

NEWSLETTER OF THE MIRACLE ASSOCIATION

THE 1980 NATIONALS

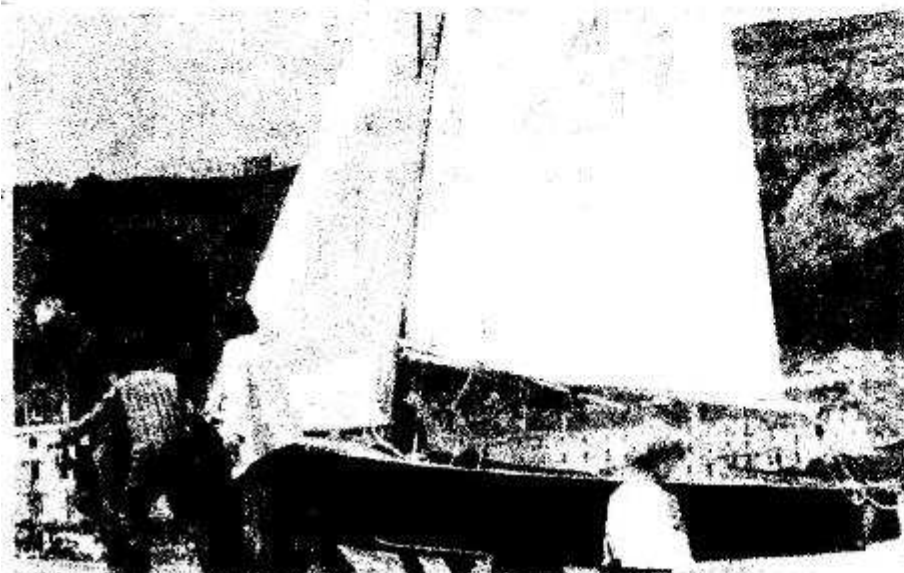
Graeme Castle, crewed by Paul Huett, won the 1980 championships

Although Graeme won three of the five scheduled championship races Friday's race could have produced a different result.

A FULL REPORT INSIDE.

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OPENS

South Shields... Sept 6 and 7th.

ERNIE JOHNSON, 14, WINDERMERE GARDENS, WHIDAM, NEWCASTLE ON TYNE.

TELEPHONE: 883708

I.C.I. Slough..... Oct 4th.

ERIC JONAS, 106, NURSERY ROAD, TAPLOW, MAIDENHEAD, BERKS.

1st. RACE 11 a.m.

Leigh Sept 28th.

I.T. WILLIAMS, 2, NEW ROW, MOSLEY COMMON, WORSLEY, MANCHESTER. M28 4BE.

LAKE SITUATED: GREEN LANE, OFF SANDY LANE, LOWTON ST. MARY'S,
LEIGH, GREATER MANCHESTER.

NATIONAL CHAMPIONS

1976	<u>D.Beere</u> <u>R.Beere</u>	316	Paula	I.P.C.Y.C.	Datchet Water
1977	<u>R.Cage</u> <u>L.Muggins</u>	1555	Precipitated	Worthing Y.C.	Sovereign S.C.
1978	<u>S.Lubner</u> <u>D.Lubner</u>	2233	Aurora	North Lincs.S.C.	Ullswater
1979	<u>H.Prangnell</u> <u>J.Prangnell</u>	1785	All Seasons	Fishers Green S.C.	Plymouth
1980	<u>G.Castle</u> <u>P.Huett</u>	2222	Duckles	Draycote Water S.C.	Llandudno



ROYAL YACHTING ASSOCIATION

R.Y.A. NATIONAL YOUTH RACE TRAINING SCHEME.

The National Youth Race Training Scheme has been operational within the United Kingdom now for 2½ years, the main aim of the scheme being to raise standards of yacht and dinghy racing within the country in the future.

It is a realistic fact of life that we as a yachting nation are no longer number one in the world, and that the only way we shall get back to the top is by training our youth -and the younger they start, the better for them-and for us- in the long run.

The National Scheme is broken down into three levels of race training as well as three levels within a national structure and these are:-

RED BADGE Elementary youth racing course
WHITE BADGE Intermediate youth racing "
BLUE BADGE Advanced youth racing course

The family tree of progression is:-

CLUB LEVEL Elementary/Intermediate race training.

REGIONAL LEVEL Intermediate/Advanced race training.

NATIONAL/
INTERNATIONAL Advanced race training.

This training scheme may also be used within a Youth Class Association under the direction of the Class Training Committee and nominated Class Coach.

At Club level of race training, a young sailor can be recommended for a regional course by his/her trainer to the Regional National Coach.

At regional level, a young sailor can be recommended for a national course by his/her Regional National Coach. This recommendation will be made to the National Racing Coach, who will then accept names for the Advanced National Youth Training Courses. A youngster may also be recommended for these courses through the Class Associations using the training scheme.

Although we would like to see race training taking place in all the youth classes, we must also look towards the National and World Youth Championships, and to that end this is how we see a youngster making a logical progression through his/her racing career:-

<u>Singlehanded</u>	<u>National</u>	<u>International</u>
1. Contender	1. G.P.14	1. F.D.
2. Finn	2. Albacore	2. 505
3. Laser **	3. Enterprise	3. 470/Fireball **
4. Europe **	4. Merlin Rocket	4. 420 **
5. Topper	5. National 12	5. Mirror/Cadet
	6. Firefly	

OPTIMIST

** Boats used in both National and World Youth Championships.

Racing Instructor Courses.

To get the scheme operational, racing instructor courses are being run at regional level, Club level and also within Class Associations. Anyone wishing to attend such a two-day course should contact their Regional National Coach or the National Racing Coach at the RYA.

Jim Saltonstall
National Racing Coach,
Royal Yachting Association,
Victoria Way,
Woking,
Surrey,
GU21 1EQ.

Telephone: 048-62-5022



"CHANGING ROOMS Competitors are advised to arrive changed. There will, however, be limited changing facilities at the Clubhouse."

Llandudno S.C.

Youth Hostels Association

(England and Wales)

Open meetings seem to be less well attended this year probably because of the very high cost of petrol. There is very little that can be done about petrol charges but it is possible to reduce the overnight costs if time and distance make an overnight stay inevitable. Camping is perhaps the cheapest although it is sometimes possible to lodge with sailing friends which is probably cheaper. One year we travelled to South Shields for their open meeting. The journey is too much for one day so we needed over night accommodation for two nights. We travelled up on Friday, sailed all day Saturday and returned home on Sunday. We had earlier joined the Youth Hostel Association as a family and were able to book a family room for four for the weekend. The hostel was clean and the people friendly but most important it was very inexpensive. You are expected to do a small job of work before you leave but often this does not take more than ten to fifteen minutes and is fairly light work. We cooked our own food in the members' kitchen so that we could have our meals at times to suit ourselves. There are usually several cookers and sinks in the hostel kitchen and everything including cutlery is provided. The hostel in Newcastle was once a hotel so we were able to cook breakfast in the hostel kitchen and eat it in the rather splendid dining room.

MEMBERSHIP CHARGES

5 to 15 years old	£1
16 to 20 years old	£2
over 21 years old	£3
Family membership (includes both parents)	£6 (all children then free)

Grading of Hostels Hostels are graded roughly according to the facilities they provide. The grading of each hostel is shown against each hostel, in the centre column. Please make sure when booking you send the charge for the appropriate grade.

Value Added Tax At most hostels VAT is payable on all hostel charges except lunch packets. The charges for these hostels, including VAT, are shown below under the heading 'VAT hostels'.

Some of the smaller or lesser used hostels are exempt from VAT. These are marked 'non VAT' in the hostel details immediately after the grading in the centre column. The charges for these hostels are shown below under the heading 'Non VAT hostels'.

Hostel Charges 1980

VAT Hostels

Overnight Fees:

Grade	Young	Junior	Senior
Simple	£1 10	£1 40	£1 65
Standard	£1 35	£1 80	£2 00
Superior	£1 50	£1 90	£2 25
Special	£1 85	£2 10	£2 80
London:			
Holland House	£2 25	£2 80	£3 10
Center Lane, Earls Court, Hampstead Heath	£2 00	£2 35	£2 80
Highbury	£1 65	£2 10	£2 80

Meal Prices:

Evening meal	£1 15
Breakfast	95p
Lunch Packet	60p

Sleeping Bag Hire

50p

Camping At those hostels where camping is permitted, the charge per person is half the senior overnight fee for the hostel concerned, irrespective of the age of the member.

Car Parking at Hostels The parking of motor vehicles has been authorised in the grounds of certain hostels, where indicated in the Handbook details.

Motorcars (any 3- or 4-wheeled vehicle up to and including a minibus) .. 30p per hostel, up to 7 days
 Motorcycles (any powered 2-wheeled vehicle) .. 15p per hostel, up to 7 days
 Coaches (larger than minibuses) .. £2.00 per hostel, up to 7 days

The Association does not accept liability for loss or damage to cars or their contents while parked at hostels.

Non VAT Hostels

Overnight Fees:

Grade	Young	Junior	Senior
Simple	95p	£1 20	£1 45
Standard	£1 15	£1 40	£1 75
Superior	£1 30	£1 65	£1 95

Meal Prices:

Evening meal	£1 00
Breakfast	85p
Lunch Packet	60p

Sleeping Bag Hire

45p

Camping At those hostels where camping is permitted, the charge per person is half the senior overnight fee for the hostel concerned, irrespective of the age of the member.

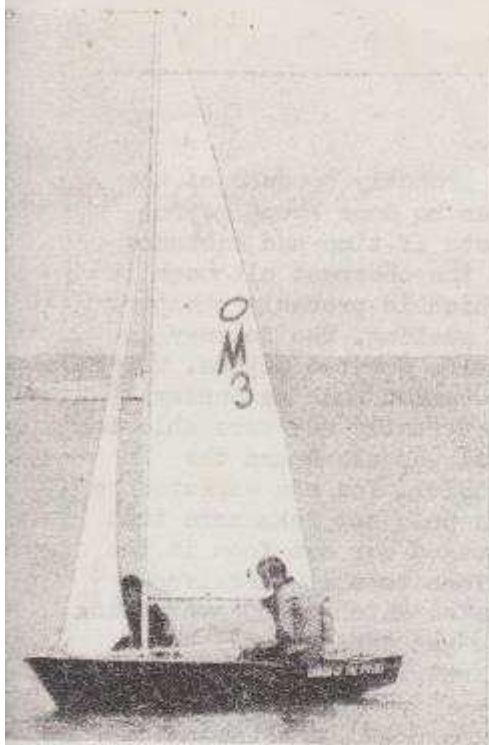
Car Parking at Hostels The parking of motor vehicles has been authorised in the grounds of certain hostels, where indicated in the Handbook details.

Motorcars (any 3- or 4-wheeled vehicle up to and including a minibus) .. 26p per hostel, up to 7 days
 Motorcycles (any powered 2-wheeled vehicle) .. 13p per hostel, up to 7 days
 Coaches (larger than minibuses) .. £1 74 per hostel, up to 7 days

The Association does not accept liability for loss or damage to cars or their contents while parked at hostels.

Y.H.A.
 TREVELYAN HOUSE,
 ST. ALBANS,
 HERTS.
 ALI 2DY.

Youth Hostels Association
(England and Wales)



LONDON '80



LLANUDNO 1980.

The very first Nationals that I took part in were held at Helensburgh in Mirrors. I had been sailing a Mirror for a couple of years and decided to make an effort and try out sea-sailing and sailing in a large fleet. At that time I usually finished two or three boat lengths behind our Club Champion so that I expected that he would probably be in the first ten and I would likely finish in the first twenty. When we arrived at Helensburgh the first person we met was Derek Beere. I know enough about Mirrors to realize

that Derek was one of the top Mirror sailors and when he showed me his boat and explained that he had recently painted his garage and used the left-over paint to paint his Mirror my confidence took a giant leap forward! I had

very carefully prepared my boat buying only the very best Marine paint and applying it strictly to the instructions. Well the end of

the story is predictable. I saw Derek close by as we went through the 'gate' but he finished third or fourth and I finished some time after a cool one hundredth and fourteenth! I have always been convinced that as Derek passed behind the Committee Boat that little flakes of old varnish were peeling off his boom, mingling with his pipe-smoke and drifting on to leeward.

We did a little better in Miracles when we first started but I have always taken great care when preparing my boat. What is perhaps interesting is that each year, as I gain more and more experience, I do less and less well. I haven't missed a Miracle Nationals yet and I

intend joining the hassle again in 1981, but I will have to settle for the fun of taking part and meeting old friends in the dinghy park. Our Vice-Commodore came to Llandudno as a spectator. During the week he made no criticism of my sailing but towards the end he took me on one side away from our other club members. He explained that he had given up competitive sailing twenty years ago when he reached his forty-third birthday. He then asked me my age.

I was forty-three the previous Saturday! At our first Nationals



My son Richard was very reluctant to put up the spinnaker. This year he was sailing a boat himself and the last thing I remember as I began to roll over was my youngster flying past with his spinnaker flying and asking if I needed his help!

This year was one of the best Nationals that I have attended - even my wife enjoyed it. The Miracle fleet seems to attract the friendliest of people. I can't remember hearing any arguments on the water and it is perhaps significant that there were no protests during the entire week.

I have resolved to give up competitive sailing but I shall keep sailing at the Nationals.

