

NEWSLETTER OF THE MIRACLE ASSOCIATION


IAN PINNELL & BRUCE NICHOLSON ARE THE CHAMPIONS

THE SOVEREIGN SAILING CLUB WERE SPLENDID HOSTS FOR THE 1981 NATIONALS WHICH ATTRACTED AN ENTRY OF 63 BOATS

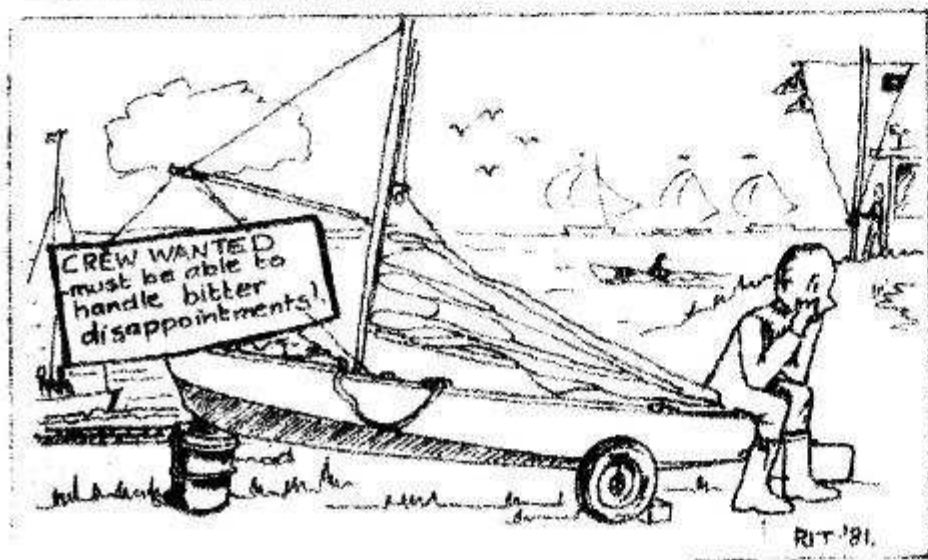
ALL THE RESULTS AND A FULL REPORT BY JIM HART INCLD.



AND...
YOUTH AND JUNIOR
NORTHERNS
SOUTHERNS
WESTERNS
PUDDLEDUCK

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NEXT YEAR? DETAILS INSIDE ...



HALO EDITOR:

Philip Teaming,
18, Whitecross Street,
Barton upon Humber,
South Humberston.
DN18 5EL.
ISSUE NO. 23 DECEMBER
1ST.



MIRACLE MIDLAND AREA CHAMPIONSHIP

**DRAYCOTE WATER
SAILING CLUB**

On Saturday 10th and
Sunday 11th October '81

First Race: 1.30pm
Saturday

DETAILS FROM ALLAN BATH
67 FISHER AVENUE, RUGBY, CV22 9HW
TELEPHONE RUGBY 71750

Entry fee:
£4



NATIONALS

The practice race on Sunday morning 26 July got off in a brisk 3/4 westerly and the lead was immediately taken by Graeme Castle and Paul Huett (Draycote Water S.C.) followed by Ian Pinnell and Bruce Nicholson (Tynemouth S.C.) with Philip Sowden and Gordon Jonas (Slough S.C.) in third spot. During the second lap of the Olympic course Paul Taylor and Geoffrey Taylor (North Lincs S.C.) overtook Sowden who by then had Dorian Hart and Alastair Martin (King George S.C.) creeping up from behind. The race finished in that order but when Pinnell came ashore he was to find that he had been disqualified for being over the line at the start.

1ST

The first points race on the Sunday afternoon (Jack Holt Trophy) began in similar wind conditions but with calmer seas and again Castle nipped up the course to reach the windward mark first with Paul Taylor behind and being closely followed by his club mates Harry and Annabel Yule-Smith. On the second lap Taylor overtook Castle with Pinnell (coming from somewhere!) pressing hard on Castle's transom. After a closely fought battle, Pinnell finally overtook Taylor, then Castle to win the race.

2ND

The second points race on Monday (Bell Woodworking Trophy) started in a frail force 3 North Westerly with a calm sea which masked a foul ebb tide which proved disastrously deceptive to a number of competitors. Yet again Castle found himself first at the windward mark with Pinnell shadowing him and David and Ian Southwell (Leigh S.C.) and Hart following behind in that order. This set the pattern of positions for the remainder of the race with Castle only realising as he crossed the finishing line without hearing a gun that the tide had carried him across the start line which then classified him as a pre-starter.

3RD

The third points race on Tuesday (Pronto Trailer Trophy) had an hour and a half's delayed start to allow wind to arrive. After two general recalls the by then line shy fleet got off and again Castle swept ahead with Pinnell behind. Throughout this race Hart, Yule-Smith and Sowden fought it out for third place but at the finish Hart took the third gun.

4TH

The fourth points race (International Paint Trophy) was sailed in similar wind and sea conditions as the previous day, but it was this time Pinnell's turn to reach the windward mark first. Throughout the race he maintained his lead over Castle. Third place was again filled by Hart who this time had a close encounter with J. Arnott and D. Long (Newhaven and Seaford S.C.) and following behind this pair was Southwell, Sowden and Yule-Smith in that order. This result left the championship wide open between Castle and Pinnell.

5TH

For the fifth points race (Sovereign Trophy) the wind and sea conditions markedly changed. A fresh 4/5 southerly brought with it a profoundly choppy sea which did not trouble Pinnell who sailed with ease to the first mark. Sowden rounded second with Hart behind. However on the run to the next mark Hart broached and capsized leaving Chris and Mark Sidey (Queen Mary S.C.) to compete with Castle for third place. At the end it was Sidey who heard the gun. Pinnell's win in this points race clinched him the title of the 1981 Miracle National Champion.

6TH

The sixth race (Charles and Diana Cup) of the series on Friday morning was raced in force 3/4 westerly which churned up a naughty sea swell. During the race there were squalls accompanied with torrential rain which made navigation between the marks difficult for the competitors. This final race of the Championship proved to be one of the best as throughout it provided a nailbiting, cliffhanging battle not only between the leading boats of Castle and Pinnell but also (and not far behind) an exciting duel for third place between Taylor and Sowden. At the end Castle crossed the finishing line first, with Pinnell second and Taylor nipping over just ahead of Sowden. This ended a very enjoyable and successful sailing event.

- 1st. Ian Pinnell / Bruce Nicholson (T'ith)
- 2nd. Graeme Castle/Paul Huett (Draycote)
- 3rd. Dorian Hart/Alastair Martin (K.George)
- 4th. Philip Sowden/Gordon Jonas (Slough)
- 5th. Paul Taylor/Geoffrey Taylor (M.L.S.C.)
- 6th. David and Ian Southwell (Leigh)

Perhaps one disadvantage of winning the National Championships was to be asked to write an article for 'HALO'. I admit to catching Ian shortly after the last race of the championships when he was probably too tired to resist. Happily our new champion did agree to write to me and, to my delight, his article arrived within a week of the championship finishing. And here it is...

A FORMULA FOR SUCCESS!

Good tactics - well just read articles by people like Twinnam, Elvstrom (Pinnell !!!), but tuning Miracles? There are not many books to refer to here, are there?

So, what do we know about tuning them - (not very much actually, but my boat can't have been too badly tuned!)

Well, presuming that you have got the finish on your boat perfect, and all equipment in efficient working order, then here goes...

(1) THE MAST

Most top sailors recommend some rake for sailing up wind, although there seems to be no satisfactory scientific explanation as to why. Downwind the opposite applies - reduced rake results in the need for less helm to steer a straight course, and also enables the boom to be squared off. However, more attention should be given to upwind performance as the spinnaker overcomes lack of boat speed downwind. Important to note that the mast must be a tight fit at both heel and deck level to reduce sideways mast bend as much as possible. When setting up the mast, pre-bend must be used to counteract 'S' bend when the highfield lever is put on.

(2) SAIL SETTING

Now obviously there isn't space enough in one 'HALO' article to tell you of every aspect of sail speed, but perhaps the most important for upwind speed is the slot. The ideal slot is obtained when the distance between the jib and the main is parallel. Watching the telltales is the easiest way to determine fore and aft fairlead position for different wind strengths. If the top telltale luffs before the lower, then there is too little leech tension - move the fairleads forward. Should the reverse happen, lower telltales lifting first, too much leech tension - fairleads go aft. Correct tension is

indicated by telltales lifting simultaneously.
(3) SPINNAKERS

Set the spinnaker so that both clews fly at equal heights. The leeches should be allowed to open as much as those of the main and jib - you can achieve this by hiring or lowering the pole as necessary. The windier the conditions the higher the pole should be, to allow the leeches to open and prevent heeling excessively. In light conditions on a run the pole should be lowered. Remember, as the sails are the driving force of your boat, care of them is very important.

Perhaps you noticed me abstaining from the customary use of spinnaker chute, substituting instead the use of bags. Why?

Because:

- (i) All the weight is concentrated in the centre of the boat, hence light ends.
- (ii) When sailing in the sea the spinnaker is kept away from bow-spray.
- (iii) There is no loss of concentration from the helm at the end of the spinnaker leg, especially in windy conditions, as the crew pulls the kite down.
- (iv) My crew was larger than the average Miracle crew, and the system favours larger crews.

- Did you note my secret weapon?

ADJUSTABLE CREW WEIGHT - he started at 10 st on Sunday, but by the windy Thursday race he'd achieved 10½ st. - good stuff that real ole - eh Bruce? !!

Thank Sovereign S.C. for a great week.

Ian Pinnell

Storrar & Bax Sails





MIRACLE NATIONAL CHAMPIONSHIP SOVEREIGN SAILING CLUB, EASTBOURNE

National Champions - Ian Pinnell and Bruce Nicholson of Tynemouth Sailing Club

5



MIRACLE NATIONAL CHAMPIONSHIP SOVEREIGN SAILING CLUB, EASTBOURNE
The Battle for the title between Ian Pinnell (3107) and Graeme Castle (2922)



NATIONAL CHAMPIONSHIP SOVEREIGN SAILING CLUB, EASTBOURNE

"Miracle" class National Championship 1981
Ian Pinnell (Right) and Bruce Nicholson of Tynemouth Sailing Club

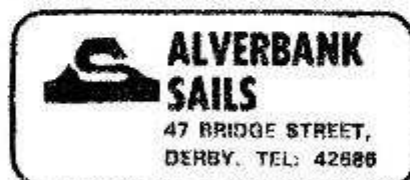
FROM THE CHAIRMAN ...

A superb week of sailing and a magnificently run National Championship thanks to Mick Harker and his team from Sovereign Sailing Club. Unfortunately the week was overshadowed by the illness of John Wilson. John was released from Eastbourne Hospital on 7th August and has since returned home. I tried to see him on Saturday, 8th., but John had not reached home by that date. It appears that he was suffering from 'Asprin Allergy'. The other casualty was Sue Marlow she fell onto the highfield lever. As there were plenty of first-aiders available at S.S.C. she received first aid as soon as she stepped ashore. I took her to hospital and she was sent home after an hour or so. The following Tuesday Sue was readmitted with post concussion. I am happy to say she is now recovered.

