvement, particularly when those who competed in Junior Regattas, and Youth Development Squads organised by the Victorian Yachting Council (VYC). Through VYC events and camps, friendships were formed with juniors sailing in other classes such as Flying Ant, 420, and Minnow classes. Some new combinations grew from these friendships, the most successful of which was Tom King and a Flying Ant crew Raf Heale who combined to win the World Mirror Championship in 1991. A number of Mirror class junior skippers progressed to be Australian champions in other classes in particular the single-handed Sabre class. Sabre class Australian champions who learned their craft sailing a Mirror included: Andrew Lechte, John Lurie, Alex Newman, Chris Dance, Owen McMahon, and Peter Anderson all from Albert Sailing Club. Others who have won or placed in National titles in other classes include: John Dransfield (Fireball and 470); Grant Nichols (Lightweight Sharpie); Tom King (470s).



1994 Nationals
Lucy Mathews



1996 Nationals, Andrew
Wright & Scott Herbert



1996 Balmoral Nationals, Victorian Team

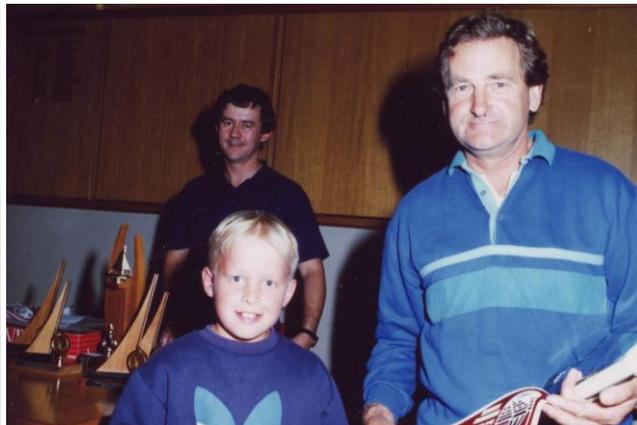
The popularity of the Mirror class in Victoria waned from the mid 1990s as the working hours of parents changed, as more teenagers worked part-time jobs, as children had a wider range of recreational and sporting options, and people lost the skills and interest in wooden boats. By 2010, few Mirrors were being regularly sailed in Victoria. There are, however, still many older boats in existence. Some are being used as play equipment in backyards and in kindergartens. Many are gathering dust in back corners of garages, in scout hall store rooms, or being used as tender boats. The 'red rash' Mirror class has provided many great memories for families in Victoria who have sailed them. Some of the strong family friendships developed in the 1960s, 1970s and 1980s endured for many years. In 2010, there were ten to fifteen 'seniors' who were part of the Mirror tribe of the 1960s and 1970s who were still catching up for coffee once per week at a Melbourne Shopping Centre. There are others who catch-up for lunch once or twice per year, or discuss good memories of sailing Mirrors when at sailing club functions or social gatherings.

While the future will never match the 'hey days' of the 1960s and 1970s those who have sailed the Mirror dinghy hope that the class continues to bring the fun and enjoyment of sailing to future generations in Australia.





Commodore Rod Thomas presenting the 25th anniversary Victorian State Championship trophies
Ladies Champions – Selina & Fleur Chapman



Veterans Champion – Bill Dooley & Brent O'Keefe



Bill Dooley & Cliff Scott jiggling Mirror measurement



Albert Sailing Club Mirrors, 2002

Victorians at World Mirror Championships

by Rod Thomas, 2010

Victorian boats have figured prominently in World Mirror championships over the years. The first World championships were sailed in Holland in 1976. There was a fleet of 46 boats from 11 countries, with 3 crews from Victoria - David Lawry and his wife Mary, Grant Nichols and his brother Andrew, and Carl Vorrath and Heather McDowell - and 2 crews from Western Australia - Max Barcham and Denise White, and Greg and Mark Willcock. The Australians acquitted themselves well in circumstances where they used borrowed boats and gear, and found there to be some significant differences between the British measurement rules and the Australian measurement rules. David and Mary Lawry were the best placed Australians finishing 20th overall.

There were five Australian crews selected for the 2nd World Championship held in Perth in 1980. Grant and Andrew Nichols were again members of the Australian team, together with two Western Australian and two Tasmanian crews. Disappointingly only 14 boats from 4 countries competed. The UK association boycotted the event over measurement rules disagreements and a number of other countries did not compete because of the distance involved in travelling to Australia, weakness of their fleets at that time, or a ban on a country's sports participation in the case of South Africa. Keith Sclater from WA skippered *Erewan* to second to be the best placed Australian crew.



Victorian crews competed in subsequent World championships, which were generally held every four years. Tom King and Raf Heale won the World Championship in Hoorn, Holland in 1992; Sean Gregory and Daniel Corke, and Chris Dance and James Coleman were in the Australian team which sailed in the 1995 World titles in Wales; Andrew and Will Sutherland in the 2001 World titles team in Ireland; Glenn and Lloyd Collings finished a close third in the World Championship held in Hobart in 2003 in which a number of other Victorian crews competed; and, Anita Scott-Murphy and Ben Cruse competed in the 2009 and 2011 World titles.

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





THE SIMON GRIEG PERPETUAL TROPHY - VICTORIAN MIRROR CHAMPION

The Simon Greig Perpetual Trophy for the Champion of Victoria was donated by the first licensed Mirror kit supplier in Australia Simon Greig, Blockey the Boatbuilder.

Year	Boat	Helm	Crew
1965-66	<i>Nimrod</i>	Ian Nichols	Grant Nichols
1966-67	<i>Cygnnet</i>	Colin Mews	Pam Mews
1967-68	<i>Funny Girl</i>	Clive Hearne	Debbie Hearne
1968-69	<i>Cygnnet</i>	Colin Mews	Pam Mews
1969-70	<i>Sugar</i>	Dick White	Martin White
1970-71	<i>Vanessa</i>	Colin Mews	Pam Mews
1971-72	<i>Nimrod</i>	Ian Nichols	Grant Nichols
1972-73	<i>Vanessa</i>	Colin Mews	Pam Mews
1973-74	<i>Dram Buidheach</i>	Jeff Armour	Mark Armour
1974-75	<i>Frodo</i>	Greg Snell	Chris Snell
1975-76	<i>Bonnie A</i>	Bob Frecheville	David Frecheville
1976-77	<i>Nereus</i>	Alan Cichero	Joanne Cichero
1977-78	<i>Good News</i>	Grant Nichols	Andrew Nichols
1978-79	<i>Titicaca</i>	David Lawry	Wayne Cornelius
1979-80	<i>Nereus</i>	Alan Cichero	Joanne Cichero
1980-81	<i>Sundance</i>	John Dransfield	Lisa Dransfield
1981-82	<i>Frodo</i>	Bill Dooley	Melissa Dooley
1982-83	<i>Frodo</i>	Bill Dooley	Melissa Dooley
(tie)	<i>Argo</i>	Bill Roberts	Clint Whitehorn
1983-84	<i>Coldy</i>	Colin McDonald	Helen Wright
1984-85	<i>Eagle</i>	Ted Parker	Sharon Stewart
1985-86	<i>Rhubarb</i>	David Morris	Kate Morris
(tie)	<i>Illusion</i>	Stephen Stewart	Trevor Stewart
1986-87	<i>Black Falcon</i>	Craig Plant	Mandy Barnes
1987-88	<i>Black Falcon</i>	Craig Plant	Jarrold Stott
1988-89	<i>Black Falcon</i>	Craig Plant	Robert Millard
(tie)	<i>Puddleduck</i>	Owen McMahon	Ben Wallace
1989-90	<i>Black Falcon</i>	Tom King	Jason Howitt
1990-91	<i>Export Roo</i>	Tom King	Raf Heale
1991-92	<i>Against The Wall</i>	Chris Dance	Craig Smith
1992-93	<i>Bad News</i>	Warren Slater	Hayley Bullman
1993-94	<i>69630</i>	Chris Dance	J'Arne Dance
1994-95	<i>Critical Path</i>	Chris Dance	James Colman
1995-96	<i>Mystic</i>	Shane Delaney	Evan Delaney
1996-97	<i>Critical Path</i>	Chris Dance	J'Arne Dance
1997-98	<i>More Rhubarb</i>	Jeffrey Wright	Shannon Herberte
1998-99	<i>Critical Path</i>	Shane Delaney	Evan Delaney
1999-00	<i>The 4th Generation</i>	Samuel Sutton	Luke Olsen
2000-01	<i>Obsession</i>	Glen Collings	Stephen & Lloyd Collings (photo above)
2001-02	<i>No Chance</i>	Glen Collings	Lloyd Collings
2002-03	<i>No Chance</i>	Glen Collings	Lloyd Collings
2003-04	<i>Menace</i>	Andrew Sutherland	Will Sutherland
2004-05	<i>Keyser Soze</i>	Chris Bolton	Candice McGaw

Since 2005 no Victorian Mirror Championships have been conducted.



Bill Jaffray was the commercial agent for the Mirror Dinghy in NSW from 1965

The NSW Mirror Class Association (NSWMCA) was formed at a general meeting held at “Maritana”, Elvina Bay on 26 September 1965 with the object “to further the interests of the Mirror class and to govern its affairs”. Henry Wardlaw was the first President with Bill Jaffray as Secretary and Peter Campbell as Race Secretary. Mirror Dinghy Newsletter No. 1 was published in November 1965 including an active racing and social program. NSWMCA activities were based on handicap racing at social venues giving all sailors the opportunity to win, boat shows, try sailing days and how to sail clinics all with the emphasis on family sailing.

The first State championships were held on Pittwater off Clareville Beach on 13 and 26 February 1966 and attracted 18 entries with Bob Clutterbuck (*Leary*) the winner. By the 1966-67 season Mirror fleets were established on Botany Bay with Saturday sailing from St George Sailing Club; Middle Harbour with Saturday racing off Chinaman’s Beach (transferred to Balmoral Beach 1967-68); and, Pittwater with Sunday racing from Palm Beach Sailing Club. With the Mirror fleets now conducting events, the MCANSW role changed to the coordination of sailing activities to “maintain through the fleets the pleasant friendship of family sailing that has come into being during our first season” (NSW Mirror News May 1866). No spinnakers were allowed until the 1968-69 season.

A Canberra Fleet was established in 1966 with the first sailing clinic held on 13 November 1966 and Sunday sailing from the Canberra Yacht Club for the 1967-68 season. A separate ACTMCA was formed in 1968 with up to 40 boats on the water. A Mirror division was introduced at BYRA for the 1966-67 season. Country fleets were racing regularly in 1968 at Lake Illawarra, Glenbawn Dam (transferred to Lake Liddell in 1972), Lake Jindabyne and Wagga Wagga. Pindari and Cootamundra (sailing on a 50 acre farm dam!) were added in 1969. A Mirror division was introduced at Woollahra Sailing Club for the 1969-70 season, and at Greenwich Sailing Club for the 1970-71 season.

The first Transom Trophy competition for Mirror teams racing was held at Botany Bay and Middle Harbour on 27-28 April 1968 between teams of four boats from the three Sydney Fleets, Canberra and Melbourne. The inaugural winner was the unbeaten Middle Harbour Fleet team of Ian Millar, Alistair Millar, Andrew Jaffray and Mike Fletcher. The perpetual trophy made by Ian Kingsford Smith is a scaled down Mirror fore-transom on a shield. These sailors knew how to party – Ian Kingsford Smith’s Mirror ended up in host Bob Clutterbuck’s backyard swimming pool at midnight!

The first National championship conducted by the NSWMCA was held at the Woollahra Sailing Club from 26-30 December 1968. The notice of race required owners to submit a completed measurement form, mainly relating to sails and spars, signed by an official fleet measurer; hulls were not measured except for centreboards and rudders – no measuring was to be done at the championships. The Nationals were judged a great success by all competitors with visitors appreciating the sisterly care of campers at the Convent of the Sacred Heart in Rose Bay.

Nationals have been held in NSW on seven occasions:

1968-69	Woollahra Sailing Club, Sydney	67 boats including 32 locals
1972-73	Bayview Yacht Racing Association, Sydney	89 boats including 44 locals
1981-82	Bayview Yacht Racing Association, Sydney	83 boats including 34 locals
1988-89	Balmoral Sailing Club, Sydney	57 boats including 19 locals
1995-96	Balmoral Sailing Club, Sydney	59 boats including 21 locals
2001-02	Gosford Sailing Club, Gosford	39 boats including 14 locals
2008-09	Balmoral Sailing Club, Sydney	32 boats including 20 locals

NSW crews have won the Nationals on five occasions, Ian and Rhonda Kingsford Smith at Woollahra Sailing Club in 1968-69; Bill and Annabel Jaffray at Canberra Yacht Club in 1970-71; but then had to wait 35 years for another winner, Lachlan Gilbert with children Paddy, Alice and Finn at Canberra Yacht Club in 2005-06, Royal Yacht Club of Victoria in 2006-07 and Balmoral Sailing Club in 2008-09.

Other NSW crews have also performed well over the years including – Sub-Junior Champions – Tara Foster, Paddy Gilbert; Junior Champions - Andrew Jaffray; Ladies Champions – Tina Jaffray, Tara Foster; Veterans Champions – Robin Ford, Greg Field, John Dransfield, Stephen Foster; Masters Champions – Celia May, Mark Phillips; Family Champions – Bill Jaffray, Lachlan Gilbert (2), Greg Field, Mark Phillips; and, Harmony Champions – Robin and Lyndell Ford (4). The resurgence of Mirror sailing in NSW in recent years with champions Lachlan Gilbert, Greg Field, Douglas Raftesath, John Dransfield, Mark Phillips and others sailing Mirrors with their children has seen NSW win the Canberra Times teams trophy in 2009, 2010 and 2012.



NSW Mirror sailing is a family affair!

Zone championships provided travel opportunities for the Mirror family around NSW including:

- Southern Zone – Swan Lake, always a popular event with city sailors appreciating country hospitality
- Northern Zone - Lake Macquarie, Port Stephens and Sunshine, sailing holidays
- Western Zone – Wagga Wagga and Wyangla Dam, family sailing fun

With reduced participation in the 1990s Country championships replaced Zone regattas including Wagga Wagga 1991-92, Saratoga 1992-93, Grahamstown 1993-94 and Wagga Wagga 1994-95.

