

HALO

NEWSLETTER OF THE MIRACLE ASSOCIATION

Issue No. 11

September 1978

HALO SAILORS

Judging by the turnout this year for Open Meetings, Area Championships and National Championships, the Miracle is alive and thriving all over the country. The only drawback is that not many of you sailors are putting pen to paper, consequently this issue is a little on the brief side.

Over the next few issues of Halo I hope to publish a report on each area of the country, this will be quite difficult if I do not get any material sent in, so please do write, and we will publish all articles sent.

We now have a North Western correspondent for the Newsletter in the form of Bill Brown, who lives in the Manchester area, anyone else who would like to contribute to Halo on a regular basis please contact me and we will make the space available, we need people in Scotland, Wales, Northern Ireland, Midlands and South East and anywhere else in the world where Miracles are gathered together.

Finally, we do not hear much about Miracle cruising, crews or wives left pining on the shore so how about it, give us the other side of the story!

EDITOR - ALAN BROWN, 73 St. Mary's Crescent, Yeovil, Somerset, BA21 5RR. Telephone: Yeovil 28808.

NORTH WESTERN CORRESPONDENT - BILL BROWN, 2 Monksdale Avenue, Flixton, Manchester.

NORTH EASTERN CORRESPONDENT - PHILLIP TWINING, The Manse, Ulceby, Wootton, Humberside.

REWARD £5

It is intended to re-design the top section of the front page of Halo, ie., Halo itself. Five pounds will be awarded to the best design submitted. The design must be contained within the following sizes:- 4 inches top to bottom and 11 inches in width. So please, one and all, thinking caps on, pencils at the ready and have a go. All entries to the Editor by 16th October 1978.

Changing the subject, the standard of Rule Observance at some meetings this year has been rather poor. There are no judges on the water so it is up to each and every one of you to ensure that a high standard of Rule Observance is maintained. As we are now achieving reasonable turnouts for Open Meetings let us ensure that our sailing is by the Rules.

The next issue of Halo will be published and circulated in December 1978. All articles and reports have to be submitted by 16th October 1978.

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Retiring Chairman and Committee

Bob Ferguson, Chairman for the past year has to retire after three years Committee work. Our personal thanks go to him for all the hard work he has done.

Our thanks also go out to all the Committee Members who are retiring this year as well.

Reference Halo Issue 10, page 3, MEASUREMENTS
Insignia

Overall height of insignia as defined 50mm. Min. 550mm. Max. should read:- 500mm. Min. 550mm. Max.

Proofs of the Guide to Measurers were available at the A.G.M. at the Nationals, one or two minor alterations are being carried out and it is hoped that the Guide will be available shortly.

Thanks go to all those people who have volunteered as measurers and the interest shown in measurement matters by everybody generally. If you do have any queries please don't hesitate to ask, keep the letters coming, and I look forward to the teach-in at Bell Woodworking, although a date has not been set yet.

Brian Matthews.
(Measurement Secretary)

The following letter was issued by the main committee recently, it was included in the Annual General Meeting recently. This rule has not yet been ratified by the Copyright holders, so please treat this as a guide only until clearance is given by the Copyright holders, although the resolution was passed by a majority vote at the A.G.M. NB. The letter is printed in full dated 1st June.

MIRACLE ASSOCIATION

"Certain Miracles have been built with decorative alterations to the woodwork for which no provision is made in the current measurement rules.

It is the Committee's intention to introduce new measurement legislation which will strictly control the permitted decorations. The Committee has consulted the boat's designer - Jack Holt, to establish whether the decorative alterations which have been drawn to their attention, either strengthen or weaken the structure or provide any competitive advantage over other boats. They are satisfied that there is no competitive advantage to be gained by the changes and it is the Committee's intention to put forward a proposal at the forthcoming AGM which will make specific provision as follows:-

"Rule 8 Permitted Exceptions - By Cosmetic Additions

The hull of the Miracle may be decorated or aesthetically enhanced only in the following manner:

1. Standard foredeck, side deck and seat tops may be replaced with 5mm plywood of a different species.
2. Decoration of the hull shall be limited to :
 - 2.1 A solid wood fillet between foredeck panels, 16mm wide max. and to maximum thickness of the deck ply and fitted so as not to stand proud of the foredeck.
 - 2.2 A solid wood lamination of max. thickness 6mm and up to the full depth of the bead may be inserted between the gunwale and rubbing bead (Part Nos 3(c) and 35 resp.)
 - 2.3 The thwart may be laminated along its major dimension.

Note: Use of any of these additions or modifications shall in no way absolve the builder from conforming generally with the Rules of Measurement and measurement tolerances as scheduled on the Measurement Form".

Bearing in mind the designer's view and in the broad interests of the Class the Committee asks competitors in Class sponsored events to anticipate the likely AGM approval and meanwhile to accept competition from boats to which any of these decorative additions have been made.

In making this request the Committee wish to make it clear that they are determined to ensure that the Boat's strict one-design concept will be resolutely maintained. It is not to be assumed that a precedent is being created by the present request. In future any changes from standard are likely to cause a boat to be ruled out of class for any competitive event unless the change is covered by a "permitted exception" properly authorised in General Meeting and confirmed by the copyright holder before the date when the event is sailed. Such decisions will be made merely on failure to meet measurement requirements. They will not depend upon argument as to whether or not the change creates a competitive advantage."

R. O. Ferguson. Committee Chairman. 1978.

FRANK'S GOT THE GOODIES!

Get your MIRACLE SWEAT SHIRTS from Frank Webber, 81, Fulmead Road, Reading, Berkshire.

Small, Medium, Large and Extra Large £4.50p. each.

Re. Car topping a Miracle - reference John Snelling's request Issue 10 Halo.

