



From our Chairman's Deck Chair.

The fact that I am writing this sitting on a hot sunny beach in Spain whilst my two sons and a new found friend sail by in our new Miracle is justification of one of my prime reasons for choosing to build a Miracle. (Incidentally we travelled the 1100 miles down here with the Miracle on the roof of our Wolseley 1800 and towing a 16ft. Sprite Major Caravan behind but perhaps I can tell you more of this later)

Prior to our holiday we had already spent several week-ends sailing at our club including racing on level terms with our Enterprise fleet, as an interim arrangement, allowing us to prove the racing performance. The only complaint on this score came from some of the Enterprise helmsmen who were not too keen on being beaten by a theoretically slower boat, but I must hasten to add that our Enterprises are not quite up to championship winning standard.

On both counts I have been delighted with my choice of a Miracle as the ideal boat to meet my interest in club racing and as a family holiday boat.

I wonder now what made the other 700 or so Miracle owners make their particular choice and how this is working out in practice? Perhaps some of you will write and tell us.

However, whatever your reasons for choosing a Miracle I now extend a warm welcome to you as a member of the Miracle Class Association.

You will be able to read all about the inaugural meeting on another page but suffice to say here that our association is now officially in being and we look forward to developing in a way which will meet all Miracle owners interests.

The success or (no, we don't accept failure) depends on us all as any association is simply dependent upon people and in this case it means you and me.

As with any association the organisation and administration will tend to be in the hands of a relatively small number of more active owners but the more people who are prepared to make even a small contribution as and when the need arises the greater the chances of success.

This may simply mean making your views known to your committee either by writing to the secretary or by contacting your local committee member. (See later pages names and addresses of committee members.)

Quite certainly I do not see the Miracle Association simply copying the activities of some other class associations which are run entirely by the racing fraternity for their own benefit.

The very nature of the Miracle indicates that there may well be as much if not more interest in cruising and general purpose family sailing as in racing and whilst plans are already in the making to meet the highest standards for racing the cruising and general purpose interests will not be neglected.

Again, let us have your ideas and suggestions on ways in which the association can help in supporting all our interests.

Bernard Gray

This, our first Newsletter comes to you without a name which has been done deliberately as we wish all members to have an opportunity to be involved in the affairs of our association and some member somewhere must be inspired to think up a name for our newsletter which will reflect the spirit of Miracle sailing.

We therefore invite you to submit your suggestions for an appropriate name and offer a small prize to the members submitting the best three names as judged by your committee.

Send in your suggestions to Peter Nunn, c/o. Mirror Group Newspapers Ltd., 79, Camden Rd. London, N.W.1. to reach him before the end of November please.


In this issue we have tried to cover all Miracle owners interests with sections covering news items, racing and cruising plus items of both specific and general interest connected with building, sailing and maintaining your Miracle.

For future issues we shall be very pleased to receive your letters or contribution of articles and news items for publication.

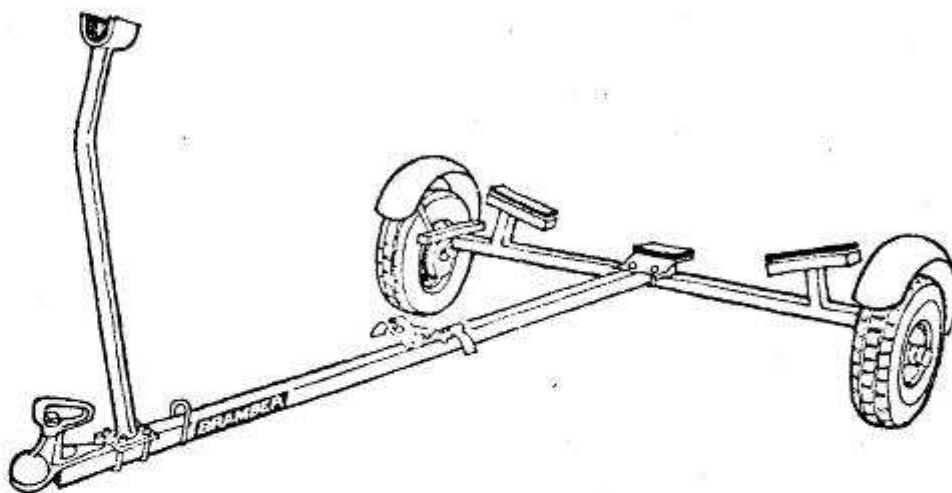
Any items, including good quality photographs for our Photofeature Page, for publication in future issues should be sent to :-

The Editor,
Miracle Class Association,
79, Camden Road,
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MINUTES OF THE MIRACLE CLASS ASSOCIATION INAUGURAL MEETING - - 29/7/75.