Clubs sailing Mirrors in the 1980s included - Balmoral Sailing Club (BSC), Kogarah Bay Sailing Club (KBSC), Bayview Yacht Racing Association (BYRA), Hunters Hill Sailing Club (HHSC) and the Wagga Wagga Boat Club (WWBC).

Mirror activity was centred at BSC in the 1980s under the executive guidance of Peter Hook (*Mausie Bite*), Graeme Macey (*Redleaf*) and Max Prentice (*Knot Sirius*). The BSC Fleet was home to junior champions Christian Plummer (*Balmoral Tram*) and Campbell McKay (*Demon's Revenge*). The KBSC fleet was inspired by the Butler family (*Wisequack*, *Spectrum*, *Bob*) whose open home, campers in the backyard and BBQs for all Mirror sailors kept KBSC alive. Remember Ray, not *Bob* the boat! The BYRA fleet was built on the Jaffray tradition and led by Andrew Harrop (*Daiquiri*) and Alistair Waddell (*Claire Louise*). The HHSC fleet was led by stalwarts and 11 times champions Neil & Helen Walker (*Impetus*). The WWBC fleet was built by Peter Wild (*Summer Sunset*) and Robert Simpson (*Passing Wind*).

The Hardy's Bay Sailing Club (HBSC) was created by Colin Tarbox (*Rough Red*) and Rick Moore (*Reflections*) with Karen Tinker (*Hardys Baby*) winning the first race in 1985. Club members Barry Foster (*Jaws*) and the King family (*Taniwaha*, *Hinemoa*) kept the NSW MCA alive in the early 1990s. The HBSC transferred to Saratoga Sailing Club for the 1992-93 season as the fickle tides and winds took their toll. A Grahamstown fleet was established by Ken Johnson (*The Tub*) in 1991. BSC was revived in the mid 1990s with Jeff Andrew (*Boadicea*), then Andy and Cathy McIntyre (*One Step Beyond*, *Primetime*) leading the way and Tony Mandl (*Off Cuts*) looking after the books. The HHSC Fleet continued to grow with Robin and Lyndell Ford (*Ready*) inspiring Celia May (*Seamay*, *Sea Joule*) and Karen Warburton (*Sisters of Chaos*, *Another Folly*) recording the sailing. Bruce Lucas (*WasteSaver*) enthusiastically publicised Mirror sailing and obtained event sponsorship, growing the HHSC fleet to over 20 boats. Fred Vandenburg (*Bluebottle*) and Yurgen Serenduik (*Echidna*) kept the BYRA Fleet on the water.



2007-08 NSW State Championships at the Hunters Hill Sailing Club, Sydney waterfront history



The 2009 Nationals at Balmoral saw the launch of the Mk III Mirror built by Mark Phillips and a dramatic increase in numbers from the struggling 20s of prior years to 32 boats sprinkled with champions. Due to the enthusiasm of Celia May and her team the future looks bright for Mirror sailing in NSW with Mirror fleets now based at Hunters Hill Sailing Club, Balmoral Sailing Club and the Bayview Yacht Racing Association.

2009-10 NSW State Championships at Speers Point Amateur Sailing Club, new competition with Lachlan Gilbert, Douglas Raftesath, Mark Phillips and Greg Field on the water





2008 Hunters Hill States, red sails under the Sydney Harbour Bridge



2009 Balmoral Nationals, red sails colour the sandstone of Middle Head



Lachlan and Finn Gilbert, top Australians at the 2011 Mirror Worlds in Albany (photo: Rob Cruse)

NSW NSWMCA

NSW MIRROR CHAMPION



Kate Russell, NSW Mirror Champion 1999



Lachlan & Alice Gilbert, NSW Mirror Champions 2008

Year	Boat	Helm	Crew
1965-66	<i>Leary</i>	Bob Clutterbuck	
1966-67	<i>Red Ned</i>	Alistair Millar	Kaye Millar
1967-68	<i>T'quila</i>	Ian Kingsford Smith	Rhonda Kingsford Smith
1968-69	<i>Copy Boy</i>	Chris Jennings	Barry Byers
1969-70	<i>Langi</i>	Bill Jaffray	Penelope Jaffray
1970-71	<i>Norske</i>	Greg Scott	David Lafevre
1971-72	<i>Mandala Too</i>	Andrew Harrop	Steven Harrop
1972-73	<i>Mandala Too</i>	Andrew Harrop	Steven Harrop
1973-74	<i>Grampus</i>	Alan Cichero	Russell Cichero
1974-75	<i>Impetus</i>	Jeff Bulpitt	Steven Shimeld
1975-76	<i>Astra</i>	John Way	Robert Way
1976-77	<i>Eggen Ketchup</i>	Greg Field	Phillip Field
1977-78	<i>Astra</i>	John Way	Robert Way
1978-79	<i>Daiquiri</i>	Andrew Harrop	Andrew Leslie
1979-80	<i>Jabberwocky</i>	Gavin Jones	Keith Jones
(tie)	<i>Zot</i>	James Dwyer	
1980-81	<i>Daiquiri</i>	Andrew Harrop	Andrew Leslie
1981-82	<i>Lady Lorna</i>	Graham Giles	Greg Giles
1982-83	<i>Daiquiri</i>	Andrew Harrop	Andrew Earle
1983-84	<i>Tubby Too</i>	David Thomson	Scott Hartman
1984-85	<i>Synchronicity</i>	Trent Tsoa-Lee (Jnr)	Byron Tsoa-Lee
1985-86	<i>Tubby Too</i>	David Thomson	Scott Hartman
1986-87	<i>Demon's Revenge</i>	Campbell McKay	Hamish McKay
1987-88	<i>Balmoral Tram</i>	Christian Plummer	Ben Plummer
1988-89	<i>Balmoral Tram</i>	Christian Plummer	Ben Plummer
1989-90	<i>Cherry Ripe</i>	Michael Forster	Daniel Keys
1990-91	<i>Cherry Ripe</i>	Michael Forster	Darryl Roos
1991-92	<i>Ded-Ant</i>	Daniel Keys	Alex Badgery
1992-93	<i>Ded-Ant</i>	Daniel Keys	Annabelle Mertz
1993-94	<i>Ded-Ant</i>	Daniel Keys	Annabelle Mertz
1994-95	<i>Ded-Ant</i>	Daniel Keys	James Souter
1995-96	<i>Harmony</i>	Peter Russell	Kate Russell
1996-97	<i>Harmony</i>	Peter Russell	Kate Russell
1997-98	<i>Harmony</i>	Kate Russell	Peter Russell
1998-99	<i>Harmony</i>	Kate Russell	Peter Russell
1999-00	<i>Fleetwood</i>	Chuck Norris	Elizabeth Kleinberg
2000-01	<i>Prime Time</i>	Andrew McIntyre	Thomas Bagley
2001-02	<i>Prime Time</i>	Andrew McIntyre	Thomas Bagley
2002-03	<i>Wrest Point Tasmania</i>	Michael Spies	Ethan Atkins
2003-04	<i>Sea Joule</i>	Celia May	Julie Holmes
2004-05	<i>Time'n Tide</i>	Jason Rope	Ethan Atkins
2005-06	<i>Fria II</i>	Rick Longbottom	Carmen Longbottom
2006-07	<i>Stanley Crocodile</i>	Lachlan Gilbert	Paddy Gilbert
2007-08	<i>Stanley Crocodile</i>	Lachlan Gilbert	Alice Gilbert
2008-09	<i>Black Jack</i>	John Dransfield	Jesse Dransfield
2009-10	<i>Stanley Crocodile</i>	Lachlan Gilbert	Finn Gilbert
2010-11	<i>Stanley Crocodile</i>	Lachlan Gilbert	Finn Gilbert
2011-12	<i>Black Pearl</i>	John Dransfield	Tyler & Zoe Dransfield





The Transom Trophy, a replica of the fore transom of a Mirror dinghy made by Ian Kingsford Smith, was presented by the Mirror Class Association of NSW in 1967 for Mirror Teams Racing.

Year	Winning Club (and skippers)
1967-68	Middle Harbour Fleet (Ian Millar, Alistair Millar, Andrew Jaffray, Mike Fletcher)
1968-69	Palm Beach Sailing Club (Bill Jaffray, John Ainge, Peter Campbell, Ian Kingsford Smith)
1969-70	Lake Jindabyne Sailing Club (Colin Gratwick, Ron Daniels, Les Hockley)
1970-71	Middle Harbour Fleet (Jeff Armour, Frank Conly, Henry Osieck)
1971-72	Bayview Yacht Racing Association (Jack Sykes, Alan Collopy, Andrew Harrop)
1972-73	Lake Jindabyne Sailing Club (Colin Gratwick, Jeff Armour, Peter Green)
1973-74	RANSA (Canberra) (Jeff Armour, Alan Cichero, Frank Weber)
1974-75	RANSA (Canberra) (Jeff Armour, Alan Cichero, Frank Weber)
1975-76	Canberra Yacht Club (Jeff Armour, Mark Armour, Alan Cichero)
1976-77	Cootamundra Sailing Club (John Way, Bob Faulks, John Faulks)
1977-78	Canberra Yacht Club (Jeff Armour, Mark Armour, Dick Lea)
1978-79	Canberra Yacht Club (Jeff Armour, Mark Armour, Graham Giles)
1979-80	YMCA Sailing Club (Gerry Gosling, Peter Forster, Paul Hogan)
1980-81	Canberra Yacht Club (Graham Giles, Jeff Armour, Stephanie Giles)
1981-82	YMCA Sailing Club (Gerry Gosling, Peter Forster, Greg Nichols)
1982-83	Balmoral Sailing Club (David Thomson, Graeme Macey, Douglas Raftesath)
1983-84	Bayview Yacht Racing Association (Andrew Harrop, David Shaw, Trent Tsoa-Lee)
1984-85	Bayview Yacht Racing Association (Trent Tsoa-Lee, David Shaw, Ralph Newman)
1985-86	Balmoral Sailing Club (David Thomson, Douglas Raftesath, Chris Field)
1986-87	Balmoral Sailing Club (David Thomson, Douglas Raftesath, Chris Field)
1987-88	Balmoral Sailing Club (Douglas Raftesath, Alistair Waddell, Graeme Macey)
1988-89	<i>no race</i>
1989-90	Canberra Yacht Club (Peter Russell, Andrew Forster, Michael Forster)
1990-91	Canberra Yacht Club (Michael Forster, Andrew Forster, Daniel Keys)
1991-92	Canberra Yacht Club (Daniel Keys, Michael Forster, Andrew Forster)
1992-93	Canberra Yacht Club (Daniel Keys, Michael Forster, Andrew Forster)
1993-94	Canberra Yacht Club (Daniel Keys, Andrew Forster, Peter Russell)
1994-95	Canberra Yacht Club (Andrew Forster, Seamus Meharg, Peter Russell)
1995-96	Canberra Yacht Club (Peter Russell, Daniel Keys, Seamus Meharg)
1996-97	Canberra Yacht Club (Daniel Keys, Andrew Forster, Stuart Allan)
1997-98	Canberra Yacht Club (Peter Russell, Ellen Russell, Seamus Meharg)
1998-99	YMCA Sailing Club (Kate Russell, Graeme Dennett, Ellen Russell)
1999-00	Hunters Hill Sailing Club (Chuck Norris, Robin Ford, Rory Steinle-Davis)
2000-01	Hunters Hill Sailing Club (Chuck Norris, Steve Foster, Ray Butler)

Since 2001 the Transom Trophy has been retained at the Hunters Hill Sailing Club.



TT 1980 YMCASC winners Gerry Gosling, Peter Forster, Paul Hogan, Mirror 18440 crew Peter & Andrew Forster



TT 1982 YMCASC winners Peter & Andrew Forster, Gerry Gosling, Greg Nichols and crews



TT 1990 CYC winners Andrew Forster, Fleur Woolley, Jean & Peter Russell, Michael Forster, Daniel Keys



TT 1991 CYC winners James Badgery, Fleur Woolley, Andrew Forster, Michael Forster, Daryl Roos, Daniel Keys



TT 1992 CYC winners, Annabelle Mertz, Andrew Forster Daniel Keys, James Badgery, Michael Forster



TT 1995 CYC winners Kate & Peter Russell, Andrew Forster, Seumas Meharg, Tim Holt, Jason Gillett



TT 1996 CYC winners Daniel Keys, Kate & Peter Russell, Kerry Keys, Seumas Meharg, Jason Gillett presented the trophy by Commodore Peter Forster



TT 1997 CYC winners, Kerry & Daniel Keys, Tim Holt, Stuart Allan, Tim Holt, Rachael Ross, Andrew Forster (photos: Peter Forster)



MIRROR SAILING IN SOUTH AUSTRALIA

The Mirror Class Association of South Australia (MCASA) was formed at a meeting convened by Father Bryan Buxton of Aquinas College on 22 August 1966. He was prompted by his brother Frank Buxton, President of the MCAA. Father Bryan Buxton (“just call me Bryan”) was the first President with John Turner as Secretary.

Mirror sailing started in South Australia from 1966, sailing first at the Largs Bay Sailing Club and then other Adelaide clubs. The SA News published in MCAV Reflections, November 1966 noted. “The Mirror has started to take on reasonably well in South Australia, there now being almost 50 boats. Whilst I’m aware that numbers in NSW and Victoria have multiplied a hundredfold, it should be remembered that our waters in this State differ from those at the East Coast, there being little inland water and the coastline being very exposed. The Association has events organised throughout the season and these include a picnic meeting, informal races and cruises.”

The first State championship was held at Largs Bay Sailing Club over Easter 25-26 March 1967 and attracted 24 entries including two from Victoria with David Lowe the winner in *Image*. The Reflection Trophy for the Champion of South Australia was presented by John and Wendy Turner in 1969.