Mr. W. Hills, Folkstone, MM51 writes:-

"I have put my Miracle on a boat rack (Invicta) bought 8 years ago for my Mirror, first on a Triumph 2000 and last year on a Maxi 1500.

I have made up a frame to carry a small wheel with a nice fat tyre which fits the rudder pintle and gudgeon when the Miracle is upside down. This enables me to wheel it about like a wheelbarrow.

To take the Miracle, I removed the two side uprights on rear bar (being wider than the Mirror), it has two plastic rollers about a foot wide on the rear cross bar.

Living along on occasions I have loaded the Miracle single handed. The mode of operation is to wheel the boat slightly to one side, lift the front high enough to clear the front stay fitting and slide the boat sideways on to rear bar of rack, then work your way back along the boat to transoms and lift and push boat forward on the rollers.

If you are particular about the varnish make a frame up from two long and two short pieces of timber, the short piece hollowed to clear deck and wide enough to be clamped to gunwales. The long pieces, the length of boat, to give a straight surface for the rollers.

The additional frontage area needs more power than a boat on a trailer, but otherwise has little effect on control of the car.

Make sure and tie boat both back and front to car bumpers or similar. In a strong wind the boat tends to lift. Also make sure it cannot move forward with a sudden stop. (One of our members had a small moulded boat on his roof rack and slowing quickly for a roundabout, the boat went sailing up the road in front of him.)

My greatest problem is the mast. It has to be left outside the year round. Either the screws will not undo or the two tubes have stuck together, so this year I have gone back to a trailer. Last year I had arranged to go to an open meeting and could not separate mast so had to go with it sticking out front and rear of car, suitably adorned with white and red rags to give warning to other road users and coming out of a side turning is a bit tricky. But I still prefer the boat on the roof rack, there are not so many points to break the law, (speeding, lights and flashers, etc.)

If there are any more details required I shall be pleased to give them." (7 Castle Bay, Folkstone, Kent).

"Dear Ed.,

Having built my boat (MM2185) a couple of months ago, I would like to pass on a few tips which might be of help to future Miracle builders but I suppose by the time they need this they will have built theirs.

The first point concerns the tabbing. Whilst the pins are fairly successful they are a bit fiddly, so I cut some wedges out of scrap timber (see Diagram) I then drilled the bulkheads etc. for the pins but kept the holes $\frac{1}{2}$ " further out than stated in the instructions.

After pinning the tabs I inserted the wedges under the pins and tapped these until the joints pulled up tight. Not only does it produce a good joint but it makes the boat much more rigid for glassing. It takes only a few minutes to make these and is certainly worth it.

The second point concerns the area where the end of the thwart meets the tank sides. This I have found is a very weak joint, not only on my boat, but on two other Miracles I have spoken to (the owners you idiot, not their boats!). So if I were to fix brackets under the thwarts to stop any downward movement when my 9 ton, sorry 9 stone wife sits on them, would they be out of class? (I have been in touch with Measurement Secretary, and it would be out of class, Ed.)

Also, in order to cover the poor finish where the foredeck meets the top of the bow, (there's nautical for you!) if I were to fix a rubbing strake would this also be out of class? (No, Ed.)

Finally, I would like to praise the staff of Bell Woodworking. I went to their factory to collect my Miracle kit and also to pick their brains.

When I found the sales department there was my 'box', I looked around but there was no one in sight. There I was surrounded by Miracle kits, masts, sails, a few dozen Seagull outboards, go faster goodies, everything!

It's a good job I'm honest or I could have done Jack Holt out of business without any capital outlay. Anyway, when someone did arrive I was given the freedom to go where I pleased. I felt like the Duke of Edinburgh but I don't suppose he'd come up here for me.

Full marks to Bell's friendly crowd of people and I would recommend a visit by anyone whose after a little Miracle in their lives.

Yours faithfully,
R. Salkeld, The Bungalow, Sealand Rifle Range, Sealand, Deeside,
MM2185. Clwyd.



NEW FLEET REGISTRATION

Dear Sir,

I am a member of Wigan Sailing Club and present Fleet Captain for our Miracle class dinghys.

We have 10 Miracle dinghys sailing at present with the promise of a few more for next season.

Can you please register our fleet which has increased to our present number at quite a fast rate.

I look forward to receiving your confirmation of this registration.

Yours faithfully,

J. Ferguson. Fleet Captain.
2 Calder Avenue, Hindley Green, Wigan.

Products Department, Mirror Group Newspapers Ltd.,

Dear Mr. Ferguson,

Thank you for your letter dated 13th July regarding registering a fleet.

We are pleased to allocate Wigan Sailing Club with fleet number 21.

I would be grateful if you could, as fleet captain, write a short piece about the Club and the Miracles within for the newsletter, Halo. This should be sent to Mr. A. Brown, 73 St. Mary's Crescent, Yeovil, Somerset.

Yours sincerely,

Peter Mann, Class Secretary,
Miracle Association.

AN ODE TO ULLSWATER (NATIONALS '78)

Dear Alan,

The enclosed was written in great haste to get it in the post. My poem (such as it is!) is not meant to be taken seriously - but should strike a chord in the memories of some unfortunate Mums with young families on our not too congenial camp site!

Best wishes,

Jessica Wilson.

"They Say We'll Have Some Fun When It Stops Raining".

(with apologies to Alan Sherman)

Hallo Mother! Hallo Father!
Here we are at Lake Ullswater
It's not raining - simply pouring
And they say we'll have some storms before the morning.
The tent is leaking - we are freezing
Stuart is coughing, Adrian sneezing
We have done some walking too,
Mainly up and down the road that leads to loo!
They say the sailing will be exciting
Hope they don't get struck by lightning!

What a most depressing letter!
But just a minute - do things look better?
The rain is stopping, sun is shining
Folks are laughing, folks are smiling
Playing cricket, winning prizes
It looks as though we might have passed the crisis
Dearest Father, Dearest Mother!
I'll stop this letter and start another!