Terry Carter, Commodore of the Host Club welcomed all members. He also invited Miracle owners to join the Ranelagh Sailing Club.

1. Introduction

Mr. Victor Shaw of Mirror Group Newspapers welcomed all members and told them that a Steering Committee had been formed from the results of the questionnaire sent out earlier this year. In view of this, the Daily Mirror Group have agreed to underwrite the costs of running the Association for an initial period and that all Miracle owners would automatically be members with no subscription due until the 1st April 1976. Mr. Shaw told everyone that nearly 700 boats had been sold since January and that it was important to form a strong association. Mr. Shaw told the meeting that Mr. Bernard Gray had been elected chairman of the Steering Committee and would chair the Inaugural Meeting tonight.

2. Inauguration of Miracle Association

The chairman told the meeting that Rules of Association had been drawn up and the Steering Committee had examined these and made amendments and these had been circulated. It was proposed that the Miracle Association be inaugurated tonight the 29th July as per the amended rules circulated to the members. Proposer Mr. P. Taylor, Seconder Mr. H. Smelch. A vote was then taken which was unanimous.

3. Election of Committee

The chairman read the list of Committee Members who were prepared to continue as the full Committee. Other nominations were invited and Mr. Len Lumley was proposed by Mr. P. Taylor, Seconded by Mr. J. Mansfield. A vote was taken on all proposed members and carried unanimously.

4. Adoption of Rules of Measurement

The chairman explained to the meeting the procedure for changing Rules of Measurement. He then asked for a proposer for the Rules of Measurement as circulated to all members. Proposer H. Smelt, Seconder Mr. T. Hayes. A vote was then taken which was unanimous.

5. Introduction of Class Flag

Mr. Peter Kunn showed the meeting the Class Flag. He explained that as all the standard flags are allocated the Miracle Association should have its very own. The RYA approved of this and these flags would be available from Mirror Group Newspapers Limited at a cost of £1.

6. Portsmouth Yardstick

The chairman advised the meeting that a series of trials had been carried out over the past months and the recommendation of 104 would be put to the RYA. Mr. Sam Brookes agreed with this handicap. Mr. Bob Ferguson also agreed that this handicap had proved to be satisfactory.

7. Any Other Business

The chairman asked for a list of points to be discussed in any other business and these were taken individually.

a. Newsletter

The chairman told the members that a newsletter would be sent regularly and would feature not only racing but rallies. It is important to get contributions from all members and not leave it for just Committee Members.

b. Open Meetings and Rallies

To enable the Committee to organise Open Meetings it is important to hear from members or their clubs if they are prepared to stage an Open Meeting or a Rally. Members were asked to speak to their club and contact their local Committee Representative with possible dates, etc. There were two Open Meetings this year. Thames Sailing Club, 17th August and IFC MC, 24th August.

c. Acceptance of Miracle

Mr. Peter Kunn told members that it is very important to hear from members which clubs have officially adopted, or will accept the Miracle. Many members would like to know where they could sail or race their Miracles.

d. Introduction of Mr. Tim Boorman

Mr. Shaw introduced Mr. Tim Boorman, the Licence Manufacturer for Mirror Dinghies for South Africa.

e. Measurement Query

Mr. Jack Holt was asked how many ventilation hatches are allowed per buoyancy tank. Mr. Holt explained that the boat has three tanks and one hatch is allowed in each. One member informed the meeting that his Boom was too long. Other members agreed and the Committee were asked to look into this.