At the A.G.M. Dennis Southwell and myself were disappointed that an alternative to Ullswater was not suggested for the 1982 Nationals. As we are a relatively small association we cannot give the guarantee the larger clubs require before accepting our request to run our National event. It is important that we the committee do try and satisfy the membership in the decisions we make. We cannot expect the Northern members to make long journeys south every year, and by the same token we cannot expect the southern members to go north. Some guidance on these matters is appreciated. The commodore of Sovereign Sailing Club has offered his club's facilities for our 1985 Nationals. After consultation with Dennis Southwell, I have instructed our new secretary, Angela Williams, to write to Nick Leach and accept his offer. I have yet to receive his reply.

I am looking forward to going to Phil Twining's club for the Puddleduck. Hope to see you there.

Sincerely,



NATIONALS RESULTS

POS.	B.NO.	NAME	CLUB	PR.	1st.	2nd.	3rd.	4th.	5th.	6th.	Total.
1st.	3107	I.Pinnell B.Nicholson	Tynemouth	D.	1	1	2	1	1	2	5
2nd.	2922	G.Castle P.Huett	Draycote	1	2	d	1	2	4	1	9½
3rd.	2222	D.Hart A.Martin	King George	4	5	3	3	3	14	6	20
4th.	529	P.Sowden G.Jonas	I.C.I.Slough	3	4	D	5	7	2	4	22
5th.	2624	P.Taylor G.Taylor	North Lincs.	2	3	15	9	8	6	3	29
6th.	2713	D.Southwell I.Southwell	Leigh	R	11	2	7	5	8	11	33
7th.	1202	H.Yule-Smith A.Yule-Smith	North Lincs.	10	7	11	4	6	28	5	33
8th.	1900	J.Arnott D.Long	Newhaven and Seaford	11	9	6	12	4	5	9	33
9th.	2753	C.Siday M.Siday	Queen Mary	9	6	5	8	D	3	18	40
10th.	2779	A.Catto N.Catto	Leigh	D	10	10	11	14	9	16	54
11th.	316	D.Beere D.Francis	I.C.I.Slough	R	20	4	13	D	7	21	65
12th.	2092	K.Hiscock S.Hiscock	Crawley Mariners	13	16	D	20	13	10	7	66
13th.	2712	R.Rice S.Rice	Mid Warwickshire	15	12	12	17	12	15	22	68
14th.	1458	R.Paish N./S.Paish	Segas	18	15	21	14	10	37	13	73
15th.	1052	C.Palmer A.Palmer	Mayflower	12	13	19	15	18	13	24	78
16th.	170	N.Ireland N.Key	Sovereign	5	22	9	22	19	R	14	86
17th.	889	R.Clarkson S.Clarkson	Shropshire	14	17	18	18	21	25	19	93
18th.	2776	J.Ward J.Webb	Hoveringham	25	26	25	16	15	27	12	94
19th.	562	J.Wilson A.Wilson	Redditch	8	8	7	10	9	DNS	DNS	95
20th.	2599	P.Twining M.Avill	North Lincs	17	37	20	26	16	19	15	96
21st.	2905	G.Huett M.Huett	Draycote	DNS	R	8	6	D	21	8	102
22nd.	3334	R.Fitzpatrick K.Fitzpatrick	Hythe and Saltwood.	R	23	14	43	26	20	20	103
23rd.	350	R.Beere A.Goulder	I.C.I.Slough	29	21	22	23	17	26	23	106
24th.	3028	H.Barlow G.Barlow	Draycote	16	28	13	21	11	35	34	107
25th.	2770	R.Twining J.Hardman	North Lincs.	23	29	26	24	34	22	10	111
26th.	1656	J.Pipe M.Harris	Sovereign	6	18	45	32	20	24	17	111
27th.	431	K.Price N.Price	I.P.C.	7	36	23	19	29	16	25	112
28th.	124	S.Fischer P.Fischer	I.C.I.Slough	28	14	D	33	28	18	26	119
29th.	3210	P.Baverstock J.Annis	Sovereign	R	13	43	25	31	12	29	127
30th.	949	I.Barnett F.Wiltshire	Draycote	D	24	17	27	D	30	33	1318

31st.	1336	F. Best P. Sowden	I. .I. Slough	35	33	28	29	23	31	32	143
32nd.	2533	R. Smale J. Smale	Worthing	21	46	16	38	R	11	36	147
33rd	1829	P. Stewart J. Haywood	Draycote	DNS	34	27	28	27	36	31	147
34th.	2958	R. Houghton C/E. Houghton	Draycote	30	19	40	30	D	39	28	156
35th.	1998	P. Skilton E. Waite	North Lincs	DNS	25	32	34	30	R	35	156
36th.	2747	D. Jones P. Jones	Worthing	24	27	30	35	45	32	37	161
37th.	2183	J. Kelly G. Kelly	Leigh	20	DNS	31	41	25	41	27	165
38th.	3113	T. Hatday J. Woodhame	Worthing	26	32	36	51	46	17	38	169
39th.	2963	R. Mugridge M. Mugridge	Worthing	19	47	38	31	D	23	30	169
40th.	2170	V. Padget M. Baker	Eastbourne	27	38	33	37	24	38	45	170
41st.	3333	T. Pearson S. Marlow	Mid. Warwicks	34	31	29	39	39	42	44	180
42nd.	439	P. Astley-Jones H. Astley Jones	Shropshire	36	44	24	50	35	29	R	182
43rd.	1597	R. Ferguson K. Edwards	Crawley Mariners	D	35	34	45	41	33	43	186
44th.	1955	F. Haywood C. Haywood	Draycote	D	39	41	36	38	59	39	193
45th.	589	J. English M. Bosley	Sovereign	22	42	46	D	22	40	47	197
46th.	36	K. Flowerday P. Bow	Wilsonian	41	51	35	53	33	46	R	210
47th.	1819	A. Rennie G. Byworth	North Lincs.	DNS	45	47	49	37	48	41	218
48th.	663	J. Ferguson J. Ferguson	Wigan	R	50	44	46	40	R	46	226
49th.	3004	M. Pruden J. Pruden	Redditch	39	55	39	56	32	49	53	228
50th.	756	S. Putland J. Putland	Sovereign	42	43	37	52	42	R	R	231
51st.	732	P. Wareham M. Wareham	Crawley Mariners	38	41	52	40	47	R	52	232
52nd.	1669	D. Crowe I. Williams	Redditch	33	53	42	54	66	45	40	234
53rd.	593	M. Thompson M. Thompson	Bowl Valley	40	54	54	DNS	36	43	50	237
54th.	745	D. Hoare S. Hoare	Sovereign	37	52	50	55	D	34	48	239
55th.	1003	J. Bishop J. Bishop	Worthing	31	40	51	47	D	R	42	239
56th.	323	A. Eley T. Sherwood	Mid Warwicks	R	48	48	48	48	R	49	241
57th.	322	D. May B. Catto	Broadwater	43	49	49	57	43	47	DNS	245
58th.	441	A. Freshney J. Comyn	Eastbourne	DNS	R	DNS	42	D	44	DNS	267
59th.	3065	G. Russell C. Myers	Worthing	32	56	D	44	D	R	51	275
60th.	491	J. Perkins A. Sherwood	Mid Warwicks	DNS	DNS	DNS	DNS	44	R	R	282
61st.	1802	J. Coleman L. Johnson	Bexhill	DNS	R	D	58	DNS	DNS	DNS	300
62nd.	1954	P. Edwards	Leigh	DNS	DNS	DNS	DNS	DNS	DNS	DNS	305

from the manufacturers of the well-known MIRRORLAUNCHER

THE MORTIMARINE

MIRACLE LAUNCHER

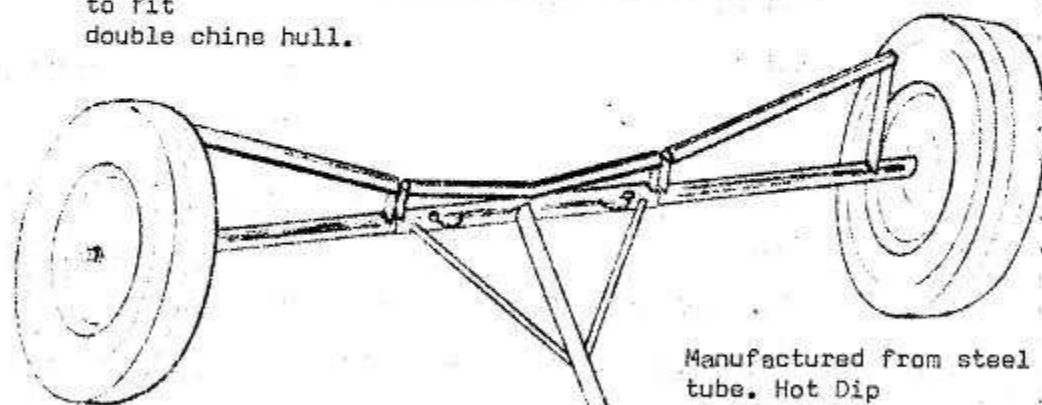


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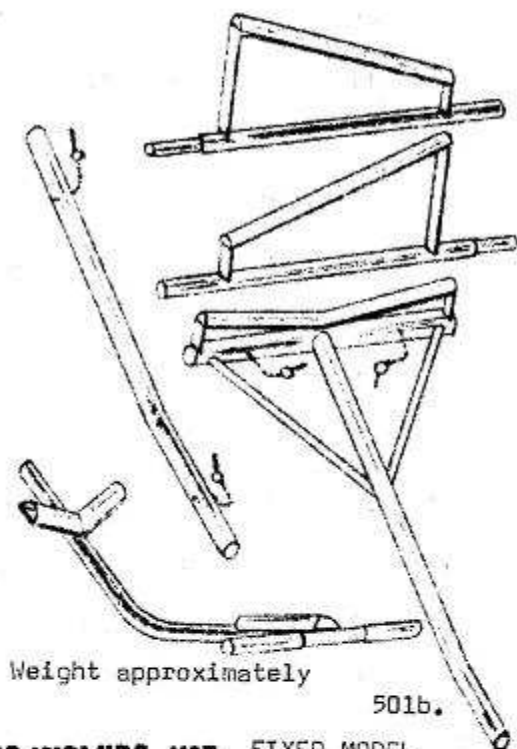
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NORTHERNS

The Northern Area Miracle Championships held at Leigh Sailing Club on 6/7 June attracted a countrywide entry of 38 boats with an opening day of gale force winds gusting between force 6 to 8.

The first race was a practice race as an introduction to the main series of points races, the best three out of four results to decide the Championship.

