

MIRACLE

NEWSLETTER OF THE MIRACLE ASSOCIATION

Issue No. 6 June 1977

CHAIRMAN'S FINALE'

It is now almost 2 years since I wrote to you in our first Newsletter and since then we have clearly developed into a major Sailing Dinghy Association and with the numbers of Miracles about to exceed 2000 there is no doubt that we are going to go on from strength to strength.

As for the progress of our activities this is very much a 'Good News' and 'Bad News' situation but I believe Mainly Good News. During the past 2 years our numbers have grown to proportions which are the envy of many long established classes and to gain "membership of the 50 plus club at our First National Championship of the Class is, I believe a record achievement. Another report in this issue gives news of another highly successful London Dinghy Exhibition where the Miracle Class was one of the Star attractions.

However our successes must be used as a means to overcome our shortcomings and out of our substantial ranks there must be many members with special abilities and a little time to spare which could help to overcome some of our problems. In particular we must find new Editorial Talents for both our Newsletter and for the long promised but yet to appear Year Book. Barry Livingstone has done an excellent job as Newsletter Editor and I am sure that you would wish to join me in sincere thanks for all his efforts but due to changes in work commitments he must now relinquish this post. **COULD YOU BE THE ONE TO FILL THIS VACANCY.**

Other activities well worth some extra effort are The Organisation of Cruising activities, Production of a Guide to Measurers, Organisation of Supplies of Special Miracle goodies such as T Shirts, Car Stickers etc.

If you have any additional ideas for ways to improve the services of our Association and particularly if you feel you can spare a little time to contribute in a practical way why not contact our Secretary Peter Nunn or any Committee Member.

Finally, I believe that the time has come when our Association would benefit from a new lead from the "Chair" and with this in mind coupled with the very heavy demands on my time at present I shall vacate the post of chairman after the forthcoming A.G.M. and will look forward to joining you in supporting our new chairman and committee in the future development of our Association.

I thank you all for the support which you have given to me during the past 2 years and look forward to seeing many of you at the A.G.M. and at the 1977 National Championships at Eastbourne.

Bernard Gray

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STOP PRESS.....

Due to some retirements more nominations are required for committee members.

Ensure that your interests are well looked after by nominating an active member from your locality.

1977 National Championships

1977 NATIONAL CHAMPIONSHIPS - EXTRA!!

With the sailing season now well under way, thoughts turn to the various open meetings and championships which feature in the Miracle sailing calendar and the chance to see how your boat really goes against some of the top boys.

The highlight of the season's events, however, is the National Championship and after the success of last year's very first Nationals at Datchet, one hopes that this year's event will be even bigger and better. Supporting this view is the ever increasing interest in the Miracle and its expansion as a class and the choice of venue which boats some of the finest open sea sailing on the South Coast.

Those owners who have sent in their entry will have received various items of information which will help them decide where to stay, either for the four days of the Championship, or for the whole week. Most of you should also by now be receiving a copy of the sailing instructions, which incidentally, are drawn up by the Sovereign Sailing Club.

A couple of points from these instructions which some might feel need clarification is the requirement to carry an anchor and a paddle. This is a club safety rule which applies to all members and guests of the club and is strictly enforced at all times. A suitable anchor weighs about 2 lbs and an adequate length of warp is 30 metres. The basic requirement, of course, is to anchor the boat at sea to a sea bed predominantly sandy, in the event of some mishap temporarily immobilizing your ability to sail. With a tide running at about four knots, it is essential to remain as close to the sailing area as possible. The paddle needs to be of no specific type, but a surprising number of boats did not have one at Datchet last year when the first race had to be abandoned through lack of wind. All sorts of means were being used to propel boats back to base. Imagine a similar situation a couple of miles out to sea!

A fact which is little known about Eastbourne as a resort is that it constantly tops the sunshine league. More than 350 weather stations all round the country take part in the sunshine league and last year Eastbourne again raced to victory beating Shanklin with a fabulous 1,407 hours of sunshine.

Apparently the reason for this remarkable phenomenon is that the South Downs, which dominate the west side of the town, form a protective barrier and break up adverse weather moving up the coast with the prevailing south-westerly airstream.

Eastbourne enjoys a fine reputation as a holiday centre, and not, as is popularly thought, a haven for the elderly. The image of the town has changed considerably over the past few years, with a predominantly younger population beginning to appear. It is known as the Empress of Watling Places, has long been famous for its wide promenades, spacious boulevards, pure air and unhurried atmosphere. Indeed, an elegant town.

Entertainment is wide and varied with top international stars appearing regularly at the superb Congress Theatre. Other theatres also add to the variety of entertainment available and a host of clubs which can be enjoyed until the early hours.

