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NEWSLETTER OF THE MIRACLE ASSOCIATION

ISSUE NO. 9 MARCH 1978

COMMUNICATE PLEASE!

'HALO', NEWSLETTER OF THE MIRACLE CLASS ASSOCIATION, slid silently through your letter-boxes and landed without a sound, this March.

NOT because it is illusory, BUT because it has almost nothing to tell.

Put in other terms, Miracle sailors have nothing to say to each other. This is a very sad state of affairs.

HALO is the forum for comment and communication between members of the Miracle Dinghy Class.

Aren't you interested in what the best helms in the country are doing to make their boats go faster?

Don't you want to know what it's like to sail in a competitive fleet in another club? - Or what facilities and racing they provide? Some of you must want to boast ideas or exhilarating sails. One or two of you, deep down, must have had ambitions to write on sport.

-Now's the chance to find out how good you are. Whether you really can do better than Bob Fisher and his buddies.

Until I get more response from you I cannot produce a lively, informative and amusing Class Newsletter. If all of you wrote just one item in 1978, each edition would keep your fire glowing all evening. It's worth a thought with snow on the way and already arrived in places.

THE EDITOR

OPEN MEETINGS

Wilsonian Sailing Club,
Hoo, Medway, Kent.
Sunday 21st May 1978
Contact: Sam Brookes,
9 Cross Lane, Bexley,
Kent.
Tel: Crayford 526475

DITTY

I'm waiting for a Miracle,
Why won't you sailors write?
At times you must feel
lyrical,
Inspiration come at night.

Sit up in bed and find a pen,
String those lines together,
Think, compose and write
them down, then
Send them in a letter.

Perhaps when next the postman
knocks,
Your name will be in print,
All of you pull up your socks,
And GO ... EXPERIMENT.

ON CHANGING CLASS

Some unkind souls have said it will take a miracle to enable me to contend the leading boats for a winning place.

At the back of the fleet there is a foul and pestilent congregati on of vapours. It is hard to believe that this is clear wind for the leading boats of the following class.

Well, it's the crew's fault of course, that these headers and holes occur just when you need a lift to lay the mark. He or she is also to blame for the late start, the lack of boat speed, the embarrassing brush with that 'right of way' boat, and even the presence of the island under the keel.

But somehow, I feel these facts are only of real consequence when we are abreast of the fleet.

Perhaps new sails would do the trick? Or new spars? A smooth bottom even? No. For some perhaps, but not for me. I need a miracle!

Well, miracles don't just happen. To start with, there is the little matter of £509 + VAT., not to mention the hours of construction and finishing to look forward to and the mess and intrusion for building on my normal routine - and how the hell do I get it out of my bedroom when I've finished?

MM1998 is just a gleam in the builder's eye at the moment Blue, I think, to show off her lines, a silver trim as well.

Good idea that trunkated bow. Bound to cut down the insurance claims from OK sailors Roll on the 1978 season Better get some study done. Is it luff in a puff, or vice versa? Will I really need a tactical compass?

Out in front navigation is important, I'll even have to know what course has been laid!.....

At last all my carefully researched tactical knowledge can be used. I shall arrive at the windward mark in the company of other boats, instead of rounding alone at the rear.

Goodbye tortoise, hello Silver Lady.

Look at him! A much better handicap rating rounding just ahead. Ha! He needs a Miracle too.

Where will I find the space for all my cups and prizes? Ooops, oh dear! Get the plate up! Up! Up! Now look what you've done! B***** H****! We're last again.

A CHANCE TO WIN A PRIZE

Get out your camera (or existing photographs) and produce a super action photograph of Miracles sailing. It could win you £10. **YES 10 POUNDS**

Good quality black and white prints are preferred (but colour slides or prints will be accepted) with your name and address in block capitals on the back.

Submission of any photograph implies permission being given for the Association to use the photograph for publicity and promotion of the Miracle Class. It will also be appreciated if the negative could be made available on request for any photograph required for publication.

CLOSING DATE FOR ENTRIES is 30TH APRIL 1978.

Results will be available within 30 days.

Our Measurement Secretary, Eric Kay, receives a wide selection of letters, some of which appear below. I have tried to include those questions that occur repeatedly.

We'll soon know who of you read HALO and who does not.

Dear ERIC,

The length of the shrouds is not stated, although previous HALOs have referred to a figure of 12' 11". What tolerance is allowed in these and is it permitted to use lanyards?

