



MANTEN MARINA



TEL: (016) 371-1301
FAX: (016) 371-1157

CK: 1995/04951523
P O Box 30 Deneysville 1932
1 Waverley Road Deneysville 1932

www.mantenmarina.co.za
email: info@mantenmarina.co.za

YACHT INVENTORY

DESIGN	: Extra Dinghy	SAIL NO.	:
L.O.A.	: 3.10 m (12'10")	L.W.L.	: 3.69 m (12.1 ft)
BEAM	: 1.60 m (5'2")	HULL WEIGHT	: 59 kg (130 lb)
DRAUGHT	: c/b up – 15 cm (6")	DRAUGHT	: c/b down 1.1 m (3'6")
DISPLACEMENT	: 77 kg (169 lb)	SAIL AREA	: 8.8m ² (95 sqft)
STEERING	: Tiller	KEEL	: Centreboard
MATERIAL	: Plywood	BERTHED	: Manten Marina
BUILDER	:	DESIGNER	: Jack Holt

DESCRIPTION: The Miracle is a **small dinghy sailboat popularized in the United Kingdom**, and designed by Jack Holt — one of the last for the well-known designer. The Miracle design represented the culmination of lessons learned from his many previous designs. **CREW:** 1-4

RIG:

Mast	1
Boom	1
Standing Rigging	Y
Running Rigging	Y
Spinnaker Pole	?



SAILS:

Main	1
Jib	1
Spinnaker	1

DECK HARDWARE:

Cleats	Y
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SAFETY EQUIPMENT:

Life Jackets	1
Bailing Bucket	1

EXTRAS:

Trailer	1
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SISTERHIP



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PRICE: R 5 000.00

N.B. The above information is to the best of our knowledge correct. Manten Marina cannot be held liable for the condition of equipment or for any items on the inventory being absent from the boat. The onus is on the purchaser to check the inventory of the craft and to satisfy himself that all the necessary sale requirements have been met.

<http://www.classicboat.co.uk/class-notes/the-miracle/>

The Miracle is the Mirror dinghy's big sister. Designed in 1975 by Jack Holt, the 12ft 9in (3m) dinghy was conceived along similar lines to the Mirror, and was intended to be a general purpose boat that was cheap to buy, and which could be sailed by the whole family.

Around 4,000 Miracles have been built – many world-class sailors honed their skills in the dinghy.

Like the Mirror, the Miracle was originally sponsored by the Daily Mirror, which wanted to “bring the cost of sailing down to as low a level as possible” and make it accessible to the general public. Jack Holt was unarguably the UK's leading dinghy designer at the time, and had already produced the Mirror, in conjunction with Barry Bucknell, and the Enterprise, the GP14 and the Cadet.

He was commissioned to design the new dinghy, and Barry Read – “a young, but very experienced boat builder” according to the Miracle brochure – was brought in to revamp the construction techniques.

It was designed for professional and amateur construction, and was initially available as either a complete boat built by Bell Woodworking Co of Leicester, as a bare hull for fitting out, or as a kit for home-building.

Like Holt's other designs it was built of marine ply but the new techniques devised by Read made it incredibly easy to put together. Each ply panel came with a series of tabs, which could be slotted into holes on the corresponding part.

The panels were then epoxied in place, and when the glue was dry, the tabs were faired flush. Hard chine lends itself to this sort of construction, but it also meant that the skills required to build a Miracle were within most people's capabilities.

Later, professionally-built wooden Miracles were superseded by composite boats, with GRP hulls and wooden decks, before complete glassfibre boats, which offered minimal maintenance, were produced.

The Miracle proved to be a great boat for family sailing. It was just that bit bigger than a Mirror, so there was room for the whole family on board, but it was still suitable for sailors of all abilities. The 23sq ft (2.1m²) jib was small enough to be manageable by younger, less experienced crew, yet there was enough power in the 72sqft (6.7m²) bermudan main to produce a good turn of speed on the race course.

An optional spinnaker was also offered, and today there is a healthy series of events around the country for the class. The boat is also light, so can be easily launched and retrieved and towed behind an average-sized car.

New Miracles are still being built today, albeit in small numbers, and there is a good market for secondhand boats too. They vary in spec and condition, depending on their construction and age, and whether they were professionally or amateur built, but there are usually some bargains to be had.

If buying a second-hand wooden Miracle, look out for blackening of the timber or failing paint and varnishwork. This usually indicates water ingress, and, if extreme, may affect the integrity of the hull. The area in way of the mast is also often a weak spot and epoxy-taped seams may need attention. The beauty of ply-built boats of this type is, however, that it's relatively easy and inexpensive to carry out repairs.

Shirley Robertson

Double Olympic gold medal winner Shirley Robertson learned to sail in a Miracle at the age of seven on Loch Ard in Trossachs, Scotland.

Initials

Mirror relations

The Miracle is not the only sister to the Mirror to have been built. A 14ft 6in (4.4m) version – the Mirror 14, designed by Peter Milne – was introduced in 1970, and a Mirror 16 was designed by Jack Holt and Barry Bucknell as a “cruising and camping dinghy”. It was later joined by the sturdier 18ft 9in (5.77m) Mirror Offshore.

Price

Miracles are relatively cheap. Reasonable quality boats can be picked up for as little as £500. For higher-spec Miracles, expect to pay between £1,000-£3,000. Look for boats that have been epoxy-coated, as these generally require less maintenance and are often in better condition.