f. Grafham Open Meeting

This event is to be held on the 18th and 19th September 1976. Each Association will have a static exhibition stand and demonstration boats. There will also be a two boat pursuit race. The Committee are to investigate this further and ask for support via the newsletter.

g. Annual Fee Subscription

A subscription for £3 for the year of 1976 was proposed by Mr. Reynolds, Seconded by Mr. S. Brookes. There was opposition to this as it was considered the cost may rise above the £3. An amendment was suggested and was proposed by Mr. Potter, Seconded by Mr. Mansfield that the Committee are invested with the Authority to alter the subscription required. A vote was taken on this amendment with only five in favour. The amendment was therefore not carried. A vote was then taken on the £3 subscription for 1976 and this was carried with five against.

h. Annual General Meeting

A discussion took place of when the Annual General Meeting should take place. Mr. Peter Taylor proposed that the Annual General Meeting be held in conjunction with a sailing event or possibly the Dinghy Exhibition at Crystal Palace. It was decided that this should be looked at by the Committee.

i. Bells Issue Certificate for Complete Boat

The chairman explained that each complete boat supplied by Bell Woodworking Company must measure. It would not, however, be issued with a measurement certificate.

The chairman thanked all members for coming and remarked on what a splendid turnout this was for the very first meeting of the Miracle Association. He also thanked the Club for its kind hospitality.

B.G. BOAT GEAR OFFERS DISCOUNT PRICES TO MIRACLE OWNERS.

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Committee Members Profiles.

BERNARD CRAY, Chairman. 58 Seeleys Road, Beaconsfield, Bucks. Telephone: Beaconsfield 2659. Bernard is a Sales Executive in Business Equipment and at a little the wrong side of forty generally gives the impression at his home club (ICI (Slough) Sailing Club) of being an "Old Salt" but, in fact, has only been involved in sailing for the past five years.

It all started with a Mirror Dinghy to keep two sons amused and developed rapidly into Committee Membership and Mirror Measuring at the home club plus travelling to many local open meetings and some championships where juniors started to pick up some prizes.

His main preoccupation now seems to be how to get the car into the garage, as with a family of two Mirrors, a Laser and Miracle 123, it always seems to be full of boats.

PETER E. BROWN, Mirror Group Newspapers Limited, 79 Conden Road, London NW1. Telephone: 01-267-4455 Extension 572. Peter, who is twenty-eight years of age, has been sailing for seventeen years. His first boat was a Vagabond which was followed by Enterprised, Fireballs, Mirror 16, Mirror 14 and now Miracles. In his spare time he races offshore and owns a half tonner called Helter Skelter.

For the past eight years he has worked for the Daily Mirror, marketing the Mirror Dinghy, Mirror 14, Mirror 16 and the Miracle. Peter has served on numerous Association Committees and has been the Class Secretary of the Mirror 16, Mirror 14 and the Miracle. He is available any week day at the above address.

BOB FETTERSON, covers London and the South East Home Counties. 75 Redwood Grove, Sanderstead, South Croydon, Surrey. Telephone: 01-657-4110 (Home), 01-623-7100 Extension 2537 (Business). Bob is just the right side of fifty and spends his working day settling marine claims at Lloyds. Took up sailing about ten years ago in a Heron and graduated to a Miracle at his wife's. Belongs to two clubs, Crawley Sailing Club in the Summer and Weir Wood in the Winter. Has been on the Committee of Crawley Harbours and is at the moment the Captain but this job will be relinquished now in favour of the Miracle.

BARRY LIVINGSTONE, covers Lancashire, Scotland and Ireland. C/O ICI Limited, Astley Bank, Off Bolton Road, Darwen, Lancs. Barry is a twenty-three year old graduate engineer from Belfast originally but now living in Darwen, Lancashire. Early sailing experience was with the Queens' University Belfast Sailing Club, sailing GP 14s and National Squibs on the waters of Lough Neagh. Has built his Miracle (No. 13) from a kit and is now the first Miracle owner at the East Lancashire Sailing Club based on Rishton Reservoir.