Seventeen heroes decided to sail the practice race, the rest deciding to save their strength and equipment for the main points series. The gale force winds soon decimated the fleet with the rescue craft working flat out in order to clear the water of boats with broken masts, centreboards, and rudders along with all other sundry equipment. Only eight boats managed to finish the race. Some fine heavy weather sailing being displayed by Pinnel, Pearson, Fitton and Maxfield, finishing the race in that order. The spectators were full of admiration with remarks overheard - "They want their bloody heads testing" and, "I knew sailors were a strange breed" - other remarks cannot be printed, but well done lads, we on the shore were proud of you.

The first points race started with an entry of 23 boats with the rest of the fleet busy repairing their craft for the following day's racing. The weather, refusing to abate, had the rescue craft once more extended, but did not hide the fact of some excellent heavy weather sailing once more especially by Ian Pinnel of Tynemouth S.C. who found, to his horror, that after sailing in the lead throughout the race, he had been disqualified along with two other boats for being over the line. Local boat David Fitton receiving the winning gun, with Mike Seaton (Leigh) second - David Raines (Leigh) third, and Peter Skilton (North Lincs) fourth. Once more only eight boats managed to finish the race.

Sunday morning opened with a complete reversal of weather conditions with a gentle, shifting breeze. The first race of the day starting with 37 boats and Pinnell showing that he could sail in light airs as well as the heavy weather, being closely chased by Chris Maxfield of Winsford S.C., with David Fitton coming through to third place, Alan Catto (Leigh) fourth. Local

hope, David Southwell, having to enter the championship without his regular crew, Ian, who had taken ill, had his chances restricted with having to use a 'strange' crew. He chose well in Valerie Powell because in the second race of the day they were obviously starting to work well together with a flying start and pulling out a healthy lead over the first half of the course but Pinnell and Maxfield were not to be denied and on a shortened course, with the wind dying, managed to squeeze over the line to establish an order of Pinnell, Maxfield, Southwell and John Wilson of Redditch S.C. coming fourth.

The final race started with a dying breeze and a constantly shifting wind making conditions very tricky, but it was noticeable that the leading boats were the same numbers that had been prominent throughout the championships. Maxfield established a lead that Pinnell could not break and went on to take the winning gun in drifting conditions with hardly any wind on the course. The championships ended with the first six places being:

- | | |
|-----------------|----------------|
| 1. Ian Pinnell | Tynemouth S.C. |
| 2. C. Maxfield | Winsford S.C. |
| 3. D. Fitton | Leigh S.C. |
| 4. D. Southwell | Leigh S.C. |
| 5. J. Wilson | Redditch S.C. |
| 6. A. Catto | Leigh S.C. |

In conclusion, a very exciting championship with a strong contingent of the main committee attending, including our Commodore, Bob Ferguson, and Chairmen, Jim Perkins. We at Leigh Sailing Club would like to thank you all for making it so successful. Here's to next year.

I would also like to thank Ivor and Angels Williams who organised the event and all their helpers at the home club.

DENNIS SOUTHWELL MM 2173

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ANCHORS	3lb.(1.4 kg) folding grapnel with 20M worm	9.40	
	5lb.(2.3 kg)	11.10	
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	Elvstrom stainless self bailers :		
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	(WHEN ORDERING ANY OF THE ABOVE PLEASE STATE MAKE OF MAST)		
INSPECTION HATCHES	Screw type with sealing rings :		
	4" diameter Each	1.67	3.27
	6" diameter Each	2.59	4.28
JAMB CLEATS	incorporating fairleads on base plate	pair	9.34 9.78
JIB STICK	Aluminium with plastic end fittings		5.37
	Mast bracket for jib stick	extra	0.82 1.30
KEELBAND	Aluminium strip with screws		6.98 9.50
	(n.b. Plastic gasket is included as standard but not keelbanding, Spare gasket 1.20)		
KICKING STRAP	JAMING DEVICE, single block with rope		3.28
	(extra cost over standard rope £2.05)		
MOORING EYE	Screws into centre of foredeck aft of forward bulkhead	0.35	0.55
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PAINT KITS	(a) Standard enamel and varnish		30.00
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	(both kits include Danboline but if not required deduct £2.83)		
SANDPAPER PACKS	(a) for use in construction of kit- 1x40grit, 1x60 & 1x150	0.74	
	(b) for use in painting, contains 3x150, 4x220 & 2x400	1.64	
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LAUNCHING TROLLEY	Rigid handle, padded chocks, 10" wheels		42.50
	As above but with pneumatic tyred wheels		54.76
	Barry Bucknell's large dome-shaped plastic wheels, very suitable for sand and shingle		49.00
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YOUTH & JUNIOR 1981

Dennis Southwell (MM2173)

Our first youth and junior event was held at Rutland Sailing Club, Thursday and Friday, 27/28 May. By selecting two week days and offering to run the event ourselves the Association was taking a calculated risk that enough boats would turn up to make the meeting worthwhile.

A party of us arrived on the Wednesday evening in order to inspect the water and make the acquaintance of the officials of Rutland. We were already aware that this venue was the biggest man-made water in the country, the equal of Windermere they say, with the capacity of holding three championships at the same time.

Derek the Bosun proved very helpful by offering us all the assistance we required and the team was quickly made up with me as O.D. Derek laying down the marks with one other boat for rescue purposes. Geoff Huet took control of flags, and recording, Phil and Olive Twining took over on the land organising the entries and acting as liaison between the Association and Rutland along with many other jobs including Olive presenting the prizes to the competitors. Bert Catto acted as rescue assistant and ended up organising the flags on the committee boat when we found ourselves a little pushed. Geoff having to watch the line whilst I counted down and fired the guns and generally trying to keep an eye on the whole operation. As you can imagine, a little hectic at times, but apart from the gun not operating once and keeping us all on edge, fortunately we managed and all enjoyed the experience.

The championship opened with 15 entries and extended to 16. This was a very commendable entry. The first race took place at 1.30 p.m. on Thursday with a forecast of strong winds that did not materialise, fortunately, instead we had perfect sailing weather - a dry sunny day and a nice steady breeze. An olympic course was laid with the fleet getting away in a nice orderly fashion and Graham Castle very quickly establishing an early lead chased by Smith and Fitton, Leigh SC.

After the first two legs of the course had been sailed, Castle extended his lead and was not really troubled again throughout the race.

Next year we are hoping to organise the event to take place at a weekend and as a result hope to improve the entry even further, although we were more than satisfied by the entry for the first event.

Although a five lap race had been planned, a shortened course on a dying breeze was the order of the day. The final order being Castle, Smith, Catto and Twining.

The second race was practically an exact replica of the first with only light breezes ruffling the water and a much closer finish between the leading boats of Castle, Smith and Fitton with Twining fourth.

Once more, Friday opened with hardly any breeze and a 45° change of direction which meant having to push the racing further away from the Clubhouse in order to attempt to obtain a better course. It was decided to run both races with only a short interval in order to give us time for presentation and not delay those with long journeys in front of them. This meant the competitors staying on the course starting at 10.15 a.m.

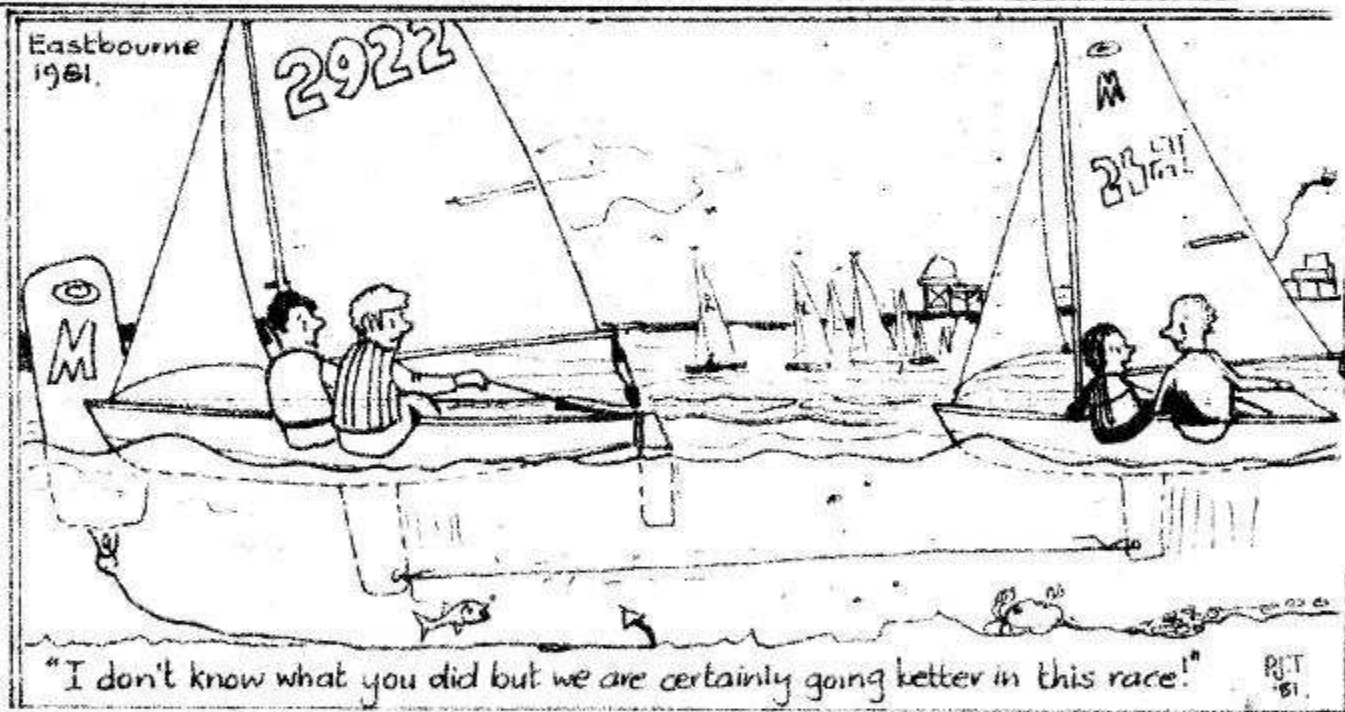
The first race started with a general recall. The second start with three boats over the line, one of them being a leading boat - David Fitton who, unfortunately raced through to fourth place and didn't receive the finishing gun. The race once more won by Graham Castle, followed by Yule-Smith, Twining.

The helms sailed to the side of the lake whilst we repositioned the windward mark and in a short while the boats were pushing for position on the line. The youths and juniors were certainly not line shy and once more an extra gun signified boats over but fortunately going back over the line each starting correctly.

Two good reaching legs allowed the full use of the spinnakers and some very enjoyable racing with Michael Twining coming through into third position to claim overall third and the leading junior, a very fine effort. As with all the previous races, Graham Castle first and Henry Yule-Smith second made the final finishing order of the championship - with Richard Twining, David Fitton, T J Gibbs and Alan Catto.