Jessica Wilson.

Redditch Sailing Club

Our Miracle Fleet at Redditch continues to grow with 23 boats at present. An average of 7 boats turn out for each race and 15 boats are currently competing for the class trophy. Since the start of the Summer Season we have had our own start after having achieved Fleet Status. Two other classes are recognised by the club, Merlin Rockets and Lasers and we also have a large menagerie fleet. The revised handicap of 124 allows us to compete on equal terms with most other classes though we do have difficulty with the Lasers in marginal planning weather.

Earlier this year the fleet entered a team of Miracles in the 24 hour race at Hinley Hall S.C. in aid of the Royal National Lifeboat Institution.

For those who do not know Hinley Hall S.C. they sail on a lake which is referred to rather inappropriately as the 'Great Pool' which is too shallow to more than half lower a Miracle centreboard over the majority of its area! Despite this and the lack of wind the team managed 7th place out of 14 entries with Graduates taking 1st, 2nd and 6th and Enterprises taking 3rd, 4th and 5th. This event caused great frustration amongst our team as demonstrated by some of the explicit comments when finishing their stints in the pouring rain with no wind in the early hours of the morning! More to the point though, they collected over £100 in sponsorship money for a very worthy cause. I expect we will be there again next year despite our experiences. How about another Miracle Entry from Draycote or Shropshire?

This year our fleet have been supporting the Miracle Open Meetings in the country with helms travelling to most of the major meetings and achieving some success.

The club is holding its won Miracle Open Meeting on 21st October 1978. Last year the event was highly successful attracting 17 entries and producing a close duel between Stan Lubner and John Wilson. Because of the limited size of the lake there will be an entry limit of 25 boats with preference being given to visitors.

Details and entry forms will be available shortly, see below.

J. G. Wilson. MM562.

FORTHCOMING EVENTS

Saturday 7th October 1978

1978 MIRACLE PUDDLE DUCK CHAMPIONSHIP

I.C.I. (Slough) S.C., one day three race event with the first race at 11.00 a.m. Entry fee £1 50p.

Further information B. Gray, 58, Seeleys Road, Beaconsfield, Bucks. Tel. No. Beaconsfield 2689.

Saturday 21st October 1978

REDDITCH SAILING CLUB OPEN MEETING

Redditch S.C., one day three race event with the first race at 11.00 a.m. Entry fee £1 50p.

Further information J. G. Wilson, 151 Finstall Road, Bromsgrove, Worcs. Tel. No. Bromsgrove 76487.

THE NATHAN SILVER SALVER PURSUIT RACE

In the report on the above race, Bob Cage was quoted as saying "There were about ten helms of Olympic standard, thirty or more who were at the top of their class and I was good enough to beat them!"

The quotation should have read "There were about ten helms of Olympic standard, thirty or more who were at the top of their class and I was not good enough to beat them!"

Our apologies for the misquotation, EA.

OPEN MEETINGS 1979

The closing date for Halo Issue 12 (the next issue) is October 16th 1978, where possible will all Fleet Captains please notify us in order that events do not clash, in order to expedite publication.

BITS AND PIECES

If it is intended to include FREE advertising space for all marine and associated sailing equipment. You can use this space for anything you wish to swap, sell or buy. All correspondence to the Editor, Alan Brown, 73 St. Mary's Crescent, Yeovil, Somerset. BA21 5JR.

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	<u>Mast and Boom-Up Cover</u>	<u>Mast-Up Flat Cover</u>	<u>Plain Flat Towing Cover</u>
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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PRICE (Including Mainland Delivery) - - - £ 99.00

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With 275mm solid cushion tyres (inc. mainland delivery) £ 32.00
With 425mm Pneumatic Tyres (inc. mainland delivery) £ 38.00

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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)

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

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HA 4077 with Acetyl Jaws - - - £ 2.45 pair

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Elvstrom Super Medium in Stainless Steel - - - £ 14.00 each
(Both Elvstrom Bailers have Non-return Flap).
HOLT GOLDEN BAILER in Plastic with S.S. Guard £ 4.10 each

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WINDWARD ARSA CHAMPIONSHIPS RESULTS

1st	315	D. Beere U. Y.C.	2*	10	3	3	2	2
2nd	562	F. Wilson A. Wilson Redditch	1	10	2*	3	3	3
3rd	318	A. Sawyer J. Sawyer Winsford Flash	1	8*	3	2	4	4
4th	2833	S. Lubner D. Lubner R. Lines	21*	3	6	4	7	7
5th	93	J. Conway-Jones M. Conway-Jones Newjay U.C.	2	9	5	19*	5	21
6th	431	K. Price G. Price I.P.C.Y.C.	1	7	10*	3	10	10
7th	63	G. Miller K. Miller Shropshire	17*	10	2	3	15	17
8th	323	H. Humphrey M.H.C.Humphrey	14*	6	12	9	6	12
9th	750	R. White G. White I.P.C.Y.C.	7	8	15*	10	8	10
10th	351	J. Swingewood A. Sawyer I.P.C.Y.C.	9	16*	13	6	7	10
11th	288	A. Brown A. Morse S.B.S.C.	10	23*	7	14	17	20
12th	439	S. Antley-Jones C. Smith Shropshire S.C.	8	10	27*	13	17	20
13th	548	R. Anthony R. Parry Shropshire S.C.	12	25*	14	7	16	20
14th	825	P. Morse D. Morse S.B.S.C.	17	22*	8	17	14	20
15th	889	R. Clarkson K.M. Clarkson Shropshire U.C.	18	14	21*	15	12	20
16th	1936	M. Pritchard C. Cunningham Saeger University	13	14	10	21	25*	20
17th	648	R.L. Hudson H.L. Hudson Shropshire S.C.	20	11	24*	23	9	20
18th	949	G. Huett Draycote Water S.C.	22*	12	17	12	22	20
19th	1327	P. Antley-Jones M. Antley-Jones Shropshire S.C.	16	20	18	21	21*	20
20th	1659	D. Crowe M. Crowe Redditch S.C.	23*	21	4	20	20	20
21st	302	P. White C. White Redditch S.C.	21	18	11	16	16	20
22nd	475	J. Mansfield B. Mansfield I.P.C.Y.C.	17	17	20	22	23*	20
23rd	1052	C. Palmer F. Palmer Redditch S.C.	30*	13	23	24	13	20
24th	1862	A. Hatch J. Hatch	25*	24	22	25	19	20
25th	1597	K. Ferguson V. Ferguson Crawley Mariners	26	30*	16	19	25	20
26th	60	H. Bond J. Bond Crosby S.C.	31	19	29	18	18	20
27th	1357	H. Davis R. Burns Draycote Water S.C.	22	28	26	27	23*	20
28th	1471	F. Burgess P. Fitches Rutland S.C.	27	25	20*	26	26	20
29th	1609	M. Davies R. Lambert Shropshire S.C.	29	29*	25	28	27	20
30th	1459	J. Nowell H. Nowell Shropshire S.C.	28	27	30	30*	24	20