PAUL BARRETT, covers the South East area. 19 Thistlebank, Walderslade, Chatham, Kent. Telephone: ~~Medway 54015~~ Paul is twenty-three years of age and an Electronics Engineer/Computer Programmer and started sailing at the age of fifteen, with a sailing course at Calshot Activity Centre by Hampshire schools. Pestered his father for a boat and acquired a second hand Mirror. Joined Weston Sailing Club (Southampton) and after moving to Kent at the age of seventeen joined Seasalter Sailing Club. He served this club in many capacities, from carrying petrol for rescue boats to the doubtfully exalted position of Sailing Secretary. Mirror Class measurer for three years and claims to have no great attributes to offer except enthusiasm. Other interest - females which must confirm to the following rules of measurement - 1) Passion for sailing 2) Have rich dotting father who will satisfy their every whim 3) Be willing to endure cold, wet and all manner of discomfort 4) Be willing to survive on hot coffee and Mars Bars throughout 'Silly Season'.

LEN JIMBLEY, covers the West Home Counties and West Midlands. 39 Hewns Road, Hillingdon, Uxbridge, Middlesex. Telephone: 561-6124 (Home) 995-1910 (Office). Len is forty-five years of age and has been interested in boats all his life. He built his first boat, a canoe, when he was sixteen but only started serious sailing when Len and his brother-in-law Bob Taylor purchased Mirror Dinghy Kit N7274 in late 1966 and joined IPCYC (Iver). Since then he has been a Mirror fanatic. He regularly sailed at a number of open meetings each year and until this year always went to the Mirror Nationals. During the past five years in addition to Mirror sailing Len had brief excursions into the 420 class (two years) and the Laser class (two years) the last two being the second boat. He has done a three year spell on the sailing committee at Iver and helped to organize the club sailing programme and open meetings. When the Miracle was introduced it seemed to Len to be the boat he had been looking for and would be a winner. Light in weight, a little more exciting to sail, just the right step up from the Mirror and still one design. His aims as a Committee Member are to promote the Miracle Dinghy and also maintain the one design concept.

TONY MAYES, covers the East Anglian area. 7 Ashdene Close, Bullbridge, Heckley, Essex. Tony is a Senior Teacher (Head of Middle School) at a Comprehensive School in South East Essex. Married with two boys aged five and seven and previously owned a Mirror Dinghy. Qualified as an RYA Senior Instructor and NSSA Sailing Master he founded the school sailing club and organized and instructed two beginners courses for adults in dinghy sailing. Is currently teaching "Small boat studies" as part of the school curriculum.

DEREK BOWERS, covers the North East and East Midlands area. 23 Richmond Drive, Nottingham. Telephone: Nottingham 602150 (Home), Nottingham 48248 Extension 2164 (Business). Derek started sailing in Essex in the 1950s. Over the last twenty years he has owned various dinghies; Fleetwind, Solo, Enterprise, Finn, Merlin Rocket, 505. He finds the Miracle a great little boat; easy to rig, light for manhandling and sails most beautifully - with one up, two up or even four adults aboard. From next Easter he will be sailing his Miracle at Rutland Sailing Club, Impingham Reservoir (A new 3000 acre reservoir between Stamford and Oakham). He will be pleased to welcome Miracles at Impingham.

GARY JOHN ANGELL, covers the South West Area. 6a Stour Park, New Road, Northbourne, Bournemouth. Telephone: Northbourne 77311. Gary is thirty years of age and married with one daughter. He moved to Bournemouth from North Staffordshire two years ago. Is a driving instructor for the Ambulance Service. Has sailed various craft for several years and at present is a member of the Spinnaker Sailing Club, Ringwood, Hants. Is owner of Miracle 305.

NEWS IN BRIEF FROM THE NORTH

1. Barry Livingstone, your Committee Member would like to hear from all Miracle owners and Clubs in the North-West and Scotland who would be interested in entering or running a Northern Championship for Miracles next year.
2. A Miracle has been spotted in the Lake District and has caused some interest among other Lakes sailors.
3. The Miracle is being considered for adoption by Leigh Sailing Club.

MIRACLES OVERSEAS.

Since the Miracle appeared in January Licenced Overseas Manufacturers and Agents have been appointed in a number of countries throughout the world. Here are some of the countries where Miracles are sailing.