Immediately adjacent to the Sovereign Club is the children's Treasure Island play centre - the kiddies will enjoy many carefree hours here.

Also close by are several municipal car parks - and a word of warning here. The car parks are regularly patrolled by uniformed officials, so please be sure to obtain and display the required parking ticket - otherwise you will end up with one costing much more!

On arrival at the Sailing Club you will be met by either a Miracle Association member or a member of the Sailing Club, when you will be provided with a competitors sticker and a printed sheet or booklet which will explain where you can park your boat, details of the Club facilities, etc.

Several different dates as to when the Championships are being held have appeared at various times. The dates are Thursday 4th August to Sunday 7th August. The programme has been designed to allow the bulk of the racing to take place at the weekend, just in case some of you cannot make it on Thursday or Friday, but please note that one race on either Thursday or Friday to qualify as there will only be one discard allowed.

HOW TO GET THERE?

Sovereign Sailing Club is situated in the reference square K.11 on the map at the back of the booklet "Where to stay in Eastbourne". The larger map provides greater detail.

We, at the Sovereign Sailing Club sincerely hope you enjoy a very happy week - Good Luck! Good Sailing!

Finally, you might be interested to note that the Sovereign Sailing Club Regatta, which has a Miracle Class Trophy, is being held on Saturday 25th and 26th June 1977. The first race is on Saturday at 2.30pm. and racing on Sunday starts at 11.00am.

ERIC KAY,
SOVEREIGN SAILING CLUB MIRACLE CLASS CAPTAIN.

NOTE FOR THE NATIONALS

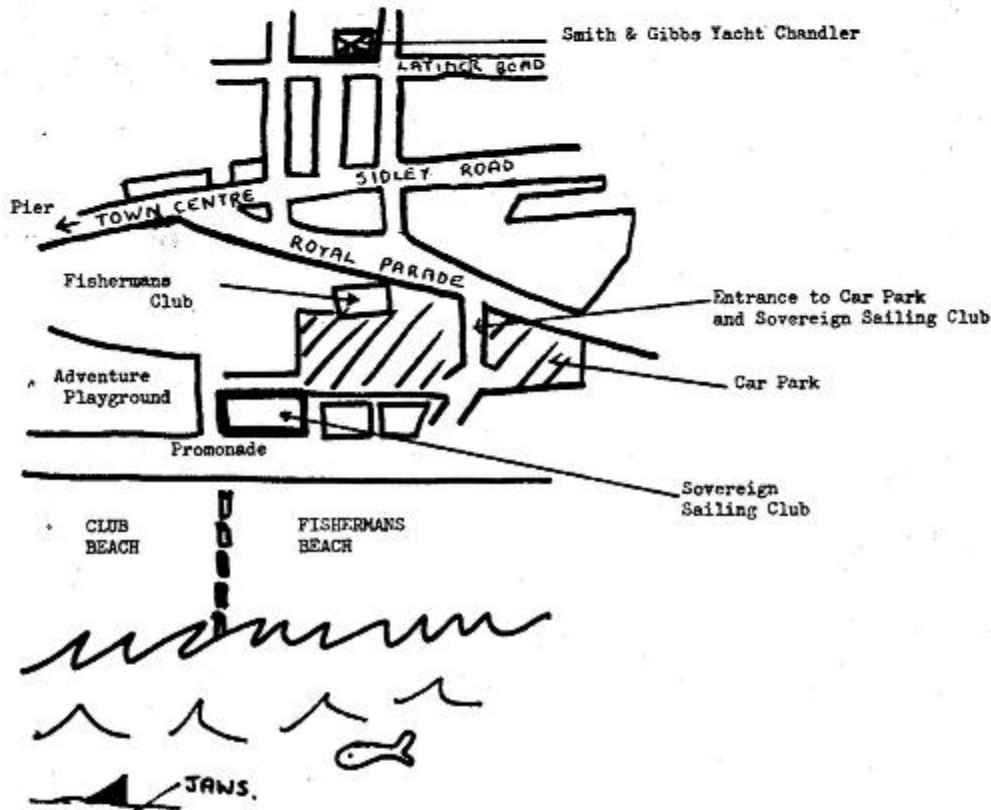
I'm sure that many of you will be looking forward to travelling to Eastbourne soon for the Nationals, lets hope the weather picks up a little! There are two points I would like to make about the Nationals this year, the first being about your boat. Despite having a measurement certificate, I have seen Miracles up and down the country sporting illegal fittings, illegal sails, bits added on and bits shaved off. Your Miracle must be completely standard as per the building instructions, **NOTHING ADDED, NOTHING TAKEN AWAY** (to quote a well-known breakfast cereal) **except** as detailed in the Rules of Measurement and Construction including the additions adopted at the 1976 Annual General

1977 National Championships

Meeting. Any deviants may face disqualification unless the boat is brought back into line and I would hate anyone to be disappointed in this way.