.....The nominal length of these shrouds is 12' 11". There is no defined tolerance on the length, but this can be adjusted according to the helmsman's personal requirement, for mast rake etc., in conjunction with the adjustments possible with the shroud adjusters. The use of lanyards would be out of class.

Dear ERIC,

The jib is supplied with hanks. Has the jib to be hanked to the forestay or is it allowed to haul the jib up tight without using the hanks, as happens in some other classes, eg. Fireball and Enterprise.

.....The jib must be hanked to the forestay and is out of class if not.

Dear ERIC,

The position of the jib fairleads is not specified in the building instructions. Are the positions optional?

.....NO. They should be positioned such that any fixing screws or bolts only pass through the fairlead pad and the confines of this pad, or in that part of the deck carlin which is rebated into the fairlead pad. It must not overhang the deck edge, although it is permitted to use any cleat you may chose.

Dear ERIC,

In view of all the various PERMITTED EXTRAS that are now allowed, does it mean that a newly acquired Miracle or kit, which doesn't include these is out of date, or at a disadvantage?

.....NO. It depends upon what most of the extras will do for a boat. If you intend to become a competitive racer, the extras won't necessarily make your boat go faster, only you will do that.

However, they can make life a little easier. ie. It is advantageous to fit a pair of self bailers if you sail on the sea, as a bucket makes for hard work.

LATE NEWS

ERIC KAY, of Sovereign SC, has tendered his resignation as Miracle Measurement Sec.

His replacement has not yet been confirmed.

FAITH IN A GREEN POM POM HAT

It is Winter, cold and grey. The trees, bare and black-branched, sway and creak in the wind. The streets are deserted. Even the youthful skateboarders are in the warm and glued to the T.V.

The clouds tumble across the grey sky above the empty town, but if you looked at one particular house in one particular avenue, you would see a sign of life.

A door opens and a blue, crouched figure slips out. This creature rubs its pale hands together and buries its ears deeper into the warmth of the woolly green hat on its head. Scurrying down the path it opens a garage door, quickly enters its lair and puts on a light.

IT....is cold, middle-aged and wears faded blue overalls and a pom pom hat. Completing the picture, a pair of half-lenses are perched on the end of his nose.

He hurries round a curious wooden construction, bending, stooping and blowing into his cupped hands as he goes. To me he resembles a curious blend of Scrooge, heavily jowled, and the industrious mole from 'Wind in the Willows'.

But to us.....He, is Dad.

Presently, two heavily-scarved and coated individuals join him in the garage. Fitting the bulkheads, we have now constructed the skeleton of our very own Miracle.

A while later, the air is filled with the groans of complaining wood. The three of us, Dad, Nick and I, all holding onto different parts of a chine panel, attempt to bend it in such a way as to fit it onto the bulkheads and tab the slots.

With each groan from M2003, we wince and hold our breath. For the next half-hour we wrestle, drill and pin our Miracle into submission and hope fervently, for the best.

The side decks prove even worse. Nick remarks about the 'torture' on the wood. As we cling desperately to our embryo boat, we search for a better fit. A pin, weary from all the fuss, bends into a horrible shape. Amidst our struggle, the side decking quivers, ominously.

Dad peers anxiously over his specs.

Nick mutters under his breath, then assures us he knows what he's doing in distinctly audible terms.

.....I wonder when it will all end.

A FEW DAYS LATER....

As we watch the News, Angela Rippon is suddenly no longer important. A sudden hush descends as Michael Fish or Barbara Edwards appear on the screen. Our eyes scour the weather chart for warm fronts, white puffy clouds and high temperatures. We cross every limb in hope of warm wether, much needed for resining.

The weatherman, having given us hope, has prompted us to rise early. We tog up in hats and coats and begin work.

Miracle 2003 has its side and chine panels fitted now. At last it looks like a boat.

We Hoover the dust from the working areas and prepare for surgery.

Two groups of three bamboo poles are tied together to form two tripods, set on either side of the prow. A long piece of wood rests precariously between them and a third and longer piece stretches from this cross-piece down the centre line of the boat and balances on a shelf the other end.

An electric fire is tied by string to the long piece and thus suspended over the boat to dry the resined areas. Draped over the whole affair is a polythene sheet to keep the warm air in.

Then we share the back-breaking task of bending over the boat and taping and resining the seams. It is a long haul, but in the end Nick and Dad are done and concede. With apprehension they let me tape a few seams in the buoyancy tanks, where my handiwork cannot be seen.

Whether it is better to build your own Miracle or to buy one ready-made is an open argument.

But, by seeing and helping our boat come to life, has made me appreciate the work involved in construction. Never again shall I step into a home-built Miracle without a thought, or respect for the builder, who has my life in his hands.