YOUTH & JUNIOR 1981

Helm	Crew	Club	Boat	1	2	3	4	Total		
1st.	G.Castle	P.Huett	Draycote	2222	1	1	1	1	2 $\frac{1}{2}$	
2nd.	H.Yule Smith	S.Dennis	North Lincs.	1202	2	2	2	2	6	
3rd.	R.Twining	J.Hardman	North Lincs.	2770	4	4	3	3	10	1st Junior
4th.	D.Fitton	A.Graham	Leigh	2026	3	3	16	4	10	
5th.	T.Gibbs	C.Gibbs	Olton Mere	541	9	6	4	14	19	2nd Junior
6th.	A.Catto	M.Barrett	Leigh	2779	6	8	7	10	21	
7th.	J.Ward	J.Southern	Hoveringham	2776	10	5	12	6	21	
8th.	C.Haywood	M.Huett	Draycote	2905	12	7	6	8	21	3rd Junior
9th.	s.Bennett	H.Pond	Hoveringham	2437	7	9	9	7	23	
10th.	J.Carroll	P.Thompson	Milton Keynes	2538	16	13	5	5	23	
11th.	R.Little	S.Johnson	Hoveringham	2040	5	10	14	9	24	4th Junior
12th.	S.Garrett	R.Garrett	Bexley	2003	15	14	8	11	33	5th Junior
13th.	G.Kelly	M.Ashall	Leigh	2183	14	12	10	12	34	6th Junior
14th.	J.Costard	R.Costard	Olton Mere	2085	8	16	11	15	34	
15th.	G.Taylor	S.Oston	North Lincs.	2599	11	11	13	13	35	7th Junior
16th.	S.Madin	J.Jones	Bala	2861	16	17	17	17	50	



WORTHING OPEN 1981

Worthing Yacht Club held their first Miracle Open Event over the weekend of July 4th. and 5th. and were very pleased to welcome eight visitors among the twenty entrants, including five boats from Newhaven and Seaford Sailing Club. Conditions were testing with a fluctuating south westerly wind of between force four and five, resulting in some exhilarating sailing over the olympic courses, especially on the reaches for those brave enough to carry the third sail. Gate starts were used for all three races and seemed to work successfully even with such relatively small numbers. The first race was lead at the windward mark by Philip Sowden, but on the off wind legs Richard Smale pulled through to the front, closely followed by Bob Hart and Julian Pipe. On the remaining two beats and the run, Philip pulled back through the fleet and eventually just caught Richard on the line. Neil Arnott also improved over the latter

part of the race to finish third in front of Julia.

The second race resulted in the closest racing of the weekend. Philip was first at the windward mark closely followed by Robin Mugridge. This time, Philip held off the challenges of Richard, Neil, Julia and Bob on the reaches and maintained his lead to the finish and consequently clinch the meeting. Richard just finished in front of Neil, while Robin improved several positions on the final beat to snatch fourth position on the line from Julia.

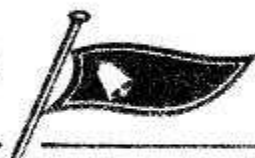
In the final race Philip again led at the windward mark only to retire with a broken rudder following a violent broach at the start of the reach. Neil and Richard pulled clear of the rest of the fleet, with Neil just holding on to win and gain second place overall. Julia finished on her own in third place to confirm her well deserved fourth place overall.

1st.	529	P. Sowden/G. Jonas	I.C.I. (Slough)	$\frac{3}{2}$	$\frac{3}{4}$	R*	1 $\frac{1}{2}$ pts.
2nd.	1900	N. Arnott/D. Long	Newhaven & Seaford	3*	3	3/4	3 $\frac{3}{4}$ pts.
3rd.	2533	R. Smale/J. Smale	Worthing	2*	2	2	4 pts.
4th.	1656	J. Pipe/M. Harris	Sovereign	4	5*	3	7 pts.
5th.	1643	R. Hart/R. Hart	Worthing	5	6*	6	11pts.
6th.	2963	R. Mugridge/M. Mugridge	Worthing	7	4	9*	11pts.
7th.	2747	D. Jonas/P. Woodhams	Worthing	6	10*	5	11pts.
8th.	263	F. Riddle/E. Riddle	Worthing	8*	8	4	12pts.
9th.	1003	J. Bishop/J. Bishop	Worthing	11*	7	8	15pts.
10th.	2454	A. Bishenden/K. Holden	Worthing	12	15*	7	19pts.
11th.	1826	S. Douglass/G. MacDonald	Royal Engineers	9	12*	11	20pts.
12th.	1134	A. Knight/J. Woodhams	Worthing	10	16*	12	22pts.
13th.	1948	R. Harper/G. Harper	Newhaven & Seaford	16*	9	14	23pts.
14th.	3113	T. Hayday/R. Harvey	Worthing	18*	13	10	23pts.
15th.	2039	R. Smith/A. Bedford	Newhaven & Seaford	20*	11	13	24pts.
16th.	3065	G. Russell/C. Russell	Worthing	13	14	15*	27pts.
17th.	817	P. Gerrard/J. Gerrard	Worthing	14	17	20*	31pts.
18th.	1360	D. Eatwell/J. Eatwell	Newhaven and Seaford	20*	18	20	38pts.
19th.	217	K. Lynch/J. Lynch	Newhaven and Seaford	20*	20	20	40pts.
20th.	948	A. Walker/H. Walker	Worthing	20	20	22*	40pts.

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16

THE NORTHERNS, SOUTHERNS, WESTERNS AND NATIONAL CHAMPIONSHIPS.

It's great to scan through the results and the reports written by the dedicated racing types but I always feel that the real results of any Area or National Championships are the friends one makes, the social gatherings and the chance to meet the real people behind the Miracle Association.

Our trip to the Northerns was marred right from the start because I did not lock the ball hitch properly and the trailer dropped off. I braked hard but the trailer did not and as a result the mast hit the back of the car ! Something had to give and it turned out to be the transom. It cost Newton Crum £104 to repair it. Vera and I were very brassed off by the time we arrived at Dennis and Enid Southwell's house at Flixton. The warmth of their welcome, the promise of a boat for the following day plus a large amount of Scotch revived my flagging interest in the Miracle Association! The wind blew like stink the following morning so I regretfully declined the offer of a boat in the interests of safety !! Instead I made a tour of the Clubhouse including the ladies changing rooms. A delightful young lady called Dobbie took me into the ladies section and I must say the Hilton Hotel's powder rooms have nothing on the Leigh Sailing Club. In fact, they go one better by having a hair dryer on the vanitory table and also a place to change a baby's nappie !! I gather it was built by the members themselves. We were very impressed. If you had asked me what a 'flash' was before I went to Leigh Sailing Club, I would have given you the wrong answer. As Leigh sail on one - it added to my knowledge. Do you know what a flash is? Incidentally this one has a bird sanctuary at one end and it is the only time that I have seen herons sitting on marks. It was a grand meeting and well worth the trip up north.

When I picked the boat up from the repairers it was not completely finished but I needed it the following weekend for the Southernns at Hythe. Unfortunately the inevitable happened and I holed the boat again coming ashore. Newton Crum promptly gave me notice of cancellation of my policy. I had omitted to get an estimate for the first accident. I don't blame them but they relented and took me on risk again which was just as well as I hit someone at Eastbourne and made another hole !! Please keep clear of me in future as the excess on my policy is making life expensive.

The weather for the Southernns at Hythe, in contrast to the previous weekend, was marvellous. Sunshine and wind strength of force 3/4. The conditions were ideal but I regret the turnout was very poor. I would have expected Wilsonian, Blue Circle and Newhaven and Seaford to be represented, but no !! The racing was a good warm up for the Nationals. They used Olympic courses and five-minute pules. Rob Thomas is to be congratulated on the expertise with which the meeting was run. Incidentally, the stones at Hythe are very small and they do not damage the bottom of your boat.

The Westerns at Sutton Bingham were as usual well organised and they, like Leigh S.C. have extended their clubhouse. It is a delightful situation on Sutton Bingham reservoir. Edwin Francis is now the Class Captain and it was great to see him and his father. Alun Brown could not resist the temptation to sail with us. Let us hope that he will build another boat and find a permanent crew. Playing skittles on Saturday Evening was great fun. How you can miss all the skittles with three balls is amazing but I managed to do it. There is also a trap for the unwary at Sutton Bingham ! I could not understand why when I was doing well for once, everyone sailed past me. Then I noticed yards of reeds trailing from my rudder. To be able to launch your boat without getting your feet wet and sit on a grassy bank for lunch, make sailing here very pleasant. Incidentally, they have a lady Commodore.

I expected the Nationals to be good as this is the second time that the Sovereign Sailing Club have run them. It was pleasant to see so many old friends particularly my long lost relation ? - Jim Ferguson and Jenny, his wife. Jim was home on leave from the Persian Gulf.

The Sovereign Club gave us a super time, especially during the evenings. Stool ball for most of us was a new game, but we did enjoy it. I dare not mention the names of the games we played back in the clubhouse. If you were not at Eastbourne ask someone who went to describe them. They were hilarious.

We had just about every kind of weather for the races. It was our Committee's decision not to have gate starts, but next year we will. The light winds at the start of the week and the strong tide played havoc at the start for the unwary. My crew for the week was a very enthusiastic member of Sovereign Club. He usually spends his time on the wire of a

Dart. We both felt that with a spinnaker we should have been first or second!!! Most of the Club Officials had taken a week of their holidays to help out. When I remarked that it was very good of them to give up their time, they all said it was well worth doing and especially for the Miracle Association as you are such nice people. We really did appreciate their efforts.

Well, to sum up, Vera and I have enjoyed your company. We thank you and especially those who had so much to do with the running of the meetings, including all the Mums and Dads who don't sail but just help out.

Vera thanks you all for your kind wishes. She is well on the way to a little light crewing! - No competition outings for a while.

Also John Wilson is now at home after an extra week at Eastbourne in hospital. I hope that he had good news from his doctor at home.

BOB FERGUSON

CLUB RESCUE...CLUB RESCUE...CLUB RESCUE...CLUB RESCUE...CLUB RESCUE...CLUB RESCUE...CLUB R

I wondered if other sailing clubs would be interested in a description of the Rescue Service operated at Hoveringham Sailing Club...

We have two Scout Groups incorporated in the Club Membership who use our facilities for their water activities. Both of these groups have, as part of their unit, Venture Scout Sections. It is this part of the scout group that has proved so successful.

The first requirement is a competent R.Y.A. Certificated Rescue boat operator willing to take on the role of instructor. The RYA run some very good power boat handling and coxswain courses - WELL WORTH AT LEAST ONE CLUB MEMBERS ATTENDANCE. The Venture Scouts were asked if they would be interested in taking on the task of rescue boat duties. A favourable reply was received and a meeting arranged between the prospective operators, scout leaders and the instructors. The whole idea was then presented to all parties and the training programme set up. This consisted of power boat handling in all conditions likely to be met on our water (ex. gravel pit), and rescue techniques, people and boats, basic maintenance, engines and boats, first aid, hypothermia, resuscitation etc., a full description of racing courses, likely capsize areas, setting start lines...and so on. Quite an ambitious programme.