NATIONAL CHAMPIONSHIPS 1978

Sailed under the burgee of Ullswater Yacht Club 30th July - 4th August

Although only the third ever championship of the fleet over seventy boats signed in for the Miracle Nationals at Ullswater.

Conditions were near perfect for the first championship race with a steady force three wind blowing down the lake from the North West providing the competitors with a long true beat. North Lincolnshire's Stan Lubner was first to round the lead but finally Derek Beere (I.P.C.Y.C.) followed Stan over the line with Andrew Sawyer (Winsford Flash) and Ernie Johnson (South Shields) third and fourth.

The second championship race was started in front of Ullswater Yacht Club with hardly any wind. Helmsmen had mixed feelings about the bent position on the line and the fleet divided into three groups with a four member at both ends of the line. Many helmsmen were totally confused and some had to make several attempts before they could get started! The Gray brothers (Stephen and Philip) from Midland S.C. showed that they preferred how to sail in light air and crossed in first place followed by Dennis Crowe (Redditch) Richard Clarkson and Graham Miller (both from Shropshire).

Conditions for the third championship race were little better and the fleet found the light conditions very test. The first six boats at the windward mark finished in the same order but the wind strengthened to force three and there were many place changes in the middle of the fleet. The Grays collected their second win of the day with Stan Lubner (North Lines) second and John Wilson (Redditch) third.

The fourth championship race saw no improvement in the weather and the only race of the day was delayed until 1.30 with further delays on the water as the O.C. attempted to lay a course in fluky conditions. The wind blew across the lake giving a relatively short beat and consequently a compressed course. This produced some difficulties as beating boats had to ease through those still running to the mark. Alan Brown (Sutton Bishop) finished first leaving Stan Lubner in fourth place and Stephen Gray in seventh place.

The fifth championship race was sailed in similar conditions with a tight course and spitting winds seldom above force two. Stan Lubner led from start to finish followed by Chris Avill (North Lines) and John Wilson (Redditch). The Grays finished fourth in front of Derek Beere.

For the final race of the Championship Alec Smith (U.Y.C.) the race officer led the fleet to the northern end of the lake to set a figure of eight course. A delay occurred when the wind suddenly dropped and swung through 180 degrees leaving the entire fleet at the leeward end of the lake! Alec held the Committee boat in position while he scanned Ullswater through his binoculars. Sure enough Alec's instincts proved reliable and the wind suddenly freshened to force three and swung to give a perfect beat and excellent racing conditions. Stan Lubner made a poor start arriving at the windward mark in seventh position, with Andrew Sawyer in first place and the Grays second. Stan managed to work through to second position and covered the Grays to the end of the race securing second position in the race and winning the Championship by four points.