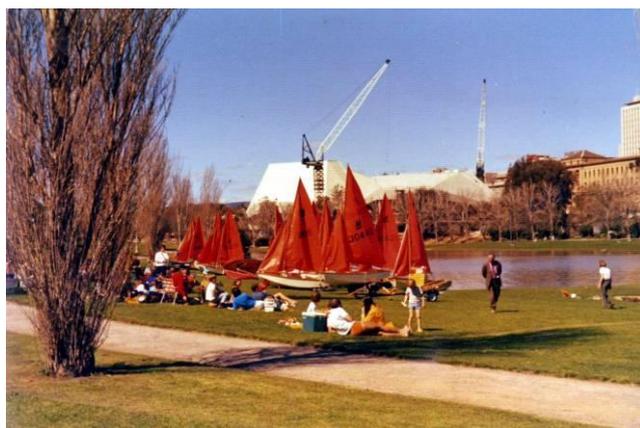
The first National championship conducted by the MCASA was held at Largs Bay Sailing Club from 27-30 December 1967. The MCAV Reflections published in February 1968 noted that “it was a great overall success, many new friends were made, and Adelaide is a beaut place”.

Nationals have been held in South Australia on six occasions:

1967-68	Largs Bay Sailing Club, Adelaide	59 boats including 23 locals
1971-72	Brighton & Seacliff Yacht Club, Adelaide	69 boats including 28 locals
1977-78	Brighton & Seacliff Yacht Club, Adelaide	103 boats including 42 locals
1984-85	Grange Sailing Club, Adelaide	93 boats including 20 locals
1990-91	Brighton & Seacliff Yacht Club, Adelaide	90 boats including 23 locals
1997-98	Henley Sailing Club, Adelaide	32 boats including 10 locals

South Australian crews have won the Nationals on three occasions, Ross and Zane Whitehorn at BYRA in 1981-82; Bob and Helen Wright at Grange SC in 1984-85; and, Damian Carey and Andrew Williams at Henley SC in 1997-98. Other South Australian crews have also performed well over the years including – Junior Champions – Craig Stewart, Bill Roberts; Ladies Champions - Susan Roberts (4); Veterans Champions – Peter Roberts, Bob Wright (3); Family Champions – Ross Whitehorn (4), Bob Wright (2); and, Cruiserweight Champions – Bob Wright, Ron Fry (2).

SA State Champions Bob and Helen Wright represented Australia in the 1983 World titles in Mumbles, Wales and finished a creditable 20th overall. Peter and Susan Roberts also represented Australia in the 1987 World titles in Sligo, Ireland.



River Torrens 1974-75 Mirror sailing promotion in the city “music on water” (thanks to Eric Warner)

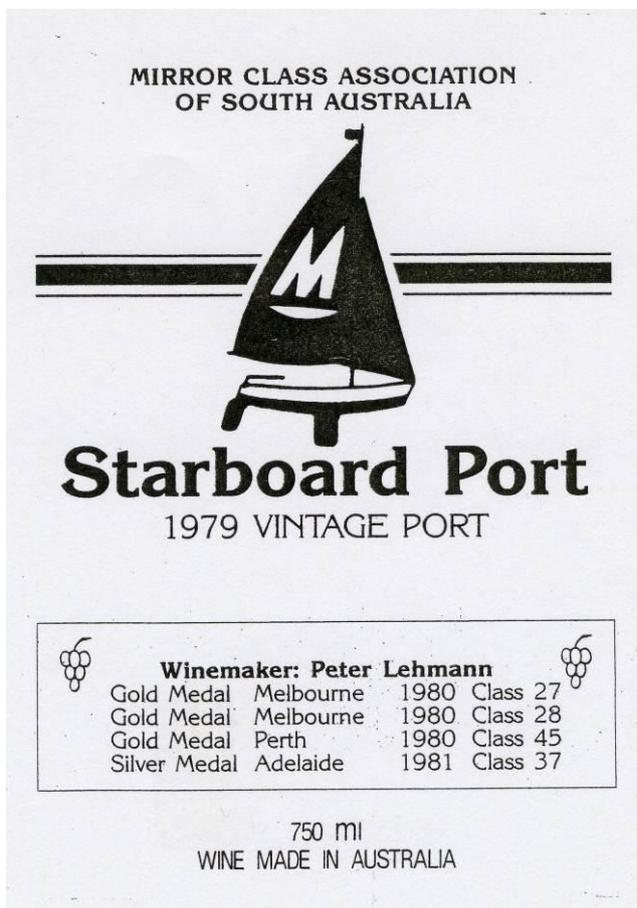


Lake Barmera picnic 1975-76 with David Shepard and Geoff Beinke in Toolona (photos: John Stewart)

The first Bryan Buxton race was conducted in 1970-71 with Ray Steinberg the winner in *Kerancee*. The Bryan Buxton Perpetual Trophy commemorates the first MCASA President with an annual race named in his honour. Bryan is said to have enjoyed going out for a long sail on his own and the committee decided on the Bryan Buxton Trophy “Gulf Race” to consist of two 3 mile legs between two marks along the Adelaide coast. A record 39 Mirrors sailed in the 1978-79 Bryan Buxton race.

Clubs sailing Mirrors in the 1970s included - Brighton & Seacliff YC, Holdfast Bay YC and Grange SC with racing, picnic events and the Easter camp at Pt Vincent. Mirrors spread to other City clubs including - Somerton YC and Glenelg SC, and to country clubs including - Meningie SC, Murray Bridge SC, Pt Augusta SC, Goolwa SC and Victor Harbour YC.





Starboard Port, SA Mirror News, November 1983



Santa Claus (Bill Verco) entertaining the young



1993 Victor Harbor Mirrors (photo: John Stewart)

Blocky kits were distributed in South Australia by the Sailing Centre started by David Mensforth in 1968 at Glenelg and Quinn Marine in Port Adelaide who built about 50 Mirrors.

Mirror building schemes at the Holdfast Bay Yacht Club (1968) and the Brighton & Seacliff Yacht Club (1976 and 1982) were a popular way of introducing people to sailing. Eight Mirrors were built in the first scheme. Later schemes were supervised by Cleon Rowe with eight boats built in 1976 and seven boats in 1982.

As you would expect from Australia's wine state MCASA fund raising activities enthusiastically centred on wine selling ventures with "Starboard Port" including some notable vintages.

Life memberships for service to Mirror sailing have been awarded to the following MSASA members – John Turner (1969), Bryan Buxton (1970), Max Judd (1972), Alec Young (1977), Ross Whitehorn (1984), Peter Roberts (1984), John Stewart (1984), Peter Williams (1984), Mal Hutton (1987), Tom Sag (1987), John Cawley (1990), Bill Verco (1990), Ray Wise (1990), Bob Wright (1995) and John Fry (1995).

There are many people who have contributed solidly to Mirror sailing in SA, not the least being Bill Verco, who has not been mentioned much in results but who kept the Mirror fleet going with his enthusiasm and practical knowledge. It was Bill who did an overnight repair on a Tasmanian entrant's boat which had cracked a gunwale in one race in the 1997-98 nationals.

Bill was very much a 'give-it-a go' character, perhaps not always with appropriate caution such as when in younger days he sailed a Heron across the gulf to Port Vincent.

When he bought his first Mirror and took it home his wife said 'Well that's a folly if I ever saw one', so *Folly* it became. That was followed by *Folly Again*, *Another Folly*, and *Ultima Folly* (all built by Bill), the latter being State Champion when sailed by Chris Juttner and Tom Victory in 1990-91.

The MCASA was incorporated on 12 September 1974 and changed name to the Mirror Sailing Association of SA (MSASA) on 3 June 1991 – sailing not glass was the object of the Association. The MSASA was wound up in June 2003 with no regular Mirror activity in SA, but red sails can still be seen in the sunset on the gulf.

Tom & Andrew Sag in *Miriam* is the only Mirror sailing in competition now, but a quick look at the SA Sabre fleet reveals quite a few ex-Mirror sailors now playing a different tune.

What must be recognised is that without the Mirror there would have been many fewer people introduced to sailing, and that quite a high proportion of those who learned on Mirrors went on to sail in other classes. The Mirror was the training boat par excellence, with three sails instead of the Heron's two, and light enough for people to carry without straining.





1972 Nationals, Brighton & Seacliff Yacht Club,



Riding the buggy was a favourite pastime



1978 Nationals, Brighton & Seacliff Yacht Club



Peter Roberts and daughter Lesley running rigging



1985 Nationals, Grange Sailing Club



Sailing at the beach (photos: Peter Forster)



1991 Nationals, Brighton & Seacliff Yacht Club



Opening the gate (photos: Peter Forster)



1998 Nationals, Henley Sailing Club



Top mark trials (photos: Mal Hutton)



SA Mirror News has always entertained with fun stories and cartoons.

Crew Wanted

A crew is required to assist in Mirror competitions. Experience not essential as anything learned from a previous skipper must be promptly forgotten. The following attributes are, of course, essential:

1. Unquestioning obedience
2. Doesn't mind getting wet, cold or bored
3. Doesn't bruise easily
4. Doesn't complain when bruised
5. Strong, silent, agile
6. Enjoys being blamed for things that are not his/her fault
7. Has a bent towards telepathy
8. Impeccable time-keeper and recorder of courses
9. Naturally good eyesight for sighting distant buoys
10. Likes swimming
11. Very good when losing
12. Preferred hobbies – sewing, woodwork and swimming
13. Expert sander, especially wet and dry

Apply anytime on the beach to: The Perfect Skipper

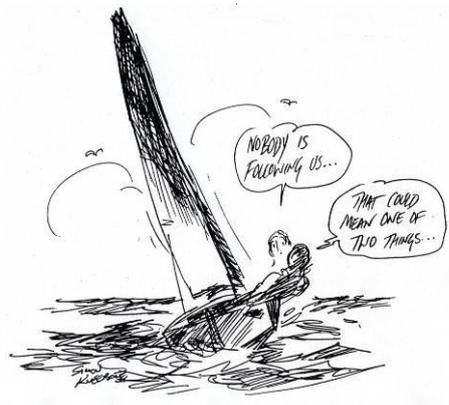
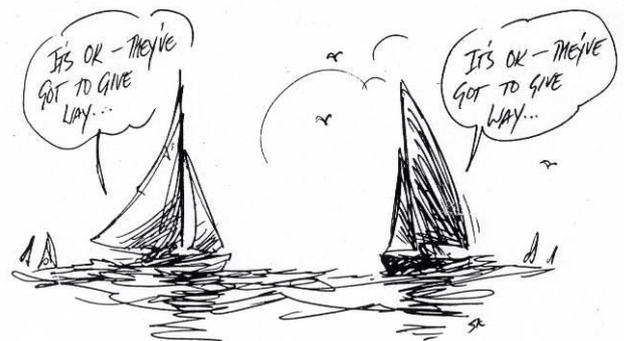
Edsel Murphy's Law

By January 1982 Edsel Murphy's Law as applied to sailing had expanded. The primary axiom was 'Anything that can go wrong will go wrong, and at the worst possible time'. The secondary axiom was 'The probability of an event occurring is inversely proportional to its desirability'. The corollaries were listed thus:

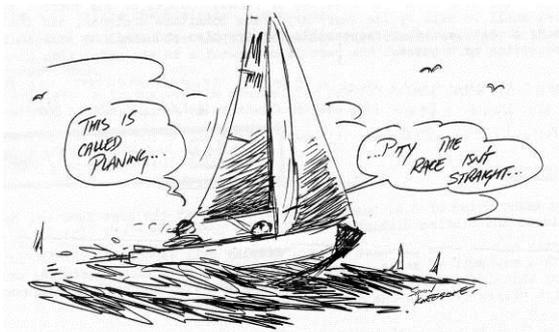
- a. Any rope cut to length will be too short or will shrink.
- b. Any 'unbreakable' fitting is immediately suspect.
- c. Any object dropped while rigging will fall where it can do the most damage (usually on the compass). Also known as the Law of Selective Gravitation. If this law does not apply it means the object has already fallen over the side into 20 feet of water.
- d. If your mainsheet cleat fails, your ratchet block will spontaneously transform into a freewheeling block within the following 30 seconds.
- e. In light weather, if there is one calm spot on the course at any one time, you will be in it.
- f. Any critical knot will slip or come untied.
- g. If someone passes you in light weather doing twice your speed he will invariably be facing backwards, rolling a cigarette and discussing fishing with the occupant of the nearest boat.
- h. All errors in the use of a compass will accumulate in the wrong direction at the most inopportune time. For example if you receive a lift you will interpret it as a knock, and tack. Naturally the chance of this happening is proportional to the wind strength and the number of places lost by such action.
- i. If one boat in a hundred is faulty, you will buy it.
- j. If your mast is going to collapse over the side it will do so 20 yards from the finishing line, when you are in the lead.
- k. If one end of the starting line is favoured, you will choose to start at the other end on the wrong tack.

Cartoons by Simon Kneebone

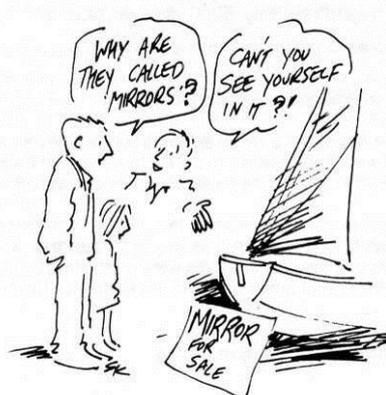
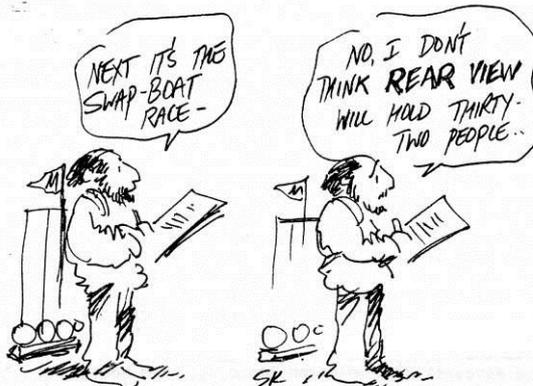
Mal Hutton was fortunate to make contact with freelance cartoonist Simon Kneebone in the course of work in 1985. Simon had a Mirror in his back shed and had been a crew for State champion Dick Paton. Mal didn't miss the opportunity to ask Simon to capture the essence of Mirror sailing in South Australia in a series of cartoons printed in SA Mirror News.