The course was duly carried out and was very well attended with keen competition between the scouts for driver and crew teams. This system has now been operating for three seasons, with new crews being trained each year. The crews have one days duty per month, which is not excessive, and the club has a complement of competent crews always on call. The only reward that the crews receive are certificates presented at the end of each season! Not much reward for all the effort expended but they do have the sincere gratitude of all the members.

The very real side effect for the club which has been most beneficial is that the actual running costs of the rescue boat have been substantially reduced due to the proper boat handling techniques and care exercised by these teenage operators.

PETER WARD

LIST OF MIRACLE ASSOCIATION COMMITTEE MEMBERS AS AT AUGUST 1981

Bob Ferguson The Headmaster's House Church Lane Godstone Surrey RH9 8BW Tel. 0883 843446	Commodore	<u>General Committee</u> Ivor Williams 28 New Row Mosley Common Worsley Manchester M28 4BE Tel 061 790 3698
Jim Perkins Aviemore Main Street Brandon Coventry CV8 3HW Tel Coventry 542883	Chairman	Terry Castle 46 Whittle Close Bilton Rugby Warwickshire CV22 6JR Tel 0788 811494
Peter Skilton 26 Burnside Broughton Brigg South Humberside Tel 0652 52075	Treasurer	Peter Ward 96 Lincoln Road Newark Nottinghamshire Tel Newark 76437
John Wilson 151 Finstall Road Bromsgrove Worcestershire B60 3DD Tel Bromsgrove 76487	Membership Secretary	Ian Barnett 4 Exminster Road Stivichall Coventry Tel
Bob Fitzpatrick 78a Maidstone Road Rainham Kent Tel Medway 363942	Measurement Secretary	Harry Yule-Smith The Old Rectory Saxby-all-Saints Brigg South Humberside Tel
Phil Twining 18 Whitecross Street Barton upon Humber South Humberside DN18 5EU Tel 0652 34162	Halo Editor	<u>Class Secretary</u> Angela Williams 28 New Row Mosley Common Worsley Manchester M28 4BE Tel 061 790 3698
Dennis Southwell 136 Irlam Road Flixton Manchester Tel 061 748 4940	Race Secretary	
Peter Nunn P O Box 644 66/73 Shoe Lane London EC4P 4AB Tel 01 822 3768	Copyright Holder's Representative	

MINUTES OF THE ANNUAL GENERAL MEETING OF THE MIRACLE ASSOCIATION HELD
AT SOVEREIGN SAILING CLUB, EASTBOURNE ON THURSDAY 30 JULY 1981

Present: Mr G J Perkins (Chairman)
Mr P Skilton
Mr D T Southwell
Mr P Twining
Mr I T Williams
Mr R Fitzpatrick
Mr P Nunn

Apologies: Mr J. Wilson

1. Minutes of the 1980 Annual General Meeting held at Leicester

~~Mr Perkins welcomed everyone to the meeting and made reference to the Minutes of the above meeting. He asked that they be accepted as a true record.~~

Proposed by P Elay: Seconded by C Palmer.

2. Matters Arising

The measurement changes had been taken up with the Copyright Holders and reports were given in Halo.

3. Chairman's Report

Mr Perkins mentioned the fact that John Wilson had been admitted to hospital and that Peter Nunn had been to visit him and with a bit of luck John would be out of hospital by Saturday.

Mr Perkins said the Committee had been holding regular meetings and the Association is pressing along in a very harmonious way and it is nice to think that we are one of the few Associations that can attract so many boats, especially in the present climate.

He went on to say that unfortunately, we were losing the services of Peter Nunn as Secretary of the Association for the last five years but that Peter would remain on the Committee as the Copyright Holder's Representative.

Mr Perkins continued that he, as Chairman for the past nine months, had been round to several clubs and it was pleasing to note that 'we are a nice lot of guys'. He then called upon other officers to give their reports.

3.1 Race Secretary's Report

Mr Southwell confirmed that the Inland Championships are to be held at Bala Sailing Club on the weekend 5/6 June 1982. The fee has not been finalised, but it was envisaged to cost £4/5 for the weekend. A full report would be published later in Halo.

Southern Area Championship - Datchet have offered to host this event but this has yet to be confirmed.

continued

The Youth & Junior Championship at the moment is presenting a problem. Mr Southwell had written to Coniston but had not received a reply although he did mention a reply may await his return from holiday.

The Northerns - possibly at Llandudno - this again has yet to be finalised.

Mr Southwell said the big problem is the Nationals. It was suggested that we amalgamate with the Graduates, but Edinburgh are taking on the Graduates and do not want to know us.

Mr Southwell has contacted Ullswater who have offered to host the Nationals - nothing definite has been fixed and Mr Southwell was open to suggestions and would be pleased to hear about them. There was no comment from the floor.

The Puddleduck Championship is to be held at Hoveringham Sailing Club on 15/16 May 1982. More details in Halo.

Mr Southwell concluded his report.

As the Membership Secretary was absent, the Chairman then called on the Treasurer to give his report.

4. Treasurer's Report

Audited accounts to year ended 31 December 1980 were circulated. Mr Skilton said there had been an overall increase in all categories by about 20% - from £3,087.37 in 1979 to £3,861.70 in 1980 on the Income side. Noticeable feature is the contribution from Newton Crum Insurance.

On the expenditure side 1978/79 there was a surplus of £1,963.71 but in 1980 the surplus is £346.85. On looking down the list of expenditure the reason is fairly clear. The expenses on Halo. This is the first full year when everything has been done by the Association without the assistance of the Miracle Group. Members were asked to detail their many and varied experiences earlier in the week at the Nationals for publication in Halo.

Mr Skilton also referred to the increased cost in expenditure for the Nationals - £180 in 1979 as against £695.49 in 1980. The Association is now in a better position to control the costs and making a reference to car stickers, said in future, 1,000 stickers would cost approximately £35.

Mr Skilton mentioned a further item - Committee meeting expenses - each Committee member now receives an allowance of £7.50 for attending Committee Meetings. He went on to say that the total expenditure for 1980 was £3,514.85 but nevertheless our financial position at the end of the year remained healthy. Cash assets are now currently standing at £5,700 but nevertheless you will note that one of the proposals is to increase our annual subscription. We must be prepared to pay for future years - more involvement and rising expenses will have a bigger drain on our resources.

Mr Skilton concluded his report. The Chairman asked that it be accepted.

Proposed by G Huett: Seconded by B Ferguson.

5. Changes in Association Rules

5.1 Membership subscriptions for the year commencing 1 April 1982 shall be increased by £1.00 in each category giving new rates as follows:

Full Membership	£5.00
Associate Membership	£5.00
Family Membership	£6.00

Proposed by P Skilton Seconded by J Wilson

A vote was taken - carried unanimously.

5.2 Amend (K) to read:-

(K) 'Valid Certificate' shall mean a certificate in which:-

1. The particulars of ownership are correct and enter on the Association Register.
2. Any endorsement required by the Measurement Rules has been duly entered.
3. A current Membership Card is attached.

Proposed by P Skilton Seconded by J Wilson

A vote was taken - carried unanimously.

6. Proposals to Change Rules of Measurement

6.1 A tube (or tubes) from each fairlead block to the front of the centre case, may be permitted (instead of the wooden knees). The tube(s) must be easily removable and replaceable).

Proposed by K Price Seconded by J Mansfield

After much discussion it was generally agreed - that the Committee be asked to investigate the use of tubes or struts to support the forward part of the centre case and make recommendations to the AGM in 1982.

A vote was taken - 22 in favour, 15 against - amended proposal carried.

6.2 Two righting ropes one on each side of the boat are permissible. The ropes shall be secured to the boat through two holes drilled in the gunwale not more than 650 mm apart. If further clarification is required then the following could be added. The holes shall be not less or more than 1.3 to 2.2 metres from the transom.

Proposed by P Davies Seconded

After discussion Mr D Crow proposed an amendment, seconded by I Williams that - Two righting ropes on either side of the boat are permissible.

A vote on the amended proposal was taken - 0 for, 29 against. Not carried.

6.3 It is proposed that the construction method for fixing the decks should read: "decks must be securely fixed by gluing, additional pinning is optional".

Proposed by E Hardman Seconded by P Twining

A vote was taken - 37 for, 1 against. Proposal carried.

6.4 It is proposed that a ratchet block may be used for the mainsheet.

Proposed by E Hardman Seconded by P Twining

A vote was taken - 17 for, 16 against. Proposal not carried.

6.5 Rule 4(a) be deleted and substitute: "centre and rudder shall be made of wood".

Proposed by D Southwell Seconded by C Maxfield

After discussion the proposal was amended to read -

~~that~~ laminated boards will be allowed but the precise wording will be recommended to the Copyright Holders and Designers by the Committee.

A vote was taken - 37 for, 2 against. Proposal carried.

Note: The proposal being put forward to the Copyright Holders and Designers will now read -

Rule 4(a) Centre boards and rudder blades shall be ply wood or solid wood. Solid wood may be laminated from separate pieces, each piece shall be the full thickness of the board or blade. The glue lines shall run along the length of the board or blade.

8. Election of Committee

The following members have served their term of office:

Mr John Wilson, Membership Secretary; Mr P Skilton, Treasurer; Mr Bob Ferguson, Commodore.

The following members have resigned their position:

Mr F Webber, Vice-Commodore and Mr G Huett, General Committee.

Proposals were asked from the floor for election to the General Committee and the following names were put forward:-

			<u>Proposed by:</u>	<u>Seconded by:</u>
Ian Barnett	Draycote	949	G Huett	A Batch
Ivor Williams	Leigh	2186	D Southwell	B Catto
Peter Ward	Hoveringham	2776	P Twining	E Hardman
Jim Perkins	Mid Warks	491	D Southwell	P Nunn
Dennis Southwell	Leigh	2713	B Ferguson	J Perkins
Terry Castle	Draycote	2222	H Yule-Smith	A Batch
Phil Twining	North Lincs	2599	P Nunn	I Williams
Harry Yule-Smith	North Lincs	1202	T Castle	G Huett

All these members were duly elected.

continued

Mr D Southwell proposed Bob Ferguson to serve a further term of office as Commodore, seconded by Mr P Twining. Carried.

9. Any Other Business

The Chairman called upon a vote of thanks for Peter Nunn and on behalf of the Committee, presented Peter with a gift for all the work he has done for the Association.

Peter Nunn thanked the Committee and said that he would not be leaving the Class completely because he shall be the Copyright Holder's Representative for the Miracle, so when rules have got to be passed, we will have to go to him! He thanked the Committee for their work, especially over the last year and asked for a vote of thanks from the floor. He finished his speech by saying that despite the recession, the Miracle Association had managed to get 62 boats to the Nationals whilst other classes are well down on their attendances.