P. J. Twining. M383.

RESULTS

1st.	2233	E. Lubner	North Lincoln	2	11*	2	4	3	2	94
2nd.	193	S. Gray	Midland	3	7	3	7*	4	3	132
3rd.	502	J. Wilson	Redditch	6	7	3	3	3	4	24
4th.	316	D. Peere	I.P.C.Y.C.	2	6	6	10*	5	6	25
5th.	338	A. Sawyer	Windsford Flash	4	12*	5	9	6	2	262
6th.	780	B. Matthews	Wilsonian	10*	7	2	2	7	10	34
7th.	1202	C. Avill	North Lincoln	8	13*	19	16	8	5	53
8th.	351	J. Swingewood	I.P.C.Y.C.	11	16*	7	13	13	9	53
9th.	16	C. Jonas	I.C.I. (Slough)	15	10	4	21*	12	16	57
10th.	529	P. Sowden	I.P.C.Y.C.	20	22*	11	12	8	7	58
11th.	889	H. Clarkeon	Shropshire	14	3	42*	11	15	15	58
12th.	144	D. Southwell	Leigh	16	25*	17	3	10	11	59
13th.	431	K. Price	I.P.C.Y.C.	9	21*	14	15	9	21	68
14th.	1936	M. Fritchard	Banger University	12	19	10*	18	12	5	68
15th.	1999	H. Fitzpatrick	Wilsonian	7	15	23	31*	11	30	86
16th.	1669	D. Crowe	Redditch	37	2	10	48*	19	25	86
17th.	392	P. Sturgess	Salcombe I.C.	21	69*	5	32	18	18	94
18th.	63	G. Miller	Shropshire	24*	4	24	22	22	24	96
19th.	1113	E. Johnson	South Shields	3	29	68*	40	16	12	100
20th.	60	H. Bond	Crooby	13	18	34	43*	17	20	102
21st.	1458	R. Faish	Seas	25	5	12	57*	22	29	103
22nd.	940	J. Bennett	South Shields	41	42*	25	6	27	15	112
23rd.	949	G. Huett	Braycote	36	14	13	20	39*	39	116
24th.	124	S. Fischer	I.C.I. (Slough)	22	13	16	21	21	68*	116
25th.	883	P. Twining	North Lincoln	16	25	18	24	68*	14	117
26th.	2154	J. Farrell	Bomoor	31	69*	21	26	23	17	116
27th.	1998	I. Skilton	North Lincoln	25	10*	15	27	30	28	125
28th.	888	A. Brown	Sutton Birmingham	40	40*	17	7	25	36	130*
29th.	2026	K. Jones	Leigh	26	31	22	28	41*	27	134
30th.	1459	J. Miller	Shropshire	14	16	52*	17	42	38	147
31st.	439	Antley-Jones	Shropshire	19	34	45*	35	36	23	149
32nd.	350	K. Richardson	I.C.I. (Slough)	23	37	52	19	70	70*	150
33rd.	2000	S. Brooks	Wilsonian	17	50	17	54*	29	19	152
34th.	302	P. White	Redditch	36	28	43	5	70*	41	153
35th.	475	J. Mannfield	I.P.C.Y.C.	27	33	32	42*	32	31	155
36th.	1766	J. Atherton	Leigh	35	9	29	59*	33	49	155
37th.	2048	J. Morrison	Hoveringham	28	38	38	70*	34	22	160
38th.	825	D. Morse	Sutton Birmingham	37	41	16	16	46	48*	174
39th.	216	R. Goodfellow	South Shields	53	17	49	14	60*	45	172
40th.	1052	C. Palmer	Redditch	33	35	31	46*	36	44	179
41st.	1352	J. Piper	South Shields	51*	27	26	51	43	36	183
42nd.	1674	K. Wheatley	Leekhaven and Seaford	26	20	70*	49	26	46	187
43rd.	509	B. Moull	I.P.C.Y.C.	71*	52	20	10	45	40	187
44th.	1024	A. Long	South Shields	59*	47	35	36	35	35	190
45th.	1274	P. Harrington	Redoubt	58*	24	47	34	51	42	198
46th.	561	G. Dyer	Winstal Avon	71*	46	28	17	40	51	202
47th.	537	J. Field	Redoubt	38	55	57*	56	24	32	205
48th.	663	J. Ferguson	Wigan	45	52	39	25	33*	47	207
49th.	535	R. Sexton	I.C.I. (Slough)	50	54*	53	17	37	26	213
50th.	552	G. Clarke	Conba	44	48	50*	45	46	13	216
51st.	1815	L. Theift	I.P.C.Y.C.	54	42	48	60*	31	43	216
52nd.	1597	K. Ferguson	Crawley Mariners	39	49	48	71*	50	34	219
53rd.	1057	R. Davis	Braycote	47	43	44	24	49	61*	227
54th.	1287	M. Andrews	Redoubt	42	39	41	58*	54	53	229
55th.	875	N. Gray	North Herts/E. Beds.	52	51	70*	33	47	50	235
56th.	1952	L. Roy	Wigan	59	57	33	39	57	50*	241
57th.	51	W. Hille	Redoubt	41	58*	40	30	52	57	245
58th.	1507	W. Kistow	Leidenhead	68	36	71*	41	52	56	253
59th.	1286	R. Alway	Redoubt	48	63*	63	29	59	55	254
60th.	1306	R. Till	Netley	57	32	56	33	68*	63	261
61st.	799	G. Rhodes	Green Withens	46	60	50	66*	52	60	261
62nd.	757	J. Hopwood	South Shields	61	50	55	52	71*	59	267
63rd.	914	I. Drummond	South Shields	60	59	55	63*	63	58	291
64th.	1677	B. Brown	Leigh	68	69*	66	51	48	52	293
65th.	1281	R. Burren	Redoubt	56	64*	61	55	61	62	295
66th.	322	D. Wey	Broadwater	62	61	54	65	56	65*	298
67th.	96	W. Williams	Blue Circle	70	62	60	64	58	71*	314
68th.	16	K. Flowerday	Wilsonian	63	65	62	62	60*	64	316
69th.	175	L. Goldmanck	Royal Cinque Ports	70*	66	65	67	68	68	334
70th.	646	R. Burden	Leigh	72*	69	71	72	72	72	353
71st.	286	N. McDonald Gibson	Redditch	71*	69	71	71	71	71	353



Miracle Association

1978 NATIONAL PUDDLE DUCK CHAMPIONSHIP

SATURDAY 7th OCTOBER 1978

In recognition of the fact that many Miracles are sailed on small inland waters where the sailing conditions of these reclaimed gravel pits and small reservoirs demand particular skills a special event is to be inaugurated this year with the designation MIRACLE NATIONAL PUDDLE-DUCK CHAMPIONSHIP.

For 1978 this event will be held at TAPLOW LAKE, home of I.C.I.(Slough)S.C. as a one day three race event with the first race at 11.00 a.m.

Taplow lake is situated alongside the Bath Road (A4) between Slough and Maidenhead and has very easy access from all directions but particularly so from the M4 Motorway with the Slough West Junction only 2 miles away.

Due to the fact that this is a small lake the entry will be limited to 30 boats with a possible extension to 36 on the day subject to weather conditions.

An entry form is below so don't delay send in your entry early to avoid disappointment. 9

MIRACLE SOUTH WEST AREA CHAMPIONSHIP

The Miracle South West Area Championship and Sutton Bingham Open Meeting was held at Sutton Bingham Reservoir, Yeovil on 17th and 18th June in ideal sailing conditions. Saturday morning was a practice race but in the afternoon 15 starters took to the water for an exciting 4 lap race. The wind was force 4 gusting to 5 which caused four boats to retire during the first lap and by the end of the lap the boats had already sorted themselves into their final positions with Peter and Philip Sowden (529) winning, followed by Alan Brown (888), Barry Bees (666) and Graham Hann (1858) with only eight boats finishing the race, and one sinking!!