Germany, Switzerland, Yugoslavia, Holland, Sweden, Denmark, Norway, Saudi Arabia, Kuwait, South Africa, Canada, Australia, Japan, Algeria, Spain and Malta.

INSURANCE IS NO MIRACLE - - It's just Common Sense.

We asked the two Davids' (David Crum and David Barrow) of Newton Crum to give us the benefit of their advice on this subject with the first part by David Barrow, a top class racing man, about dinghy maintenance based on personal experience and factual claim statistics.

DINGHY MAINTENANCE

Skipper carelessness, or dare I say Skipper Stupidity is the cause of more damage than anything else and none of us can say that we haven't suffered from it at one time or another. There is that shackle which looks a bit worn on the end of the boom, it's all right, it will last another race, then there you are haring down the reach on a full bore plane and the next thing you know you are up to your eyes in water with the boat coming over on top of you from then on, well, we all know what trouble a capsized can bring - broken masts, damaged sails, lost rudders, all because of that one shackle. You may think I am joking but that little story just happens to be my greatest claim to Skipper Stupidity.

Regular checks will save you from any indignities and below is a list which rules out most of the damage problems through normal weekend use.

1. Frequent checks of the haliards for signs of wear.
2. Checks on the centre board and rudder to look for signs of cracking.
3. All the shackles must be frequently checked for signs of wear.
4. The rudder pintles must be thoroughly checked especially on the earlier Miracles as we have had a number of claims involving rudders being lost, although this in itself is not very expensive it does make it difficult to get back to the club.

All of the above points appear to be very minor but they all can lead to a capsized or the boat being stranded in an open seaway.

INSURANCE

Most Mirror Class boats are insured with Newton Crum Insurance and the benefits from the Association Insurance Scheme are numerous. Of particular interest to owners in general is the fact that the Association receives a commission on all insurances effected through Newton Crum and this money provides an important source of revenue to promote the Association activities. It goes without saying the importance of a strong class association - one only has to look at those classes that have a strong association in relation to classes without and compare the used boat values to see the immediate benefit when an owner decides to change craft. In addition, of course, are all of the activities that the association puts on which benefits those members that participate.

Of particular interest to those that race is the fact that there is an iniquitous limitation of liability provision in the Merchant Shipping Act which allows owners of offending craft in a collision to limit their liability on sailing dinghies to about £30. In other words, if you are tied up at a slip way and another boat hares straight into the side of you causing £100 worth of damage it is technically possible for him to only have to pay you £30 and the rest has to come off your insurance. The Association Insurance Scheme has a special provision whereby if the balance has to come off your policy you do not forfeit your no claim bonus and the claim is collected as if it were paid fully by the third party.

A similar situation arises where two boat owners collide with one another where there is some doubt as to liability. If you are insured with different companies then there is normally protracted correspondence between the two with regard to estimates, surveys, etc., whereas if both parties are insured through the Association Insurance Scheme there are no delays at all and, more important, no ill feeling arises between owners.

Finally, and most important, should the case ever arise where an owner is dissatisfied with the way a claim is being handled or with the final settlement, an arrangement exists

between the Association and the insurers whereby any dispute may be referred to the Committee and their decision is final and binding on the insurance company.

In other words, if the insurers for some unusual reason decided to stick to the strict interpretation of a policy whereas your Committee felt that although technically they could decline a claim that morally it should be paid, then paid it will be. In over a decade of effecting our insurance schemes for the various Mirror boats with Newton Crum this procedure has had to be called upon only three times in over 50,000 boats - it speaks for itself.

REPAIRS

Newton Crum have a unique arrangement whereby if a client breaks an item on the boat that is definitely beyond repair then they may immediately proceed to obtain a replacement from the original maker or distributor. In the case of centreboards, rudders, etc., this is from Bell Woodworking and with regard to spars this is from Bell Woodworking or direct from Jack Holt.