The Chairman then said the Committee would be holding a further meeting at Draycote (10/11 October) and having thanked everyone for attending and there being no further business, he declared the meeting closed.

A short Committee Meeting was held after the AGM at which Mr G J Perkins was appointed Chairman and the following persons were co-opted to serve on the Committee:-

Mrs Angela Williams Class Secretary
Mr John Wilson Membership Secretary
Mr Peter Skilton Treasurer

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£250	premium £8.50	£550	premium £11.50
£300	premium £9.00	£600	premium £12.00
£350	premium £9.50	£650	premium £12.50

etc.etc

FINANCIAL REPORT, MIRACLE ASSOCIATION, YEAR ENDING 31.12.80

INCOME

Overall income is increased in all categories by approximately 20% on the previous year from £3,087 to £3,861. The donation from Newton Crum is an important feature of our finances (Approximately 20%) for which we are grateful.

EXPENDITURE

The two previous years, 1978 and 1979, showed a surplus income over expenditure of £1,001 and £1,963 respectively. 1980 shows a sharp reduction in this surplus to £347. The principal reasons for this reduction are as follows:-

HALO... This is the first full year when the cost of production and distribution has been carried by the Association, without the assistance of the Mirror Group. The costs given cover issues 16 to 19 inclusive together with approximately 50% of the costs for 14 and 15 which were carried over from 1979. In round terms £300 per issue. This is a major expense but this newsletter is the mechanism used to fulfill the objects of the Association and expenditure in this area is well worth while.

NATIONALS...

Championship costs were much higher in 1980 than previous years and since only a relatively small proportion of members benefit from this expenditure an attempt has been made to control costs more carefully in 1981.

BOAT STICKERS...

A decision on whether to continue with these will shortly be required. The initial purchase covered '80 and '81 and a block preparation charge was made. Future years will cost us approximately £35 per 1,000 stickers.

CAPITAL ACQUISITIONS...

Two items, a typewriter and exhibition display stands were added to our fixed assets.

COMMITTEE EXPENSES...

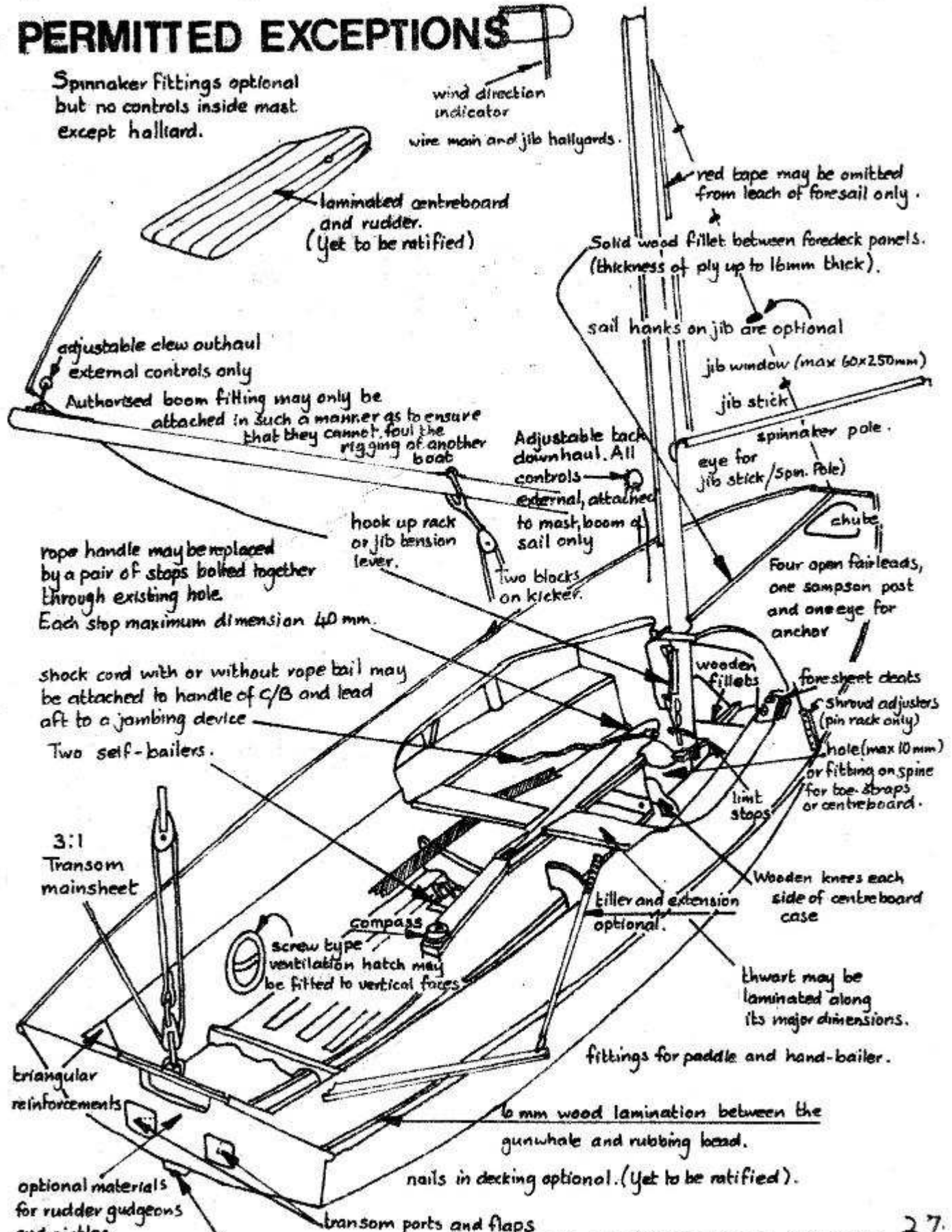
These have previously been met by the Mirror Group. In the latter part of 1979 and throughout 1980 these payments were suspended by the Mirror organisation and members attending meetings were disbursed expenses from Association funds. These expenses are expected to figure on future balance sheets as a regular item and an attendance allowance of £7.50 has been agreed in committee for 1981.

These items alone account for £3,304 of the expenditure in 1980, however our financial position at the year end was relatively healthy with cash assets over £4,800 and net total assets of £5851.

INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31.12.80

<u>Income</u>	<u>1980</u>	<u>1979</u>
Subscriptions received	2072.50	1909.95
Donation received from Newton Crum Insurance	786.38	657.41
Bank Deposits Interest - Gross	636.82	346.45
Donation from Mirror Group	150.00	-
Advertising Revenue	57.00	25.00
Sale of Sweatershirts (23 @ £3.70)	85.50	44.00
Sale of Teeshirts (54 @ £1.00)	54.00	-
Sale of car stickers	19.50	-
Dividends on 10% Treasury Stock - Gross	-	104.56
	<u>3861.70</u>	<u>3087.37</u>
<u>Expenditure</u>		
Postage	89.23	108.79
Stationery	103.66	121.96
Telephone	7.20	17.57
Newsletter	1440.46	351.06
National Championships	695.49	180.00
Stickers	139.15	-
Cost of Sweatershirts	85.50	62.90
Open Meeting Expenses	40.00	-
R.Y.A. Subscription	10.00	10.00

PERMITTED EXCEPTIONS



Spinnaker fittings optional but no controls inside mast except halliard.

wind direction indicator
wire main and jib halliards.

laminated centreboard and rudder. (yet to be ratified)

red tape may be omitted from leach of foresail only.
Solid wood fillet between foredeck panels. (thickness of ply up to 16mm thick).

adjustable clew outhaul external controls only
Authorized boom fitting may only be attached in such a manner as to ensure that they cannot foul the rigging of another boat

sail hanks on jib are optional
jib window (max 60x250mm)
jib stick
spinnaker pole.

Adjustable back downhaul. All controls external, attached to mast, boom or sail only

eye for jib stick/spn. Pole)

rope handle may be replaced by a pair of stops bolted together through existing hole. Each stop maximum dimension 40mm.

hook up rack or jib tension lever.

Two blocks on kicker.

chute
Four open fairleads, one sampson post and one eye for anchor

shock cord with or without rope tail may be attached to handle of C/B and lead aft to a jamming device
Two self-bailers.

foresheet cleats
shroud adjusters (pin rack only)
hole (max 10mm) or fitting on spine for toe straps or centreboard.

3:1 Transom mainsheet

compass

Wooden knees each side of centreboard case

screw type ventilation hatch may be fitted to vertical faces

tiller and extension optional.

thwart may be laminated along its major dimensions.

triangular reinforcements

fittings for paddle and hand-bailer.

optional materials for rudder gudgeons and pintles.

6mm wood lamination between the gunwale and rubbing lead.

nails in decking optional. (yet to be ratified).

metal or plastic strip to protect chine or keel. max. 15mm.

transom ports and flaps

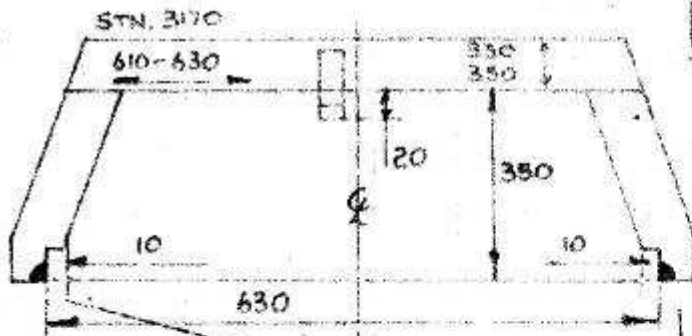
CHECK PRECISE RULE BEFORE FITTING.