Phil Twining. MM2599



Having just returned from a most enjoyable visit to the Miracle National Championships, Llandudno, I was prompted to write to 'Halo' about the spinnaker system we used and which I was informed was out of class. (Thursday evening). I have reread the rules and must confess that I cannot see where this basic system contravenes the regulations. It

SPINNAKER POLE

SYSTEM

Jonathan Ward 2776

appears to me that the only query could be over the word or meaning of 'stowage or clip'. Whether this is a piece of plastic tube on the boom or in my case a rope or cord on the mast,

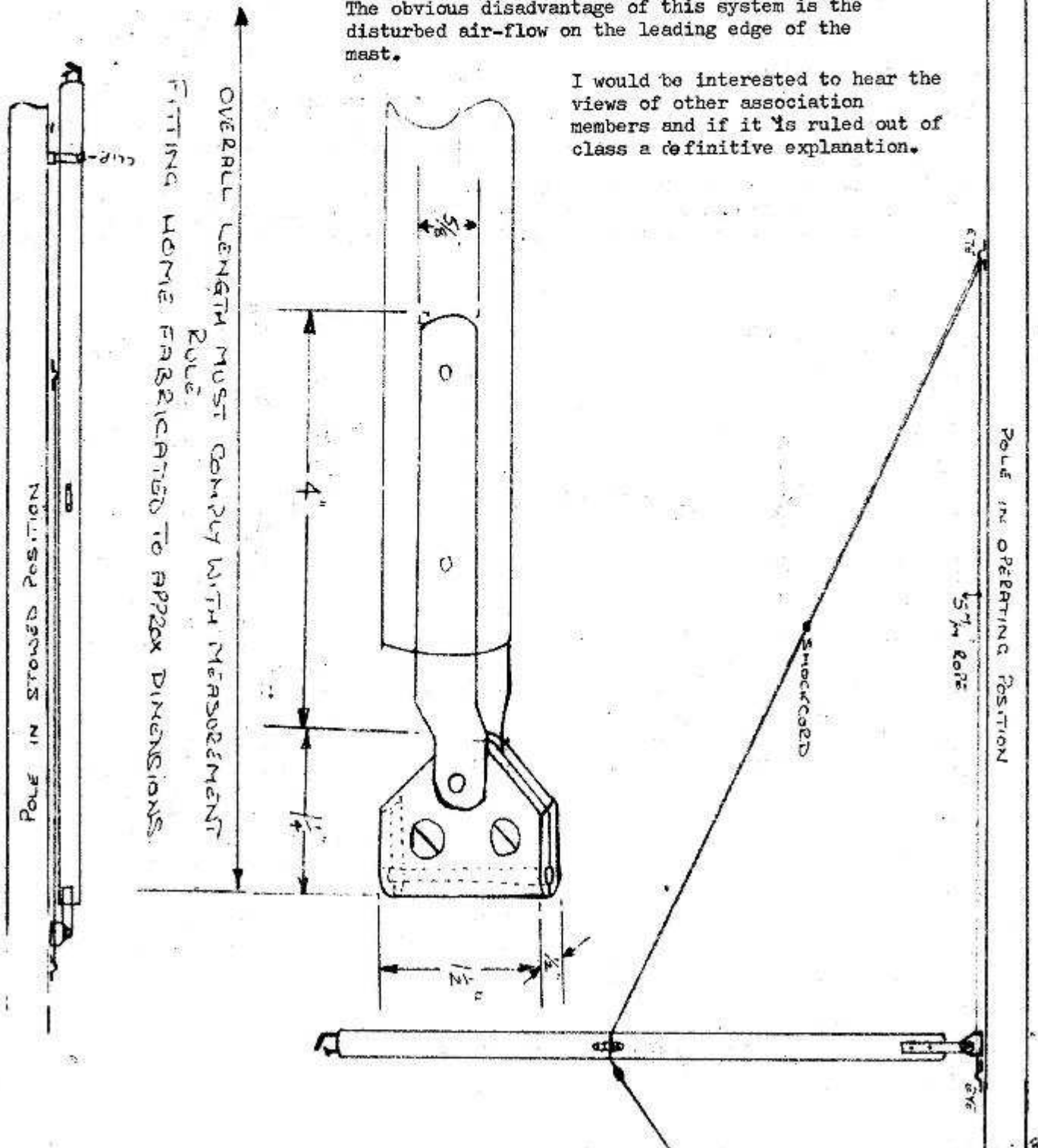
where one end of the pole is permanently stowed on the mast. I admit that the rope cord strop on my mast was changed to a wire strop for the Nationals and linked to the top eye with a bottle screw. But this assembly was in no way tightened up to promote extra stiffness as was suggested. The prime reason for this change was, as it was my first time on the

sea I wanted to cut down the chance of breakage.

I find this system very efficient, easy to use and for young crews very safe as the crew has not at any time a pole wavering in the air trying to find the stowage loop.

The obvious disadvantage of this system is the disturbed air-flow on the leading edge of the mast.

I would be interested to hear the views of other association members and if it is ruled out of class a definitive explanation.

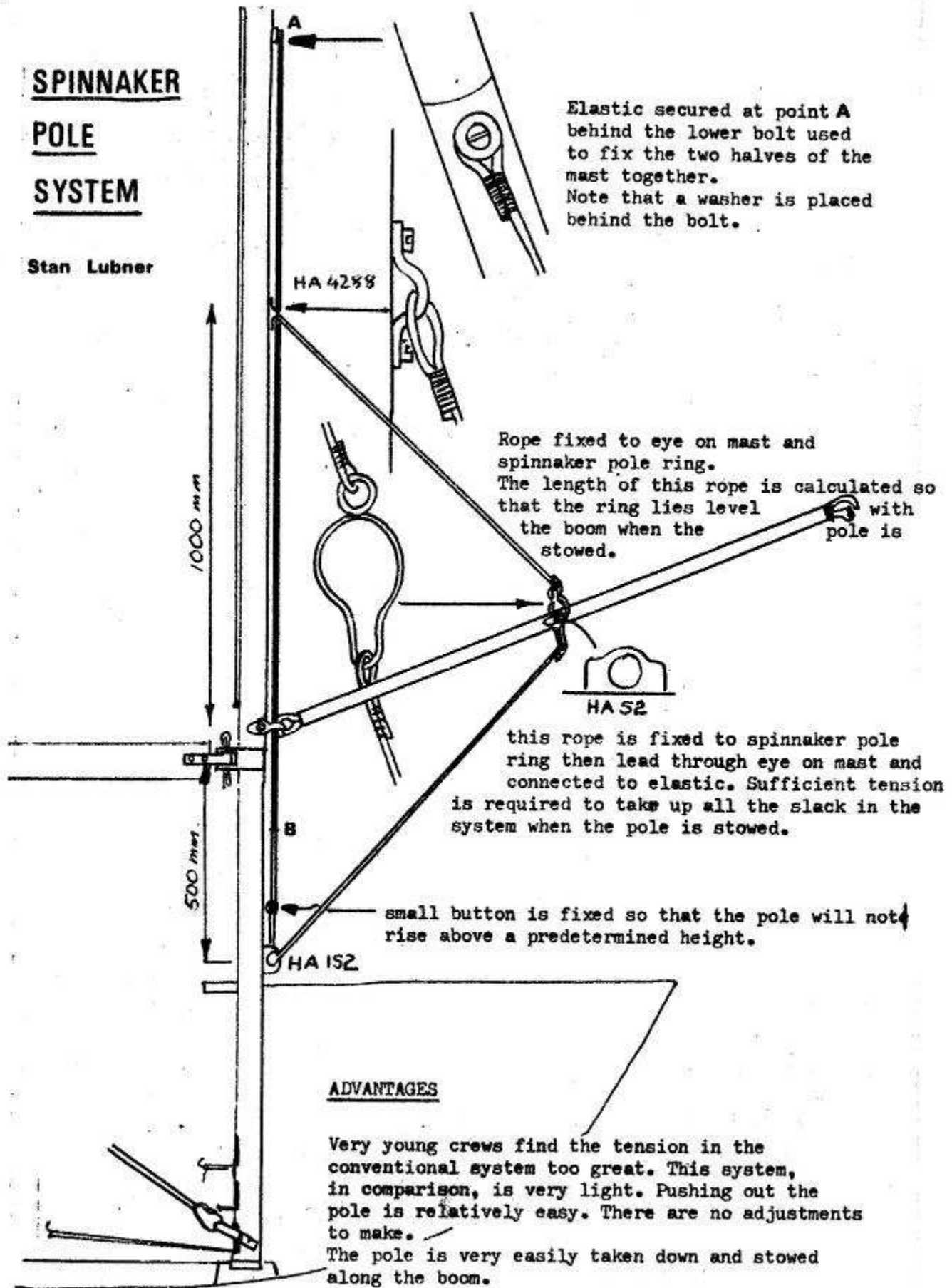


SPINNAKER

POLE

SYSTEM

Stan Lubner



NORTH LINCOLNSHIRE S.C. MIRROR/MIRACLE
OPEN. JULY 12TH 1980



Ken Price relaxes during one of the many postponements. (Llandudno 1980)



The Smiths put up a good performance in their immaculately prepared boat. (Llandudno '80)



A beautiful sight - but they are all Graduates ! (Llandudno '80)

Perfect sailing conditions and a Miracle entry of seventeen boats ensured an excellent days racing on the Mere. Several clubs were represented from as far afield as Rugby and Windsford Flash with a home-club entry of 11 boats.

The strong wind made it possible for the O. B.'s to set clear courses without delays to the programme and this avoided the frustrations associated with postponements suffered at recent open meetings. There were no recalls and the standard of sailing was very high indeed.

There are still a few sailors who regard the spinnaker as a handicap and are thus inclined not to use it. The leading boat, helmed by Paul Taylor, moved into an early lead and maintained it throughout the race, even though he was hard pressed at times by Chris Owen from Winsford flying his spinnaker on what turned out to be very fine reaches. Paul had the advantage of sailing on his own patch having sailed there for many years in Grads. and Ents. but finally Chris worked out the particular local variables and using his spinnaker to advantage took the last place pushing Paul into second.

Peter Skilton and Mike Ashley had a close battle in every race and finally finished level pegging on points at the end of the day. Mike took third position using the result of the last race as a tie-breaker. Youngsters who usually crew were given the chance to helm and between them they collected some good results. In what must have been for them, fairly heavy going. Young Jonathan Ward from Hoveringham came determined to do battle with Richard Twining after loosing to him by only one point at the recent youth open at Newark. Richard managed a creditable 6th. in the first race with Jonathan two places behind but in the following races three capsizes put Richard outside any chance of beating his young rival. Nigel Codd also put up a good performance with the Kernon brothers chasing hard all the time. Terry Castle represented Draycote in the event and having sailed so well in the Northerns looked fast enough to be in the prizes, but gear failure followed by a spectacular capsized put him out of the running although he was always up with the leaders.

Generally it was an excellent meeting, well supported and very encouraging for the home club after the disappointing turn-out for the Northerns.

'SPINNAKER FITTING AND FITTINGS' OR 'LET IT ALL HANG OUT'

I marked my ballot form against the adoption of a Spinnaker and in retrospect I think many of my reasons have been justified. Principally, I argued that the cost and complexity was not justified by potential improvements in off wind performance and the sheer difficulty of handling this third sail up and down detracted from the pleasure of club racing. So long as inept handling retarded rather than accelerated those members of the fleet who were quick to experiment with a spinnaker I felt confirmed in my opinions. As they gained experience it became even more difficult to maintain my position on the downwind legs and broad reaches. Boat lengths of lead strenuously gained on windward beats were hopelessly defended on the runs and the inside position on the mark invariably lost. Even when the next beat was started without a change in position the pressure of following boats always close on my transom at this point became intolerable and conducive to poor sailing and abuse of the crew. Ultimately I drifted into a reluctant "if you can't beat 'em join 'em" attitude and I belatedly tackled the problems of fitting this accursed sail.

As chance would have it, 'Duckles' was replacing her spinnaker in preparation for the Nationals at Llandudno and her cast off seemed like a cost effective acquisition at £18 inclusive of numbers. A local Fireball maniac assured me that bags were in and chutes were out and I purchased these at £1.50 each inclusive of VAT. I have subsequently discovered that bags are favoured by some helms in the Fireball Class for reasons not directly applicable to the Miracle which is possessed of greater

freeboard and does not ship the same amount of sea water through its chute. However, I have preserved my decks from mutilation and also the security of the front tank buoyancy. Additionally I have saved a weight penalty of, typically, 2lbs. for the fibreglass type of tube and chute. The bag system, however places a larger share of effort on the crew's shoulders. Some helms may regard this as a further advantage (I count myself among them) but is definitely not well suited to boats crewed by young children as child labour is illegal in this country.

The modifications to the mast were carefully researched and position of the spinnaker sheave at the foot of the mast must allow the spinnaker halyard to pull through below the point of attachment of the kicker. This is achieved by moving the mast fitting for the kicker strap approximately 1½" higher up the mast. The existing pop rivets must be drilled out and a pop rivetting tool was costed against my spinnaker project at £13.50. The position of the top sheave is limited by a maximum in the rules of measurement, but I could gather no advice on the merit or otherwise of positioning it below this limit. In the event I opted for a position as close to maximum as I could achieve without creating difficulties for the class scrutineers. The sheaves were donated by a Miracle owner who had suffered a mast failure earlier in the season. The shopping list was completed with the following items:

Lacing eyes	4 (LD268)
Cam cleat & fairlead	3 (LD3930)
Mini cam cleat	1 (LD596)
Halyard blocks	2 (LD300)
" "	2 (LD3404)
Halyard	12m (LD1846)
Sheets and Guys	12m (LD3879)
	12m (LD3880)
Shockcord ¼"	2m (LD1004)
¾"	8m (LD1002)

Spinnaker ring	1 (LD892)
Bullseye	1 (LD352)
Stay adjuster & guy jammer	2 (LD4578)
D shackles	5 (LD4231)

These items cost £36.50 and the equivalent LD Store Cat. No. given to assist anyone wanting to make the same sort of mistakes I did.

Finally I indulged myself in an extravagant spinnaker pole with piston ends £11.00, although, I expect an old chair leg would be just as effective.

Total cost of spinnaker fitted was £82.

Stowage of the spinny pole on the boom is fashionable and terylene toestrap webbing soaked with resin was formed into a loop and pop rivetted into place to carry the pole. These various items of gear were dispersed about the boat as shown in fig.1. not entirely at random but not entirely without error (spinnaker buffs please send list of errors to HALO editor for publishing in his next issue if he can spare a few pages or so.)

So far, so good, but there remained only two weeks to the Nationals and gales cut short the time available for assimilation of technique to a single Sunday only. As a matter of fact the terse exchanges twixt helm and crew which followed the command "Up spinnaker" on the first practice runs led to mutiny and a couple of races single handed. Goddammit. Its straightforward enough isn't it..