Also unique is the fact that minor repairs such as small holes in a buoyancy tank that can be patched with fibreglass - repairs may be put in hand by clients themselves and if they wish to claim only for materials Newton Crum reimburse them in full and do not count it as a claim against their policy. An arrangement exists with Strand Glass Ltd., whereby repair kits can be purchased and it is guaranteed that the full cost of the repair kits will be refunded by Newton Crum where the client carries out his own repair. If the repair is found not to be successful after the client has carried it out this does not jeopardise his right to go to a professional repairer - so heads or tails you still win with this unique Newton Crum arrangement.

Finally two points on inflation.

1. Owners of Miracles, especially those purchased in the early days, must make certain that their values are up to date as the prices of the boats have increased considerably. When your policy falls due for renewal always check that the values are correct at the present time, if you are not certain about used values the best thing to do is to get a copy of Yachts and Yachting and check the used boat prices as this is the best guide in the Country.
2. For our part - inflation note special - Newton Crum are unique in the United Kingdom in guaranteeing inflation proof insurance. Their guarantee is that when a client insures and does not make a major change or alteration to the policy or make a claim, the premium will remain unaltered for three years guaranteed. This is an incredible inflation proof benefit available to all members of the Association.

SPORTS COUNCIL FOR WALES WELSH YACHTING ASSOCIATION

DINGHY EXHIBITION

at the National Sports Centre for Wales,
Sophia Gardens, Cardiff, on Saturday
and Sunday, November 15th and 16th.

Miracle Class Association will be there with a Miracle plus literature and other information.

Brian Field IM261 will be on the stand with other Miracle owners to discuss Miracle matters and answer questions.

If you would like to help by spending an hour or so on the stand phone Brian on Cardiff 63710 or Peter Nunn on 01 267 4455.

THE "ONE DESIGN" CLASS DINGHY.

In many "One Design" dinghy classes Measurement Rules are the source of argument and controversy as some boat builders, sail makers or boat owners think up ideas for making their particular boat go "faster" without actually breaking the letter of the rules.

In practice, the benefit of these new ideas is often more apparent than real in that their main effect is to boost the moral of the helmsman rather than actually produce a faster boat.

However, occasionally someone really does produce a real go faster idea which, after a brief spell of significant advantage to a few helmsmen, is adopted by the class as a whole and in a short time all serious racing helmsmen have fitted the new gadget with the end result that all boats in the class are once again as near "One Design" as possible.

So what have we achieved? Yes, we have developed the design of the boat to produce a slightly faster product and in so doing changed from the concept of a "One Design" to that of a "Development Class"

At this point, let us come back to the Miracle and establish right from the start the clear and firm intention of the designers, the copyright holders and the association to maintain the Miracle as a true One Design Class with all the accepted benefits of high second hand boat values, keen racing based

on ability of the helmsmen and crew rather than on how much money can be spent on equipment and fittings, etc., etc.

On this basis it is worth while reminding ourselves that the concept of a One Design Class is to produce boats which are as nearly alike in all respects as is reasonably possible.

The Measurement Rules are therefore prepared to assist the Class Measurers and boat builders in checking that all boats conform to the original design but it is the spirit of the One Design Rule which is most important and this is what owners, builders and measurers should remember at all times.

In the light of the above comments all Miracle owners are strongly advised to keep in line with the true "One Design" concept rather than seeking out devious ways of "beating" the rule book as this would only lead to the possibility of your boat being ruled out of class at some later date.

If there is ever any doubt about the use of any non standard fitting or variations in the construction of your Miracle you must first contact your local Committee Member who will probably be able to give you an immediate answer.

However, if any doubt still remains this must be cleared formally by writing to the Secretary of the Association requesting an official ruling by the Committee.

MEASUREMENT RULES.

Due to the fact that the Miracle is still very new it was inevitable that some queries and anomalies would arise and in conjunction with the copyright holders and the designers the following amendments are proposed and will be used for the purposes of clearing measurement forms for the issue of Measurement Certificates.