On Saturday evening the competitors and Club members enjoyed an excellent Summer Buffet at the Clubhouse, before retiring to various houses to try and recover in time for the race in the morning.

Sunday morning promised perfect sailing weather, sunshine, winds 2-3, and sixteen boats taking to the water. Anthony Leigh (1203) was first at the mark but lost his way and at the end of the first lap it was John and Adrian Wilson (562) followed by Dennis Crowe (1669), Philip Morse (825) and Alan Brown (888). This was a very interesting race, with boats continually changing places but at the end of four laps, the Wilsons were still in front, followed by Dennis Crowe, Peter Sowden and Philip Morse.

All positions were open at the start of the third race, but the two main aspirants, Peter and Philip Sowden, and John and Adrian Wilson made an early break and had a real battle throughout the four lap race. The wind remained steady at force 2-3 and at the end of the first lap only inches separated the two boats. By the third lap, the Sowdens had managed to get a lead of 10 lengths but a lift on the last leg brought the Wilson pair within 4 lengths to make an exciting finish to an excellent meeting. Dennis Crowe was third with Alan Brown fourth.

The prizes were presented by Bill Snell, of the local firm Edwin Snell Printers, who had given the trophy for the Sutton Bingham Open Meeting, which was collected by Peter and Philip Sowden, as well as the Miracle South West Area Championship Trophy, donated by the I.P.C. Group. T-Shirts were presented to helms, John Wilson and J. M. White, for having travelled the furthest distance to the meeting.

It was a meeting enjoyed by everyone - organisers and sailors alike - Thankyou Sutton Bingham Sailing Club.

1st. 529 Peter Sowden	Philip Sowden I.P.C. (IVER)	9th. 1203 Anthony Leigh	Caroline Barryman	Sutton Bingham S.C.
2nd. 562 John Wilson	Adrian Wilson Redditch S.C.	10th. 1922 Gordon Elliott	Joan Elliott	Bowmoor S.C.
3rd. 1669 Dennis Crowe	Malcolm Crowe Redditch S.C.	*11th. 1858 Ian Donald	George Kerswell	Sutton Bingham S.C.
4th. 888 Alan Brown	Jane Askew Sutton Bingham S.C.	12th. 561 Colin Leigh	Jill Leigh	Sutton Bingham S.C.
5th. 825 Philip Morse	Dave Morse Sutton Bingham S.C.	*13th. 1858 Graham Hann	Ian Donald	Sutton Bingham S.C.
6th. 666 Barry Bees	Diana Bees Sutton Bingham S.C.	14th. 531 John Snelling	Caroline Snelling	Mudford Y.C. 14

Steve

1978 Miracle Association Annual General Meeting Held at Ullswater Thursday 3rd August

A G E N D A

1. Minutes of Last Years Annual General Meeting Held at Barclays Bank Sports Ground
2. Matters Arising
3. Chairmans' Report
4. Treasurers' Report
5. Proposals to Changes of Association Rules
6. Proposals to Changes of Measurement Rules
7. Election of Officers
8. Any Other Business

The meeting opened at 8.10.p.m. The Chairman Mr. E. Ferguson welcomed members to the third Annual General Meeting.

1. Minutes of Last Year's Annual General Meeting Held at Barclays Bank Sports Ground

The Secretary reported that a copy of the minutes had been circulated to all members present and the meeting agreed that it was not necessary to read these. The Chairman then asked that these be taken as a true record of what took place. The meeting agreed unanimously.

2. Matters Arising

There being no matters arising the Chairman moved on to item three.

3. Chairmans' Report

The Chairman told the meeting that during the past year the Committee had worked extremely hard with running the Association. Mr. E. Kay had to retire from the Committee due to business commitments and the Chairman recorded his thanks for all the hard work Mr. Kay had put into the Association. Miss E. Ireland, who became the Newsletter Editor of Halo also had to retire because of business pressures but, fortunately, Mr. A. Brown from Sutton Bingham Sailing Club had offered himself as Editor of Halo and his first Newsletter will be published at the beginning of September. The Chairman told the meeting that he had enjoyed his year as Chairman of the Miracle Association and had managed to attend many of the Area Championships and reported that the South Western Area Championships run by Sutton Bingham Sailing Club and the Northern Area Championships run by North Lincs Sailing Club had been extremely successful and well run. The Chairman proposed a vote of thanks to Mr. P. Skilton, Mr. P. Twining and Mr. S. Lubner and their wives for helping and doing so much to make the National Championships the success it is. The Chairman then finally thanked all the members of the Association for making his year as Chairman so enjoyable.

4. Treasurers' Report

Mr. S. Brookes told the meeting that his report had been circulated to all members and asked if there were any questions any members would like answered on the Association's finances. There being no questions the Chairman asked that the Treasurers' Report be accepted. This was proposed by Mr. P. Goodfellow and seconded by Mr. F. Webber.

Miracle Association Treasurers' Report to Annual General Meeting 3rd August 1978

1. The Accounts set out below are presented for your consideration and approval in accordance with the requirements of Association Rule 9 (b).

5. Proposals for Changes to Association Rules

The Secretary explained that there were no proposals received to change the Association Rules.

6. Proposals for Changes to Measurement Rules

The Chairman explained to the meeting that only full members of the Association were eligible to vote. He asked for a count. 53 full members were present. The Chairman explained to the meeting that if the following notions proposed are accepted they have to be ratified by the Copyright Holders and Designers.

1). Proposed by Mr. B. Gray. Seconded by Mr. B. Matthews.