The second point regards behaviour on the water. I.Y.R.U. Rules will be strictly adhered to, remember the Race Committee has the right to disqualify without protest any boat it sees infringing a rule if that boat does not exonerate itself. So get a copy of the racing rules and make sure you know them.

These points should ensure that the Nationals are as fair as possible to everyone; I look forward to seeing you there.



A NOTE FROM THE MIRACLE CLASS ASSOCIATION SECRETARY

To enable the Club to plan the Nationals it is essential that anyone wishing to enter should complete the enclosed entry form and send it to the Club as soon as possible.

I am sure everyone that comes will have a thoroughly enjoyable time as all Miracle owners are very friendly and can offer help and advice to each other. Although the event is the National Championships, the social programme is also well worth coming for.

London Dinghy Exhibition

Publication and Distribution of the London Dinghy Exhibition

On the weekend of 18th and 19th March the London Dinghy Exhibition was held for the second year at the Pickets Lock Sports Centre and was an enormous success. The Miracle Association had a stand in the Jack Holt hall and two boats were on exhibition.

The Committee would like to thank all those members who actively helped on the stand. Bell Woodworking Company were also invited to exhibit in the do-it-yourself section. Barry Read, who invented the slot and tab method had his own kit there which he provided to construct and complete in the two days that the exhibition was on. Enormous crowds were attracted to the building of the Miracle and Barry was held up on some occasions with having to answer many questions.

Once again, many thanks to all those who attended the exhibition and perhaps we could see some new faces at next year's



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V.A.T. and Carriage for U.K. Mainland are included in the above prices except for Covers which are as stated.

For further details of the above and other items Please Send Stamp to :-

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SOUTHERN AREA CHAMPIONSHIPS

The first Miracle Southern Area Championships were held at Bognor Regis Yacht Club over the weekend of 4th and 5th June. The sixteen entrants included National Champion Derek Beere, last years top Nationals teenager Robert Cage, and several other leading helmsmen from the class; each looked forward to a competitive two days racing.

The practice race was held after the light shifty wind had settled into a fairly steady force 3 and soon Derek Beere and Robert Cage were fighting it out clear of the fleet. Leading the bunch came Eric Kay in "Satin Doll", P. Sowden in "Tik-Tak" and Paul Barrett in "Clouds". Robert Cage won comfortably in his new and radically thought out boat "Precipitated". Derek Beere was second and P. Sowden third.

The wind freshened a little for the first points race. Paul Barrett slotted "Clouds" into the only space available on port tack at the Committee Boat end of the line leaving a few incidents behind. "Tik-Tak" made almost as good a start and arrived first at the windward mark, commanding a good lead down the next reaches. "Co Dat Dare" (A. Brown) was snapping at the heels of "Clouds" and gradually Derek Beere and Robert Cage moved up to the front. Robert Cage took the lead, Paul Barrett and P. Sowden were having a good fight up the last beat with A. Brown keeping close touch. Results were, Robert Cage 1st, Derek Beere 2nd, P. Sowden 3rd, Paul Barrett 4th, A. Brown 5th.

The revellers from Saturday night's excellent disco were somewhat dismayed to find a healthy force 5-6 and overcast sky on Sunday morning. A few did not make the start, a few more gave up just after the start, a few more capsized, one helm slipped and his knee awoke in a side buoyancy tank, and only three finished!

Robert Cage sailed free up the beats and cautiously downwind in an impressive following sea, behind him Derek Beere and Paul Barrett were fighting it out. Derek's kicker broke after a gybe and he capsized, not recovering before the end of the race. Paul stormed home second, and after a long gap, Peter Sutton in "Elcarim" survived to take third place. The wind had increased and the breakers were building up so although five boats prepared to launch, the decision not to sail the last race was made by the competitors.