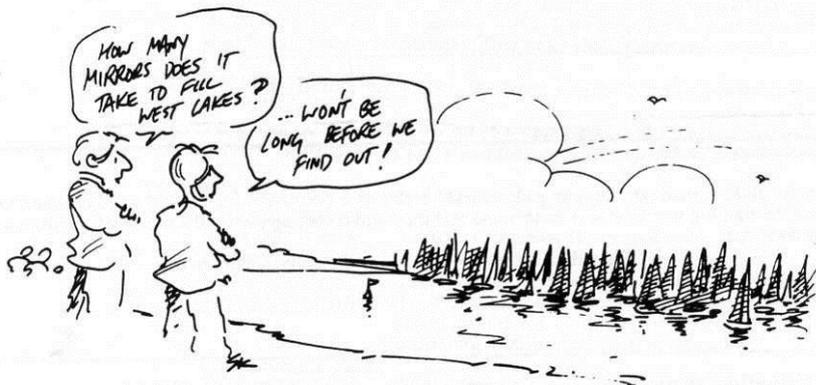
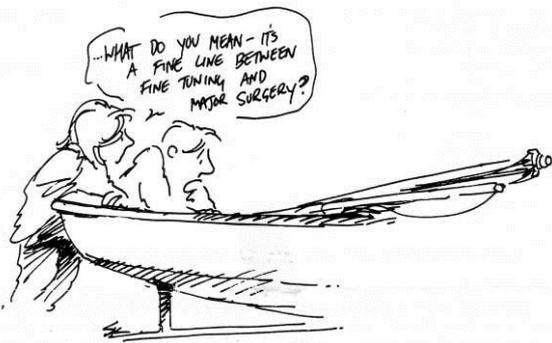
Simon Kneebone 1985



Simon Kneebone 1986



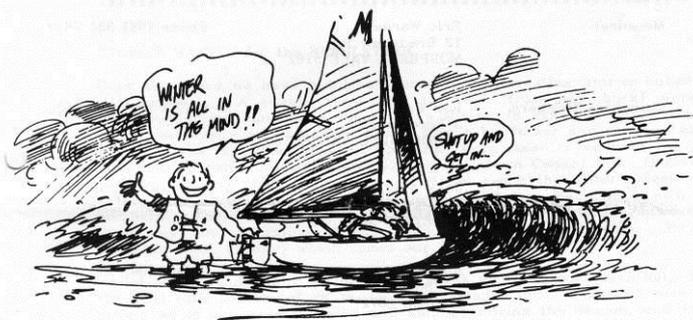
Simon Kneebone 1987



Simon Kneebone 1988



Simon Kneebone 1991



Simon Kneebone 1993

Simon Kneebone 1994





REFLECTION TROPHY - SA MIRROR CHAMPION

The Reflection Trophy was donated by John and Wendy Turner in 1969, John and Wendy were original members of the MCASA in the early days of Mirror sailing in South Australia.

Year	Boat	Helm	Crew
1966-67	<i>Image</i>	David Lowe	M. Lowe
1967-68	<i>Yackihickidoola</i>	Doug Michelmore	R. Fraser
1968-69	<i>Sinbad</i>	Keith McKenna	Sally McKenna
1969-70	<i>Yackihickidoola</i>	Doug Michelmore	John Turner
(tie)	<i>Tooloona</i>	Douglas (Nick) Young	Michael Woodward
1970-71	<i>Tooloona</i>	Douglas (Nick) Young	Michael Woodward
1971-72	<i>Tooloona</i>	Douglas (Nick) Young	Michael Woodward
1972-73	<i>Two Jays</i>	Peter Roberts	Lesley Roberts
1973-74	<i>Dreamtime</i>	David Young	Andrea Steinberg
1974-75	<i>Aliel</i>	Richard Paton	Richard Hawke
1975-76	<i>Scylla</i>	Peter Roberts	Lesley Roberts
1976-77	<i>Scylla</i>	Peter Roberts	Lesley Roberts
1977-78	<i>Mojo</i>	Ross Whitehorn	Brad Heffernan
1978-79	<i>Rear View</i>	Ross Whitehorn	Zane Whitehorn
1979-80	<i>Rear View</i>	Ross Whitehorn	Zane Whitehorn
1980-81	<i>Rear View</i>	Ross Whitehorn	Zane Whitehorn
1981-82	<i>Rear View</i>	Ross Whitehorn	Zane & Clint Whitehorn
1982-83	<i>Rear View</i>	Ross Whitehorn	Zane Whitehorn
(tie)	<i>Tramuntana</i>	Bob Wright	Helen Wright
1983-84	<i>Tramuntana</i>	Bob Wright	Helen Wright
1984-85	<i>Coldy</i>	Colin McDonald	Greg Wise
1985-86	<i>Folly Again</i>	James Warnes	Craig Henderson
1986-87	<i>Rear View</i>	Mal Hutton	Brendon Whitehorn
1987-88	<i>Peter Duck</i>	Chris Juttner	Kate Juttner
1988-89	<i>Jemima Puddleduck</i>	Michael (Ollie) Juttner	Adam Ross
1989-90	<i>Tramuntana II</i>	Bob Wright	Scott Wright
1990-91	<i>Ultima Folly</i>	Chris Juttner	Tom Victory
1991-92	<i>Tramuntana II</i>	Bob Wright	Scott Wright
1992-93	<i>Tramuntana II</i>	Bob Wright	Scott Wright
1993-94	<i>Beyond Panic</i>	Damian Carey	Aaron Williams
1994-95	<i>Puddleduck</i>	Damian Carey	Andrew Williams
1995-96	<i>Mirikata</i>	Damian Carey	Andrew Williams
1996-97	<i>Black Magic</i>	Damian Carey	Natasha Williams
1997-98	<i>Black Magic</i>	Damian Carey	Andrew & Natasha Williams
1998-99	<i>Black Magic</i>	Damian Carey	Ben Edwards
1999-00	<i>Beyond Panic</i>	Steve Doolan	Matthew Doolan
2000-01	<i>Cool Change</i>	Kevin Jeans	Anne-Marie & Edward Jeans
2001-02	<i>Beyond Panic</i>	Steve Doolan	Matthew Doolan

Since 2002 no South Australian Mirror Championships have been conducted.



TAS MCAT

MIRROR SAILING IN TASMANIA

In Tasmania from 1966 onwards, Mirrors developed steadily, first at Montrose Bay Yacht Club and then at other clubs throughout the State. Ian Geard purchased his first kit in 1967 and together with Iain MacIntyre and a couple of others were instrumental in establishing the Mirror Class Association of Tasmania (MCAT) in 1968. Ian Geard was the inaugural secretary – a position he held for 8 years during which time he was also the State Measurer – a position he held for 20 years.

The first State championships were held in 1967-68 with Paul and Jan Davies the winners in *Explorer*.

The first MacIntyre Cup competition for Mirrors was held at George Town Yacht Club in December 1974 to encourage participation in Mirror sailing. The inaugural winners were Des and Brett Clark in *Gypsy*. They were presented the cup by Dr Iain MacIntyre, “who watched all the racing and took a very keen interest in the boats and their crews” (MCAT News, January 1975). The MacIntyre Cup was initially held at clubs where Mirrors were not strong but now alternates between the north and south of the State at regular Mirror clubs. Apart from the overall winner, all other prizes are on handicap to encourage less experienced sailors.

The first National championship conducted by the MCAT was held at the Montrose Bay Yacht Club in 1973-74. Modern Boating reported that “Mirrors had an incident-prone series on the Derwent north of Hobart, with winds from 5 to 50 knots, 90° shifts and plenty of capsizes.”

Nationals have been held in Tasmania on six occasions:

1973-74	Montrose Bay Yacht Club, Hobart	52 boats including 25 locals
1980-81	Montrose Bay Yacht Club, Hobart	84 boats including 36 locals
1987-88	Kingston Beach Sailing Club, Hobart	65 boats including 47 locals
1994-95	Mersey Yacht Club, Devonport	48 boats including 30 locals
2002-03	Royal Yacht Club of Tasmania, Hobart	72 boats including 24 locals
2007-08	Montrose Bay Yacht Club, Hobart	22 boats including 14 locals

Tasmanian crews have won the Nationals on 17 occasions, Michael Adams, Nick Rogers (4), Tom Fowler, David Graney (2), Stephen McElwee (3), Mark Padgett, Mark Barrington, David Moore (2), Jessie Atherton (2). Other Tasmanian crews have also performed well over the years including – Sub-Junior Champions – David Moore, Rhys Witt, Robbie Hunt; Junior Champions – Heather Attrill, Paul Molnar, Duncan McGlashan, Drew Mudaliar, David Moore, James Nolan, Andrew Joyce, Jessie Atherton (2), Alex Hunt; Ladies Champion – Kim Adams, Christine Adams, Jacinta Scott (3), Stephanie Tomlin, Jenny Graney (3), Jessie Atherton; Veterans Champions – Norm Deane (11), Malcolm McDougall, Mark Barrington (5), David Graney; Masters Champions – George Fish, Roger Orr, Jenny Graney, Mark Barrington; Family Champions – Des Clark, Gordon Armstrong (2), Mark Barrington (4), David Graney, Alan Short (2), Quentin Hunt; Cruiserweight Champions – Phillip Bennett, Neil Shepard; Harmony Champion – Duncan McGlashan; and, Siblings Champion – Luke Padgett. The Teams Trophy has been shared by Tasmania and Western Australia with 10 wins each since the trophy was introduced in 1983-84.

Tasmanian sailors have led the world in Mirror development with top ten performers in World Championships including: 1980 – Michael Adams 5th, Rod Viney 7th; 1983 – Mitchell Ranson 2nd, Nick Rogers 6th, David Graney 7th; 1987 – David Graney 2nd, Nick Rogers 4th; 1991 – Stephen McElwee 7th; 1995 – Stephen McElwee 5th; 1997 – Stephen McElwee 7th; 1999 – Mark Padgett 2nd, Mark Barrington 9th; 2003 – David Moore 5th, John Penman 9th; 2011 – Jessie Atherton 7th.



Mirrors battling the Derwent (photo: Richard McMinn)



KBSC home for the Graney Mirrors in Tasmania

Clubs sailing Mirrors in the 1970s included Montrose Bay Yacht Club (MBYC), Kingston Beach Sailing Club (KBSC), Port Cygnet Sailing Club (PCSC), Mersey Yacht Club (MYC), George Town Yacht Club (GTYC), Midway Point Yacht Club (MPYC), Deviot Yacht Club (DYC), Tamar Yacht Club (TYC) and Channel Sailing Club (CSC). Other clubs to sail Mirrors have included Dover Aquatic Club, Port Dalrymple Yacht Club (PDYC), Bridport Yacht Club (BYC), Austin's Ferry Yacht Club (AFYC), Sandy Bay Sailing Club (SBSC) and Lindisfarne Sailing Club (LSC).



Mirror fleets are now (2010) based at Kingston Beach Sailing Club, Montrose Bay Yacht Club, Austin's Ferry Yacht Club and Deviot Yacht Club under the guidance of Roger Orr, with continued support from Jenny Graney and Tasmania's State Measurer for 20 years Martin Grose.

In 1987, control of the class passed to the newly formed International Mirror Class Association under the leadership of two Tasmanians, Norm Deane as President and Ian Geard as Secretary. For the first time, a properly formulated constitution was developed and agreed upon internationally, and the rules and measurements were refined to meet IYRU requirements. This led to the class being formally accepted by the IYRU in 1989 as an International Class under their jurisdiction.

The development of Mirror sailing in Australia owes much to the policy of knowledge sharing and cooperative approach to performance improvement championed by Norm Deane and his fellow Tasmanians.

Mirrors welcome visitors to Kingston Beach!
(photo: Peter Russell)



2005 Tasmania State Championships, Deviot Sailing Club, Mark roundings were good to watch, and calls between boats were many (and varied).



George Fish guides Foxy Lady III during Saturday morning's testing race at Deviot. (photos: Greg Pullen)



2004 MacIntyre Cup, Montrose Bay Yacht Club, It was wild! Second Wind burying her nose as she crashes through the chop; Carpe Diem launching skyward and The Edge still battling on despite being swamped to the gunwales for the entire race. (photo: Greg Pullen)



2005 Mid Winter Madness, Cygnet Yacht Club, talk about a Mirror Image! Setting up on the beach at Cygnet. (photo: Victor Khoo)

A Co-operative Approach

edited from notes by Norm Deane, Australian Sailing Science Conference, Hobart, 1997

In the late 1970s Tasmania had a group of sailors who were keen to learn to sail better and a young sailmaker, Steve Walker of Wynyard, who was willing to co-operate and experiment with sail design. In 1980 Nick Rogers and David Graney saw the value of large fleet racing provided by the Mirrors and moved to the class providing an environment in which young sailors could mature rapidly. In 1981 Michael Adams became the first Tasmanian to win the National title. Tasmanians then tested their skills against the best in the world with Mitch Ranson 2nd, Nick Rogers 6th, David Graney 7th and Gordon Armstrong 16th in the 1983 World titles.

Under the leadership of Gordon Armstrong a booklet covering most aspects of sailing was published in 1984 under the title of *How to Sail Your Mirror Well*. The publication became the springboard for further development and Tasmanians started coaching clinics around Australia. A co-operative team effort saw the Australians dominate the 1987 World titles with Paul Eldrid (WA) 1st, David Graney 2nd, Dean Dixon (WA) 3rd and Nick Rogers 4th. David Graney, Steve Walker, Nick Rogers and Norm Deane were kept busy with coaching on the mainland. The 1991 World titles saw new sailors benefit by working together with Tom King (Vic) 1st, Tim Fitzsimmons (WA) 2nd, Dean Dixon (WA) 4th and Steve McElwee (Tas) 7th.

Steve Walker became recognised as the premier sailmaker and his pivotal role in the climb to ascendancy on the world scene cannot be underestimated. He kept excellent records from all clients' feedback. Leading UK sailor, Guy Wilkins, in his best selling book "Mirror Sailing" published in 1989, thanked "the Tasmanian Mirror Class for the inspiration to write the book". Co-operation had spread throughout the world.

2003 Mirror Worlds

The 10th Mirror World Championship conducted by the Royal Yacht Club of Tasmania from 1-16 January 2003 were an outstanding success providing a challenging but friendly event for the 91 competitors. The championship was held twenty years after Norm Deane reported that Mirror sailing in Australia had "come of age" with three Tasmanian crews finishing in the top 10 at the 1983 Mirror Worlds. The spirit of sharing forged by the Tasmanians in the late 1970s had eventually brought the World to Hobart.