That Rule 8 (p) be altered to say "Two single row hook up racks may be fitted to the mast for attaching main and jib halyards. This is to be in addition to the standard cleats".

The reason for this proposal is that with just one rack for both main and jib halyards a safety hazard could be involved in that to lower a sail quickly many need two halyards to be released. Also, one single row rack is not really adequate for two wire halyards.

Vote: 38 For. None Against. Motion Carried.

2). Proposed by Mr. B. Matthews. Seconded by Mr. B. Gray.

That Rule 8 (j) be extended to include provision of pin/rack adjuster for forestay and to this effect the wording of Rule 8 (j) be amended to read "(Shroud and Forestay Adjusters) Pin rack type only".

Vote: 36 For. 9 Against. Motion Carried.

3). Proposed by Mr. B. Matthews. Seconded by Mr. S. Brookes.

It has come to the General Committee's notice that certain amateur builders of Miracle kits are decorating the hull with wood either not supplied as standard with the kit or additional to the kit parts.

In order to bring the matter quickly and strictly under control, in the best interests of the Miracle Association, the Miracle Association General Committee makes the following proposal for addition to the list of permitted exceptions under Rules of Measurement and Construction, 8 (y).

Notes of wording "agreed" at meeting with Jack Holt on 16th May 1978.

Cosmetic Additions

The hull of the Miracle may be decorated or aesthetically enhanced only in the following manner:-

1. Standard foredeck, sidedeck and seat tops may be replaced with 5 mm. plywood of a different species

2. Decoration of the hull shall be limited to:-

- 2.1. A solid wood fillet between foredeck panels 16 mm. wide maximum and to maximum thickness of the deck ply and fitted so as not to stand proud of the foredeck
- 2.2. A solid wood lamination of maximum thickness 6 mm. and up to the full depth of the bead may be inserted between the gunwale and rubbing bead. (Part numbers 3 (c) and 35 respectively)
- 2.3. The thwart may be laminated along its major dimensions

This proposal and the wording thereof has been arrived at after careful discussion with the Copyright Holders and Designers, it being agreed that no material advantage is gained by these additions for racing purposes.

No further additions of this nature will be permitted or considered, and in the meantime, until the new rule is formally ratified at the next General Meeting (Annual General Meeting at Ulswater) the Committee trusts that such decorated boats will not be protested as being out of class when racing.

(Rules of the Association 2, 3 (e), 5 (g) and 5 (e) apply).

Vote: 43 For. None Against. Motion Carried.

4). Proposed by Mr. P. Sutton. Seconded by Mr. A. R. Flysick.

"Sail hanks to attach the jib luff to the forestay are optional".

The Committee has ruled that jib hanks are required to satisfy the Rules. They are not specified in the Rules of the Measurement Form or indicated in the sketches showing measurements so we do not know how many are required or what types are permitted! Hanks are not the only permitted sail-makers so their practice cannot be assumed to be the only permissible arrangement.

We support the concept of a one-design class. This demands standardisation of hull shape, sail shape and spars,

and restriction of go-fast fittings which would add to cost. At the same time, a boat is a personal thing and within the one-design rules there should be scope for selecting and arranging the gear to suit the owners preference and convenience.

If you have a wire jib halyard (as permitted in the Rules) jib hanks become unnecessary. (In fact the forestay itself becomes unnecessary but we would not advocate discarding this on safety grounds). The jib hanks, however, serve no useful purpose. They are tiresome to fit when rigging the boat and make it impossible to set up the jib halyard single handed.

To tension a wire halyard it is necessary to take the strain on the forestay. If the jib is hanked, this involves a second person using both hands on the stay. Without hanks you can pull the stay back with one hand while hooking up the halyard with the other. All the other rigging can be done single handed so let's leave off these useless hanks.

Keep them if you want to or throw them away if you like, this is a rule change which costs nothing but gives you a choice.

Vote: 19 For. 30 Against. Not Carried.

5). Proposed by Mr. B. Gray. Seconded by Mr. S. Gray.

That a fitting such as Holt Ref: H.A. 14 may be used to prevent the main halyard jamming in the track.

Vote: 35 For. 4 Against. Motion Carried.

6). Proposed by Mr. B. Gray. Seconded by Mr. A. Brown.

That when weight correctors are required to be fitted to any Miracle a letter X must be permanently cut into the inside of the aft transom adjacent to the boat number and of similar dimensions to the boat number.

Vote: 47 For. 4 Against. Motion Carried.

7). Proposed by Mr. R. Fitzpatrick. Seconded by Mr. R. Jordan.

That the Miracle be fitted with a larger fore-sail or genoa, the size to be agreed by the Copyright Holders and Designers.

Vote: 12 For. 41 Against. Not Carried.

7. Election of Officers

The Chairman explained that a number of Committee Members had to resign this year after completing their three years. He called for nominations. Nominations received were Mr. J. Wilson proposed by Mr. P. White, seconded by Mr. D. Grove, Mr. A. Brown proposed by Mr. D. Horse, seconded by Mr. C. Leish, Mr. I. Skilton proposed by Mr. I. Twining, seconded by Mr. C. Avill and Mr. B. Fitzpatrick proposed by Mr. F. Flowerday, seconded by Mr. S. Brookes. The Committee Members who are not resigning are Mr. B. Matthews, Mr. S. Brookes and Mr. F. Lepper. The Chairman asked that all the above were prepared to serve on the Committee and should be voted on bloc. The meeting agreed unanimously. The Chairman proposed a vote of thanks to all those Committee Members retiring and the meeting showed this with a round of applause.

8. Any Other Business

Centreboards and Rudders

This proposal by Mr. B. Matthews and seconded by Mr. S. Brookes had been put forward under item six but had gone astray in the post to the Secretary and because an exact copy of the wording was not available the Chairman had deferred it until Any Other Business. The proposal was that packing pieces be allowed on the centreboard and rudder to prevent a loose fit. After a discussion the meeting agreed that the Committee should look further into the wording of a rule which would be fair to all existing and new boats.