Results:-

1. "Precipitated" Robert Cage/Lindsey Huggins, Worthing Yacht Club
2. "Clouds" Paul/Gill Barrett, Blue Circle Sailing Club
3. "Elcarim" Peter/A. Sutton, Esso (Fawley) Sailing Club

FULL RESULTS OF MIRACLE SOUTHERN AREA CHAMPIONSHIPS 1977

Boat No.	Helm	Club	Race				
			Prac.	1	2	3	O/A
1555	R. Cage	Worthing Yacht Club	1	1	1	D	1
736	P. Barrett	Blue Circle Sailing Club	9	4	2	"	2
657	P. Sutton	Esso Sailing Club	R	7	3	"	3
316	D. Beere	I.P.C.Y.C.	2	2	R	"	4
529	P. Sowden	I.P.C.Y.C.	3	3	R	"	5
888	A. Brown	Sutton Bingham	8	5	R	"	6
16	E. Jonas	I.C.I. Slough	11	6	R	"	7
124	S. Fischer	I.C.I. Slough	10	8	R	"	8
825	P. Morse	Sutton Bingham	7	9	R	"	9
351	J. Swingewood	I.P.C.Y.C.	6	10	R	"	10
170	E. Kay	Sovereign Sailing Club	4	R	D	"	
875	Gray	N.H.E.B.S.C.	5	R	D	"	
1134	K. Norris	Arun	12	DS	D	"	
175	Gold sack	R.C.P.Y.C.	R	R	D	"	
322	May		-	-	-	"	
749	Ecclestone	Pagham Yacht Club	-	-	-	"	

R = Retired

DS = Disqualified

D = Did Not Sail

HEAVY WEATHER SAILING - Science or Art - by Stephen Gray MM 123

Why is it that when the wind pipes up some guys start to really tank along whilst all that others can manage is to struggle for survival? Why is it that by the time that you and a few others are just managing to cross the line the select few have already packed up their boats and are starting their second drink at the bar? How come that they can enjoy the 'Apres-sail' whilst you are so tired that it's a struggle to even raise your right arm?

If you identify with these questions then read on because I am going to try to answer at least some of them.

I think it will be best to base a discussion on heavy weather sailing around an Olympic type course as it is here that most competitive sailing in heavy weather takes place and all the main points of sailing are covered.

In my modest opinion three words are most essential - CONFIDENCE in your own competence, FITNESS to stick out those mile long legs (No, not your's, the course) and most important whatever the weather you come up against you must be able to sail FAST. Mere survival is not enough. But, how do we transform survival into slick heavy weather performance?

First practice makes perfect so, for a start how about getting out at every possible opportunity even if this means sailing single handed, possibly with just the mainsail up, in force 4 plus. Set yourself a long beat, a couple of reaches including a gybe, then SAIL, SAIL, SAIL. There is one prime factor which turns heavy weather performance into success and that is YOU - not so much where you steer but where you put your body. Even a nine stone weed like me can effectively Hike and Hike hard but this needs long and comfortable Toe straps with padding to protect the feet and possibly padding also at the back of the legs. This applies to both helm and crew. In Hiking to the extreme the crew will normally take the more extreme position hanging out to a position parallel to the water and with the helm almost, but not quite, there as well in order to retain forward visibility. Sure it hurts are first but then I always was a bit of a masochist and the more you practice the fitter you become.

So now you can Hike hard let's sail off on our Olympic course after first making sure that our sails are properly set up for heavy weather. Correct Sail Setting is essential for both survival and performance. First the Mainsail should be pulled up very hard by the tack downhaul until the sail is touching the boom. The clew of the sail should also be pulled out hard almost to the balck band using an adjustable clew outhaul with a sliding track. Next, and possibly most important the Kicking Strap should be very tight otherwise on sheeting out the boom rises rather than pivots and consequently drive is lost, so have a 3 to 1 ratio purchase Kicker by having the jambing device hanging from the boom and pull down hard until the boom starts to bend. The mast will also take up a bend of 3 to 4 inches even before you set off. Forget the mainsheet tension as this should only be used to adjust the angle of the boom to the centreline and not to bend the mast.

As far as the jib is concerned this should also be pulled up very tightly on a wire halliard by first letting of the ties at the tack then pulling the jib up until the tack is a few inches above the forestay eye then, after cleating off the Jib Halliard retye the jib tack pulling this down hard until it touches the eye on the boat.

So, we've practiced Hiking 'till it hurts, set our boat up correctly for heavy weather and are off up the windward leg. Don't pinch unless essential and keep the boat driving hard. Tacking should not be too hurried as speed will come in time, much more important is a smooth flowing operation and with experience and practice Roll Tacking, at least in smooth water, will be found to be possible and helps to maintain speed through the water.

