

NEWSLETTER OF THE MIRACLE ASSOCIATION

First things first, my apologies to all our readers for the lateness of the last issue of Halo, although judging by the comments so far it was almost worth waiting for. The issue was put together last October so the editorial, when you received it, was a couple of months out of date, and anyone who sent in an article for that issue has either had it printed or it is in this issue. Thank you one and all for those articles and please keep them coming as they are our lifeblood.

The year has started out with a split in the Association and the class over the spinnaker ballot. Just before Christmas Sam Brooks and Brian Mathews resigned over this issue, I sincerely hope that the class does not lose their talents and they have both served the class very well on the committee for the past few years.

I do not propose to dwell on the spinnaker as the Chairman's comments are printed below, all I would say is that this is the second ballot in just over two years and the first ballot had a majority vote for the spinnaker and the results of this ballot have followed the same trend but increased the majority in favour.

Finally, we are coming up to open meeting season again, time to drag out your boating "wheels" for a repaint and grease up job in readiness for the forthcoming meetings of which there are quite a number. If you haven't had a go before, why not try your hand this year, but don't forget to join the Association first, see you around.

EDITOR.CHAIRMAN'S COMMENT

"In December Victor Shaw presented to the Committee the view that the lack of a spinnaker was restricting the growth of the Miracle Class and that a poll of all UK Miracle Owners should be undertaken to determine the views of those owners. Following a long debate in Committee, it was agreed that the poll should have the support of the Committee.

As you now know, the result of the poll was 89% of owners in favour of a spinnaker being made available for the Miracle.

From a scrutiny of those ballot papers which were traceable by either boat number or name, (297 out of 716), 81% of Association Members were in favour.

In previous years the spinnaker issue has been raised at AGM's and has not received sufficient support. However, the postal ballot has on this occasion produced a vote in favour which far exceeds the required 2/3rds majority laid down in rule 7(f) of the Association.

Although the Association does not encompass all the U.K. Miracle owners within its ranks it does have the responsibility of representing their interests and the vote shows where they believe their best interest lies.

At a Committee meeting held subsequent to the London Dingly Exhibition the Committee's view was, that, although the recent postal vote of owners met the criteria of rule 7f (i.e. two thirds of those voting were in favour of the motion) the same could not be said with certainty of Miracle Association Members.

Therefore the Committee decided unanimously that a postal ballot of Associations Members, as on the register at 28th March 1979, would be undertaken.

In so far as racing within the Association is concerned, it is not intended that the spinnaker will be used in Area or National Championship events in 1979. It is hoped that organisers of area and open events will run "non championship" races allowing the use of spinnakers to allow experience to be gained in the use of spinnakers in competitive situations.

I ask all those concerned to accept that the best wishes of the class are being served and do all they can to maintain the unity of the Association and help us into a period of stability and growth.

I wish you all well and look forward to seeing you at the Opens, Areas and National Championships through the coming year, and successful sailing to you all".

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STOP PRESS

Please Note our Secy
New Phone Number....
01 822 3233

WIGAN SAILING CLUB
OPEN MEETING.
24th June.
Contact J.Ferguson,
2, Calder Ave,
Hindley Green, Wigan.

Also please note that
Wigan S.C. is at
POOLSTOCK and not as
previously stated in
Halo.

NEWSLETTER PRINTING AND DISTRIBUTION.

A number of members have had occasion to complain that they have not received certain issues of Halo and, particularly in view of the importance of Halo as our prime means of communication, your committee have reviewed the present method which has used an addressograph system not directly under our control.

The result is a new system which will be much more accurate and up to date including better facilities for changes of address etc. This will mean extra work for our Membership Secretary John Wilson but we are sure this will be worth while.

For your part it is essential that any changes of address or changes in Boat Ownership are notified to John Wilson, Membership Secretary, 151, Firstall Road, Bromsgrove, Worcs.

Printing of the Newsletter has, so far, been done for us by the Daily Mirror at no cost to the Association Funds and our sincere thanks are due to them for this support, particularly for the last issue which as many have acknowledged was a very high quality production.

However this, and future issues of Halo will be distributed to PAID UP ASSOCIATION MEMBERS ONLY and the printing costs will have to come out of our own funds.

We have therefore tried to strike a fair balance of quality and economy for this issue which is hoped will meet with your approval but constructive criticism or suggestions will be appreciated.