1. Free the guys and sheets.
2. Unstow the pole
3. Clip on the guy.
4. Clip pole on mast.
5. Scoop up the sail in both arms and project upwards and outwards with the necessary velocity to carry it forward around the jib if it happens to be stowed in the 'wrong' bag e.g. starboard bag for a starboard reach or run. N.B. The helm hoist the halyard at this point in the operation.

(over)

6. Trim the guy and hook on the reaching hook.
 7. Adjust the sheet to suit the apparent wind. Not forgetting to up plate, open bailers, cleat the jib and possibly sit out hard as well. Any half trained crew can do it. The helm, sitting on the guy, is understandably frustrated if the time taken to complete these few simple manouvers exceeds the time taken to reach the wing mark. Meanwhile the spinnaker sail is flapping a regular 'FLICK-FLACK-FLICK-FLACK' and allowing boats without the disadvantage to pass to both lee and weather sides. Taking it down is more fun!

1. Unclip and stow the pole.
 2. Uncleat the sheet.
 3. Haul the guy and gather the foot into neat folds.
- N.B. The helm uncleats the halyard at this point.
 4. Pull down the sail and stow it in the bag.

Don't forget to down plate, close bailers and tack or gybe as the course demands. By this time the crew (if you still have one) is somewhat frustrated.

Now on the beat, the spinny pole may slip forward and catch the jib sheets mid tack spoiling the neatest of practised roll tacks, it also has a sting in its tail since at the slightest whim

it will hook up under the helm's life jacket and hoist him overboard. This latter trick can be countered by wearing your spraysuit over your bouyancy aid. Another feature is the mischeivous way the spinnaker sheet will flick over the end of the boom as the sail is lowered disabling the boat completely in all but the lightest airs. Also the knot on the end of the guy will suck irretrievably out beyond the flap of the Elvstroms.

Of course, I suppose, these elements are what constitute the substance of the 'more interest for the crew' argument put forward by the pro-spinnaker faction. During the course of the National Championships at Llandudno more advanced spinnaker handling problems were encountered by attempting to fly it between the jib and the forestay, between the spinny pole

and its piston end control line, underneath the jib, underneath the boat...and other assorted variations on conventional technique. Our most important equipment on board proved to be a very sharp knife and both the guy and sheet were several decimeters shorter after we had repeatedly cut ourselves free of tangled cordage.

Wednesday's race, you will remember, started late, in my case shortly after I had begun to doubt my reserves for even sailing back to the promenade. It blew a variable 4 to 5 and the dead run back from the windward mark produced perfect conditions for spinnaker flyers! On this leg I discovered that a really efficient 'crew queller' must be carried in addition to normal equipment if effective spinnaker handling is to be encouraged in such conditions. I am sure that consequent on the success of adapting the spinnaker for use on a Miracle (or was it vice versa?) a suggestion that we ammend the rules of measurement to carry a blooper will meet with

resounding enthusiasm (providing we organise 3 or 4 postal ballots.)

As the Chairman noted at Llandudno "Despite the spinnakers we were up to 13 minutes slower than the Grads per lap for comparable boats." Perhaps he should have said, "Because of our spinnakers..."

Perhaps my short experience is untypical or (hopefully) my early problems will disappear when my crew becomes more familiar. Does anyone out there share similar problems? Do all experienced spinnaker flyers have a secret system which obviates these difficulties which they are willing to divulge? Or is it a straightforward case of 'stiff upper lip'?

PETER SKILTON

Silver Lady

M 1998



LEIGH OPEN MEETING

Green Lane, off Sandy Lane, Lowton St. Mary's,
 Leigh, Greater Manchester.

SUNDAY, 28th. SEPTEMBER 1980

I.T. WILLIAMS, 2, NEW ROW, MOSLEY COMMON,
 WORSLEY, MANCHESTER. M28 4BE.

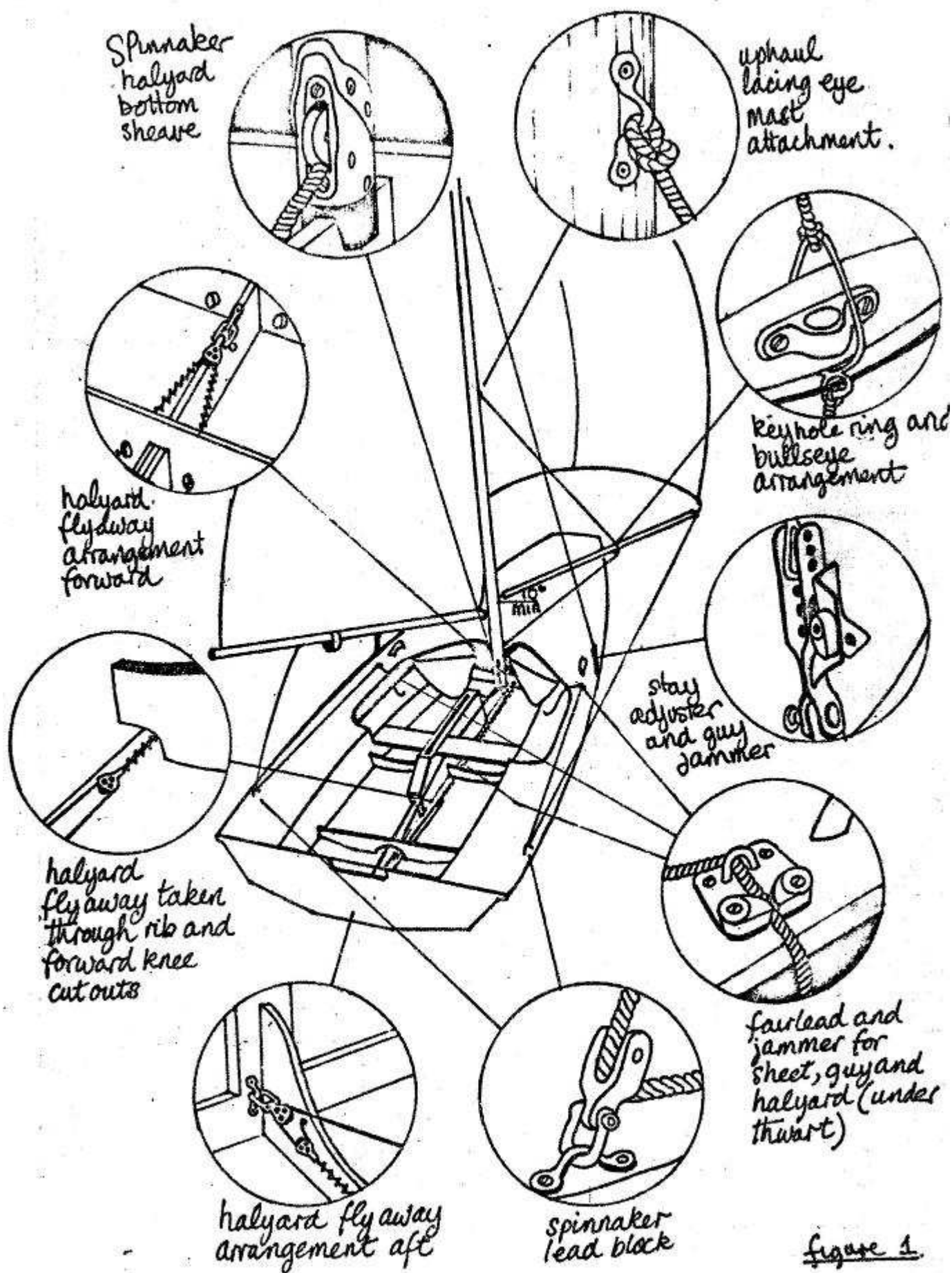


Figure 1

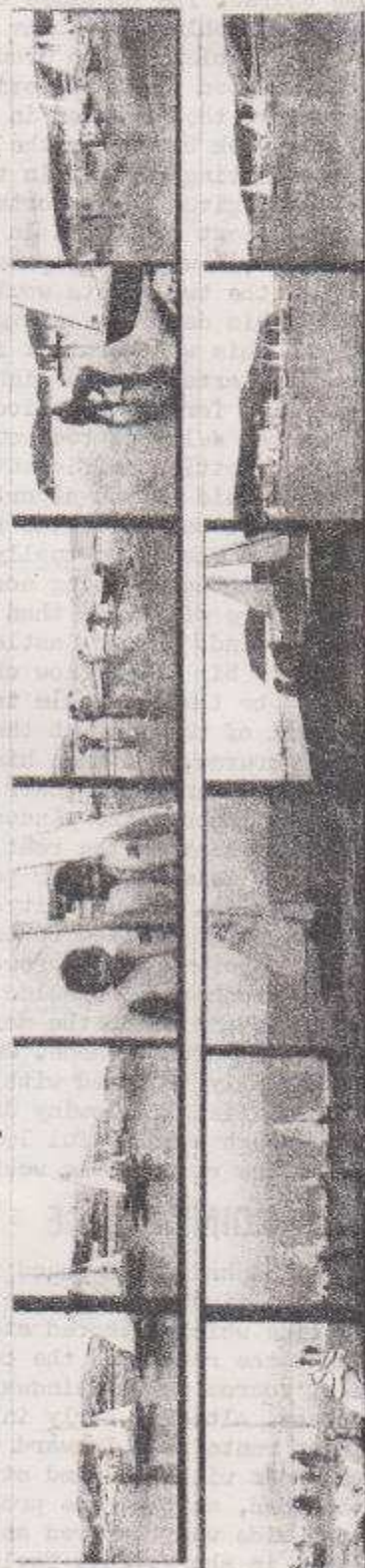
NATIONAL CHAMPIONSHIP

full results 1980

1st	2222	Duckles	G. Castle	P. Huett	Draycote Water	1	5*	1	21
2nd	1202	Chris Cross	P. Taylor	H. Yule-Smith	North Lincs.	2	2	2	6*
3rd	1188	Sliathy Tove	C. Owen	G. Owen	Winsford Flash	6*	3	3	2
4th	3	Origin of the Species	S. Gray	I. Pearson	Midland	5*	7	5	3
5th	562	Asterix	J. Wilson	A. Wilson	Redditch	4	6	6*	8*
6th	2775	Thunder Child	T. Smith	N. Price	I.P.C.Y.C.	12*	4	4	5
7th	2785	Wizardry	H. Frangnell	J. Frangnell	Fishers Green	3	11	11	4
8th	2761	The Other Woman	C. Maxfield	P. Stubbs	Winsford Flash	10*	7	9	18
9th	2345	The Magic One	A. Sawyer	S. Sawyer	Winsford Flash	8	8	10	20
10th	1052	Sea Jay	C. Palmer	A. Palmer	Redditch	27*	10	7	26
11th	316	Paula	D. Beere	R. Beere	I.C.I. Slough	7	9	13	29
12th	2713	Wizard	D. Southwell	I. Southwell	Leigh	9	16	R*	33
13th	2308	The Falcon	D. Fittion	L. Nichols	Leigh	11	13	17*	34
14th	1829	Harmony	P. Stewart	H. Raggart	Draycote Water	15	21*	16	42
15th	2437	G. B.	J. Ward	S. Bennett	Hoveringham	29*	17	15	48
16th	2131		M. Hassall	A. Hassall	Draycote Water	14	R*	11	48
17th	431	Spring Fever	K. Price	J. Price	I.P.C.Y.C.	23	14	R*	52
18th	2905	Nitram	G. Huett	M. Huett	Draycote Water	18	24*	18	54
19th	1458	Paws	R. Paish	N. Paish	Segas	17	R*	21	59
20th	2857	Dagmar	D. Smith	N. Smith	North Lincs.	20	R*	22	59
21st	2233	Magic	M. Ashley	D. Ashley	North Lincs.	17	R*	18	60
22nd	889	Sumaren	R. Clarkson	M. Clarkson	Shropshire	30	R*	28	61
23rd	1999	E.L.O.	R. Fitzpatrick	K. Fitzpatrick	Wilsonian	13	12	25	62
24th	1998	Silver Lady	P. Skilton	E. Waite	North Lincs.	43*	22	19	63
25th	2610	Louise	N. McKeand	L. McKeand	Wigan	30*	22	23	66
26th	2613	Bertrude	B. Boardman	M. Kelly	Leigh	37*	19	24	67
27th	63	Daedalus	J. Miller	P. Colin	Shropshire	22	47*	20	68
28th	2770	Aurora	R. Twinning	J. Hardman	North Lincs.	25	R*	14	72
						21	28	23	



29th	2779	Luff Is	A. Catto	N. Catto	Leigh	R	26	32	15	33*	73
30th	124	Hot Dog	S. Fischer	T. Sturgess	I.C.I. Slough	7	28	44*	19	27	74
31st	2522	Krill	M. Allen	S. Gubbins	Kelly College	10	24	35*	26	26	76
32nd	2186	Ladybird	P. Pitton	M. Southwell	Leigh	R	16	27	R*	35	78
33rd	888	Oo Dat Dare	A. Brown	S. Hinks	Sutton Bingham	R	31	33*	20	32	83
34th	2599	It'll Never Catch On	P. Twinning	G. Taylor	North Lincs.	R	32	42*	29	30	91
35th	2183	Nimbus	J. Kelly	S. Kelly	Leigh	R	33	31	R*	29	93
36th	350	Rent a Mouth	R. Richardson	S. Richardson	I.C.I. Slough	R	19	46	30	R*	95
37th	1669	Ameryllis	D. Crowe	S. Crowe	Redditch	R	34	28	33	R*	95
38th	16	Sweet Sixteen	G. Jonas	E. Evans	I.C.I. Slough	R	36	26	R*	36	98
39th	1766	Itms	J. Atherton	I. Braithwaite	Leigh	9	41*	38	31	38	107
40th	322	Maydit	D. May	J. May	Broadwater	R	35	24	R*	DNS	112
41st	1955	Oui C'est Ca	F. Haywood	C. Haywood	Draycote Water	R	42	41	R*	31	114
42nd	1067	Jacs	C. Back	S. Back	Sutton Bingham	R	50*	50	27	37	114
43rd	2028	Red Alert	F. Jones	M. Jones	Leigh	R	39	43	R*	34	116
44th	1803	Konch	S. Kings	R. Gowing	Kelly College	R	38	34	R*	R	124
45th	2435	Vee Jay	T. Birtwhistle	M. Dickinson	North Lincs.	R	49*	37	R	39	125
46th	2019	Earwego	T. Pearson	S. Marlow	Mid Warwickshire	R	R	DNS*	32	42	129
47th	1597	Tinc Vere	R. Ferguson	V. Ferguson	Crawley Mariners	R	45	45	R*	41	131
48th	1819	Elalze	A. Rennie	M. Sennett	North Lincs.	R	48	40	R*	43	131
49th	215	Simanga	K. Nichols	C. Nichols	Leigh	R	40	DNS*	R	40	133
50th	2194	Jody	K. Cope	S. Carroll	Brandy Hole	R	44	39	R*	R	135
51st	2772	Leigh-O	P. Neve	A. Neve	Leigh	R	46	48	DNS*	R	146
52nd	2505	Toe Bak	A. Stoneman	S. Rylands	Hythe and Saltwood	R	R*	51	R	44	148
53rd	1055	Fang	H. Catto	M. Catto	Leigh	R	R*	49	R	R	154
54th	1677	Mosquito	W. Brown	R. Brown	Leigh	R	R	DNS*	R	DNS	163
55th	3001	Pippin	W. Cox	W. Smith	North Lincs.	R	R	DNS*	DNS	DNS	165



This year Llandudno Sailing Club have demonstrated one way of keeping the ever increasing cost of championship events down by holding the Miracle and Graduate Nationals at the same time, using the same course. The combined championship produced few problems with the total fleet of 120 (55 Miracles and 65 Graduates). The Graduates started first approximately 20 minutes before the Miracles in the early part of the week but after the interminable delays in starting earlier in the week, the Miracles were given the opportunity to start first on the last two days. In planning the Championship, it was anticipated that the majority of the two fleets would stay apart with this degree of stagger to their starts, and this was born out in practice.