At the weather mark bear off carefully Hiking hard for a while until the sails are sheeted out correctly. On the reach, NOW YOU START TO WORK. Even in flattish water don't just sit there - gusts are hitting you all the time and should be used to your advantage. If the reach is broad get your crew down to leeward with eyes glued to the Jib playing this in and out to take full advantage of every wind change. (Tell Tails fixed a few inches back from the Jib Luff are a major benefit for adjusting the set of the jibband these should be kept streaming back close to the sail on both sides). Helm should be sitting up to weather and moving constantly to keep the boat trimmed and flat but when a gust hits bear off, heel the boat to windward a little and draw in the mainsheet sharply all at the same time to make maximum use of the extra wind and to start the boat planing. When the gust eases luff up gently to maintain the plane as long as possible. Even when planing flat out the gusts still come so keep bearing away and luffing up as the wind comes and goes to maintain maximum speed over the water.

Now for the Gybe. Here more than anything practice makes perfect. Remember Paul Elvstrom who used to go out to practice gybes in his Finn on days when the wind was too strong for racing - why not? It's only water and you can only get wet. (Note:- this suggestion is only serious in the context of suitable water for safe sailing in very heavy wind, i.e., inland waters or safe estuaries and when the water is relatively warm). The most important thing to remember about gybing is that you must be in the centre of your boat at the exact moment that the boom crosses the centreline and then be instantly ready to leap up on to the weather gunwale. Crew should sit on the (new) weather side of the thwart ready to react to the full impact of the wind on the new reach.

A close reach! Again sit out (Hike) hard so that your body is just clear of the waves, sit well back and keep your crew with one leg either side (fore and aft) of the thwart until about force 6 winds when it will probably be best to both sit behind the thwart. Watch for gusts, ignore the spray and bear off when gusts hit up to 10 to 20 degrees and don't be afraid to use a bit of rudder even at 10 knots but DON'T rely on alloy rudder fittings. (I assure you they can and do fail as I found to my cost at the '76 Nationals). However, with a strong rudder hung on Stainless Steel Pintles you can really move and keep on moving. Don't be afraid to sheet out if the gusts are really strong, but be very quick on the sheet, 10 degrees of heel is too much, better to keep to a maximum of 5 degrees.

So now you're back at the leeward mark, ease in wide and come out close with sheets back in hard and sitting out hard all the time and back up the beat again, and again, - by now you should be in the lead - so I'll see you out front at the Nationals at Eastbourne and if it blows we should really have some fun!!!

Good Sailing & Keep Hiking,

Stephen Gray MM 123.

NORTHERN AREA CHAMPIONSHIPS

The first ever Miracle Northern Area Championship was held at the North Lincolnshire Sailing Club at Barton-on-Umber on Saturday and Sunday 11th and 12th June. The event attracted twenty-one entries from clubs as far apart as Kent and Tyne and Wear.

Gill and Paul Barrett were first to arrive a couple of days early. They were able to help fellow competitors with minor 'in class - out of class' problems since Paul is a member of the Class Association Measurement Committee. They were expected to spend the two spare days tuning their own boat after it had been damaged at Queen Mary at the beginning of the week during the Jack Holt Regatta. Instead, since they had arrived in the middle of an Optimist training week, they joined in with the children and sailed in borrowed Oppies. The Barretts are always willing to help out with advice or practical suggestions and their obvious enthusiasm rubs off on others. Vera and Bob Ferguson also made the long journey from the south of England having worked behind the scenes organizing the event as Association Publicity and Public Relations Officer. It was also a pleasure to welcome Eddie Heap from I.P.C. (Iver) Yacht Club the home of many Mirror and Miracle champions. Eddie remains perfectly calm throughout all the hustle and bustle of a championship meeting and was once found having forty winks between races! Incidentally, Eddie's boat is more or less standard. He doesn't go in for expensive extras and going by his results his sailing hasn't suffered. Five boats made the journey from South Shields well supported by friends and relatives. The northerners are used to sailing on the sea and were a bit dismayed to see a mere hundred acres of water. Still they lived up to their reputation of being some of the most friendly people in the country and they brought a lot of enthusiasm to the meeting.

The practice race was held in high blustery winds on Saturday afternoon. Many boats were forced to retire either having capsized or after faulty gear had carried away. The rescue boat was kept very busy bringing in upturned boats and drenched crews. Only four boats finished the race and since the weather continued to blow, rain, thunder and lightning half a dozen daunties decided not to enter the first points race saving themselves and their gear in the hope of better conditions on Sunday.

Fifteen year old Chris Avill, having returned from Queen Mary Sailing Club after winning the Jack Holt Regatta in force seven winds, made the best start and lead the field closely followed by Stan Lubner in a boat that was still in kit form two weeks before! Eddie Heap and Ernie Johnson (South Shields) were close on the leader's heels but shifting winds made it a follow my leader course and there was little chance of anyone catching the leaders. Stan worked hard and managed to pull in front of Chris near the end of the race and he won by a narrow margin followed by Chris Avill, Eddie Heap and Ernie Johnson.