However, it is noted that these amendments will need to be ratified by the next General Meeting of the Association

MEASUREMENT NUMBER		MIN.	ACTUAL	MAX.
7	Outside transom to aft edge of thwart	1510		1535
14	Beam at top of aft transom at sheerline	1130		1155
16	Depth of hull inside skin to top of deck at forward mast partners	525		550
52	Overall length of mast	-		5860
56	Centre of shroud and forestay eye forestays above step	4410		4425
59	Overall length of boom	2520		2560
62	Centreline eye to locate kicking strap from aft of mast tube with boom fitted to gooseneck	532		548
69	Mainsail width of head	-		118
77	Mainsail batten pocket lengths	-		620

- JIB FAIRLEAD POSITIONS** - Ruled that the jib fairleads must be in a fixed position by screwing down through the deck into the fairlead pads (Part No. 31 in Building Instructions)
- TRANSCOM FLAPS** - Ruled that transom flaps are not allowed but two self bailers may be fitted into the skin of the hull as stated under Permitted Exceptions in the Rules of Measurement
- KICKING STRAP** - Ruled that a strap may be attached through the kicking strap eye on the boom
- FORESTAY BOTTLESCREW** - Ruled that this fitting is not allowed
- TACK DOWNHAUL** - Tack may be attached to the boom by a shackle or a length of cord but may not be adjusted whilst racing.
- CENTREBOARD CONTROLS** - Ruled that these are not allowed
- A hardwood strip may be fitted to the bow transom to protect the foredeck

SECRETARY'S NOTE

Since the measurement forms have been circulated to all owners I have received only twenty completed forms. Why not use the Winter period to have your boat measured?

Copies of the amended forms are available on request from Mirror Group Newspapers Limited, Miracle Association, 79 Camden Road, London NW1.

PORTSMOUTH YARDSTICK

In response to many requests it is confirmed that the recommended Portsmouth Yardstick for the Miracle is 104. This will not be confirmed fully by the RYA until 1976 as this can only be done after the annual reports from affiliated clubs have been received and analysed. In the meantime we have received a letter dated 2nd October 1975, from Mr. Ken Kershaw, Assistant Manager, Racing Division, RYA in which he says:-

"I accept your suggested Portsmouth number of 104 for the Miracle Class, although I must advise you that numbers are only allocated by the Royal Yachting Association based upon information received by us from affiliated clubs and not Class Associations. I am hopeful that all the year 1976 information will be received regarding the Miracle and that a provisional Portsmouth number may be published. Hopefully this will be in the region, if not exactly of 104".

OPEN MEETING REPORTS.

THAMES SAILING CLUB

I enjoyed taking part in the Thames Sailing Club open meeting which was, in my opinion, most successful, with competitive travelling long distances to take part and I am most grateful to Thames Sailing Club for organising the first Miracle open meeting.

From conversations I had with some of the competitors, it appears we have converts from the Mirror 10s as well as newcomers and converts from other classes. I was particularly pleased to see a family of four taking part.

The wind was not very co-operative on this occasion, being light and fickle. This together with the problem of competing with other river traffic made racing either very interesting or frustrating depending if one is a river racing fanatic or not. I place myself in the frustrated category and my sympathies are with those Miracle owners who are unaccustomed to dealing with the intricacies of racing on a river in light winds and doing battle with what appeared to be a small sized pleasure craft.

I.P.C.Y.C.

This was unfortunately not supported to the extent to which I would have hoped but never the less the six boats taking part which included two visitors enjoyed a days racing with enough wind to keep things moving and resulted in some close racing. The racing on this occasion took place on a gravel pit. In time, of course, as more clubs adopt the Miracle and, hopefully, organise open meetings we will all become the complete sailor, able to sail on all types of water, be it river, gravel pit, open inland water, or sea. (Ien Lusley, RN 177)

NEWS FROM WALES.

The three day open meeting of the Barclays Bank Sailing Club was held this year under the burgee of the Penarth Yacht Club.

Sailing took place off the Welsh coast in the Bristol Channel estuary where conditions were highly tidal and the wind over five races varied from a minimum of force 2 - 3 to a maximum of 4 - 5 gusting 6.

The overall winner in a mixed class fleet of thirty was Tom Brown, a Merlin Rocket sailor of some repute followed by Sam Brookes sailing Miracle 169.

In the heavy weather race with twenty five starters only six managed to finish, with Sam Brookes in his Miracle, first man home.