The week started with a light variable southerly wind for the practice race on Sunday and the delay of two hours before the wind had settled sufficiently for a course to be laid proved a portent of difficulties to come over the rest of the week. When the fleet eventually started, the three knot tide flowing across the 1st. leg proved more effective than the rapidly diminishing wind. Graeme Castle, having no doubt studied his tidal flow charts, appeared to be the only helm to appreciate the strength of the tide at the windward end of the course, and made his ground to starboard early in the slacker water in shore. He rounded the windward mark as the wind died leaving the rest of the fleet struggling to maintain their positions against the tide. The majority of the fleet retired but the few boats who persevered were eventually rewarded when the wind increased and enabled them to beat the tide and round the mark some twenty minutes after Graeme. Only ten boats eventually finished with Chris Owen and Chris Maxfield following Graeme over the line though some useful lessons were learnt for the rest of the week.

FIRST POINTS RACE

The wind had moved round to the North East for the first points race on Monday. The ebb tide which gathered strength throughout the race made the correct choice of course up the windward leg vital for success. Although early in the race the direct route from leeward to windward mark was best with the wind stronger away from the land, as the race progressed, the starboard side was favoured as the tide was weaker in shore. Paul Taylor was heading for victory after the third beat with Chris Maxfield and Chris Owen following with Graeme in fourth place. The value of the shelter from the tidal stream provided by the Little Orme was evident at the end

of the final beat, when Graeme, keeping in shore, pulled back to first with Paul second. Harry Prangnell, last year's National Champion, and John Wilson used the same device to take third and fourth with Chris Owen and Chris Maxfield who took the middle route, slipping to sixth and tenth respectively.

SECOND POINTS RACE

The second points race was again started late after the wind had backed twenty degrees to a force three to four easterly producing a lumpy sea. The first gate start of the Championship produced no problems with the pathfinder, Chris Maxfield getting a flying start (later in the week after three pathfinders had all achieved excellent starts it was quite clear that with Llandudno Sailing Club's version of the gate start sailing instructions, the pathfinder did not have too bad a time after all!). Andrew Sawyer rounded the windward mark first only to capsize at the gybe mark when the spinnaker pole mast fitting came adrift. Chris Maxfield took the lead but after two laps Graeme was back in front. On the line Graeme was first with Paul second and Chris Owen third. Many helms had benefited from their experience the previous day with Trevor Smith doing particularly well tacking within feet of the towering rocks of the little Orme to take seventh and ninth respectively a considerable improvement on their positions at the start of the last beat.

THIRD POINTS RACE

With the wind strengthening off the land, the sea was flatter for the third points race. The start was again heavily delayed to allow the wind to settle but, true to form the wind backed after the Graduate start leaving the race officer unable to move the windward and wing marks as the Graduates were spread out around them, his only option was to move the leeward mark as soon as the Miracles had started. This he did giving a dead run from the wing mark which must have been two miles long and, with the wind change, a beat which extended to the wing mark. This distorted course produced some exciting sailing as the wind strengthened to a brisk force five. Stephen Gray, revelling in the heavier conditions, took the lead early with Paul Taylor in close pursuit. After several place changes Stephen was first on the line with Paul a close second. Behind them Chris Owen was again third and Trevor Smith taking advantage of his heavier crew weight came fourth. There were twenty retirements as the dead run took its toll.

The wind was truer for the fourth points race and to the surprise of several helms who did not quite make it, the start was only five minutes late. (The five minutes delay was a concession on the part of the race officer who would have had a fleet of only about three Miracles racing if his start had been on time!). Graeme was back in front despite the strengthening south south westerly. Stephen's heavy weather technique again payed off as he climbed twelve places to take third. Many helms had problems on what was the fastest spinnaker reach of the championship, but the speed advantage gained when correctly trimmed in planing conditions was demonstrated when Graeme passed most of the Graduate fleet to take first place three minutes ahead of Chris Owen in second.

Friday's forecast southerly failed to materialise and the weak northerly sea breeze never settled sufficiently for a satisfactory course to be laid. This left four races with three to count. Graeme Castle, counting three firsts, was undisputed champion with Paul Taylor second.

SINGLE HANDED RACE

The single handed race was sailed on Thursday afternoon on a smaller course within the bay with all the vagaries of wind which go with proximity to the land. David Fitton managed to raise his spinnaker once (but that was enough to win the special prize donated by our Chairman) and finished in third position. Paul Taylor took first, with Dick Clarkson, who seems to excel when sailing single handed, taking second. (No reflection on his crew I am sure !).

LLANDUDNO 1980

(FAMILY V SAILING)

JESSICA WILSON

As a family this was our fourth Nationals, following Eastbourne, Ullswater and Plymouth. As a venue our boys voted Llandudno nearly as good as Plymouth, - an accolade indeed as they had enjoyed themselves immensely at Plymouth. We were fortunate in that our flat was only a few minutes walk from the sailing club, and was also in easy reach of tennis, bowls, swimming baths and open spaces for football - not to mention the ubiquitous fair!

Our experience of previous Nationals had lead us to try and arrange two weeks holiday at this time, so that apart from the week dedicated to the serious business of sailig, the family could enjoy a "proper," holiday week as well. We were able to go to Llandudno on the 19th. July and enjoy a holiday before the sailing began. Llandudno sailing club made us very welcome during this week and we were also able to explore the town and surrounding countryside.

We went on the tram railway to the top of the Great Orme, to Snowdon, and of course to the Ffestiniog Railway to keep the train enthusiast in our family happy! Another memorable visit was to the slate mines at Blaenau where we travelled underground to see how miners in Victorian times had worked by candle light in the huge underground caverns.

I would advise families going to Nationals week to try to arrange a longer holiday if possible. There were some very frustrated mothers and young children at Llandudno this year who on some days did not see the sailing members of their families between eight a.m. and four p.m., which did not leave much of the day for other activities by the time the boat had been put away and the crew had fed and changed. If it is a comfort to any wife and mother who was in this position, it becomes easier as the children grow up and can pursue their own interests without constant parental supervision. For instance, I had a very peaceful Nationals week - John and Adrian on the water for most of the day and Stuart happily train spotting at Llandudno Junction! Apart from feverish activity before and after the races, my day was my own to spend how I chose, reading, walking, chatting with friends and of course peering through binoculars in a vain attempt to see what was happening out at sea.

This brings me to another point which newcomers to this year's Nationals may not yet have appreciated. After several years of attending open meetings and National Cha Championship weeks, one makes friends from many different parts of the country. I look forward each year with genuine pleasure to renewing friendships first made four years ago.

National Championship week can be enjoyable, especially when one learns by experience what to expect and to remember that after all competitive racing is the main objective of the week. So, if you felt that at Llandudno the sailors in your family spent an inordinate length of time on the water remember that they were doing what they wanted to do, and try to plan your family holiday accordingly.

MIRACLE CLASS ASSOCIATION

A.G.M.

This is formal notification of the 1980 ANNUAL GENERAL MEETING which is to be held on SATURDAY, OCTOBER 11TH, 1980. at 12 NOON.
at the COUNTY FOOTBALL ASSOCIATION HEADQUARTERS, LEICESTER.

- AGENDA**
- | | |
|--|---|
| (1) Minutes of the Annual General Meeting held at the ROYAL CORINTHIAN YACHT CLUB, Plymouth in July 1979. (Published in 15th. December 1979 issue of 'HALO'.). | (3) Chairman's and Officers' Reports. |
| (2) Matters Arising | (4) Treasurer's Report |
| (4) Treasurer's Report | (5) Proposals for changes to Miracle Association Rules. |
| (6) Proposals for changes to Miracle Association Rules of Measurement. | (7) Proposals from members |
| (7) Proposals from members | (8) Election of Committee |
| (9) Any Other Business. | |

N.B.

'Any motion to be put to an Annual General Meeting of the Association shall be proposed and seconded by full members and shall be submitted in writing to the CLASS SECRETARY at least FIVE WEEKS before the date of such meeting.' (7g)

Proposals should be sent to: Peter Mann,
Secretary,
Miracle Class Association,
P.O.Box 644, 66/73, Shoe Lane, London EC4P 4AB.



ALVERBANK SAILS

1980 RESULTS

1ST. NORTHERN AREAS

1ST DRAYCOTE OPEN

— FOR FURTHER DETAILS CONTACT
CLIVE ROBINSON
KEVIN BLOOR

Alverbank Sails Ltd.,

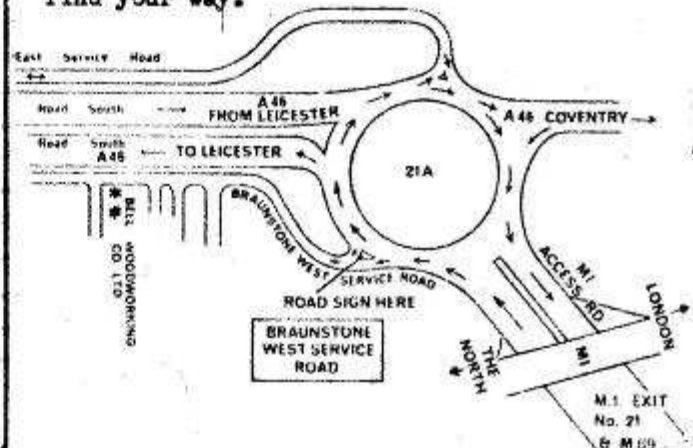
47-49 BRIDGE ST. DERBY TEL. 42586

to arrive no later than SATURDAY,
SEPTEMBER 6th 1980.

Members attending the Annual General Meeting on the 11th. may wish to meet at Bell Woodworking Company during the morning (it may be easier to find) and they will be directed to the County F.A. H.Q.

Bells will be open from around 8.30 a.m. and they will have a display of boats and equipment for visitors to see. If you haven't had an opportunity to look round the workshops then this is an ideal chance to do so.

A map is reproduced below to help you find your way.

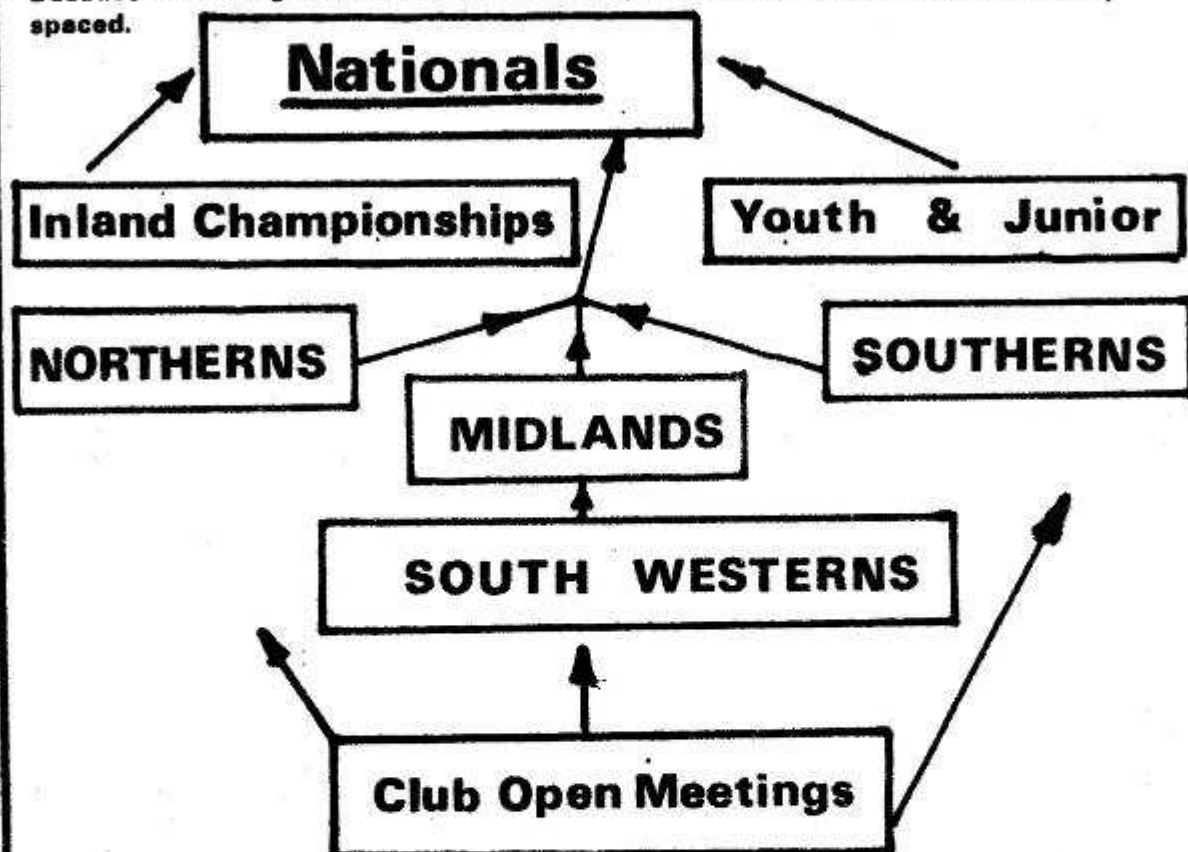


THE 1981 SEASON

NOW IS THE TIME TO PLAN AHEAD for next year.