Sunday dawned a better day in all respects. The wind had dropped to around force four and swung to the west. Competitors were able to dry out their boats and sails and all but one of the boats started. Again Chris and Stan soon went into the lead but Chris had failed to hear the signal and hail that he was over the line at the start and was disqualified. Stan Lubner came in first, fellow North Lincs member Phil Twining following in second place with Eddie and Ernie closely pressing from behind.

In the third race the early leaders emerged as Stan and Chris with Ernie and Eddie still fighting it out close behind. Stan again took the finishing gun first making the championship almost certainly his.

The final race showed that the visitors were beginning to adjust to pond sailing and the leaders were very closely pursued throughout the race. J. Piper (South Shields) was going well to windward and for a time took the lead. Stan Lubner managed to draw ahead of the pack and slowly began to increase the distance between himself and the rest of the fleet. Chris was still in second place but he was having to defend his position against Eddie and Ernie. Eddie Heap touched a mark and lost a place rounding letting Ernie Johnson through into third place.

Prizes were award to the first six helms and crews by the Commodore of North Lincs Sailing Club, Jack Bargon. A special prize was also awarded to the youngest crew member Paul Huett from Draycote Water who had sailed bravely in difficult conditions.

RESULTS

Position	Helm	Boat No.	Club	Race 1	2	3	4	Pts.
1st	S. Lubner	1819	North Lincs. Sailing Club	1	1	1	1*	24
2nd	C. Avill	1302	North Lincs. Sailing Club	2	dis*	2	2*	6
3rd	E. Johnson	1115	South Shields Sailing Club	4	3	4*	3	10
4th	E. Heap	306	I.P.C.Y.C.	3	4	3	4*	10
5th	P. Twining	823	North Lincs. Sailing Club	5	2	5	5*	12
6th	J. Piper	1352	South Shields Sailing Club	8*	5	6	6	17
7th	P. Barrett	736	Blue Circle Sailing Club	7	6	7	10*	20
8th	G. Huett	949	Draycote Water Sailing Club	9	8	9*	8	25
9th	J. Bennett	940	South Shields Sailing Club	11*	9	8	9	26
10th	P. Goodfellow	216	South Shields Sailing Club	12	15*	10	11	33
11th	E. Mitchell	1125	North Lincs. Sailing Club	16*	DNS*	11	7	34
12th	R. Corfield	792	Beaver Sailing Club	6	12	20**	17	35
13th	G. Smith	357		16*	7	17*	14	37
14th	A. Spilman	1775	North Lincs Sailing Club	16**	11	12	15	38
15th	R. Ferguson	1597	Crawley Mariners	DNS	10	15	13	38
16th	J. Lilley	734	White Rose Sailing Association	10	15*	13	16	39
17th	B. Wood	871	North Lincs. Sailing Club	DNS	13	14	12	39
18th	R. Creathorn	1489	North Lincs. Sailing Club	DNS	17	12	18	51
19th	A. Long	1254	South Shields Sailing Club	DNS	24	26	DNS23	52
20th	R. Bernard	757	South Shields Sailing Club	DNS	DNS	DNS	DNS	69
21st	T. Kay	170	Sovereign Sailing Club	DNS	DNS	DNS	DNS	69

*discarded

**broken

DNS did not sail

AGM

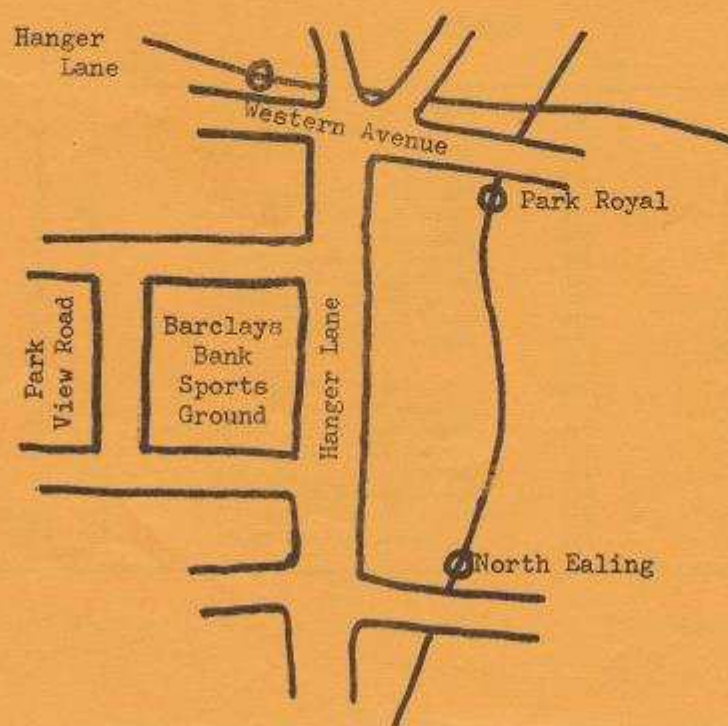
THE ANNUAL GENERAL MEETING WILL BE HELD AT THE BARCLAYS BANK SPORTS GROUND, PARK VIEW ROAD, EALING, W.5. ON 7TH JULY 1977.