After the meeting Sam commented that "The more I sail the Miracle the more impressed I am by its qualities in the sort of conditions that faster dinghies just cannot manage. I find myself gybing with equanimity when everyone else is wearing round and having trouble even doing that".

OPEN MEETINGS 1976

We would like to encourage as many clubs as possible to stage Open Meetings for Miracles and now is the time to take this up with your Sailing Committee. Let us have details and dates as early as possible for publication in the next Newsletter.

So far, we have one confirmed meeting to be held at Ranelagh Sailing Club on the Thames at Putney. There will be just one race as time is limited by the tide with the start at 11.30 a.m. on Saturday 27th March 1976. Entries should be made on the day on arrival at the club, entry fee 75p. and a meal will be available after the race.

We also have a provisional notice that I.P.C. Yacht Club at Iver, Bucks. will be holding a one day, three race meeting with date and details to follow.

WHERE TO SAIL MIRACLE.

Following is a list of clubs where it is understood that Miracles are being sailed. Any information on this subject is at the moment rather "sketchy" so we shall be pleased to hear from members who can confirm this information together with the name and address and phone number of a contact.

The same information about other clubs sailing Miracles is also requested as the most frequent question asked by our Miracle owners is "where can we sail our new boat?"

In addition, if you know of any good places to go cruising or leisure sailing please let us know with details of launching facilities, etc.

Club	Location	Contact
Great Moor SC	Nr. Aylesbury, Bucks.	
Lilliput SC	Poole Harbour	
Brandy Hole YC	Barnham-on-Crouch	
Memphis Bythe SC	Rayling Island	
B.F. Kent YC	Redway, Kent	
I.P.C.Y.C.	Iver, Bucks.	Ien Lusley
I.C.I. SC	Slough, Bucks.	Bernard Gray
Draycot Water	Drury	See Below
Bartons SC	Lincoln	
Wolver SC	Helsby	
Deventon SC	Holmfirth	
Cra by SC	Liverpool	
Verne Boat Club	New Romney	
Fleet Marine Club	Lydd	
Clevedon SC	Clevedon	
Redditch SC	Redditch	
Redoubt SC	Folkestone	
Church Wille Water Sports Club	Draycott, Nr. Derby	See Below
Crawley Mariners SC	Angmering-on-Sea	
Weirwood SC	East Grinstead	
East London SC	Richton Reservoir	
Rutland SC	Eppingham Reservoir-Stamford	
Seasalter SC	Seasalter	
Spinnaker SC	Ringwood	
Sutton Bingham	Somerset	
South Cerny	Glas	
Wilkinson SC	Kent	
Barnham SC	Barnham-on-Crouch	

Draycot Water Sailing Club

Near Rugby, already have six Miracles and new members are welcome at this superb club. Contact Mr. I. Palmer, (024 855) at 49 Meadow Rise, Barton-under-Needwood, Barton-on-Trent for more details.

Church Wille Water Sports Club

At another Draycot, this time near Derby, also welcome new Miracle Members and Mr. J. F. Smith of 451 Redlestone Road, Allentone, Derby will be pleased to supply details.

STOP PRESS

Datchet Reservoir near Slough

is expected to be open for sailing early in 1976 with a new sailing club being formed.

Contact Mr. N.J. Lewis, Sports Council on Reading 52842 for details.

MIRACLE FLEET REGISTRATIONS

Fleet Registration is available to clubs who apply to the Association on behalf of at least five Miracle club members together with nomination of a fleet captain. Already two clubs have been allocated fleet numbers. It is very important to establish fleets of Miracles as it helps the growth of the clubs on a National basis. Fleet Registration is also available to overseas clubs. Association will be started in overseas countries once the Miracle is established in these countries.

Fleet No.	Club	Fleet Captain
Fleet No. 1	I.P.C.Y.C.	Mr. Ien Lusley, 39 Hewens Road, Millington, Uxbridge, Middlesex.
Fleet No. 2	Redoubt Sailing Club	Mr. V. Hill, 7 Castle Bay, Folkestone, Kent.



PHOTO FEATURE

Your class secretary sailing in Chichester Harbour

JACK HOLT

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