THE ASSOCIATION needs DATES and VENUES for all the following events, can your club help?

Because travelling costs are so high it is important that events are reasonably spaced.



.. any more ?

Your next

HALO

December 1st.

articles, reports,

dates to :

PHILIP TWINING, 18, WHITECROSS ST., BARTON ON HUMBER.
(0652) 34162 DN 18 5EU

WIGAN MIRACLE OPEN

Malcolm Lunn

With a firm breeze and a warm sunny day we held another successful Wigan Miracle Open on the 29th. June 1980.

They were Chris, John and Andrew battling out at the front and Dave bringing up the rear of the leading bunch with spinnakers flying at every opportunity, but they were not so far in front of the rest of the fleet and Ron Westhead, the first Wigan boat home, finishing in a commendable fifth place overall.

May I thank everyone for turning up and making it a very enjoyable day.

Malcolm Lunn. (Miracle Fleet Captain).

RESULTS

1st.	C.Maxfield	2 $\frac{1}{2}$ points.
2nd.	J.Wilson	5 $\frac{3}{4}$ points.
3rd.	A.Sawyer	7 points.
4th.	D.Fitton	12 points.
5th.	R.Westhead	17 points.

Southerns continued from column 2 :

Third race to start at 1500 hours was advanced due to the threat of worsening weather conditions and the forecast 5/7 winds by evening. As the wind had freshened by the start an extended course was indicated this time over a marks to starboard course, giving a chance for spinnakers to be used to the full requiring concentration especially at the gybe mark. Frustration for Ron and Kay Wheatley who decided to use their spinnaker as a sea-anchor gave Richard Paish the chance to slip through much to the delight of Simon and Nancy Paish who had crewed 'Paws' in turn throughout the day. Ken Lynch a very experienced local helm continued to show that if you know Seaford bay and can sail to windward a Miracle can compete without the third sail which as yet he does not have. He was not able to come to terms with Harry and John, however, who started at the opposite end of the line to the rest of the fleet and found the clear wind more advantageous than the rising tide. They lead throughout the race to gain another win and thus the championship outright.

Whilst the numbers of entries were not great those who did venture to Seaford for the weekend were able to see for themselves the almost complete range of sailing which we enjoy on the Sussex coast, from strong winds and rough seas to almost flat calm. We were very pleased to see so many members from all the clubs listed in the results; Thank you all for a great weekend.

Southern Area Championships

Roger Smith

When I wrote to 'HALO' in August last year I sought an answer to how a Miracle will sail in strong winds, 5-plus, with the spinnaker. Little did I realise at that time the Southern Open Championship would be held at Seaford and even less did I expect to see a Miracle answer that question in practice; in a wind which by the end of the practice race on the Saturday had increased from a 5 to a 7. The answer was provided by Trevor Smith and Nigel Price from I.P.C./Iver Y.C. sailing 'Thunderchild' when, after surviving the winds and seas, they finished a beat in front of the only other finisher Ron and Fay Wheatley in 'Alphi 11' from the host club. They then hoisted their spinnaker; a Miracle with a spinnaker in a force 7 goes very fast.

Other starters for the practice race on the Saturday retired, one with a bent mast, one with a broken centreboard (broken whilst on the beat for the first mark) and the other decided discretion the better half of valour. The remainder of the fleet which numbered 18 found the beach at Seaford a problem especially with a southerly wind. Indeed those who attempted a launch found the going difficult with one boat suffering a broken mast and boom in the surf and Harry Prangnell losing a tooth during the same incident and needing the attention of our sailing medic, Ray Harper, who pronounced Harry fit for the first race on the following day. How right this proved to be.

Sunday brought a change in the weather, the sea had calmed down and with a moderate S.E. wind launching posed no problem and the fleet gathered for the start of the first of three races. The first race was shortened with one beat remaining so as to complete two races in the morning as the wind dropped. This did not appear to effect the result with Harry and John Prangnell leading from the start and local helm Ron and Kay Wheatley were second. Frantic work by the rescue boats to reduce the size and angle of the course to take account of the dropping wind strength as well as changing direction, imposed a 15 minute postponement on the second race. Even with the shorter course it was necessary to shorten, with one beat remaining as the wind dropped to almost a calm which gave the lighter weather men a chance to show their paces. This time Trevor and Nigel showed they could sail in light winds as well as strong and took line honours.

RESULTS OF THE MIRACLE ASSOCIATION CHAMPIONSHIPS 14 & 15th. JUNE

HELM & CREW	BOAT NO.	CLUB	1980			P	1	2	3	PTS.	POS
			BOAT NAME								
Harry Prangnell John Prangnell	2785	Fishers Green	Wizardry			1	2	1	1 $\frac{1}{2}$	1st.	
Trevor Smith Nigel Price	2775	I.P.C.Iver	Thunderchild		1	3	1	2	2 $\frac{3}{4}$	2nd.	
Ron Wheatley Kay Wheatley	1674	N.S.S.C.	Alphi 11		2	2	3	R	5	3rd.	
Richard Paish Simon & Nancy Paish	1458	Segas S.C.	Paws			4	4	3	7	4th.	
Ken Lynch	217	N.S.S.C.	Escapade			6	5	4	9	5th.	
Bob Fitzpatrick Karen Fitzpatrick	1999	Wilsonian	E.L.O.			8	8	5	13	7th.	
Julia Tucker Charlotte Levey	1656	Sovereign	Lizzie		R	9	6	6	12	6th.	
R.Mugridge	1643	Worthing	Away jay			7	12	7	14	8th.	
Neil Arnott	1900	N.S.S.C.	Reveller			5	10	9	14	8th.	
Roger Smith Geoff Tregas	2039	N.S.S.C.	Short Circuit			12	7	8	15	10th.	
Roy Robinson Michael Robinson	1350	N.S.S.C.	Aggro		R	10	9	DNS	19	11th.	
Ray Harper Gabriel Carter	1948	N.S.S.C.	Amazing Grace			11	11	DNS	22	12th.	
Alan Stoneman Sue Rylands	2505	Hythe & Saltwood	Toebak			13	13	R	26	13th.	
Richard Smale Janet Smale	2533	Worthing	Classical Gas			14	DNS	DNS	DNS	14th.	
Eric Kay Nicola Kay	170	Sovereign	Satin Doll			DNS	DNS	DNS			
Mr.Stafford	589	Sovereign	Endlich					"			
Stan Bedford	1195	N.S.S.C.	Namazeze					"			
Paul Sherman	1279	N.S.S.C.	Miraculous		R			"			



"Let's move them over near the Little Orme where there isn't any wind."



"They said that if we bring them a flask of coffee they'd prefer to stay and watch the race."



"Hurry up or we will miss the first postponement!"



"I can accept that you were speeding to attend a lighthouse keeper, Doctor, but will you explain again why you are having to take your own boat?"

LANDUDO '80



"You were really going well in that race!"

Your boat was flat on the beat and your spinnaker handling faultless on the reaches.

You really drive your boat through the waves.

What did you come?"

"32nd"

"Oh- you weren't going that well!"

NORTH LINCOLNSHIRE SAILING CLUB, BARROW MERE, BARTON UPON HUMBER.MIRACLE OPEN.

RESULTS:

P.Taylor	H.Yule Smith	North Lincs.	1	1	2	1 $\frac{1}{2}$	points	1st.
C.Owen		Winsford Flash	2	2	1	2 $\frac{3}{4}$	points	2nd.
M.Ashley	J.Oston	North Lincs.	4	5	3	7	points	3rd.
P.Skilton	E.Waite	North Lincs.	3	4	5	7	points	4th.
N.Codd	P.Jones	North Lincs.	10	9	4	13	points	5th.
A.Rennie	M.Sennitt	North Lincs.	12	6	7	13	points	6th.
J.Ward	C.Parr	Hoveringham	7	8	9	15	points	7th.
T.kernon	I.Kernon	North Lincs.	5	10	10	15	points	8th.
R.Little		Hoveringham	8	7	17	15	points	9th.
R.Twining	J.Waite	North Lincs.	6	14	11	17	points	10th.
C.Oston	P.Oston	North Lincs	9	17	8	17	points	11th.
R.Wood	J.Hardman	North Lincs.	R	3	17	20	points	12th.
T.Castle	P.Jones	Draycote	16	R	6	22	points	13th.
R.Platts	S.McLeod	North Lincs.	13	11	13	24	points	14th.
E.Hardman	G.Taylor	North Lincs.	R	12	12	24	points	15th.
L.Riley		Hoveringham	11	R	14	25	points	16th.
J.Dear		North Lincs.	R	13	15	28	points	17th.

It would be helpful to update our register of clubs with a view to publishing a complete list in December. If you could fill in the form below and return it to 'HALO' I would be most grateful.

The quality of the photographs reproduced in this issue is disappointing but the originals were not too clear in the first place. If you have an interesting and clear black and white print please let us have it for the next issue.

To: Philip Twining, 'HALO', 18, Whitecross Street, Barton upon Humber,
South Humberside. DN18 5EU.

Name of Club

Postal Address

.....

Sailing season fromto.....

Sailing on lake / river / sea

Fleet Captain Name.....

Address.....

.....

Telephone Open to new members ?

Sunday the 28th. of September Leigh Sailing Club once more broke all records by attracting 39 boats to their open meeting and, had the class captain's boat not been damaged prior to the meeting, the magical forty would have been reached! Fortunately Leigh S.C. is the venue for the Northerns on the weekend of Saturday 6th. and Sunday 7th. June 1981 and, with plenty of space for caravans and tents, we hope to attract a mammoth entry.

The early morning arrivals were greeted with with local showers and very little wind, but before the first race was due to start the rain stopped and a light wind appeared on the water. The race officers decided that a short postponement was in order to allow the wind to settle.

At 11.05 the ten minute gun went off with a light wind that had apparently settled down. Just when the five minute gun was sounding the wind decide to switch to give a reaching start and a problem for the O.O.D. who wondered if another postponement was the order of the day.

Another wind-switch back to a beating start with two minutes to go was greeted by a big sigh of relief from the Committee boat.

The race started with a very competitive first beat being sailed by 6 to 8 boats the main ones fighting for the lead being David Southwell crewed by brother Ian, (Leigh), and David Fitton (Leigh), John Wilson crewed by son Adrian (Redditch), and Mike Seaton (Leigh). This order was established at the windward mark and continued throughout the race with the Southwells and Wilsons stretching the opposition as the race progressed.

FIRST RACE PLACINGS.

- 1st. D.Southwell Leigh S.C.
- 2nd. J.Wilson Redditch S.C.
- 3rd. M.Seaton Leigh S.C.
- 4th. D.Fitton Leigh S.C.
- 5th. A.Best Winefoed S.C.
- 6th. P.Graham Leigh S.C.

The second race started with a

misunderstanding on which marks were the first to be sailed with leading contenders such as John Wilson and M.Seaton sailing to the top of the lake and David Southwell deciding to break away and go after 30 plus boats making their way to the bottom of the lake, obviously deciding that there was safety in numbers. Needless to say the majority of the fleet were correct and in conditions that were getting difficult to sail because of the dying wind it was very difficult to retrieve the situation once a mistake had been made. This race ended with Paul Fitton and Kathleen Upleby(Leigh) winning and the Southwell brothers coming in second.

SECOND RACE PLACINGS

- 1st. P.Fitton Leigh
- 2nd. D.Southwell Leigh
- 3rd. L.McKean Wigan
- 4th. D.Fitton Leigh.
- 5th. C.Palmer Redditch
- 6th. A.best Winsford

**ONE TO GO FOR FORTY
OR
LEIGH S.C. OPEN MEETING**

The last race was greeted with improvement in wind conditions and obviously promised a faster race. As the gun went the Southwell boat went off to a flyer with John Wilson attempting to fight his way through eight or ten boats in order to get at them. At the first windward mark David Southwell rounded first with Mike Seaton second Roy Thomason, Leigh, third, John Wilson at this stage was lying in eighth position. A brilliant piece of sailing by John over a short stretch between two marks suddenly had him into second position behind the Southwell brothers. But by now they were sailing flat out in clear wind with nothing short of a major catastrophe to stop them winning the final race and the open meeting.

FINAL POSITIONS

- 1st. D.Southwell and I.Southwell Leigh S.C.
- 2nd. J.Wilson and A.Wilson Redditch S.C.
- 3rd. M.Seaton and C.Cuthbert Leigh S.C.
- 4th. P.Fitton and K.Upleby Leigh S.C.
- 5th. D.Fitton and L.Nicholson Leigh S.C.
- 6th. A.Best and A.Best Winsford S.C.