When the wind blows hard and we plough through buffeting waves, and I cling tightly to my life-line, the jib-sheet, I shall close my eyes and hope. Hope that he remembered the glue,.. the hardener.... that the nails went in deep enough, and that the seams are water-tight.....

TIM IRELAND

HELP!

The Miracle Class Association need volunteers to help in the running of the 1978 National Championships at Ullswater from July 30 - August 4.

Members of competing sailors' families with experience in the following functions are:

Assistant O.O.D's
Timekeepers
Rescue boat operators
Assistant Beachmasters
Communications helpers
Disc Jockey - N.B. Ullswater SC are providing for a disco on the night of August 2, but no DJ. Records are also needed.

IF YOU CAN HELP CONTACT: Peter Skilton
Melton Road,
Wrawby,
Brigg,
South Humberside.

SOUTHERN AREA CHAMPIONSHIPS *1978. 3rd and 4th June

Some of you already know the Sovereign Sailing Club from last year's Nationals, but for those of you that don't, I am going to take this opportunity to invite you and your families to what, I am sure will be an enjoyable weekend's racing.

The club is situated on the seafront towards the Eastern end of the town, on Royal Parade. The clubhouse is modern and incorporates changing facilities with 'hot showers', canteen, bar and lounge area, race control box and raised spectators patio. Launching is over shingle. With the willing assistance of an experienced beach party, launching and recovery present no problems. Launching trolleys are of little use unless they are of the bulbous tyre type. Roller bags are useful. There is ample car parking in the corporation car parks, behind the clubhouse, at a charge of 30p a day.

For those of you with young children, there is Treasure Island play centre, adjacent to the club, run by the local authority. It is a most imaginative play area, with paddling pools, sand pits, Hispaniola galleon, helter skelters, swings, climbing ropes, zulus, see-saws, spouting whale and look-out tower. It is open from 10.00am till dusk. Adults must be accompanied by a child!

For those of you travelling to the club on Friday, the Sovereign members will receive you from 1900 hrs. onwards and the bar will be open. Boat berths will be allocated on a first come, first served basis.

The first race will be on Saturday, at 1500 hrs., but the club will accept late entries all day Saturday. Snacks will be available from the canteen and the bar will be open. In the evening, there will be a disco and barbeque. (The entry fee of £3.00 for the weekend, includes two disco tickets.) Extra tickets can be bought when you sign on, or at the door on Saturday night, for 50p, a time.

On Sunday, there will be two races. One at 11.00 hrs., and the other at 14.30 hrs. The prizegiving will take place as soon as practical after the last race. The bar will be open and the canteen will serve snacks, lunches, etc..

Advance entries should be sent to : The Sailing Secretary,
15. Paddock Gardens,
Polegate,
East Sussex.

Tel. Polegate 4064

All cheques to be crossed and made payable to Sovereign Sailing Club Ltd.

Should you require help with accomodation, camping sites etc., contact the Information Centre, 3, Cornfield Terrace, Eastbourne.
Tel. Eastbourne (0323) 27474.

I wish you all an enjoyable weekend.

Paul Wells (PRO)

MIRACLE ASSOCIATION NATIONAL CHAMPIONSHIPS 1978 AT ULLSWATER SAILING CLUB

General Information

SITUATION - Ullswater Yacht Club is situated on the southern side of the lake, approximately two miles from Pooley Bridge. Competitors should drive through Pooley Bridge from the A592 and take the very narrow road that runs along the southern edge of the lake.

ARRIVAL AND DEPARTURE - The arrival and departure dates of competitors are the evenings of Sunday 30th July and Friday 4th August.

CAR PARKING - Adequate car parking is available close to the club.

CERTIFICATES - On arrival, all competitors are requested to report to the Beachmaster with their Insurance, Measurement Certificate and Class Membership Card. The Beachmaster will allocate berths. Further information on dinghy and trailer parking will be displayed at the club.

TELEPHONE - The Clubhouse has a public call box - Pooley Bridge (08536) 333.

CATERING - The facilities are excellent. Snacks will be on sale throughout the day and mid-day meals will be served.

BAR - Opens during normal hours.

SOCIAL PROGRAMME - Full details will be given on arrival.

CAMPING - Campers wishing to use the Miracle Association's reserved site will be supplied with an application on receipt of their entries.