The organizing committee for the 2003 Mirror Worlds included – Alistair Douglas (Chairman), Jenny Graney (Secretary), David Graney, John Behrens, John Sherriff, Lindsay Wilson, Norm Deane, Mike Wearne, Pip Cardno, Toni Curren and Tony Nicholas. The measurement committee included – Peter Russell, Andy Johnson and Martin Grose. The principal race officer for the Pre-Worlds was Jeremy Firth and for the Worlds was Alan Carlisle.



2003 World Championships at RYCT. (photo: Greg Pullen)

2006 Mirror Legends Regatta

by Grant Atherton, 2006

Ten of Tasmania's Mirror legends lined up on Sunday afternoon for a three-race series to determine the Legend of Legends! Or was it meant to be a bit of fun? The photos on the web site show plenty of smiles but the racing was pretty full on, although ultimate legend Norm Deane "let off" eventual winner David Graney on a blatant port/starboard incident (for which there was no shortage of witnesses).

The first start was a beauty with Jenny Graney being very fast off the line and hanging on for a half boat-length win over husband David in the first heat. Jenny was sailing with Daniel Pullen up front, who was well-practiced and cashed up after his success with Mikey Walden in the Sabot Challenge earlier in the day. Wildcard Nick McKim MHA, who gained his Legend status as a forward hand with Rod Viney, looked like he knew boats by sailing to a 5th in the first race amongst the star studded fleet. Mark Barrington had Canadian import Sue Pilling aboard and still looked very fast through the water despite the extra weight as compared to his normal flea weight crew Seb Spinks.

It was great to watch veteran sailors Steve McElwee, Mark Barrington and David Graney battling each other down the run in one race, but the surprising thing was that they weren't battling for the lead at that stage. Near octogenarian Norm Deane sailing with Rhys Witt showed the fleet to the windward mark in race two only to get the spinnaker sheet around the end of the boom. If you've ever done it you'll know Norm didn't manage to hang on to his lead!



Dual national champ David Moore teamed up with experienced but pint-sized International Cadet, Optimist and Mirror sailor Tom Kennedy in TAG, but must have got out of bed the wrong side – they overlaid the compulsory gate in one race and also did a 720 (yes I know it's now a two turns penalty, but 720 is quicker to say) after a port/starboard near miss.

While the men were flexing their muscles around the course the only female legend present, Jenny Graney, was staking her claim to be the ultimate legend. She had openly stated while watching the Sabot Challenge in the morning how good it would be to beat all the other contenders. Following her all-the-way win in the first heat, she and Daniel followed up with a third in heat two (after allowing husband David to get in front?).

Michael Adams and son Cameron came all the way from Melbourne to compete but were dogged by bad luck in Pukeko with retriever line trouble, followed by the rudder coming off! They got things together and were mixing it with the rest of the fleet in heat three. The start of the final heat saw the only recall of the day, an individual with around four boats appearing to be over. Several came back, but the code flag X remained firmly hoisted in the air!!! Jenny and Daniel had apparently reached a consensus (as one does in the mad seconds after a start recall) that they would go for broke and pray it was not them. Unfortunately, although coming in the top few boats across the line they were judged OCS and disqualified from the race.

Meanwhile Nick McKim and Rod Viney decided to forget about the fleet racing and embarked on their own America's Cup style match race with the former crew all over his old skipper after getting a good look at the stern of Rod's boat *Fantasmic* during the second race. Steve McElwee with daughter Brianna up front in *Cicada V* was consistently performing and working his way up the leader board, but let David Graney split tacks with him on the last beat of race three. John Penman with daughter Georgia in *White Lightning* decided to get serious after being judged 'sailed wrong course' in heat one and getting caught away from the start at the critical time for race two. Even though getting away well behind the fleet, they worked up to a respectable 6th in the second heat. Heat three was time for them to put it all together with a convincing win.

At the end of the day there were plenty of anxious faces as the results were delivered. Norm Deane's let-off allowed David Graney (who is understood to be having a hearing test this week) and Andrew Reid in *Sky III* to take the series in a tight finish from Mark Barrington and Sue Pilling in *Kamikaze II*, with Steve and Brianna McElwee in *Cicada V* third. After the disappointment of the final race OCS, Jenny and Daniel still managed 4th overall in the three race, no drop series. A post race BBQ and refreshments at DSS helped revive some old stories, and old friendships (and some rivalries?) were renewed. It was a truly enjoyable day.

Many thanks to all who helped with the events - owners for making their boats available, crews and competitors, RYCT/DSS Dinghy Group for facilities and organization, with special mentions for PRO Murray Jones (yes he too used to sail a Mirror), Scott Price, Gary Langford, Greg Brooks, photographer Greg Pullen, and camera boat driver Garry Kennedy.

2006 MIRROR LEGENDS RESULTS

Place	Boat	Helm	Crew	Race 1	Race 2	Race 3	Score
1	Sky III	David Graney	Andrew Reid	2	1	3	6
2	Kamikaze II	Mark Barrington	Sue Pilling	3	4	2	9
3	Cicada V	Steve McElwee	Brianna McElwee	7	2	4	13
4	Carpe Diem	Jenny Graney	Daniel Pullen	1	3	11(O)	15
5	AAA	Norm Deane	Rhys Witt	6	5	5	16
6	TAG	David Moore	Tom Kennedy	4	7	6	17
7	White Lightning	John Penman	Georgia Penman	11(F)	6	1	18
8	Kamikaze	Nick McKim	Jessie Atherton	5	9	7	21
9	Fantasmic	Rod Viney	Dylan Gore	8	8	8	24
10	Pukeko	Michael Adams	Cameron Adams	9	11(F)	9	29



The Tasmanian Mirror Legends
Steve McElwee (with Brianna McElwee), David Graney (with Andrew Reid), Mark Barrington (with Sue Pilling)



Plenty of action as old rivals Steve McElwee & Mark Barrington prepare for a spinnaker run.
(photos: Greg Pullen)



TASMANIAN MIRROR CHAMPIONS 2004 David Graney & Alex Hunt (photo: Greg Pullen)

Year	Boat	Helm	Crew
1967-68	<i>Explorer</i>	Paul Davies	Jan Davies
1968-69	<i>Kestrel II</i>	Jack Lowe	Charles Brothers
1969-70	<i>Archy</i>	Mac Story	Peter Kingston
1970-71	<i>B.R.M.</i>	Steve Miller	Robbie McGuinness
1971-72	<i>Quack</i>	Phil Fowler	Chris Fowler
1972-73	<i>Kestrel II</i>	Bob Fowler	Richard Wylie
1973-74	<i>Judian</i>	Ian Turnbull	Judy Turnbull
1974-75	<i>Gypsy</i>	Des Clark	Brett Clark
1975-76	<i>Thoth</i>	Norm Deane	Sally Ludford
1976-77	<i>Huntydory</i>	John O'May	Paul O'May
1977-78	<i>Suromira</i>	Rod Viney	Nick McKim
1978-79	<i>Odysseus</i>	Michael Adams	Christine Adams
1979-80	(no championship)		
1980-81	<i>Odysseus</i>	Michael Adams	Christine Adams
1981-82	<i>Bow Tie</i>	Tom Fowler	Michael McKay
1982-83	<i>Bow Tie</i>	Tom Fowler	Michael McKay
1983-84	<i>Magnum</i>	Mitchell Ranson	Felicity Ranson
1984-85	<i>Sky</i>	David Graney	Marcus Walmsley
(tie)	<i>Magnum</i>	Mitchell Ranson	Felicity Ranson
1985-86	<i>Sky III</i>	David Graney	Marcus Walmsley & Jenny Graney
1986-87	<i>Sky III</i>	David Graney	Laurence Barrington
1987-88	<i>Sky III</i>	David Graney	Fiona Graney
1988-89	<i>Sky III</i>	David Graney	Fiona Graney
1989-90	<i>Li'l Apple</i>	Mathew Sheriff	Ben Woodroffe
1990-91	<i>Cicada IV</i>	Stephen McElwee	John Claridge
1991-92	<i>Cicada IV</i>	Stephen McElwee	Nick Tomlin
1992-93	<i>Cicada IV</i>	Stephen McElwee	Nick Tomlin
1993-94	<i>Cicada IV</i>	Stephen McElwee	Nick Tomlin
1994-95	<i>Cicada IV</i>	Stephen McElwee	Mark Padgett
1995-96	<i>Kamikaze</i>	Mark Barrington	Phillipa Barrington
1996-97	<i>Cicada V</i>	Stephen McElwee	John Fletcher
1997-98	<i>Xcel-Erate</i>	Mark Padgett	Brendon Bennett
1998-99	<i>Cicada V</i>	Stephen McElwee	David Fletcher
1999-00	<i>White Lightning</i>	John Penman	Samuel Penman
2000-01	<i>Cicada V</i>	Stephen McElwee	Nicholas McElwee
2001-02	<i>Kamikaze</i>	Mark Barrington	Jessie Atherton
2002-03	<i>Stealth</i>	David Moore	Mathew Wilson
2003-04	<i>Sky III</i>	David Graney	Alexander Hunt
2004-05	<i>Foxy Lady III</i>	George Fish	Alicia Finney
2005-06	<i>Kamikaze II</i>	Mark Barrington	Seb Spinks
2006-07	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2007-08	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2008-09	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2009-10	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2010-11	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher & Grant Atherton
2011-12	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher

TASMANIA MacINTYRE CUP WINNERS



MacINTYRE CUP CHAMPIONS 2004, Grant Atherton and Secretary Jenny Graney pass over the MacIntyre Perpetual Trophy to 2004 winners Andrew & Stuart Roberts (photo: Greg Pullen)

The MacIntyre Cup is held to promote Mirror sailing and to honour Dr. Iain MacIntyre who introduced the Mirror to Tasmania in 1966.

Year	Boat	Helm	Crew
1974-75	<i>Gypsy</i>	Des Clark	Brett Clark
1975-76	<i>Orion</i>	Paul Molnar	Maree Molnar
1976-77	<i>J.L. Seagull</i>	Ian Salisbury	David Holmes
1977-78	<i>Hunkydory</i>	John O'May	Paul O'May
1978-79	<i>Suromira</i>	Rod Viney	Nick McKim
1980-81	<i>Shere Khan</i>	Neil Adams	Ron Adams
1981-82	<i>Temeraire</i>	Nick Rogers	Phillip McKay
1982-83	<i>Karabos II</i>	Nick Rogers	Phillip McKay
1983-84	<i>Magnum</i>	Mitch Ranson	Felicity Ranson
1984-85	<i>Karabos IV</i>	Nick Rogers	Kyle Stewart
1985-86	<i>Karabos IV</i>	Nick Rogers	Jason Mitchell
1986-87	<i>Sky III</i>	David Graney	Jonathan Li
1987-88	<i>Karabos V</i>	Nick Rogers	Jason Mitchell
1988-89	<i>Sky III</i>	David Graney	Fiona & Susie Graney
1989-90	<i>Rangare II</i>	Jacinta Scott	Narelle Brooks
1990-91	<i>Cicada IV</i>	Stephen McElwee	John Claridge
1991-92	<i>Cicada IV</i>	Stephen McElwee	Nick Tomlin
1992-93	<i>Cicada IV</i>	Stephen McElwee	Nick Tomlin
1993-94	<i>Cicada IV</i>	Stephen McElwee	Nick Tomlin
1994-95	<i>Cicada IV</i>	Stephen McElwee	Mark Padgett
1995-96	<i>Cicada IV</i>	Stephen McElwee	John Fletcher
1996-97	<i>Cicada V</i>	Stephen McElwee	John Fletcher
1997-98	<i>Cicada V</i>	Stephen McElwee	John Fletcher
1998-99	<i>Cicada IV</i>	Duncan McGlashan	Samantha Brown
1999-00	<i>Cicada V</i>	Stephen McElwee	Nicholas McElwee
2000-01	<i>Kamikaze</i>	Mark Barrington	Jessie Atherton
2001-02	<i>Time 'N' Tide</i>	Andrew Joyce	Adam Anstie
2002-03	<i>Cicada V</i>	Stephen McElwee	David Fletcher
2003-04	<i>Cicada V</i>	Stephen McElwee	Briana McElwee
2004-05	<i>Pukeko</i>	Andrew Roberts	Stuart Roberts
2005-06	<i>Kamikaze II</i>	Mark Barrington	Tazman Parry
2006-07	<i>Kamikaze II</i>	Mark Barrington	Seb Spinks
2007-08	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2008-09	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2009-10	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2010-11	<i>Kamikaze</i>	Jessie Atherton	Katherine Maher
2011-12	<i>Storefresh</i>	Ken Barnes	Samuel Asky-Doran

The Mirror Class Association of Western Australia (MCAWA) was formed in 1968 with Cyril Barcham as President and Ken Baggaley as Secretary. The first MCAWA newsletter for Mirror owners was published in 1968 with the title "Mirror Images" inspired by the MCAV newsletter "Mirror Reflections".

From 1967 to 1970 Mirror numbers in WA grew from 4 to 95 boats sailing in three fleets - No. 1 at Nedlands, No. 2 at Mandurah and No. 3 at Safety Bay. Mirror Images dated June 1970 notes that "it has been the experience over these last two years that it is through the Association activity that the "family" aspect of Mirror sailing is highlighted. It is not so much a fleet of boats, but a whole new group of friends that form the MCAWA, and its events are characterised by family beach picnics which very often finish up with the right driver in the right car coming home." The red rash quickly spread across WA enjoying the best winds in Australia – with Mirrors sailing as far north as Ord River Dam, west to Christmas Island and south to Albany by 1972.



The first State championship was held in 1969-70 at the Safety Bay Yacht Club with John Prott and Andrew Iken winning all five heats in *Miranda*. The championship was contested by 19 boats from all three Mirror fleets - Nedlands, Mandurah and Safety Bay.

The National championship was conducted by the MCAWA at the Nedlands Yacht Club for the first time in 1975-76. Modern Boating, April 1976 reported that - "The Mirror Nationals provided the biggest fleet ever seen on the Swan River, a different winner in each of the six heats, and in the last heat six crews from four States had a chance to win the title".