MEASUREMENT AIDS

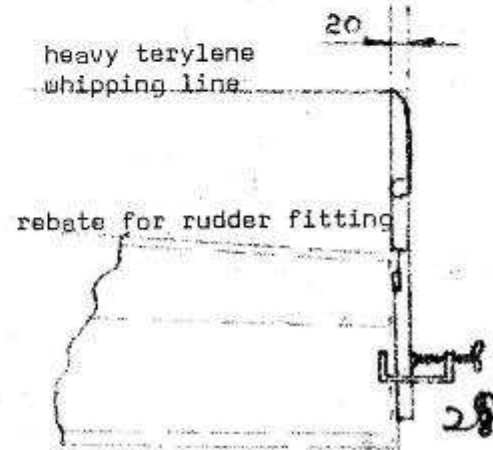
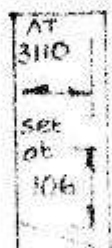
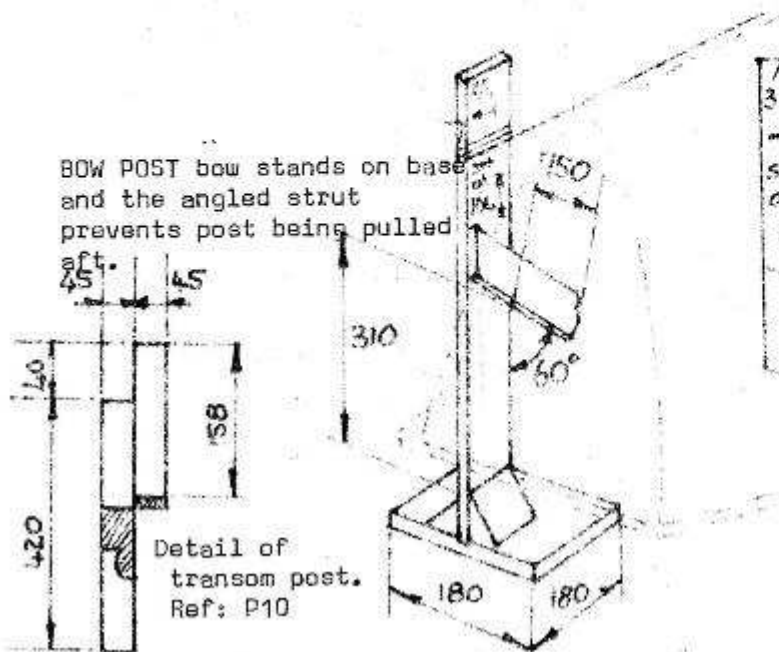
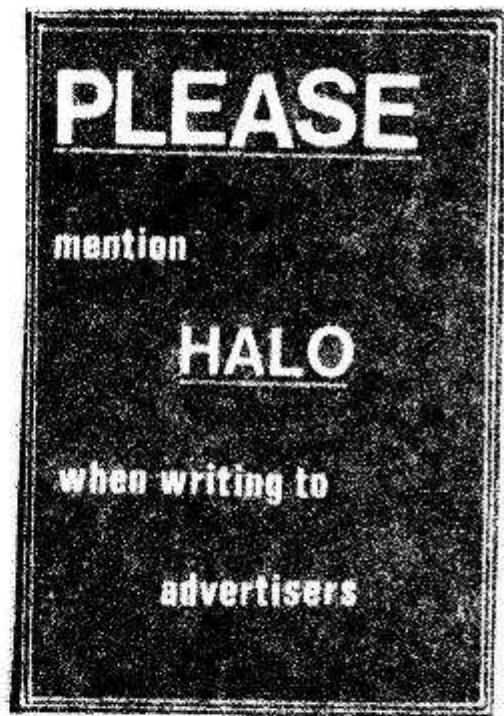
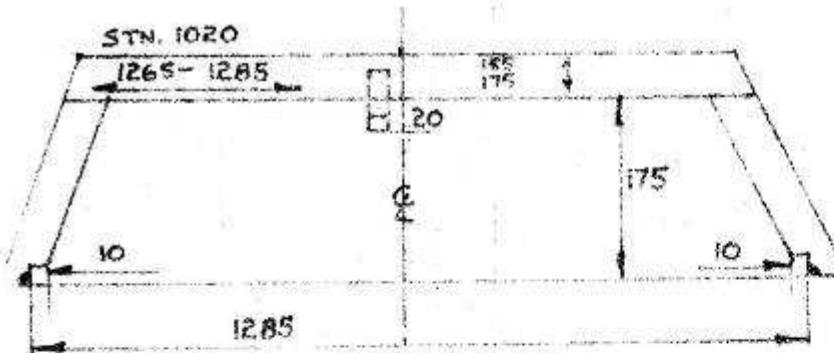
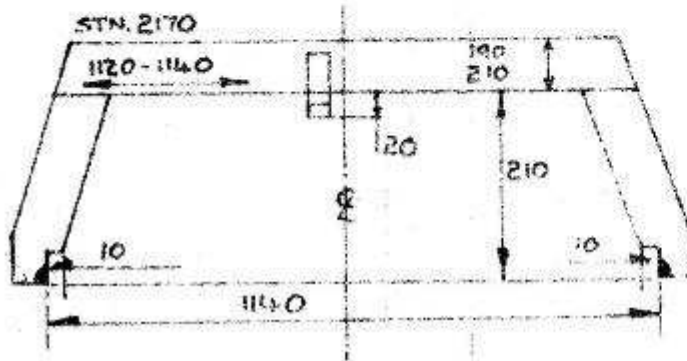
Basil Stevenson

HULL TEMPLATES make from 10 x 100 mm ply

Because of back problems I have virtually given up sailing but I'm still being asked to measure the club boats. I am enclosing some sketches of my 'aids' to measuring the underside of the hull, these are much quicker to use than the calipers and measurements can be read directly rather than having to set it up against a straight edge after taking the calipers away from the hull.



To use: position this point at chine and measure distance from chine of this point. This can be seen instantly. Datum line will pass close to centre line to allow height to be read directly.



LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...LETTERS...

Headmaster's House,
Church Lane,
Godstone, Surrey.
1st. June 1981.

1, Hamilton Close,
Bricketwood,
St. Albans.
Herts.

Dear Philip,

I regret that Vera and I missed the first part of the 1981 Miracle Programme but as I mentioned to you we went on a sailing holiday in Greece. For those members of our Association who prefer cruising, and I may add those who like racing too, the Y.C.A. holiday at Midri Bay on Levkas Island is a must. Vera and I have been several times to Greece cruising with Y.C.A. round the various groups of islands but this was the first time they had advertised a dinghy holiday.

We flew to a small airfield at Preveza on the mainland and were taken by coach to a Taverna at Midri. The taverna was situated directly on the beach. We were very lucky as our room had a balcony overlooking the whole of the bay. Breakfast was served under the trees on the patio with the beach not more than five yards away.

The boats they used were called Wanderers, slightly smaller than Wayfarers and very easy to sail for a Miracle helm. They also have six Lasers and 12 Wind-surfers for your use. The Y.C.A. staff arranged expeditions to various bays and islands and if the wind was too strong we went on a caique. The weather on the whole was good and hot. We found that a ham roll or some other snack was sufficient at lunch time with an Ozo or Domestica to wash it down. In the evenings a group of us would dine together in one of the local tavernas in the village. The price for a good meal, Greek style, including drinks was about £4. A number of barbeque type evenings were arranged which were very enjoyable.

There were also a number of races which were run in a very lighthearted manner, but the racing was very keen.

The Greeks are delightful people. The countryside well worth exploring on foot or on a bike. We thoroughly enjoyed the holiday. There is only one thing wrong, they don't use Miracles!

Yours sincerely,
Bob.

LETTERS...LETTERS...LETTERS...LETTERS...LETT

Dear Philip (& Olive),

At last I've found a few spare moments and can put my good intentions into actions and write to you, perhaps more as friends than as our worthy editor and co. However if you want to sort out my ramblings and publish them in part I wont mind.

I'm sorry we haven't got round the circuit much this year, firstly through car troubles and secondly with clashing dates. We have relations visiting during your regatta and I am off to Sweden instead of 'Puddleducking' 'aint it always the way'.

We enjoyed the Nationals very much inspire of our placings - no fault of Bert Catto's of course. Wasn't it good of him to give up a prospectively restful week to crew each day for me? That's Miracle sailore for you. In fact the Sovereign Club having made us so welcome we stayed on for a second week and became temporary members. During that week the club arranged to sail round Beachy Head Lighthouse. We chatted to one of the keepers. Then the wind died and the tide started to run - towards Brighton. Elizabeth, the safety boat, developed engine trouble and with a full party of club members and children and two dinghies in tow could scarcely make way back. After about 1/2 an hour doing our best we were still only 200 yards from the lighthouse. However remembering the escapades at Llandudno we went in very close to the cliffs and managed to creep round the head and back into Eastbourne Bay where the wind picked up and we 'made it'. In fact both Miracles did. On the way back while trailing a couple of fishing lines we caught two mackerel. The inflatable rescue boat then flashed by crewed by club chaps called from their jobs to rescue the rest of the fleet. Apparently they could have been swept out to sea off Brighton! We had an evening out at Willmington reminiscing in a pub garden and a walk over the Downs to the Seven Bells at Levington for darts and a pint or two resulting in a walk back in the dark with the Sovereign members. Unfortunately the wind was almost non existant towards the end of the week but we were made most welcome throughout our stay. It was particularly nice to see John Wilson up and about again on Saturday. Now Miraclewise; on reflection about the A.G.M. I wonder whether we are not beginning to expect too much of our boats. Do you remember at Bognor in the 2nd year of the class force



***** SPECIAL OFFER

Dolphin are offering a special
10% AUTUMN DISCOUNT on all
dinghy sails

for CHAMPIONSHIP WINNING SAILS

- * TOP QUALITY WORKMANSHIP AND MATERIALS
- * PROMPT EFFICIENT SERVICE
- * AFTER SALES SAILS SERVICE

MAINSAILS	VECTIS	£76
	STABILISED DACRON	£78
	CYT DACRON	£88
JIBS	VECTIS	£28
	STABILISED DACRON	£29

SPINNAKERS	RIPSTOP	£28
	POLYANT	£40

All exVAT at 15%

STANDARD SPECIFICATION includes...

MAINSAIL - Micro and Aquabattens, Tell tails, Bainbridge Numbers and Insignia (guaranteed not to come off), Special Terylene Bolt Rope, Sailbag.

JIB - Tell tails and heat sealed leech as allowed under new class rules.

SPINNAKER- Special racing cut, Bainbridge numbers, Port and Starboards luff tapes, Chute patch.

• GET DOLPHIN SAILS

AND PERFORM MIRACLES •

For further information, please write, phone or call ...

400 MAIN ROAD HARWICH ESSEX tel. 02555 4202

TWIN SAILS



Ideal for overall placings and for each competitor at Championships.

Twin sails on Best Brazilian Mahogany Base Bearing Engraving Plate.

Available in 3 height sizes (Black only).

6 $\frac{1}{2}$ "

5 $\frac{3}{4}$ "

4 $\frac{3}{8}$ "

TWO MAN DINGHIES

FOR SPECIAL OCCASIONS



STANDARD 2 MAN
HEIGHT 6 $\frac{1}{2}$ "



STANDARD 2 MAN (CREW
ON THARAZE) HEIGHT 8 $\frac{1}{2}$ "



VETERAN HELM
HEIGHT 8 $\frac{1}{2}$ "



LADY HELM
HEIGHT 6 $\frac{1}{2}$ "



BROKEN MAST
HEIGHT 5"



CAPSIZED
LENGTH 9"



STANDARD CATAMARAN
HEIGHT 8"

All 2 Man Dinghies available:

- With/without loose footed sail
- With/without crew or helm in skirt
- Choice of bases

 THE MIRACLE ASSOCIATION NATIONAL PUDDLEDUCK CHAPIONSHIP 1981 AT NORTH LINCOLNSHIRE S.C.

Twenty boats turned up for the 1981 event, much to the delight of the home club who recorded their highest ever turn out of visitors. The usually enthusiastic North Lincolnshire fleet did have trouble turning out as any members expected to attend failed to show. We were particularly pleased to see a team from South Shields. The club was one of the biggest supporters of Miracles in the North of England and they turned out in force for the very first Northern Area Championships. Unfortunately much of this enthusiasm was killed off by the introduction of the spinnaker but Ernie Johnson, the fleet captain, has managed to overcome and reverse the decline and we will probably see more and more South Shields boats entering the major events.