RESULTS OF MIRACLE OPEN HELD ON SUNDAY, 28 SEPTEMBER 1980, AT LEIGH SAILING CLUB

Boat No	Name	Club	1st Race	2nd Race	3rd Race	Total Points	Overall Place
215	K Nicholls	Leigh	20	(7)	(13)	20	12
322	D May	Broadwater	44 Dis	(29)	(30)	59	34=
562	J Wilson	Redditch	(2)	41 Rtd	(2)	4	2
929	P Briscoe	Leigh	44 DNS	(30)	(32)	62	36
998	S Lunn	Wigan	(10)	(13)	16	23	14
1052	G Palmer	Redditch	(7)	(5)	17	12	7
1055	H M Catto	Leigh	(30)	(24)	31	54	30
1289	J Hulme	Leigh	(29)	(41) Rtd	44 DNS	70	38
1355	N Reddecliffe	Delph	33	(28)	(23)	51	29
1548	R Miller	Crosby	(32)	(23)	44	55	31=
1669	D Crowe	Redditch	(12)	41 Rtd	(12)	24	15=
1677	W Brown	Leigh	23	(19)	(19)	38	22
1766	J Atherton	Leigh	(19)	(11)	24	30	21
1809	A Best	Winsford	(5)	6	(4)	9	6
1878	R Scott	Leigh	(28)	41 Rtd	(27)	55	31
1952	L P Noy	Wigan	35	(21)	(28)	49	28
2026	P Fitton	Leigh	9	(2)	(7)	7 $\frac{1}{2}$	4
2183	J Kelly	Leigh	21	(8)	(9)	17	10
2186	I T Williams	Leigh	(31)	(44) Dis	44 DNS	75	39
2212	M Prayle	Leigh	34	(26)	(29)	55	31=
2308	D Fitton	Leigh	(4)	(4)	5	8	5
2323	P Graham	Leigh	(6)	(9)	18	15	8
2437	S Bennett	Hoveringham	(11)	(17)	21	28	20
2599	P Twining	North Lincs	(8)	(16)	44 DNS	24	15=
2587	P Mathews	Leigh	16	(10)	(6)	16	9
2602	R Spence	Wigan	(14)	(12)	14	26	18
2610	L Mckeand	Wigan	15	(3)	(15)	18	11
2613	B Boardman	Leigh	(17)	22	(10)	27	19
2713	D Southwell	Leigh	(2)	2	(2)	1 $\frac{1}{2}$	1
2730	G Potts	Leigh	(24)	25	(22)	46	25=
2770	J Hardman	North Lincs	(18)	41 Rtd	(41)	59	34=
2776	J Ward	Hoveringham	(27)	44 Disq	(20)	47	27
2779	A F Catto	Leigh	(22)	(18)	41 Rtd	40	23=
2879	D Bevan	Winsford	26	(14)	(11)	25	17
2893	D Anderton	Leigh	(25)	(15)	25	40	23=
2962	D Leadbetter	Leigh	44 DNS	(27)	(41) Rtd	68	37
3004	M Pruden	Redditch	41 Rtd	(20)	(26)	46	25=
3021	M Seaton	Leigh	(3)	41 Rtd	(3)	6	3
3028	H Barlow	Draycote	(13)	41 Rtd	(8)	21	13

Total 39 Boats

Disq. number of entries + 5
 D.N.S. " " " + 5
 Rtd. " " " + 2

We at Leigh are very lucky to have such first class members of our Miracle Fleet and a first class Vice Captain in Ivor Williams and his wife Angela who did an excellent PRB job on all our behalf with correspondence, greetings and accomodation for visitors etc. But thanks to all concerned, organisers and sailors who made it a very enjoyable day.

We will certainly have to consider a prize for the boat that has travelled the longest distance for future meetings.

LEIGH OPEN MEETING
(continued from previous page)

It was noticeable that the first six boats were sailing very consistently with special mention of Mike Seaton of Leigh Sailing Club who sailed a fast boat throughout the day and, although the Southwell boat had to be constantly looking backwards to keep a wary eye on John Wilson, it was true also that John had to keep a wary eye on Mike Seaton, who was always threatening to break through and upset the order. Paul Fitton, with a second race win, could of course have won the meeting had he managed to win the last race. John Wilson and Mike Seaton had unfortunately received a bad discard on the second race by sailing the wrong course, which put the Southwell Brothers in a very commanding position. True to the form they had shown throughout the meeting and with only one boat to worry about they made no mistake in the last race with a very commanding win to take the trophy. A little more wind would have suited many of the helms but, apart from the wind problem, everyone appeared to enjoy themselves and it was very pleasing to see many boats travelling a long distance in order to compete.

Special mention - Derek May MM322 and his crew Jim Faxon from Broadwater sailing club. Because they are two heavy weights they did not travel to win the meeting (diplomacy Derek) but considering the distance they travelled we were delighted to see them as we were all our visitors.



"When you said that our family should be sensibly spaced out I hadn't figured it in terms of light, medium and heavy airs!"

27th London International Boat Show

Come on in for a great day out! There's a touch of Caribbean sunshine and a holiday atmosphere down at Earls Court where a glittering extravaganza of boats, engines, equipment and accessories - to suit every taste and pocket - is on display. On the luxurious, shimmering Harbour centre-piece an exotic musical Fashion Show, a thrilling display by water-skiing specialists, and a comedy Diving act - with a breathtaking finale - provide a spectacular interlude. Elsewhere, new boats can try sailing, windsurfing and water skiing, or you can see interesting features, test your skills on model boats and cars, wander round the Fishing Fair, Driftland and Sailboard World, and the Marine Artists' Exhibition, or enter an exciting Daily Express Contest. There are special arrangements for overseas visitors, including international Reception, Visitors' Lounge and the Press Centre - all with interpreter service. The London International Boat Show is an outstanding event, a veritable paradise for everyone... and a Show for all the family!



OPENING

Trade and Press Day	10.00 - 17.00
Weekdays	10.00 - 20.30
Cheap Evening Admittance	18.30 - 20.30
12-16 January only	
Saturdays and Sundays	10.00 - 19.00

ADMISSION CHARGE

	Adult	Child under 14
7 January (Trade only)	£4.00	-
8 and 9 January	£4.00	£2.00
10-18 January	£2.20	£1.10
12-16 January (after 6.30pm)	£1.00	50p
Season Ticket	£10.00	-
Parties 10 or more	£1.50	75p
10-18 January only		

A point of view . . .

Having been a member of the Association for three years I have just attended my first A.G.M., and unless this plea from the heart elicits sufficient response from other members, it is likely to be my last.

The reason is that in common with large numbers of other members, I am for various good reasons not likely to attend the National Championships where all previous A.G.M.s have been held.

I am however very keen on the idea that members of any association should have a say in the association's affairs at the A.G.M.

Holding the meeting in Leicester - or some other central location, was a golden opportunity for me to have a say in association affairs.

The amount of travelling was not unreasonable, whereas National Championships are usually held at out of the way locations; which involve excessive travelling.

Are there any other members who feel the way I do?, and would attend the A.G.M. if it were held in a central location?

If so could you please fill in the attached questionnaire and send it to me.

ROBERT PLATTS, 49, WHITECROSS STREET, BARTON UPON HUMBER, SOUTH HUMBERSIDE.

* I would attend a centrally held A.G.M.

(Cross out that which is inapplicable*.)

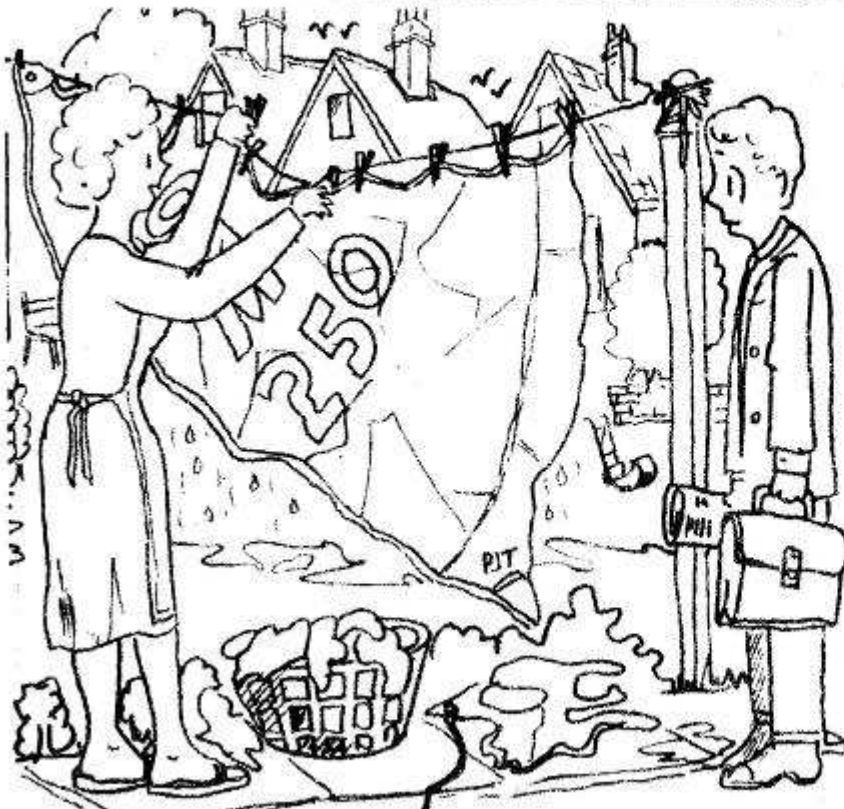
* I would prefer to have the A.G.M. at the
the National Championships.

-----Address-----Boat No.-----

As to the actual meeting itself it was made abundantly clear that we are very much in the hands of our masters- The Daily Mirror Group, when it comes to any changes in the boat itself. For example- we now have a mast of different construction whether we want it or not. Various other modifications that were proposed and passed at the meeting, will only be allowed by courtesy of our lords and masters. Question- is there any point in proposing changes, or should the Association merely restrict itself to purely non-technical matters?

What do you think ?

Bob Platts.



"... so I gave them a good soak and put them through the washer."

PICKETS LOCK 1981

THE MIRACLE STAND

Fleet Captains are invited to provide a poster advertising their club or open meeting which can be displayed at the

PICKETS LOCK DINGHY EXHIBITION

21st. & 22nd. March 1981.

These must not exceed A4 or foolscap and should be sent by the end of FEB. to :-

**Allan Batch, 67, Fisher Avenue, RUGBY.
CV 22 5HW**

(Every effort will be made to display them but no guarantee can be given.)

THE PAINT JOB

Roy E. Spacey

INTERNATIONAL PAINTS

Before commencing any painting, it is possible to save a lot of hard-work and disappointment by being realistic.

Look at the conditions under which you carry out the work. Many of the modern two-component materials require both warmth and dry conditions, neither of which are easily available in the Yacht Club compound in the middle of the winter. If you must work in the open, try to time the job so that the natural conditions are favourable.

How much time do you have available?

Most paint manufacturers quote the maximum and minimum over-coating times for their products and it is important that these times are adhered to if a satisfactory result is to be achieved, for instance, if you overcoat too quickly, there is a good chance that solvent will be entrapped in the earlier coats and this could well result in blistering during the season. Most materials can be left several days between coats, but the two-component materials usually specify 24 hours as the over-coating time. If you are having to work at week-ends, then it will be necessary to roughen the surface with wet and dry paper to provide a "key". Care should be taken with these harder materials, to ensure that your rubbing down has "keyed" the surface rather than polished it. Rubbing down wet usually tends to leave the surface in a slightly polished condition so it will be necessary to rub down a second time using a fine dry paper.

The cost of materials varies considerably from conventional to two-component finishes and a few calculations beforehand will tell you the likely cost of the job for each type of coating. It is best not to mix different types of schemes.

A point which is not always so easy to determine, is your own ability to paint. Whilst everybody considers that they can paint, the results achieved vary considerably. If you are doubtful as to your skill in application, then it is probably best to stay with the conventional materials which usually have a longer wet edge time.

Some coatings are more complicated in their application, or more difficult to rub down, consider these points before starting, as the result depends very much on the effort put into the job and failure to carry out the required rubbing down or observe application times etc., will almost certainly result in disaster. Once you have got these questions sorted out, then you can work out the scheme which will best suit your conditions, requirements and pocket.

Preparation is the key to a good paint job, what is done at this stage will control whether a good or bad finish is achieved. Bad preparation cannot be hidden with paint coatings if a long lasting performance is required.

The following are a list of items to take into consideration and to carry out during the preparation stage of your paint job. The type of preparation will vary depending not only on the type of surface being coated but also as to whether painting is to be carried out over existing paint work or on a clean bare substrate. Firstly to deal with the removal of existing coatings should it be necessary.

For wood there are three methods:-

1. Burning off.
2. Sanding (hand or mechanical).
3. Paint Removers.

Burning

Burning off should be carried out in the open air. Generally the gas type blow torch is more controllable. When burning off keep an eye on material which drops to the floor to ensure that it does not continue to burn, make particularly sure that

the area below the boat is free of combustible materials before you start work, shavings, dry leaves, all burn very easily.

Sanding

Particular care has to be taken when using mechanical sanders as in the wrong hands considerable damage can be caused to the substrate, we would particularly refer to disc sanders on surfaces which should be varnished, even careful use of a disc sander will invariably leave half moons on the woodwork which will show up when varnished and produce an unsightly finish.

Paint Removers

Take great care when using paint removers as most paint removers contain ingredients which can severely damage polyester resins.

When using paint removers on timber thoroughly neutralize the surface after use, the neutralizing agent will vary according to the manufacturer of the paint remover. Take particular care to neutralize areas which have stopping present as this can often absorb paint remover, it will then cause disruption of coatings applied over it.

After paint has been removed from the surface of the timber rub along the grain using 100 grade paper to clean out the residue of old material. Whilst this grade of paper is ideal for cleaning out grain it will leave the surface of the timber too rough for painting, therefore, rubbing down the surface a second time using 180 grade paper prior to painting will be necessary.

EQUIPMENT

Prior to applying the first coat of material, it is important to have the surface in a properly prepared state as mentioned in our previous article. As general guidance, the following grades of paper should be used:

- 100 grade - Use for cleaning out old paint from grain of timber after burning off
- 180 grade - 100 grade, whilst excellent for cleaning out grain, leaves too coarse

a surface for painting therefore 180 grade should be used to prepare the surface prior to the first coat

240 grade - Old paint should be rubbed down using this prior to applying new coats.

320 grade - Use for preparing wood prior to varnishing.

400 grade - De-nibbing fresh enamel before applying second coat.

400/500/
600 grades - These grades are used during burnishing of 2-component Polyurethane coatings. 500 and 600 grades will normally leave most paint coatings with too smooth a surface for applying additional coats of paint.

Sanding Machines

Orbital Sanders are useful for most types of rubbing down. Rotary Sanders can be used for some very coarse work but should be avoided for rubbing down any surfaces which are to be varnished or for rubbing down coats prior to enamel as invariably half-moons will be noticeable.