Nationals have been held in Western Australia on six occasions:

1975-76	Nedlands Yacht Club, Perth	98 boats including 64 locals
1979-80	Nedlands Yacht Club, Perth	61 boats including 39 locals
1986-87	Nedlands Yacht Club, Perth	89 boats including 54 locals
1992-93	Princess Royal Sailing Club, Albany	78 boats including 70 locals
1998-99	Fremantle Sailing Club, Perth	45 boats including 32 locals
2004-05	Royal Freshwater Bay Yacht Club, Perth	38 boats including 30 locals
2010-11	Princess Royal Sailing Club, Albany	64 boats including 26 locals

Western Australian crews have won the Nationals on eight occasions, Greg Willcock, Mark Willcock, Max Barcham, Tom Fitzsimmons, Kayne Binks, Justin Mann, Nick Davis and Paul Taylor. Other Western Australian crews have also performed well over the years including – Sub-Junior Champions – Ben Durham, Nicholas Grey, Toby Masters, Steven Kennedy (2), Bradley Deere, Tim Castles, Mark O'Toole, Chris Jacob, Liam Wilson, Leon Poutsma, Greta Carroll, Sienna Galante ; Junior Champions – John Prott (2), Ken Sclater, Libby Frayne, Rob Frayne, Paul Eldrid (2), Luke Dillan, Phillip Dunstan, Kane Williamson, Guy Jeffrey, Steven Kennedy, Torvar Mirsky (2), Caroline Pitt, Stephen Locke, Lawson Taylor, Kiernan Murnane; Ladies Champions – Libby Frayne, Michelle Eldrid (3), Fiona Riches, Sarah Lord, Julie Meehan, Kate Myers, Jessica Eastwell, Caroline Pitt; Veterans Champions – Hanke Olde, Geoff Brown (3), Paul Taylor; Family Champions – Steve Dowie, Paul Taylor; Cruiserweight Champions – Andrew Moore, David Pilbeam, Bruce Utting, Thomas Henderson, Anthony Galante, Paul Terry; and, Siblings Champions – David & Carline Pitt, Nicholas & Michael Murray. The Teams Trophy has been shared by Western Australia and Tasmania with 10 wins each since the trophy was introduced in 1983-84.

Life memberships for service to Mirror sailing have been awarded to the following MCAWA members – Cyril Barcham (1980) – 15 years of effective leadership from the beginning of Mirror sailing in WA; and John Collova (2010) – an enormous contribution to the class over the past 20 years, including pioneering the construction of GRP Mirrors.



WA Team at 1985 Grange Nationals (reprinted from WA Mirror Images May 1985, photo: Alan Eldrid)

The 2nd Mirror World Championship was conducted in 1980 by the Nedlands Yacht Club, Perth with Cyril Barcham as the chairman of the organising committee. David Derby from "Malta" won all heats in the championship which was contested by a disappointing 14 boats due to measurement and political disputes.

The 14th Mirror World Championship was conducted in 2011 by the Princess Royal Sailing Club, Albany with Anthony Galante the Event Director. 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.



1987 World Champions
Paul Eldrid & Troy Storer

Western Australia has a wonderful tradition of participation at World championships - Greg Willcock and Max Barcham competed in the first Worlds in Holland in 1976; Keith Sclater finished second and Max Barcham fourth in the 1980 Worlds in Perth; Paul Eldrid finished first, Dean Dixon third and Christian Zerovich fifteenth in the 1987 Worlds in Ireland; Tim Fitzsimmons finished second, Dean Dixon fourth, Kayne Binks eleventh and John Riches twentieth in the 1991 Worlds in Holland.

Troy Storer, Paul Eldrid's crew from the 1987 Worlds, won the 1991 International Regatta (held in conjunction with the 1991 Worlds) in *Intrepid* after being refused entry to the Worlds as the reigning champion crew.

Guy Jeffrey, Neville Element and John O'Connor competed in the 1995 Worlds in Wales; Steve Kennedy finished fourth and Justin Mann twelfth in the 1999 Worlds in South Africa in a WA Team including David Meehan and Nicholas Murray. Torvar Mirsky finished second and Mark O'Toole seventh in the 2001 Worlds in Ireland in a WA Team including Tim Castles, Simon Cunningham, David Meehan, Tessa Parkinson, Caroline Pitt and Jonathan Clough.

Bradley Utting, David Pitt, Geoff Brown, Caroline Pitt, Chris Jacob, Troy Cunningham, Sarah Dick, Steven Locke, Neal Girolamo, Nicola Ashford and Scott Harcourt competed in the 2003 Worlds in Hobart; Nick Davis finished ninth in the 2005 Worlds in Sweden; Nick Davis finished second in the 2007 Worlds in South Africa in a WA Team including David Pitt, Stephen Locke, Greta Carroll, Leon Poutsma, Kirsty Packer, Liam Wilson, Christopher Millar and Dale Millar; Paul Taylor finished fourteenth and Liam Wilson seventeenth in the 2009 Worlds in Wales in a WA team including Tom Henderson, Lawson Taylor and Rex Henderson. WA representation at World championships has been huge in recent years!



2001 Worlds WA sailors



2003 Worlds WA sailors



2007 Worlds AUS Team



2009 Worlds AUS Team

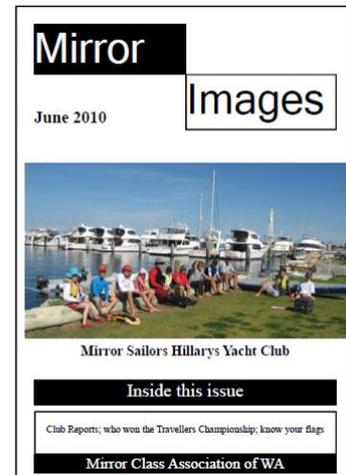
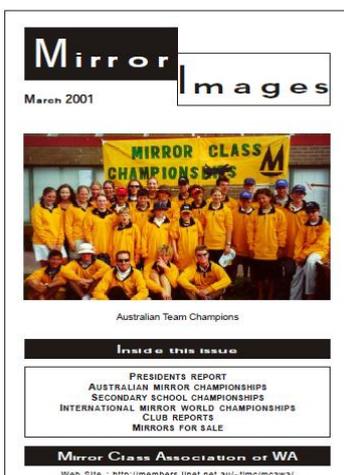
Junior class status in the mid 1980s led to an exciting period of growth in Mirrors with WA juniors dominating the National championships under the guidance of world class coaches Huck Scott, John Cassidy and others. With Paul Eldrid and Dean Dixon opening the door, many youngsters like Torvar Mirsky followed and are today's champions. The trip by up to 25 boats across the Nullarbor to east coast Nationals six out of every seven years was remarkable – typically a 10,000km round trip to bring back swags of trophies and qualify for World championship teams. Those few east coasters who travelled west one out of every seven years found that they were enjoying the best sailing in Australia with the most convivial hosts!

A Traveller's Trophy Series was introduced in the 1991-92 season to encourage sailors to attend invitation regattas away from their home club. The first winner of the series was Anthony Capps and Brendon Green in *Stingray*.

Today (2010) Mirrors are sailed all over the State at the following Perth clubs - Claremont Yacht Club, Fremantle Sailing Club, Hillarys Yacht Club, Maylands Yacht Club, Perth Flying Squadron Yacht Club, Royal Freshwater Bay Yacht Club, Royal Perth Yacht Club; and at the following Country clubs - Albany Princess Royal Sailing Club, Dunsborough Yacht Club, Mandurah Offshore Sailing Club, Koombana Bay Sailing Club, Safety Bay Yacht Club, Walpole Yacht Club, Yanchep Sun City Yacht Club.

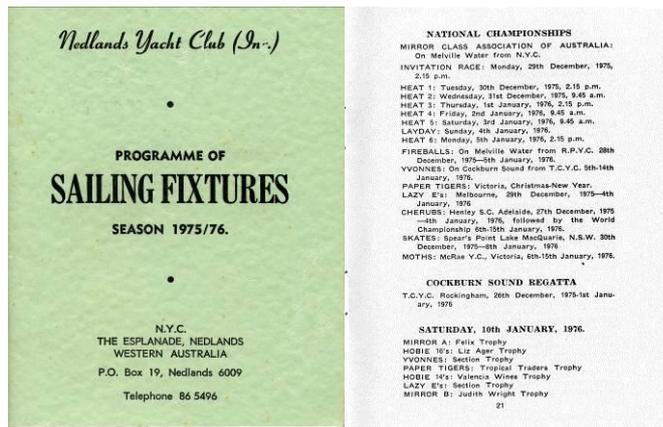
Western Australia has been the home for Mirror builders in Australia, with Heart Boats (Rob Cruse) licensed to supply Mirror kits and Vasco Boats (John Collova) licensed to supply GRP Mirrors in 1992. John was the first builder licensed to supply GRP boats in the world following the successful development of a prototype dinghy that sailed in the 1991-92 Mirror Nationals in Canberra.

Western Australia has enjoyed quarterly newsletters with Mark Pitt, editor for over fifteen years, providing the only continuous record of Mirror sailing in Australia in recent years.



Mirrors at Nedlands Yacht Club

by John Sclater, extract reprinted from <http://www.nyc.org.au/Club-History/>



In the mid 1960s Max Law of the Sailing Centre (a NYC member) became the WA distributor for Blockey kits. The first Mirror fleet in WA began at Nedlands Yacht Club in 1968 and sailed on Saturday afternoons. In the middle of 1972 there was a well developed Mirror Section regularly sailing about 25 Mirrors. NYC was the only river club sailing Mirrors at that time. One of the most important members in the section was the measurer (Ken Baggaley) whose job it was to ensure the boats and sails adhered to the specifications. Perhaps more importantly at that time was his role in giving advice and if needed assistance to people building their own boats.

At that time the Mirror was definitely a family boat. Most boats were crewed by an adult and a related child. It was essentially a training dinghy and usually the first boat for many of the people who bought them. This fitted in well with the then ethos of the club. Racing was the way to learn to sail at NYC and at that stage it was not long before the Mirror Section went from 'off the cuff' advice to a more structured training program.

Numbers built up fairly rapidly and in 1977-78 Mirrors were split into two fleets, A & B both sailing on Saturday afternoons. The standard of A Fleet was high and became very competitive. B Fleet was for beginners and those who did not want to tackle the longer, more exposed courses sailed by the A Fleet. A Fleet started first with B Fleet starting 5 minutes later.

The rapid rise in numbers and the decision to run two fleets brought NYC into conflict with certain other sailing interests. Noises were heard about the 'red rash' and the 'picket fence'. The reach from Squadron Buoy to Dee Road, sailed on starboard greatly upset other sailors, especially cruisers heading down the river from Royal Perth, in particular. It was deemed necessary for the rescue boats to shepherd the fleet across the river. Through the Swan River Racing Committee, attempts were made to limit the size of the Nedlands fleet and their right of access to full courses on Melville Water. Eric Fairey was the NYC delegate to the SWRC at the time and fought strenuously and successfully to preserve sailing rights for small dinghies and in particular, the Mirrors.

Further expansion saw the A Fleet rise to a regular start line of 35 to 38 boats. B Fleet numbers were limited to 50 boats that had to sail regularly to maintain their place on the B Fleet start line. The better boats were always encouraged to sail with the A Fleet but there was no compulsion to move up. A formal training effort was mounted as C Fleet on Saturday mornings with about 18 to 20 boats. All through the 1970s the start box on a Saturday was manned by two stalwarts of the Mirror Fleet, Peter Lawson and Ken Baggaley. Two of Lawson's teenagers and one Baggaley sailed in A Fleet boats.

WA and therefore the Mirror Section at NYC became the National Committee of the MCAA in 1976 with the responsibility for the second World Mirror Championships to be held in 1980. The MCAA National Mirror 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.

The 21st Australian Championship of the Class was held in season 1986-87 at Nedlands Yacht Club from December 27-January 2. This was a significant event as it was used as a World championship selection series.

The last season that Mirrors qualified as a class fleet in NYC was in 1993-94. The demise of Mirrors at NYC was possibly due to several factors. There was a management decision to limit the number of registered Mirrors to 123 in 1979 and at the same time to encourage more interclub involvement. Royal Freshwater Bay Yacht club already had a fleet and had employed a coach. A few of the better sailors went across and a few joined Claremont where a new fleet had started.

Due to the economic situation in 1988, sailing and in fact most sports had a greatly reduced membership. The introduction of all day Saturday trading meant that many young members were encouraged to work all day Saturday. Many parents of young members were cruiser sailors and their children tended to join the Manly fleet where there was an age limit of 16 years. Mirrors tended to be sailed by teenagers who had to compete with part time employment and study commitments. David Gellatly and Ken Baggaley tried to keep the fleet alive by building a Mirror at the boat show and raffling it off after the show. The funds allowed them to buy some second hand boats for training and they started classes in the hope it would attract sailors into the class. There were many takers for the classes but very little net results for their efforts.