Mid Warwickshire S.C. also sent four boats including our chairman, Jim Perkins. They found the journey far less troublesome than they had supposed and they arrived at the club very early in the morning and had their boats rigged before the club was opened (shame on you North Lincs.). Graeme Castle, a regular and popular visitor to the club, came to defend his title and David Southwell came from Leigh to take it off him! Both were unlucky enough to be disqualified and, for the first time, the title went to the home club after some very fine and skillful sailing by Harry and Annabelle Yule Smith. Unfortunately I was unable to attend the meeting and cannot describe each race and the lateness of the event forces me to publish the results without a colourful description of the events that produced them. But thank you all for your support, we hoped you enjoyed our super new bridge, perhaps you will come again?
 P.J.T.

RESULTS.

1st.	Harry & Annabelle Yule Smith.	North Lincs.	1202	20	2	$\frac{3}{4}$	$2\frac{3}{4}$	points.
2nd.	D. and I. Southwell	Leigh	2713	2	$\frac{3}{4}$	DIS	$2\frac{3}{4}$	points.
3rd.	G. and C.Castle	Draycote	2922	$\frac{3}{4}$	3	DIS	$3\frac{3}{8}$	points
4th.	E.Johnson and S.Patton	South Shields	1113	3	7	2	5	points
5th.	P.Skilton and E.Waite	North Lincs.	1998	4	6	4	8	points
6th.	R.Twining and S.Oston	North Lincs	2599	8	5	3	8	points
7th.	J.Ward and V.Freshwater	Hoveringham	2776	5	8	5	10	points
8th.	R and S. Rice	Mid Warks.Y.C.	2712	11	4	6	10	points
9th.	M.and M.Spilman	North Lincs	1175	6	12	7	13	points
10th.	T.Pearson and S.Marlow	Mid Warks.Y.C.	3333	7	9	R	16	points
11th.	J.Piper and L.Ayre	South Shields	1352	9	DIS	9	18	points
12th.=	J.Hardman and J.Dennis	North Lincs.	2770	13	10	10	20	points
	J.Oston and D.Ashley	North Lincs	2303	12	13	8	20	points
14th.	M.Watson and J.Patton	South Shields	2229	10	11	12	21	points
15th.	N. and M. Smith	North Lincs	2857	17	14	11	25	points
16th.	A. and J.Eley	Mid Warks.Y.C.	323	15	15	13	28	points
17th.	A. and N.Whehan	North Lincs.	2566	14	16	Ret	30	points
18th.	R. and A.Newby	South Shields	3115	16	17	16	32	points.
19th.=	N. and N.Griffin	North Lincs	2623	18	DIS	15	33	points
	G.Perkins and A.Sherwood	Mid Warks.Y.C.	491	19	DNS	14	33	points

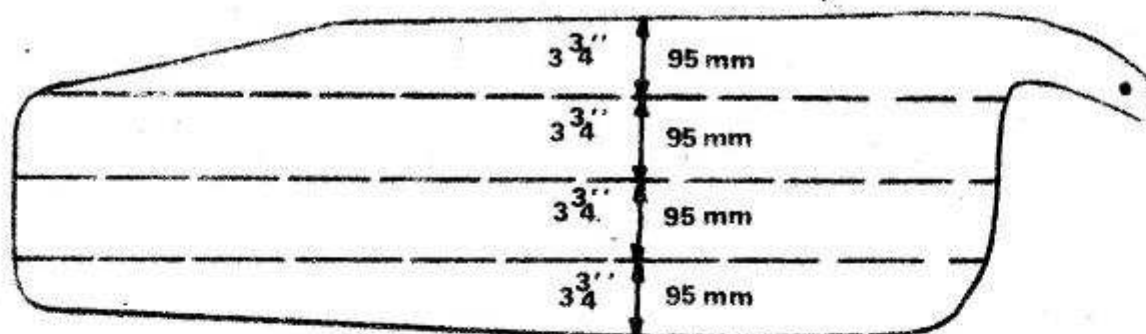
ACKNOWLEDGEMENT

photographs by
ARTHUR SIDEY

35

LAMINATED CENTREBOARD AND RUDDER

IF PROPOSAL FOR CHANGE OF MEASUREMENT RULES REGARDING LAMINATING OF CENTRE BOARD AND RUDDER BLADE ARE PASSED BY COPYRIGHT HOLDERS THE FOLLOWING BUILDING INSTRUCTIONS BE ADHERED TO IN CONSTRUCTION:

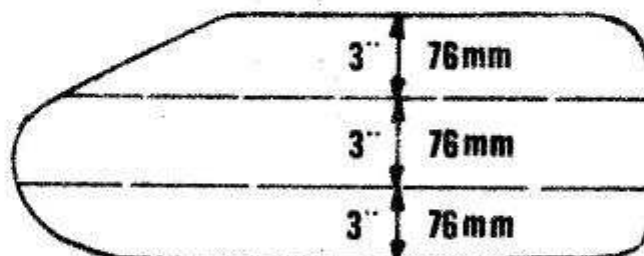


CENTREBOARD

Joints to run the longitudinal length of centreboard & sections be not more than three and threequarters of an inch in width (95 mm).

RUDDER

Joints to run the longitudinal length of rudder blade & sections be not more than three inches in width (76 mm).



No cross laminating permitted

MEMO:

When adding above measurements.

Centre board measures 318mm at keel when extended (no minimum).

Rudder blade measures 228.5 mm. (8.5mm over minimum measurement).

IF IN DOUBT CHECK WITH OUR MEASUREMENT SECRETARY:

BDB FITZPATRICK, 78a, MAIDSTONE ROAD, RAINHAM, KENT.

Telephone: Medway 363942

THE 1982 MIRACLE NATIONAL CHAMPIONSHIPS

The 1982 MIRACLE ASSOCIATION NATIONAL CHAMPIONSHIPS will be held at ULLSWATER SAILING CLUB near POOLEY BRIDGE in the LAKE DISTRICT.

the dates have now been arranged and are:-

JULY 24TH. TO 31ST.

Further details will be published in the DECEMBER 1st. issue of 'HALO' but the following points may be of interest to you now:

- CAMPING** The ULLSWATER SAILING CLUB have agreed to find sufficient room AT THE CLUB for THIRTY TENTS. Regrotfully no caravans or caravanettes can be accommodated. There are several camp sites in the area:
Parksfoot Caravan and Camping Site, Pooley Bridge, Cumbria, Telephone: (085) 36 309. They also let Holiday houses and cottages.
Hillcroft Caravan Site Pooley Bridge, Cumbria Telephone Pooley Bridge 363.
Other sites phone: Pooley Bridge: 330 or 337 or 325 and 0228 24271.
- ENTRY** The Crown Hotel also lets a bungalow in the village. Forms will be issued with the next 'HALO' (December 1st.,) BUT THERE WILL BE AN ENTRY LIMIT OF 80 BOATS.
(If you wish write to Phil Twining who will send you an entry form when printed in advance of Decombor 1st.) COMPLETED FORMS WILL BE RETURNED TO IVOR WILLIAMS.
- HELP** The ASSOCIATION will be providing assistance in the running of the event. Anyone interested in helping please get in touch with DENNIS SOUTHWELL. Teams are required for the following:
RESCUE BOATS
COMMITTEE BOAT ASSISTANTS
OCCASIONAL ADMINISTRATION HELP
OCCASIONAL CATERING ASSISTANTS
We also need the loan and the operational skills associated with two-way radio for contact between the rescue boats, shore base and committee boats. Can anyone help in this important area please.

INLANDS.. .. JUNE 5 & 6 » BALA LAKE
SOUTHERNS.. .. MAY 8 & 9 » DATCHET
MIDLANDS
NORTHERNS.. .. JUNE 19 & 20 » LLANDUDNO
PUDDLEDUCK .. MAY 15 & 16 » HOVERINGHAM

Note: The Fee for the 1982 NORTHERN AREA CHAMPIONSHIPS will be £5 and the inlands at BALA about the same. Llandudno have agreed to berth a limited number of boats after the inlands at Bala for anyone interested in leaving their boat for the Northerns a fortnight later.

THE 1982 PROGRAMME OF ASSOCIATION EVENTS

april	
*3	
*4	
10	
11	
17	
18	
24	
25	
may	
1	
2	
8	SOUTHERNS
9	
15	PUDDLEDUCK
16	
22	
23	
29	
30	
june	
5	INLANDS
6	
12	
13	
19	NORTHERNS
20	
26	
27	
july	
3	
4	
10	
11	
17	
18	
24	NATIONALS
25	
31	

august	
1	
7	
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14	
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september	
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october	
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17	
23	
24	
30	
31	

please avoid clashing dates
when arranging club opens

*dates shown are
saturdays
and sundays

THE DRAYCOTE WATER SAILING CLUB LIMITED

MIRACLE MIDLAND CHAMPIONSHIP

Entries to : Mr. A. Batch,
67 Fisher Avenue, Rugby, CV22 5HW.
Tel. Rugby 71750

PLEASE ENTER MY MIRACLE Class Dinghy for the Miracle MIDLAND CHAMPIONSHIP to be held at Draycote Water, Kites Hardwick, Dunchurch, Warks., on the 10th and 11th October 1981.

1. I have, and will produce, a Current Class Certificate relating to my entered boat.
2. I DECLARE THAT I HOLD A VALID AND CURRENT CERTIFICATE OF THIRD PARTY INSURANCE COVER IN THE MINIMUM SUM OF £250,000 IN ANY ONE INCIDENT AND THAT I WILL CONTINUE TO DO SO WHILST MY ENTERED BOAT IS AT DRAYCOTE WATER SAILING CLUB.
3. I agree to abide by the I.Y.R.U. Rules, R.Y.A. Prescriptions, Draycote Water Sailing Club Sailing Instructions and the Miracle Class Association Rules.
4. I also agree to observe the following Water Authority Rules:
 - (a) No parking on any road or slipway (a car park is provided).
 - (b) No camping on the site.
 - (c) No dogs permitted on the site.
 - (d) Boats to be properly disinfected on arrival at the site.
 - (e) Personal buoyancy must be worn at all times when on the water.
5. Entry Fee : £4.00

Signed Date

MAKE ALL CHEQUES OR MONEY ORDERS PAYABLE TO MIRACLE FLEET NO. 6.

RETURN THIS FORM TO :

Mr. A. Batch, 67 Fisher Avenue, Rugby, Warks. CV22 5HW,

with the following details:-

Number of the entered boat Name of Boat
Name of Helm Club
Name of Crew Address of Helm
Telephone No.
.....
.....

I ENCLOSE REMITTANCE AS FOLLOWS :

Entry fee £

Please send me tickets for suppers
on Saturday evening after sailing at £1.20 each £

TOTAL REMITTANCE : £

PLEASE PRINT ALL DETAILS