The meeting starts at 7.30.p.m. but the bar will be open at 7.00.p.m. so come early and make it a social occasion.

Seven proposals to alter the Class rules have been put forward and it is in all owner's interest to be at the meeting to vote on these. A resume of these proposals are as follows:-

1. Adoption of spinnaker and spinnaker chute.
2. Defer any decision on a spinnaker for 5 years.
3. Stiffen mast step.
4. Stiffen centre case with knees.
5. Strengthen transom.
6. Increase size of jib.
7. Protection of leading and bottom edge of centreboard.

A complete list of these proposals will be handed out to you on arrival.



GENERAL TUNING HINTS

BY COURTESY OF MUSTO & HYDE SAILS LIMITED

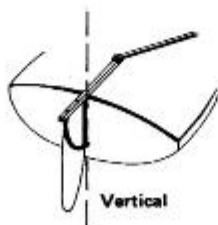
The centreboard should be as stiff as possible and have as smooth an aerofoil shape as can be obtained (within the limits of the class rules). It should be a tight fit in the box (unless you are using a 'Rocking' board system), and preferably have a 'Formica' type material for cheeks to aid easy movement against the sides of the box. Your centreboard control system should be easy to operate by crew or helmsman. Try marking the visible part of the board to indicate clearly when the board is at quarter, half or three quarters down positions.

The Centreboard



Since a rudder and tiller hangs at the extreme after end of a hull it is essential it is as light a unit as possible. Also it must be hung accurately on the centre line of the boat and exactly vertical. Carefully eliminate all slackness between the blade and the stock, the stock and the tiller and the tiller and the extension. This will give you more positive control and ensure there is no blade "wobble". A rudder blade should be aerofoiled and finished with the same care as the centreboard and make sure the stock is so shaped and positioned that it is at all times clear of the water. Use a fixed rudder wherever lack of depth is no problem, and class rules permit. It will usually be lighter and more positive in movement.

Rudders



An obvious point is to ensure that the buoyancy is firmly fixed, and equally important, well balanced. There is nothing more embarrassing and sometimes dangerous, than to have your boat turn-turtle the moment the tip of the mast hits the water.

Buoyancy

Check that suction bailers are in the most efficient position for bailing and are not in the crew's way. A "grid" over the bailer will prevent loose lines being sucked out.

Bailers

Nearly all boats have too big a yardage of loose rope which often is of too large a diameter. Such boats are carrying not only extra weight in rope but extra weight in water contained in that rope. Here is a check list of ideal diameters for the "average" racing dinghy.

Ropes

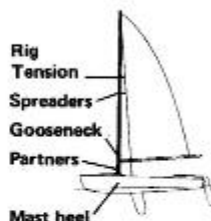
Centre mainsheet traveller control line	8 mm
Mainsheet	8 mm
Jibsheet	8 mm
Kicking Strap (from drum)	3 mm
Clew Outhaul	3 mm
Cunningham Hole Control	3 mm
Spinnaker Halyard	3 mm

Continuous sheets are an advantage particularly on genoas, jibs and spinnakers where they can save vital seconds in manoeuvring.

As mentioned in our Sail Control article the bend in your mast is a prime factor in controlling the shape of your mainsail. It must therefore be worth studying carefully the points at which the mast is itself controlled. These are:—

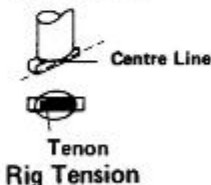
- (i) The mast heel and channel
- (ii) The partners (deck level)
- (iii) Boom thrust at gooseneck
- (iv) The spreader height, length and angle
- (v) Rig tension

Rig Control



Since any movement or inaccuracies in the heel of the mast will seriously effect spreader control it is vital that the heel plug is firmly fixed with the tennon exactly in line fore and aft.

The Mast Heel and Channel



The tennon must be a 'push' fit in the channel which in turn must be on the centreline of the boat and securely screwed or bolted down.