WA MIRROR CHAMPIONS 2006 David & James Pitt with Tessa Parkinson
(photo: WA Mirror Images, March 2006)

Year	Boat	Helm	Crew
1969-70	<i>Miranda</i>	John Prott	Andrew Iken
1970-71	<i>Linnett</i>	Roger Baggaley	Tom Nye
1971-72	<i>Escapee</i>	John Prott	James Prott
1972-73	<i>Sad News</i>	James Prott	John Prott
1973-74	<i>Sad News</i>	John Prott	James Prott
1974-75	<i>The Saint</i>	Max Barcham	Denise White
1975-76	<i>Titicaca</i>	David Lawry	Mary Lawry
1976-77	<i>Jonathon Livingston II</i>	Max Barcham	Denise White
1977-78	<i>Ereis</i>	Max Law	Ken Sclater
1978-79	<i>Wezzigon II</i>	Greg Willcock	Janice Barcham
1979-80	<i>Erewan</i>	Keith Sclater	Ian Barrow
1980-81	<i>Waverly</i>	Dean Dixon	Brooke Dixon
1981-82	<i>The Gaffer</i>	Robert Frayne	Simon Butterworth
1982-83	<i>KB-10</i>	Dean Dixon	Brooke Dixon
1983-84	<i>Impact</i>	David Pilbeam	Kathy Macklin
1984-85	<i>Intrepid</i>	Paul Eldrid	Peter Mais
1985-86	<i>Gremlin</i>	Michelle Eldrid	Emma Graham
1986-87	<i>Intrepid</i>	Paul Eldrid	Peter Mais
1987-88	<i>Quickshift</i>	Cameron Elliot	Gregor McQueen
1988-89	<i>GT</i>	Dean Dixon	Lenny Smeed
1989-90	<i>Top Mark</i>	Luke Dillon	Michael Pilkington
1990-91	<i>GT</i>	Dean Dixon	Kerry Lowe
1991-92	<i>Black Swan</i>	Tim Fitzsimmons	James Kornweibel
1992-93	<i>Quicksilver</i>	Kayne Binks	Cameron Woods
1993-94	<i>Kit Kat</i>	Ryan Mills	Kelsie Mills
1994-95	<i>Black Adder</i>	Guy Jeffery	John Sutherland
1995-96	<i>Black Adder</i>	Guy Jeffery	John Sutherland
1996-97	<i>Vigilante</i>	Brendan Brittliffe	John Collova
1997-98	<i>Trident</i>	Andrew Candy	Tim Castles
1998-99	<i>Hi-Tech</i>	Steve Kennedy	Simon Grannery
1999-00	<i>Hi-Tech</i>	Steve Kennedy	Simon Grannery
2000-01	<i>Fast Forward</i>	David Meehan	Chris Jacob
2001-02	<i>Xcel-Erate</i>	Tim Castles	Justin Jacob
2002-03	<i>Vigilante 3</i>	Nick Davis	John Collova
2003-04	<i>No Chance</i>	Geoff Brown	Tristan Brown
2004-05	<i>Quick Step II</i>	Paul Taylor	Lawson Taylor
2005-06	<i>Taking Off</i>	David Pitt	James Pitt
2006-07	<i>Vigilante 8</i>	Nick Davis	Kirsty Packer
2007-08	<i>Vigilante 9</i>	Nick Davis	John Collova
2008-09	<i>Bombora</i>	Paul Taylor	Austin Taylor
2009-10	<i>Vigilante X</i>	Nick Davis	John Collova
2010-11	<i>Game On</i>	Liam Wilson	Mick Mallawarchi
2011-12	<i>V8</i>	David Pilbeam	Timothy Pilbeam

WA MCAWA
GOLD SEEKER INVITATION SERIES



GOLD SEEKER CHAMPIONS 2003 John Collova crew (and builder) and Nick Davis skipper with Gold Seeker sponsor David Gellatly (photo: WA Mirror Images June 2003)

Year	Boat	Helm
1987-88	Gold Seeker	David Gellatly
1988-89	Skip	Luke Dillon
1989-90	Poseidon	Gregor McQueen
1990-91	Skip	Ben Durham
1991-92	Skip	Ben Durham
1992-93	Black Adder	Ben Durham
1993-94	Buster	Andrew Candy
1994-95	Smoky II	David Gellatly
1995-96	Buster	Andrew Candy
1996-97	Leviathan	Toby Masters
1997-98	not awarded	
1998-99	Smoky II	David Gellatly
1999-00	Taking Off	Caroline Pitt
2000-01	Vigilante	Mark O'Toole
2001-02	Leading Edge IV	Caroline Pitt
2002-03	Vigilante V	Nick Davis
2003-04	Taking Off	Caroline Pitt
2004-05	Vigilante	Nick Davis
2005-06	Taking Off	David Pitt
2006-07	Vigilante 5	Liam Wilson
2007-08	No Chance	Simon Carroll

Since 2008 no Series have been conducted



The fabulous Gold Seeker trophy complete with kanowna ore and gold nugget

Gold Seeker Invitation Series – How It All Began - David Gellatly

Reprinted from WA Mirror Images, September 2005

Back in the early days of the Mirror Class in WA, the MCAWA held two invitation races each season, both at Nedlands Yacht Club which was then the stronghold of Mirrors in the State with more than 100 boats on its register and about 75 sailing each Saturday afternoon in two fleets. (It was then that cruiser sailors dubbed the NYC Mirror fleets crossing Melville water the “picket fence” and the “red rash”, but that’s another story).

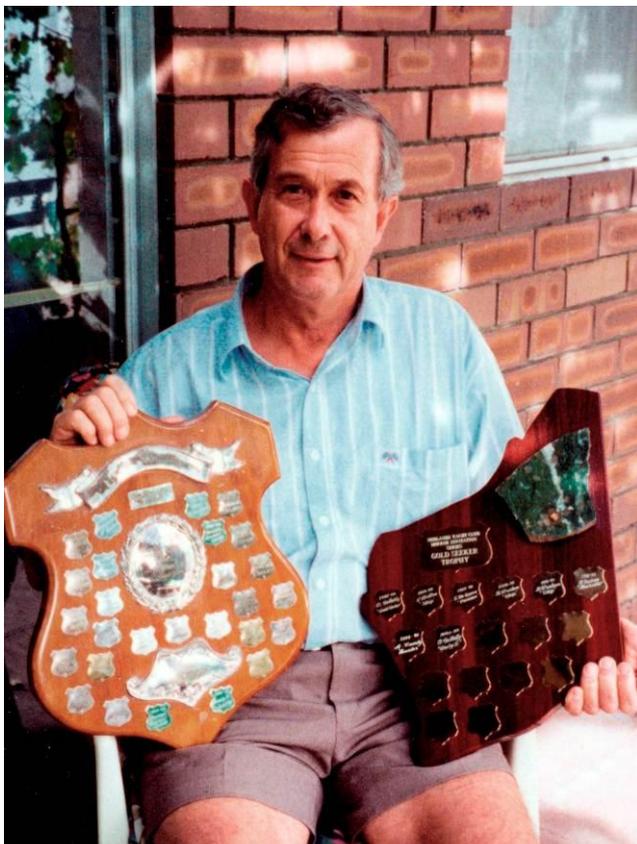
As it happened, there were few Mirror sailors from other clubs who were prepared to travel (other than for State and National championships) and in the early eighties at least, it is doubtful if any Mirror from an outside club attended one of these MCAWA invitation races. Also, the NYC sailors took advantage of these invitation events as a “day off” from the hotly-contested club consistency competition, resulting in a lower number of Mirrors sailing than in normal weekly races.

These MCAWA invitation races died off some time in the early to mid 1980s with the exhaustion of the supply of the red and black MCAWA pennants for place-getters and the departure of long-serving MCAWA Secretary Max Law.

After a lapse of about two or three years, David Gellatly, the Mirror Section leader at NYC decided to institute a replacement series to encourage participation in Mirror invitation events at Nedlands by having a perpetual trophy and distinctive individual trophies for the winning skipper and crew. Having recently built a new Mirror and named it “Gold Seeker” after his professional calling as an exploration geologist concentrating on gold search, the name “Gold Seeker Invitation Series” and the now traditional trophies bearing a gold nugget were a natural follow on.

Initially the series consisted of three races each season, and embarrassingly the trophy donor won the inaugural event (in 1987-88). It almost happened again the following year when Luke Dillon, the series leader after two heats, thought that he would be unable to compete in the third heat due to a commitment elsewhere in the morning. The situation was saved by taking Luke’s boat to NYC and having it rigged up ready for him, and in a tight finish with four other boats, Luke finished third and won the series.

While one of the first races featured a fleet of 33 boats, more than half of them from other clubs, numbers gradually dwindled along with the general decline in Mirror fleet numbers in the State, and in 1997-98 one heat had to be cancelled because there were only two boats - less than the minimum of three stipulated on the notice of race - and consequently there was no winner that year. The series was then reduced to two heats, partly to increase participation, and partly because of the increasingly full Mirror calendar and the loss of one of the dates to the successful Royal Perth Mini Series. In 2000-01, following the final demise of the Nedlands Mirror fleet, the practice of holding one heat at NYC and one at Hillarys commenced and became the established norm.



From the start of the event, the individual trophies for winning skipper and crew have always featured a small model Mirror on a polished slab of green rock (gold ore from the historic White Feather gold mine at Kanowna, near Kalgoorlie), and a small natural gold nugget. The “lucky draw” gold nugget became an added attraction after the first few years and was designed to attract sailors to the event even if they thought they were unlikely to win.

David Gellatly displaying both the Nedlands Yacht Club Mirror Championship Trophy (left) and the Goldseeker Trophy in 1996.

The “Who’s Who” of Mirror sailing is engraved on both trophies.

(photo: Eve Gellatly)



Graeme Dennett fiddling at Wyangla Dam 1988



Mirror Picnic on Lake Ginninderra 1990

The NSW 'Mirror News' October 1966 reported that "there are now almost a dozen Mirrors in Canberra and nearby districts whose owners are anxious to form a fleet on Lake Burley Griffin and join the MCANSW." From November 1966 the Canberra Mirror Fleet sailed as part of the NSW MCA with the first sailing clinic on Lake Burley Griffin organised by NSW members on 13 November 1966.

The ACT Mirror Class Association was formed in 1968 with Geoff Meyer as President and Roy Ayrton as Secretary/Treasurer. Mirrors were given a class start at the Canberra Yacht Club (CYC) in season 1967-68 with some 28 boats owned locally. The following season 1968-69 saw Mirror dinghies used to train juniors at the CYC and Mirrors racing in a general division at the YMCA Sailing Club (YMCASC).

The second Mirror Transom Trophy event was sailed in Canberra at the CYC on 26-27 April 1969 between NSW, Victorian and ACT teams with the Palm Beach Sailing Club winning the trophy.

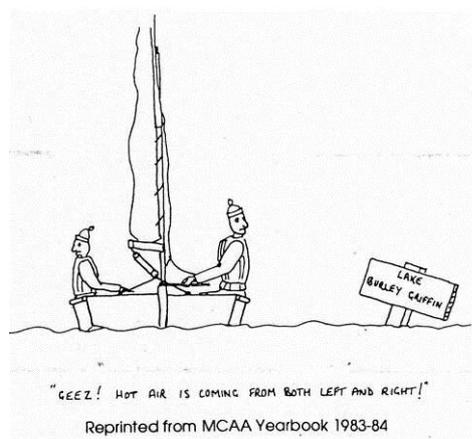
The first ACT championship was conducted over Easter 1971 at the CYC following donation of the W. Jaffray Trophy. ACT boats and 3 visitors from Jindabyne completed 3 races in light winds with brothers Robert and David Jude the winners.

ACT crews first competed in Mirror National Championships at Largs Bay Sailing Club (Adelaide) in 1967-68, and have competed in most Nationals since then. The first National championship conducted by the ACTMCA was held at the CYC in 1970-71 with Syd Comfort as chairman of the organising committee. Australian Seacraft, February 1971 noted "The Mirror dinghies came out in record profusion for their fifth annual National Championship on Lake Burley Griffin in Canberra. A fleet of 83 boats representing the leaders of some 4000 Australian Mirrors (the biggest class of all) competed as the lake turned on its best winds." The Victorian 'Mirror Reflections' February 1971 noted "The second championship series on inland water had been a tremendous success. The first of course (in the words of MCAA President Frank Buxton) was on Sydney Harbour in 1969."

Nationals have been held on Lake Burley Griffin on six occasions:

1970-71	CYC	83 boats including 23 locals
1976-77	CYC	109 boats including 17 locals
1983-84	CYC	90 boats including 21 locals
1991-92	CYC	90 boats including 26 locals
1999-00	YMCASC	39 boats including 9 locals
2005-06	CYC	24 boats including 9 locals

The frequency of sailing Nationals on Lake Burley Griffin has not always been enjoyed due to the challenging wind conditions although the best sailors always win. The SA 'Mirror News' February 1984 records that at the end of a very frustrating 6th race in the 1984 Nationals one skipper was heard to mutter "Once in every 7 years is enough for sailing here." In response another frustrated Tasmanian skipper suggested "once in every 70 years would be a better distribution".



The Victorian 'Mirror Reflections' February 1977 noted "Full marks to the handful of Canberra Mirrorites led by Rob Wetselaar who organised a magnificent series...Let's not forget to also praise the CYC Race Officer, Peter Fullagar, whose team of officials never seemed to put a foot wrong during the whole series."

ACT crews have won the Nationals on two occasions, Alan Cichero and son Russell Cichero at Montrose Bay Yacht Club (Hobart) in 1973-74; and Daniel Keys and James Souter at Mersey Yacht Club (Devonport) in 1994-95. Other ACT crews have also performed well over the years including - Sub-Junior Champion – Cullen Hughes; Junior Champion – Mark Armour; Family Champions – Alan Cichero, Stuart Allan, Graeme Dennett, Peter Russell (2); Ladies Champions – Stephanie Giles (2), Ellen Russell (2), Kate Russell (2); Cruiserweight Champions – Ellen Russell, Nicholas Faulks; and, Harmony Champions – Peter & Jean Russell (5). The Teams Trophy has been won by the ACT twice, in 1991-92 and 2005-06, since the trophy was donated by The Canberra Times in 1983-84.

Daniel Keys represented Australia in the 1995 World titles in Milford Haven, Wales and finished a creditable 17th overall. Whilst the light winds were familiar, the complex tidal conditions proved a challenge to all Australian crews. Peter and Kate Russell also represented Australia in the 1997 World titles in Kingston, Canada.

The ACT and NSW Associations had a close relationship from the outset with ACT crews winning the NSW championship on several occasions. Winners from the ACT include; Alan Cichero (1974), Graham Giles (1982), Michael Forster (1990 and 1991), Daniel Keys (1992 to 1995), Peter Russell (1996 and 1997), Kate Russell (1998 and 1999) and Rick Longbottom (2006). The popular Mirror Transom Trophy team's event was mostly raced between ACT and NSW teams with Canberra teams dominating the trophy from 1974 to 1982 and from 1990 to 1999. ACT crews have also competed in Victorian events with Jeff Armour winning the Victorian Championship in 1974.