Brushes

In general terms use the largest brush possible, this will minimize 'tram lines' and help achieve the smoothest finish.

Don't use a new brush for final finishing coats, wear it in first, even the best brushes will lose one or two hairs when first used.

Keep a separate brush for white enamel and also one for varnishing.

Usually, 'cheap' brushes will give a 'cheap' finish, use a good quality brush for final finishing.

Clean and wash out brushes immediately after use and if you are painting over an extended period, then it may be necessary to either wash out the brush after half an hour or so or alternatively change to another brush.

Paint Pads

Top quality, mohair paint pads have been used successfully.

FUNCTION OF VARIOUS COATS

In any coating scheme there are various functions for each component part of the scheme to perform.

Primer

In many instances the primer will perform more than one function the obvious function is that it provides the initial "key" to the substrate.

On wood the thin primer soaks into the timber.

In recent years many advances have been made in paint technology and one particular one is with regard to primer for timber, International's new Universal Clear Primer is an example of this new technology where adhesion is provided not just by the material penetrating the fibres of the wood but, by a chemical reaction between the primer and the wood itself, this chemical reaction provides a much better adhesion than can be achieved with the older methods.

In addition to providing a "key" some primers, such as, International's Metallic Pink Primer also provide excellent water resistant properties the aluminium flake which this material contains lies down like slates on a roof when the solvent has evaporated and forms an excellent water resistant barrier.

Undercoats

The purpose of the undercoat is two fold.

1. It provides an even background colour prior to application of the finishing coat.
2. Undercoats tend to be heavily filled materials, the purpose of this being to provide a material which rubs down relatively easily so that a good smooth finish can be achieved prior to the application of the final coat.

With marine finishes it is normal to find the undercoats have a slight sheen when compared with normal house paint undercoat, this is due to the increased level of varnish medium which provides for improved water proof properties.

FILLING

As far as paint schemes are concerned two types of fillers are

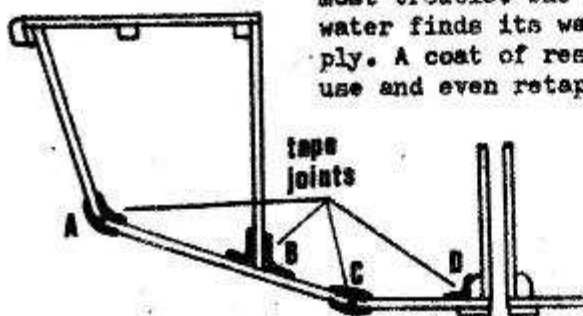


usually involved.

1. Deep filling, this can either be in the form of screw holes or much larger areas, as can be the case with dented plates on a steel vessel.
2. Fine surface filling of minor scratches, so that the fairest surface possible is achieved.

Fillers, like paints, generally fall into two categories, Conventional and High Performance (usually two component). In the past if deep filling was required it usually involved the rather laborious process of applying several thin layers of conventional materials so that the problems of solvent entrapment were avoided, however, now that the solventless epoxy type of filler is available these multitudes of coats can be avoided. The material does not shrink on drying, and, therefore, hulls, etc., can be filled flush without fear of shrinkage. One point to note, however, with these kind of fillers, is that they are very hard when dry and so care should be taken to fill as accurately as possible so that a lot of laborious rubbing down can be avoided.

TAPE REPAIR



Of the four taped joints B seems to be the one that causes most trouble. The tape usually begins to turn yellow as water finds its way under the joint and into the unprotected ply. A coat of resin over the top will be of little use and even retaping is not always successful. This is

because water lies along the joint on the inside of the tank finding its way through the tiny holes in the tape and contaminating the resin on the outside. The secret is to dry out the INSIDE tape joint thoroughly before attempting to repair the OUTSIDE. you will have to put an inspection hatch in the tank side so that air can circulate on the inside. It may take several days

for the joint to dry because all the moisture inside the tank collects along this joint. A hair dryer placed inside the tank may speed drying up but take care! When the inside is perfectly dry replace or re-resin the outside tilting the boat so that plenty of resin lies in the corner of the joint. Usually builders manage to make a good job of joint C because the joint is flatter and the resin tends to stay in the tape until set. Joint D has the advantage of being glued, nailed, screwed and taped. The outside of A is generally protected by filler and paint and will seldom give trouble unless it is over enthusiastically sanded.

THE PAINT JOB (continued)...

4. If you have rubbed the surface down (particularly on wood) vacuum up dust etc., out of nooks and crannies.
5. Old paint work should be given a wipe down with a Tak Rag immediately prior to commencing painting.
6. For bare wood apply one coat of Universal Clear Primer, alternatively if the surface is partly bare wood and partly old paint, then use a thinned down coat of Metallic Pink Primer.
7. Do not rub down again at this stage, but allow the fibres which were raised by the application of the first priming coat to remain as 'roots' up into the paint scheme to provide additional adhesion.
8. Within 24 hours apply one coat of Metallic Pink Primer.
9. Fill screw holes, etc., and when dry rub down.
10. Invariably during the rubbing down one or two areas will be rubbed through to bare timber, therefore it is good practice to apply primer over the filler to take care of such areas.
11. Lightly rub down primer and apply first coat of undercoat.
12. At this stage, either a second coat of undercoat can be applied or, alternatively, a mixture of half undercoat and half enamel can be used, this is a system used by many professional painters and by adding gloss to the undercoat better flow is achieved, whilst still retaining some of the good rubbing down properties of the undercoat. By using this method the amount of rubbing down necessary is cut to a minimum. However, when either the second undercoat or the half and half coat has been applied it will then be necessary to carry out the final rub down to achieve a smooth surface, remember that the finish coat will not hide any imperfections which are left at this stage, in fact, it will tend to exaggerate them, therefore the surface at this stage should be perfectly fair and even in colour. The last job to do before applying the enamel is wipe the surface with a Tak Rag.
13. Finally apply Yacht Enamel.

MY FIRST MIRACLE NATIONAL CHAMPIONSHIPS

I am Neil Smith and I am ten years old. I sail with my dad. Our boat is called 'Dagmar'. We are from North Lincolnshire Sailing Club.

When we arrived in Llandudno on the Saturday night we went to the briefing. The Race Officer talked about rough weather and capsizing and I was terrified. But the next day the practice race was boring. There was no wind and lots of postponements. There were lots of jelly fish in the sea. It was more tiring waiting for the race to start than racing.

Luckily it was quite windy for some of the races. I enjoyed the sailing and we did better than I thought we would. We were 20th. out of 55 boats. I hoped to make friends with the people from other clubs but the way the boats were arranged on the promenade I only met the people in the next berths. They were sailing Graduates. One of the best bits was the prizegiving because there was a disco.

While we were at Llandudno we went up the Great Orme by tram and we visited Conway Castle.

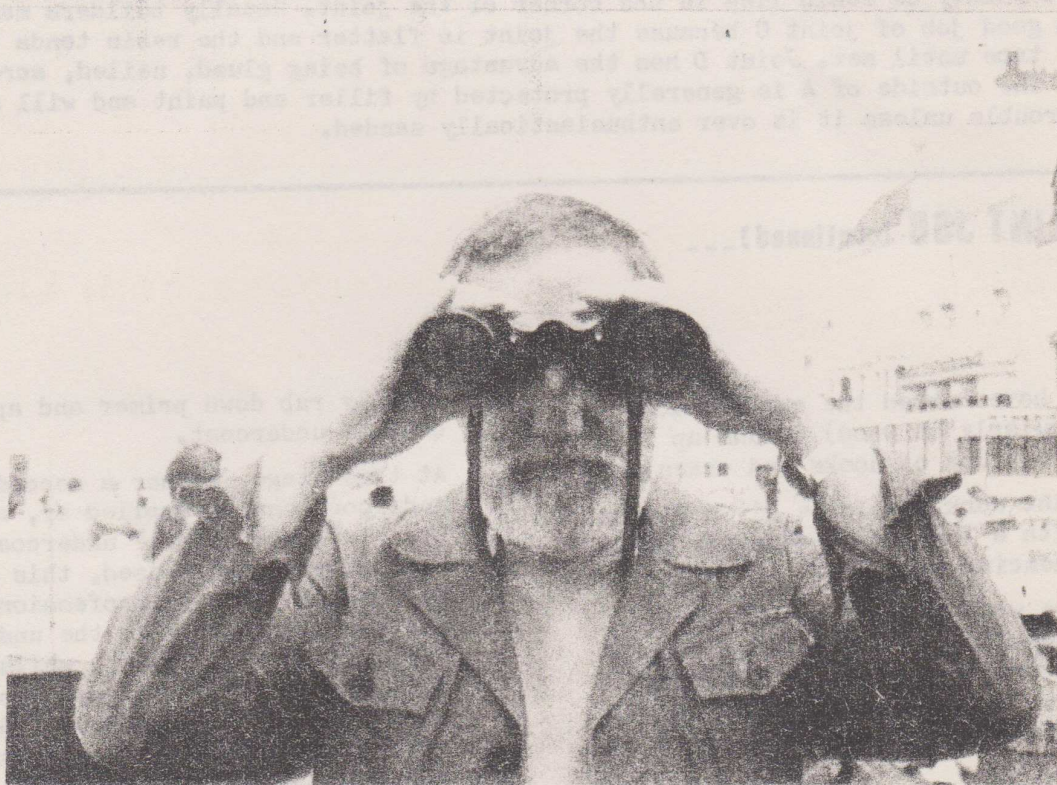


photo: CASTLE

Mr Shaw says, "The future of the Miracle Class looks fine."

MID WARWICKSHIRE YACHT CLUB

The Club can boast of eight Miracles with a further one being built at the present time.

Last month, August, we team raced Draycote; a David V Goliath situation but sorry to say Goliath won! After the racing on our reservoir we entertained the Draycote sailors and their supporters. They did

likewise in the return match inviting all our crews and supporters to their Class Supper and Presentation, followed by a disco. A grand day was enjoyed by all. (By the way we lost 122 to 77).

Jim Perkins (491)

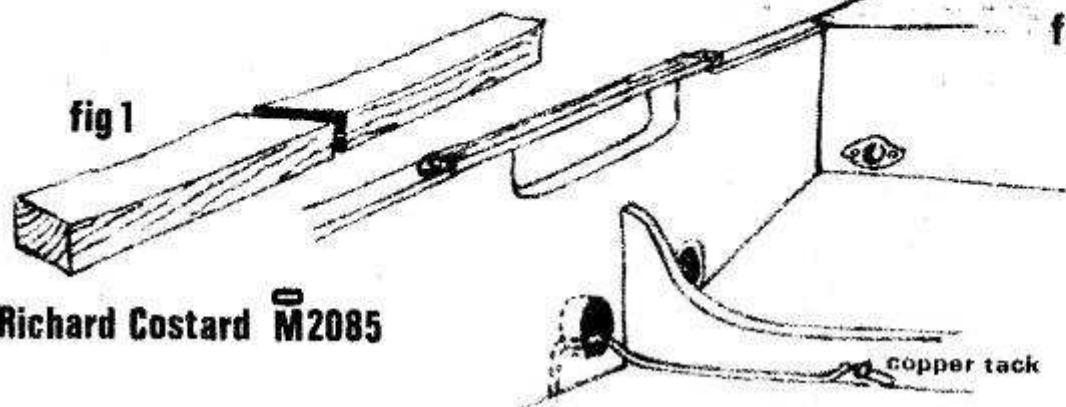
Keeping Your Boat Dry

I keep my boat out for the Frostbite and Icicle series at our club until the January weather finally drives us both to shelter. In the past I have found it difficult to keep the boat dry inside, not least because, if she was kept bow down, the water could not drain out whilst, if she was kept bow up with the traditional tyre, in high winds she tended to roll off and smash down onto her keel band.

My solution this summer has been to build a bow prop out of some 4"x3" rough-sawn timber. I cut this across at a fine angle of about fifty degrees, so that I had two short legs. (fig.1) These were next screwed and glued to a third leg to make a kind of tripod, the third leg being shorter so that the whole tripod leaned well back. (fig.2). Next I trimmed off the top of the two angles (fig.3) so that there was a notch in the top of the tripod where the keel band could sit without the wind being able to blow the keel off sideways.

The next step was to try the whole assembly under the boat and cut the legs to size (fig.4.) These will of course need squaring off to the ground, unless you want to leave a point on to dig in. The last task was to cover the primed top of the tripod with rubberised carpet to protect my paintwork.

In use the tripod has worked very well. I lodge the stern on an old tyre and then push the bow-prop under just enough to tension it and compress the rubber tyre. This means that in a strong wind the boat is not hopelessly rigid. To complete the whole job I have fitted two capillary cords inside the boat at the stern, pinning them to the spine. When the boat is ready to put the cover on I run about two inches of the cord through each of the transom bung holes, making sure that they lie flat on the floor inside the boat. These then drain any last drops of moisture from the boat by capillary action, and stop the frost lifting my varnish.



Richard Costard M2085



ALVERBANK SAILS

1980 RESULTS

1ST. NORTHERN AREAS

1ST DRAYCOTE OPEN

— FOR FURTHER DETAILS CONTACT
CLIVE ROBINSON
KEVIN BLOOR

Alverbank Sails Ltd.,

47-49 BRIDGE ST DERBY TEL 42586

MEMBERSHIP NOTES

It is approximately a year since my last report in 'HALO' and time to bring you up to date on the membership front. On reading my last report I was struck by its optimistic tone but looking at our latest membership figures I wonder what precisely has gone wrong in the last twelve months. Last year I listed 50 clubs where the Association Membership exceeded 3, and reported several clubs where membership was growing fast. Now the picture has dramatically changed with this year's list showing only 4 clubs with increases membership and no less than 20 clubs dropping out of the list as their membership drops below 3. To offset this loss of clubs, we have three most welcome additions to the list MID WARWICKSHIRE S.C., BROADWATER S.C., and R.N.S.A. Again Leigh Sailing Club have shown the way with an increased membership of 5 making them the largest fleet by a considerable margin. CONGRATULATIONS to their members and Fleet Captain who by their enthusiasm and dedication have shown what is possible even in these difficult times.