Rig tension through the foresail/genoa halyard has considerable bearing on mast bend. The tighter the rigging the stiffer the mast. Without controlled rig tension your carefully calculated spreader adjustments cannot be effective in helping to control mast bend.

Fittings

It is only necessary to have the minimum of fittings, each of the right type, placed where they can work to the maximum efficiency. Anything extra is expensive, heavy and off-putting.

Among the most important is an efficient mainsheet traveller system. This should have an 8 mm diameter continuous control line for ease of handling under load and a cleat accurately placed for quick adjustment.

A simple spinnaker pole uphaul downhaul system which can quickly be adjusted is necessary. To eliminate stretch and reduce windage this should be made of wire. The hook attachment between downhaul and spinnaker boom is gaining favour, as this gives a faster gybe than most other systems.

For fast spinnaker work try a knot with a rubber tap washer on the sheet. This comes against the spinnaker fairlead when the sail is set in a close reach position with the pole just off the forestay and the guy held down under a hook at the shroud. A small cleat just aft of this hook helps the crew gain fast and accurate pole positions while still on the trapeze.

Indicators and Calibrations

There are several forms of indicators which help a racing helmsman. Among the most important are woollen tufts on the jib which indicate a stall condition on either side of the sail. A "windex" masthead indicator will help accurate down wind sailing and the really basic trick of wool on the shrouds is still of help to many helmsmen. Calibration strips on Cunningham hole, mainsheet traveller, clew outhaul, centreboard etc., will assist in repeating settings



1977 LIST OF OPEN MEETINGS

July 9th & 10th	West Midland Area Championships, Shropshire Sailing Club.	G. Miller, Stonehouse, Picklescott, Church Stretton, Salop.
July 21st & 22nd	Medway Regatta.	Mrs. B. Evans, 111 Jersey Road, Strood, Kent.
July 24th	Redoubt Sailing Club, West Hythe, Kent.	Mr. W. Hills, 7 Castle Bay, Folkestone, Kent.
August 4th-7th inc.	1977 National Championships, Sovereign Sailing Club, Eastbourne.	C. Harvey, 9 Delavall Walk, Eastbourne, Sussex.
August 21st	Open Meeting at Loch Ard Sailing Club.	Mr. B. Morris, "Brooklands", Firpark, Cambusbarron, Stirling.
September 11th	Hythe & Saltwood Sailing Club.	Mr. J. S. Reynolds, Mount Pleasant, Pedlinge, Hythe, Kent.
September 17th	I.P.C.Y.C., Iver, Bucks.	P. Sowden, 18 Lammas Road, Burnham, Bucks.
October 8th	I.C.I. (Slough) Sailing Club, Taplow, Bucks.	B. Gray, 58 Seeleys Road, Beaconsfield, Bucks.
October 29th	Redditch Sailing Club.	J. G. Wilson, 157 Finstall Road, Bromsgrove, Worcs.

SPECIAL REPORT **** JUBILEE MIRACLES ON THE MEDWAY

The Wilsonian Sailing Club at Hoo near Rochester had a five race regatta planned for the Jubilee weekend but the weather turned it into a three day endurance test for boats and crews. Despite the winds all races were sailed, mostly in force 4 but some in 5 with gusts above that. The prizegiving saw Sam Brookes (Miracle 167) carrying off the handicap class trophy with three firsts, a second and a fourth*. The final result was in the last race when the trophy was already safely won. Concentration slipped coming up to a gybe and Sam fell out after relaxing his grasp on the mainsheet. The boat obliged with a smart capsizes so that a short swim and quick recovery enabled a still respectable finish.

*in a fleet of 20.

SPECIAL REPORT **** MIRACLE PORTSMOUTH YARDSTICK

Following up our previous reports on the new R.Y.A. recommendation for the Miracle Portsmouth Yardstick of 123 I wonder how it is working out at your club? We have had a few reports in so far mostly confirming our view that the correct figure should be about 125 or 126. At Draycote Water Sailing Club they have found that 127 is more appropriate and I.C.I. Sailing Club are sticking to 125 as being about right. On the other hand Wilsonian Sailing Club would like to make it around 121 so you can't win them all. If you are finding 123 a bit tough take this up with your sailing secretary immediately and ask for this to be reconsidered and adjusted. Remind him that the R.Y.A. quoted number is only provisional and it is up to individual clubs to form their own assessment and to make adjustments accordingly. THIS IS THE ONLY WAY IN WHICH THE R.Y.A. CAN BE INFLUENCED TO CHANGE THE NUMBER FOR NEXT YEAR.