Sliding Fairleads

Mr. S. Lubner asked that a vote be taken as to whether the members would be interested in allowing sliding fairleads. The Chairman explained that this would not be able to be proposed until next year's Annual General Meeting. Mr. Lubner understood this but asked for a vote to get owners feelings. The Chairman asked for a vote and 25 were for and 18 against. Not carried.

Batten Pockets

One member asked whether a ruling could be given as to whether the batten pockets which Jack Holt Limited have fitted to their high performance Miracle sail could be allowed under present class rules. The Secretary explained that for the National Championships boats, using these sails would be allowed to race but the meeting agreed that sails with these incorrect batten pockets should be corrected by not later than 31st December 1978.

Prize Giving

The Chairman told the meeting that the prize giving for the National Championships would be held at 6 pm, Friday.

Afternoon Race

Members were asked if they would like to race on the last Friday afternoon as this time was free and the members felt that after a discussion a team race should be organised and Mr. P. Skilton agreed to run this.

There being no further business the meeting closed at 9.45 pm.

A Most Satisfying Customer

Surely, Miracles are happening at Leish.

Even some who were opposed to the adoption of the Miracle Dinghy by Leigh Sailing Club are now beginning to appreciate the fine lines and pleasing performance of our hobby sampler new boats. Had I the talent of Laseoffield or Robbie Burns I really would be able to convey what we feel about our Miracles.

I say feel because we have a boat that does not rouse a furrow to windward but is closer to describe as a skipping momentum as the Miracle lifts its nose to meet the oncoming wavelets. Consequently, she is light on the heels and readily feathers onto the breeze and seems to lose little or gain as she carries nimbly in the wake of faster rated boats which have to carry far more sail to maintain the pace.

On rounding onto a run she settles into a docile mood and will safely ryle down the course to take advantage of any variation in favourable wind direction. As she closes to the leeward mark with louvered boards, the lively Miracle is eager to finish again on the windward point.

Latest addition to Alec's Miracle fleet is John Kelly's new Glier "Nimbus", sail number 2423; although Ivor Williams' pride "Ladybird" is numbered 2426 she was launched a week or two earlier.

There can be no more proof of the future of the class than the comments of the helms and crews, "A lovely boat to sail".

Miracle owners are very satisfied customers.

Bill Brown,
for Alec Wilkinson, Fleet Captain,
Leigh Miracle Fleet.

If the word MIRROR conjures up in the mind's eye only dainties, you've (excuse the phrase!) somehow missed the boat. For MIRROR BOOKS are indispensable for those leisure moments during your dinghy trips. Take FISHING WITH THE EXPERTS, for example. This unique guide to Gorse, Fly and Sea Fishing, written by three of Britain's top anglers, is packed with information on all aspects of one of the nation's favourite sports - in text, picture-strips, photographs (black and white and colour) and diagrams. It's a must at only £1.50.

And then there are our family-favourite collections of joke and cartoon books for the kids: ANDY CAFF, THE PERIGERS, MURKINS AND HIS PATENTED MUMS, HAI HAI HAI! It all helps to keep the kids contented when you want to concentrate on more serious matters - like attending to that MIRROR DINGHY, for example.

That's only a few of the many goodies MIRROR BOOKS have on offer. If you want to order any of the books mentioned above - or just feel like browsing through our new author catalogue - write today to: The Sales Department, Mirror Books Limited, Athens House, 66-72 Shoe Lane, London, EC3A 4AB.

SUBSCRIPTION REMINDER.

As we go to press your Association has a record 527 members. These are all strictly current members who have paid their subscriptions for this year. There are still some previous year members who have not renewed and we need their support to keep up the momentum of the Association's growth.

Please check your little red Membership Certificate and if it does not read "Valid until 31st March 1979" then pick up your cheque book, complete the form below and send your £3 to:-

Sam Brookes
Hon Treasurer
Miracle Association
9 Cross Lane
Bexley
Kent DA5 1HZ

..... Date

Please *enrol me
 renew my membership in the Miracle Association for the year
to 31st March 1979. Remittance £3 enclosed.

Your Name:	Sail No:
Address:	Boat Name:
	Telephone No:
Name of your sailing club:	
Its locality:	
Are you the boats first owner: * YES NO	

* Delete one please.

9/78

WANTED: MIRACLE MEASURERS

TO ATTEND MEASURERS TEACH-IN

As the Miracle grows in number and the areas in which they sail becomes more widespread the need to enlist the help of suitable measurers becomes more acute. Anyone who feels they have sufficient sailing and possibly boat building experience would be suitable. The Association have decided to hold a measurers teach-in on Saturday 28th October at Bell Woodworking Company in Leicester. The plan is to go over the procedure for measuring the Miracle and give guidance and tips on measuring definitions and also help existing Miracle owners with any problems they may have. If you would like to come along, the Association would be delighted to see you. Please complete the slip at the bottom of this page and return it to the address indicated.

PROGRAMME

Bell Woodworking Company 28th October 1978
199 Narborough Road South
Leicester
LE3 2LG
Tel: Leicester 895051

12.00.p.m.	Assemble at Bell Woodworking Company
12.30.p.m.	Refreshments
1.30.p.m.	Factory Visit
2.15.p.m.	Measuring Seminar
5.15.p.m.	Break Up

After this course you will each be issued with a "Measurers Pack" which will include the Guide to Measurers and Measurement Forms.

I would like to attend the teach-in on Saturday 28th October at Bell Woodworking Company in Leicester.

NAME (in full) TEL. NO.
ADDRESS
..... SAILING CLUB

Please return to the Class Secretary at the address below as soon as possible.

Miracle Association
Athene House
66/73 Shoe Lane
London EC4A 3NJ

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