I would reiterate my comments in the last report, that the list of clubs below shows Association Membership totals and NOT fleet totals. The explanation for some of the fall in numbers may be that owners are not renewing their membership although still members of their fleets. If this is the case, can I make a plea that Fleet Captains chase up their members and ensure that they renew their membership. This should be much easier now that we have our Association stickers which should be displayed prominently on the hull. The subscription will not be going up next year in spite of inflation and you will find a renewal form elsewhere in this issue. Should any Fleet Captains require a list of their Fleet's current Association Membership I shall be only too pleased to supply one.

Club	Membership	Location
NEWHAVEN & SEAFORD	12 (12)	The Buckle, Seaford, Sussex.
WINSFORD FLASH	11 (14)	Winsford, Cheshire.
DATCHET	11 (12)	Queen Mother Resv., Datchet, Bucks.
SHROPSHIRE	10 (10)	Whitemere, Ellesmere, Shropshire.
I.C.I. (Slough)	9 (10)	Taplow Lake, Maidenhead, Bucks.
SUTTON BINGHAM	9 (15)	Near Yeovil, Somerset.
WIGAN	8 (10)	Poolstock, Wigan.
CRAWLEY MARINERS	8 (14)	Crawley, Sussex.
BEWL VALLEY	7 (10)	Lamberhurst, Nr. Tunbridge Wells, Kent.
SOVEREIGN	7 (12)	Eastbourne, Sussex.
RUTLAND	6 (11)	Edith Weston, Leics.
I.P.C.Y.C.	6 (6)	Iver, Bucks.
HOVERINGHAM	6 (5)	Girton, Notts.
LOUGHTON & STEEPLE BAY	6 (5)	Steeple, Essex.
REDOUBT	5 (12)	West Hythe Lake, Kent.
SOUTH SHIELDS	5 (11)	Tyne Estuary, Tyne and Wear.
MAIDENHEAD	5 (7)	Maidenhead, Bucks.
SOUTHPORT	5 (6)	Marine Lake, Southport, Merseyside.
WORTHING	5 (6)	Off Sea Place, Worthing, Sussex.
CHICHESTER	4 (5)	Chichester Harbour, Sussex.
MID WARWICKSHIRE	4	Willes Meadow, Leamington Spa.
R.N.S.A.	4	-
NORTH HERTS & EAST BEDS	3 (7)	Blue Lagoon, Arlesley, Beds.
WEIRWOOD	3 (5)	Near Forest Row, Sussex.
CROSBY	3 (4)	Marine Park, Waterloo, Liverpool.
ISLAND (READING)	3 (3)	Reading, Bucks.
ROLLESBY BROAD	3 (3)	Rollesby, Norfolk.
BROADWATER	3	South Herts

(The figures in brackets show the membership position in the previous list approximately twelve months ago.)

Club	Membership	Location
LEIGH	28 (23)	Lowton Flash Lincs.
NORTH LINCS	19 (18)	Barton on Humber Humberside.
REDDITCH	17 (17)	Arrow Valley Lake, Redditch, Worcs.
WILSONIAN	15 (20)	Medway Estuary, Kent.
DRAYCOTE WATER	14 (17)	Kites Hardwick, Nr. Rugby, Warcs.

Now onto the overall membership position, the yearly totals are shown below:

	this year	same time last year.	
Renewals to date	370	(402)	
New members	145	(232)	
	<u>515</u>	<u>(634)</u>	
		%	
		Renewals	
Previous years	1976	386	-
	1977	473	59%
	1978	611	62%
	1979	682	66%
	1980	515	54%

As can be seen there has been a serious reduction in new members this year. Renewals are also down on previous years with the net effect that having reached a maximum of 682 in 1979, the membership is now going down.

There are probably two major causes of this trend. Firstly the present economic recession which has effected the sale of boats, and secondly the loss of communication with many Miracle owners now that 'HALO' is circulated to Association members only. The initial threat of the reduction of our circulation to members only undoubtedly resulted in a higher renewal proportion in 1979 but now contact with new owners is lost I am afraid that it is 'out of sight, out of mind'.

It is completely out of the question to circulate all owners with 'HALO' now that the Association must pay for its production, it is up to members to provide some of the publicity. We have now got a highly readable and well-produced newsletter. Let any Miracle Owners who have not joined the Association see your copy and convince them that it is well worth £4 to join the Association. Some of the advantages of Membership which you could list are as follows:

- (a) Regular newsletters.
- (b) Competition in National, Area and Open events.
- (c) Adequate control of the 'one design' nature of the class.
- (d) Promotion and growth of the class through publicity.

The downward trend in membership must be reversed and your Committee are looking for your help in achieving this.

JOHN WILSON - MEMBERSHIP SECRETARY

LETTERS, LETTERS, LETTERS, LETTERS, LETTERS, LETTERS, L

26, Rectory Gardens,
Solihull,
West Midlands.
October 26th. 1980.

Dear Philip,

Good luck with the Editorship of Halo. I enclose a small item on boat furniture which you might, or might not (!) like to use.

Our Club at present is stuck at the level of three Miracles but they are much admired and we keep hoping that when the ancient Fireflies retire that perhaps the Miracles will take their place. For the moment we have good sailing and good competition in the Handicap Fleet which also includes some Solos and the like.

I would personally welcome some articles on spinnaker handling on the Miracle. My son and I cope quite well on the run but I am not looking forward to the occasion of a force five or so on a reach, when I can see us ending up in the water whilst still trying to get the 'beast' down!

Yours sincerely,
Richard Costard (MH2085)

Olton Mere S.C.,
Olton,
West Midlands.

183, Flixton Road,
Flixton,
Manchester.
October.

Dear Phil,

Whilst we were in London arranging the EASTBOURNE NATIONALS we met Laurie Stevens from SOUTH AFRICA who is an agent for Mirror Group Products. He was very keen to encourage some of his country's helms to come over to our Nationals and have a go at displaying their skills.

Naturally I arranged to let him have all the details. He will now receive the same ones that you have. PETER NUNN PROMISED TO PROVIDE A NUMBER OF BOATS if we can persuade them to come over. It should provide further interest for us and one never knows we may be able to encourage a similar arrangement in their country. ANYONE FOR SOUTH AFRICA? Slap this in HALO Phil; its a little snippet of interest.

Yours etc.,
Dennis South well.

VALUE FOR MONEY

The Association membership year runs from 1st April to the 31st March. However, many members who have not yet renewed have the opportunity to obtain

FIFTEEN MONTHS MEMBERSHIP FOR THE PRICE OF ONE YEARS SUBSCRIPTION!

Any membership certificate issued after 31st December will be valid until the 31st March 1982. If you are a lapsed member, why not take advantage of this bargain?

The subscription rates applicable from 1st January 1971 are as follows:

£4	FULL MEMBERSHIP
£4	ASSOCIATE MEMBERSHIP (for those who do not own a boat)
£5	FAMILY MEMBERSHIP (for those families who own more than one boat).

Send your subscription to:

John Wilson,
Membership Secretary,
Miracle Association,
151, Finstall Road,
Bromsgrove,
Worce. B60 3DD.

Please	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center;">Enter me!</td> <td style="width: 90%;"></td> </tr> <tr> <td style="text-align: center;">Renew my membership</td> <td></td> </tr> <tr> <td style="text-align: center;">Full</td> <td></td> </tr> <tr> <td style="text-align: center;">Associate</td> <td></td> </tr> <tr> <td style="text-align: center;">Family</td> <td></td> </tr> </table>	Enter me!		Renew my membership		Full		Associate		Family		Date.....
Enter me!												
Renew my membership												
Full												
Associate												
Family												
		in the Miracle Association as a										
		Member for the year to 31st March 1982. Remittance of £4 enclosed.										
		* £5										
Your Name:		Sail Number										
Address:		Boat Name										
		Telephone Number:										
Name of your sailing club:												
Its locality												
Number of Miracles in fleet:												
Fleet Captain:												
Are you the boat's first owner? * YES NO												
*Delete as inapplicable. 12/30												

THE CHRISTMAS GOODY PAGE

MIRACLE SPECIAL OFFER

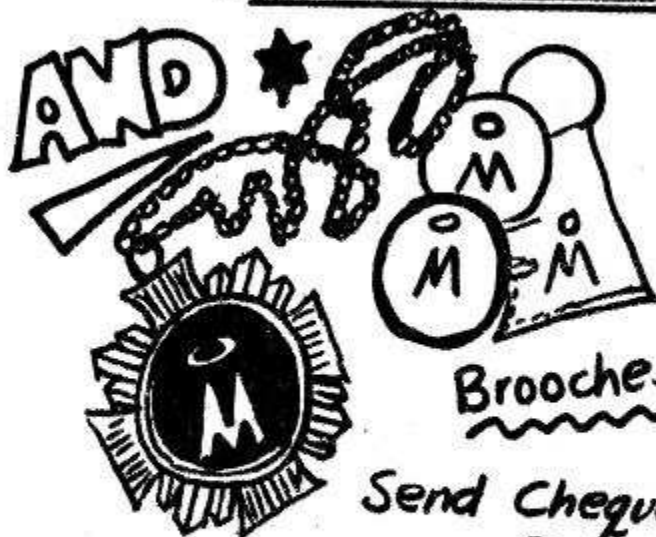
WHITE+LONG-SLEEVED 83% COTTON
SWEAT SHIRTS hand wash

Were £4.50 limited supplies at **£2.99** +

(new stock will retail at £6.50 in 1981.) 50p post.

Cheques: "MIRACLE ASSOCIATION"
post to: Geoff Huett, 133, Montague Road, RUGBY

state size Extra Large; Large; Medium; Small.



Gilt
NECKLACE £1.00*

Leather KEY FOBs 75p*

Brooches 50p* M centres for 17p*
TROPHIES

Send Cheques (MIRACLE ASSOCIATION)

P.O. etc. (NO stamps) + 20p post

To: TERRY CASTLE, 46, WHITTLE CLOSE, BILTON,
RUGBY, CV22 6JR.

MIRACLE MEASURERS MIRACLE MEASURERS MIRA
CLE MEASURERS MIRACLE MEASURERS MIRACLE

MIRACLE MEASURERS we are bringing our list up to date. Will Measurers please complete the form printed below and send it to:

TERRY CASTLE, 46, WHITTLE DRIVE, BILTON, RUGBY. CV22 6JR

to arrive NO LATER THAN JANUARY 31ST, 1981

Measurers must be members of the Miracle Class Association. The new list will include the names only of those who have completed and returned this form.

To Terry Castle, 46, Whittle Close, Bilton, Rugby. CV22 6JR.

Measurer's Name.....
Address.....
.....
.....
Telephone Number.....
Measurer's Club.....

FOR SALE

HOLT'S MIRACLE KIT SAILS BRAND NEW
£80.00
Ring Rugby 811494 (Terry Castle)

MIRACLE CLASS ASSOCIATION YOUTH AND JUNIOR CHAMPIONSHIPS (1981)

ENTRY FORM

Entries on this form accompanied by the entry fee (£4.50) should be sent to:

THE SECRETARY, RUTLAND SAILING CLUB LIMITED, EDITH WESTON, OAKHAM, RUTLAND. LE15 8HJ.

Telephone: Stamford: (0780) 720292

Cheques and Postal Orders should be crossed and payable to 'Rutland Sailing Club Ltd.'

Please enter my boat for the MIRACLE YOUTH AND JUNIOR CHAMPIONSHIPS.

BLOCK LETTERS PLEASE:

Sail No.....Name of boat.....
Name of owner.....
Address.....
.....
Name of helm.....
Date of birth.....
Name of crew.....
Date of birth.....
Club.....

I enclose cheque/postal order to cover:

Entry Fee (£4.50).....£
Camping-Caravan at £1 per night..£
Tent at 50p per night.....£
Sleeping bag space at 50p per night£

TOTAL _____ £

I hold, and agree to produce on request, a valid class certificate (with current buoyancy endorsement) and current insurance certificate with minimum third party cover of £100,000.

I agree to be bound by the rules of Rutland Sailing Club, the I.Y.R.U., the R.Y.A. and the Sailing Instructions

Signed.....

Date.....

Please

enrol me
renew my membership
Full
Associate
Family

 in the Miracle Association as a

£4
£5

 enclosed.

Your Name:	Sail Number	
Address:	Boat Name	
	Telephone Number:	

Name of your sailing club:		
Its locality		
Number of Miracles in Fleet:		
Fleet Captain:		
Are you the boat's first owner?	* YES	NO
*Delete as inapplicable. 12/80		

Please

enrol me
renew my membership
Full
Associate
Family

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£5

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	Telephone Number:	

Name of your sailing club:		
Its locality		
Number of Miracles in Fleet:		
Fleet Captain:		
Are you the boat's first owner?	* YES	NO
*Delete as inapplicable. 12/80		

Send your subscription to:

John Wilson,
 Membership Secretary,
 Miracle Association,
 151, Finstall Road,
 Bromsgrove,
 Worce. B60 300.

MIRACLE CLASS ASSOCIATION

1981 National Championships

25th JULY - 31st JULY

To be sailed under the burgee of SOVEREIGN SAILING CLUB

ENTRY FORM

Please complete in BLOCK CAPITALS

ENTRY FEE £20.00

PLEASE ENTER MY MIRACLE FOR THE NATIONAL CHAMPIONSHIPS

Sail number..... Name of boat.....

Colour of hull.....

Name of helm.....

Address of helm

Name of club.....

Name of crew..... Age if under 18:

I AGREE TO BE BOUND BY THE RACING RULES OF THE IYRU, THE PRESCRIPTIONS OF THE RYA, THE RULES OF THE SOVEREIGN SAILING CLUB, THE RULES OF THE MIRACLE CLASS ASSOCIATION AND THE SAILING INSTRUCTIONS.

I AGREE TO PRODUCE ON ARRIVAL EVIDENCE OF MEMBERSHIP OF THE MIRACLE CLASS ASSOCIATION.

Signed..... Date

Cheques and Postal orders should be made payable to:-

SOVEREIGN SAILING CLUB LTD.

and sent with the completed form to :- Mr M.J.Marker, 1 Willows Rise
Framfield, East Sussex