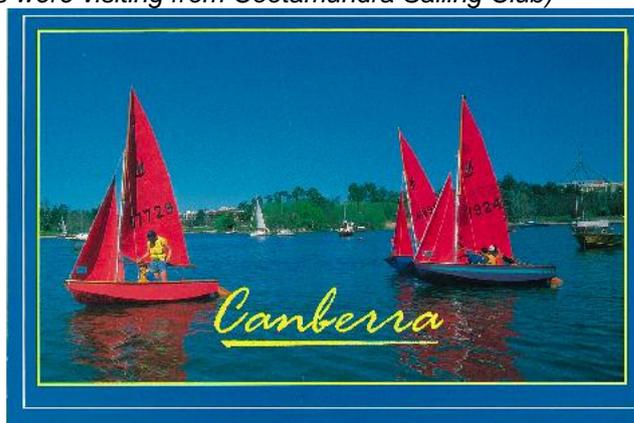
Astra, Jack Townsend & Chris Parks (nee Harvey), c1968



1977 Canberra Nationals, CYC legends start crew Rod Dalgleish, David Bull, Terry Sharpe, Peter Fullagar and Mrs Sharpe (the Sharpes were visiting from Cootamundra Sailing Club)



1992 Canberra Nationals, race 6 start under the Parliament House flag (photo: Geoff Comfort)



ACT Tourism promoting (Mirrors) Canberra

A feature of the class was the degree of family participation, with several families buying second boats and former crews, sons and daughters, became competent to skipper their own boat. ACT families who have enjoyed Mirror sailing include Comfort, Armour, Dalgleish, Giles, Kennedy, Forster, Dennett, Allan, Hughes, Doolan, Russell and Meharg. Trips to regional clubs including Swan Lake near Sussex Inlet, Lake Albert at Wyangla Dam, Wagga Wagga, Lake Illawarra, Saratoga and others gave families enjoyable sailing holidays. But the best days were always at picnics on Lake Ginninderra with fun races, tall tales and smiling families. Although red sails still colour Lake Burley Griffin the ACTMCA was wound up in 2008 with members now back to MCANSW membership for events.





W. JAFFRAY TROPHY
ACT MIRROR CHAMPION



Champion Jeff Armour sailing Dram Buidheach at the 1978 Adelaide nationals, CYC Journal, October 1978

The W Jaffray Trophy honours Bill Jaffray who introduced the Mirror to NSW in 1965 and won the first National Championship conducted in the ACT in 1970-71.

Year	Boat	Helm	Crew
1970-71	<i>Rosie</i>	Robert Jude	David Jude
1971-72	<i>Fleur</i>	Ray Byron	
1972-73	<i>Dram Buidheach</i>	Jeff Armour	Mark Armour
1973-74	<i>Astra</i>	John Way	Robert Way
1974-75	<i>Astra</i>	John Way	Robert Way
1975-76	<i>Nereus</i>	Alan Cichero	Russell Cichero
1976-77	<i>Astra</i>	John Way	Robert Way
1977-78	<i>Dram Buidheach</i>	Jeff Armour	Kim Armour
1978-79	<i>Argo</i>	Graham Giles	Stephanie Giles
1979-80	<i>Dram Buidheach</i>	Jeff Armour	Kim Armour
1980-81	<i>Lady Lorna</i>	Graham Giles	Greg Giles
1981-82	<i>Lady Lorna</i>	Graham Giles	Greg Giles
1982-83	<i>Selie Voe</i>	Greg Nichols	Andrew Brennan
1983-84	<i>Daiquiri</i>	Andrew Harrop	Andrew Earle
1984-85	<i>Waterborne</i>	Douglas Raftesath	Ben Plummer
1985-86	<i>Rotund Owl</i>	John Kennedy	Judith Kennedy
1986-87	<i>Syncopation</i>	Douglas Raftesath	Byron Lee
1987-88	<i>Simply Living</i>	Stuart Allan	Richard Allan
1988-89	<i>No Worries</i>	Cullen Hughes	Berin Hughes
1989-90	<i>Cherry Ripe</i>	Michael Forster	Daniel Keys
1990-91	<i>No Worries</i>	Cullen Hughes	Berin Hughes
1991-92	<i>The Mouse</i>	Andrew Forster	Tim Howard
1992-93	<i>Ded-Ant</i>	Daniel Keys	Annabelle Mertz
1993-94	<i>Ded-Ant</i>	Daniel Keys	Annabelle Mertz
1994-95	<i>Ded-Ant</i>	Daniel Keys	James Souter
1995-96	<i>Harmony</i>	Peter Russell	Kate Russell
1996-97	<i>Harmony</i>	Peter Russell	Kate Russell
1997-98	<i>Harmony</i>	Peter Russell	Kate Russell
1998-99	<i>Harmony</i>	Peter Russell	Kate Russell
1999-00	<i>Harmony</i>	Peter Russell	Kate Russell
2000-01	<i>Octopussy</i>	Peter Russell	Jean Russell
2001-02	<i>Harmony</i>	Kate Russell	Peter Russell

Since 2002 Mirrors have competed in ACT Championships as part of a general dinghy division.



BILL BRENNAN TROPHY
ACT MIRROR JUNIOR CHAMPION



Michael Forster and Amelia Stuperich flying Cherry Ripe on Lake Burley Griffin, 1988 (photo: Teki Dalton)

The ACT Junior Champion Trophy was introduced in 1981-82 in memory of the late class stalwart Bill Brennan who supported junior sailing in Canberra.

Year	Boat	Helm
1981-82	<i>Lady Lorna</i>	Stephanie Giles
1982-83	<i>Selie Voe</i>	Greg Nichols
1983-84	<i>Lady Lorna</i>	Greg Giles
1984-85	<i>Chatterbox</i>	Andrew Forster
1985-86	<i>Demon's Revenge</i>	Campbell McKay
1986-87	<i>Fast Job</i>	Cullen Hughes
1987-88	<i>Fast Job</i>	Cullen Hughes
1988-89	<i>No Worries</i>	Cullen Hughes
1989-90	<i>Cherry Ripe</i>	Michael Forster
1990-91	<i>No Worries</i>	Cullen Hughes
1991-92	<i>Ded-Ant</i>	Daniel Keys
1992-93	<i>Ded-Ant</i>	Daniel Keys
1993-94	<i>Ded-Ant</i>	Daniel Keys
1994-95	<i>Taniwha</i>	Alistair King
1995-96	<i>More Rhubarb</i>	Andrew Wright
1996-97	<i>Lamborgreeny</i>	Craig Smith
1997-98	<i>Taniwha</i>	William King
1998-99	<i>Octopussy</i>	Ellen Russell

Ode to Seumas Meharg

by Rachael Ross, ACTMCA August 1992

In Canberra's Lake Burley Griffin
 After capsizing I saw Seumas stiffen
 He was being pulled down the lake
 By something that resembled a slimy green snake
 And so I dived down to rescue the lad
 I used all the courage I possibly had
 But when I got down there I had a big shock
 Seumas was in a cage with a big lock
 And all around him were millions of creatures
 They all had gross demented features
 I was scared and started to swim
 Luckily the monsters only wanted him
 When I was safe upon the shore
 I thought about what I had saw
 So when you're sailing on the lake
 Don't capsize for goodness sake.



1989 Balmoral Nationals, Sub-Junior Champions No Worries, Cullen & Berin Hughes (ACT) (photos: Peter Forster)



1990 NSW Champions Cherry Ripe, Michael Forster & Daniel Keys (ACT)

QLD MCAQ

MIRROR SAILING IN QUEENSLAND

The Mirror Class Association of Queensland (MCAQ) was formed at a general meeting held at the home of first president Dr Ian McLean in 1968. Mirrors enjoyed a regular program of “family races” at Queen’s Beach, Humpybong, Oxley, Bribie Island, Southport and the “rubbish tip” at Victoria Point. By 1969-70 Mirrors were regularly sailing at Oxley Sailing Club on Saturdays and Humpybong Yacht Club on Sundays. The MCAQ joined the MCAA in 1970.



Bribie Island Mirror Day 1980 L-R: Meridian, Sue-chelle & Moonbi (photo: Brian Turner)

The first National championship was conducted by the MCAQ at the Sandgate Yacht Club in 1982-83. MCAA President Graham Giles noted in his President’s Report (MCAA Yearbook 1983-84 - “Those of us who attended the National Championships at Sandgate (Qld) last December/January will remember not only the excellent sailing conditions and race management, but also the mighty effort of the numerically small Queensland Association in organising their first National series and all that goes with it. The series was also most notable for the tie for the championship between Tom Fowler and Nick Rogers of Tasmania (with twins Michael and Phillip McKay respectively as crews).”

Nationals have been held in Queensland on five occasions:

1982-83	Sandgate Yacht Club, Brisbane	71 boats including 18 locals
1989-90	Hervey Bay Sailing Club, Hervey Bay	66 boats including 15 locals
1996-97	Lake Cootharaba Sailing Club, Sunshine Coast	66 boats including 21 locals
2003-04	Royal Queensland Yacht Squadron, Brisbane	34 boats including 17 locals
2009-10	Lake Cootharaba Sailing Club, Sunshine Coast	32 boats including 15 locals

Queensland families have enjoyed traveling to National championships around Australia and a competitive group of youngsters has performed well at National championships in recent years under the coaching of Mick Ralph. Queensland National Trophy winners include –Junior Champions – Damien West, Lachlan Gibbs, Andrew Turnbull; Ladies Champion – Rebecca Price (2); Veterans Champion – Mark Brice; Masters Champion – Geoff Conquer; Cruiserweight Champion – John Cook; Harmony Champions – John & Elizabeth Price, Brett Buckley & Amanda Kennedy; and, Siblings Champions – Andrew & Nicole Turnbull (2), Jack & Rebecca Price, Rebecca & Megan Price(2). The Teams Trophy was won by Queensland in 2003-04 at Royal Queensland Yacht Squadron.

John and Kathryn Cook represented Australia in the 1997 World Championship in Canada after a creditable 7th in the 1997 Nationals.

Carol and John Broadbent’s report on the 1995 Devonport Nationals noted “the family and all age mix of people made Mirror sailing so special and, I think, enabled the class to survive for so many years” (MCAQ News February 1995). Families have been at the centre of Mirror sailing in Queensland – the Harmony Trophy was introduced by MCAQ at the Hervey Bay Nationals in 1990 recognising the number of married couples in the Queensland fleet – Peter & Jean Russell from Canberra were the first winners and subsequently named their new boat “Harmony”.

The Queensland racing calendar includes many heads – Head of the Bay (Cleveland YC), Head of the Lake (Lake Samsonvale SC) and the Head of the River (Oxley SC), as well as the State championships in the Queensland sunshine but with the tide always battling the wind. Today (2010) Mirrors are sailed at both the Oxley Sailing Club on the Brisbane River and the Humpybong Yacht Club on Moreton Bay.



Buzz Off (Stan Jones) helped by John Broadbent, Adam & Mark Bateman (photos: Brian Turner)



1983 BYRA Nationals, L-R: Keith Buckley, Mark Brice David Brice and Brett Buckley with Moonbi



1990 Hervey Bay Nationals, Fraser Island sands



2004 Brisbane Nationals, welcome night style



2005 Perth Nationals, five Queensland crews make the trip west to Royal Freshwater Bay Yacht Club



River sailing at Oxley Sailing Club, 2007



Harambee on Lake Samsonvale, 2009 (photo: John Green)



QLD MCAQ
QUEENSLAND MIRROR CHAMPION



GLASSCRAFT TROPHY - QUEENSLAND MIRROR CHAMPION

Year	Boat	Helm	Crew
1970-71	<i>Moonbi</i>	Mark Brice	
1971-72	<i>Jumbuck</i>	Martin McLean	
1972-73	<i>Moonbi</i>	Mark Brice	
1973-74	<i>Go Well</i>	Ian Henderson	
1974-75	<i>Moonbi</i>	Mark Brice	Katherine Brice
1975-76	<i>Moonbi</i>	Mark Brice	
1976-77	<i>Psyche</i>	Don Hughes	
1977-78	<i>Sue-chelle</i>	Nev Kerr	Kevin Carson
1978-79	<i>Rehia Poti</i>	Ralph Newman	John Maxwell
1979-80	<i>Moonbi</i>	Mark Brice	
1980-81	<i>Moonbi</i>	Mark Brice	
1981-82	<i>Temeraire</i>	Keith Buckley	Brett Buckley
1982-83	<i>Temeraire</i>	Keith Buckley	Brett Buckley
1983-84	<i>Scoda</i>	Scott Barber	David Barber
1984-85	<i>Safari</i>	Adam Bateman	Cameron Buckley
1985-86	(no championship)		
1986-87	<i>Wizard</i>	Rod Stendrup	Robert Stendrup
1987-88	<i>Wizard</i>	Rod Stendrup	Robert Stendrup
1988-89	<i>Swavesey</i>	Richard Ford	Jeremy Ford
1989-90	<i>Wizard</i>	Robert Stendrup	Rod Stendrup
1990-91	<i>Wizard</i>	Rod Stendrup	Milly Stendrup
1991-92	<i>Cookaburra I</i>	John Cook	Chris Cook
1992-93	<i>Cookaburra II</i>	John Cook	Katie Cook
1993-94	<i>Wizard</i>	Adam Roberts-Thomson	
1994-95	<i>Cookaburra II</i>	John Cook	Katie Cook
1995-96	<i>Cookaburra</i>	John Cook	Gavin Stanbury
1996-97	<i>Bird of Paradise</i>	Anthony Murray	
1997-98	<i>Wizard</i>	Jared West	Elliot Cunningham
1998-99	<i>Wizard</i>	Damien West	Jessica O'Shea
1999-00	<i>Cookaburra III</i>	John Cook	Patrick Biggins
2000-01	<i>Cookaburra III</i>	John Cook	Patrick Biggins
2001-02	<i>Vigilante III</i>	John Cook	Tom Mullins
2002-03	<i>Osmosis</i>	Lachlan Gibbs	Tim Gibbs
2003-04	<i>Vigilante V</i>	Caroline Pitt	John Collova
2004-05	<i>Reflections</i>	John Price	Megan Price
2005-06	<i>Wizard</i>	Andrew Turnbull	Tom Wilson
2006-07	<i>Wizard</i>	Andrew Turnbull	Tom Wilson
2007-08	<i>Wizard</i>	Andrew Turnbull	Tom Wilson
2008-09	<i>Arrow</i>	Rebecca Price	Megan Price
2009-10	<i>Collusus</i>	Brett Buckley	Joel Cox

Since 2010 no Queensland Mirror Championships have been conducted due to Queensland floods.