RACES -

- Mon - 10.30.am. Practice Race
3.00.pm. 1st Championship Race
- Tue - 10.30.am. 2nd Championship Race
3.00.pm. 3rd Championship Race
- Wed - 10.30.am. 4th Championship Race
3.00.pm. Single Handed/ Island Race
- Thur - 10.30.am. 5th Championship Race
3.00.pm. Reserve
- Fri - 10.30.am. 6th Championship Race
3.00.pm. Reserve



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10 oz. P.V.C./Nylon (Blue)	£ 23.87	£ 20.84	£ 19.84
16 oz. P.V.C./Nylon (Blue)	£ 30.89	£ 27.00	£ 26.00
12 oz. Rotproofed Canvas	£ 30.24	£ 28.08	£ 27.08
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Carriage Charge on all Covers £1.50 each.			

MIRACLE TRAILER

Galvanised Steel square tube frame with adjustable padding for Hull, Keel and Bow plus Adjustable Mast Support and Handles. 4 stud Pneumatic Wheels on Sealed Bearings with Independent Rubber Suspension and Rubber Mudguards.
PRICE (Including Mainland Delivery) - - - £ 86.75

MIRACLE LAUNCHING TROLLEY

Galvanised Steel with Padded Adjustable Supports. With 275mm solid cushion tyres (inc. mainland delivery) £ 28.50
With 425mm Pneumatic Tyres (inc. mainland delivery) £ 34.00

KICKING STRAP KIT

With Rope, Jamming Block and Single Block to give 3 to 1 ratio Mechanical Advantage - - - £ 3.25

MAINSAIL OUTHAUL KIT

With Rope, Alloy Track and spacer to fit round boom, Track Slide, End Block, Clamcleat & all screws - £ 3.90

SHROUD ADJUSTERS

To provide for adjustment of Mast Rake (pair) - £ 1.80
(Note: Shrouds Must be 12' 11" long to fit adjusters)

SHROUDS

In 2.5 mm. Stainless Steel 12' 11" long £ 2.25 each.

FORESTAY

In 2.5 mm. Stainless Steel 12' 8" long £ 2.25 each.

JIBSHEET CAM CLEATS

HA 4777 with Alloy Jaws - - - £ 4.50 pair
HA 4077 with Acetyl Jaws - - - £ 2.45 pair

SELF BAILERS

Elvstrom Super Mini in Stainless Steel - - £ 9.50 each
Elvstrom Super Medium in Stainless Steel - - £ 11.50 each
(Both Elvstrom Bailers have Non-return Flap).
HOLT GOLDEN BAILER in Plastic with S.S. Guard £ 4.10 each

STAINLESS STEEL RUDDER FITTINGS

specially designed by Holts as a direct replacement for Miracles.
Complete Set of Fittings and Screws - - £ 6.00 set.

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

B.G. BOAT GEAR,
58, Seeleys Rd. Beaconsfield.



EVENTS CALENDAR

7th May	Thames Sailing Club	Mr. J. Mellers, 4 Beard Road, Ham Common, Kingston-on-Thames, Surrey.
21st May	Wilsonian Sailing Club	Mr. S. Brookes, 9 Cross Lane, Bexley, Kent.
3rd & 4th June	Northern Area Championships North Lincs. Sailing Club	Mr. P. J. Twining, The Manse, Ulceby, South Humberside.
3rd & 4th June	Southern Area Championships Sovereign Sailing Club	Sailing Secretary, 15 Paddock Gardens, Polegate, East Sussex.
17th & 18th June	South Western Area Championships Sutton Bingham Sailing Club	Mr. A. Brown, 73 St. Marys Crescent, Yeovil, Somerset.
18th June	Newhaven and Seaford Sailing Club	Mr. P. Shearman, 6 Friston Close, Seaford, Sussex.
8th & 9th July	Leigh-on-Sea Sailing Club	Mr. C. Walker, The Old Town, Leigh-on-Sea, Essex.
8th & 9th July	Midland Area Championships Shropshire Sailing Club	Mr. G. Miller, Stonehouse, Picklescott, Church Stretton, Salop.
23rd July	Redoubt Sailing Club	Mr. W. Hills, 7 Castle Bay, Folkestone, Kent.
31st July - 4th August	NATIONAL CHAMPIONSHIPS Ullswater Sailing Club	Mr. P. Skilton, Melton Road, Wrawby, Nr. Brigg, Humberside.
7th October	Redditch Sailing Club	Mr. J. G. Wilson, 151 Finstall Road, Bromsgrove, Worcs.
7th October	I.C.I. (Slough) Sailing Club	Mr. B. Gray, 58 Seeleys Road, Beaconsfield, Bucks.