LETTERS

Dear Alan,

Issue 12 of Halo raised the hope of at least two North Eastern Miracle owners. Why? Amongst the list of clubs sailing Miracles you included Derwent Reservoir Sailing Club, a club which sails on what must be the most beautiful reservoir in England, but alas, at the moment have no Miracle class. If any other Miracle owners in Durham, Tyne & Wear, Northumberland or North Yorkshire had their hopes similarly raised and dashed could they contact me so that we can jointly approach the club and get the Miracle adopted as a class.

Yours sincerely,

P.J. Prickett MM 1979
1, The Villas, Whitesmocks,
Durham City. Tel. 69358

Dear Editor,

'Alo, 'slo, 'alo what's going on 'era then? Better paper, better layout, better printing - shame about the delivery but you can't have everything - actually its quite fun to have an autumn editorial in an edition with a January date line delivered when the crocuses (croci to purists) push through, it all helps to make you so much more aware of the Miracle of spring, and for fair weather sailors like me, the season ahead of us.

And what a season it promises to be, having seen the FI hybrid of "three noughts, three" and "eight double eight" flying a spinnaker full of noughts and ones being piloted (and that's the right word for low flying craft) by Alan (Lil'ole ED) Brown out of the murk at Sutton Bingham, I'm almost converted to vote "yes". The spinnaker looks very pretty, even to a non-believer, and should be a lot of fun; but I would still contend, apart from wooden hull maintenance problems in an era of "instant-everything" that it was not a lack of speed or thrills which was inhibiting sales or resale values but rather the tendency for the Miracle to invert so quickly after capsizes, and I sincerely hope that since this will present even greater problems and potentially with greater frequency when the spinnaker is up, that the copyright holders, designers and association will give more thought to having the hull float lower when on its side. After all having seats for children or other nervous passengers built into the design seems a little pointless if the boat is no longer safe when she goes over.

I accept the majority "yes" vote will make the class more acceptable to more potential buyers, having accepted it let's go all the way to making all aspects of Miracle sailing more acceptable and find a cure for the invert problem.

Yours sincerely,

Andy Bond, MM 795
Schmaltings, Martin Street,
Baitonsborough, Glastonbury,
Somerset BA6 8QY.

The Camping Club Boating Group.

N.W. Regional Representative,
D.W. Sidebotham,
31 Southland Avenue,
Standish, Wigan, Lancs.

Dear Sir,

I notice from the backnumber of "Halo", which you sent me, that the Association has considered the possibility of arranging a rally, but one did not appear in the 1978 programme. You are probably aware that the Mirror Association run a rally in conjunction with the Camping Club Boating Group and that this has been a great success. It occurred to me that one of the reasons that a Miracle rally has not been arranged is the possible danger of inadequate support and that if one was arranged jointly with the Boating Group good attendance would be more likely.

The Boating Group Programme Committee has, therefore, requested me as a Miracle owner to write to you and suggest that you might like to consider a joint rally with the provisional date being the last fortnight in August, 1979.

The Boating Group have considerable experience in arranging such meets and I am sure that something of mutual interest could be arranged. If the Association is interested I should be pleased to discuss details with any of your officers.

Yours sincerely,

Derek W. Sidebotham.

Dear Mr. Sidebotham,

I was very interested to read your letter about the possibility of organising a rally in conjunction with the Camping Club Boating Group. I would like to include in one of our future issues of Halo your letter but before I do this perhaps you could drop me a few lines with a possible proposal on how, why and when a rally could be combined with the Camping Club Boating Group.

I have sent a copy of your letter to all our Committee Members.

Thank you for showing such interest and I look forward to hearing from you.

Yours sincerely,

Peter Nunn,
Class Secretary,
Miracle Association.

Dear Editor,

Firstly may I congratulate you on the latest edition of the Halo - very professional and a joy to read.

Secondly, may I "Bitch". We, the T.S.C., are not listed in the list of Clubs on the back page. I would like to remind you that we had the pleasure of putting on the very first Miracle Open Meeting in 1975.

Last year we had an absolutely disastrous Open Meeting as the river was in full spate due to very heavy rains all week. The stream was running at 7 knots plus, consequently we had to cancel the whole show. This year our Open Meeting is on Saturday 6th May, first race is at 10.30 a.m. Your mentioning it in the next issue of Halo would be appreciated.

We seem to be stuck on the number of Miracles in the Fleet at Thames, we cannot get over the bogey number of 10. We appear to be just about the nearest club with Miracles to London, but find it hard to attract new boats. I wonder if people find sailing on a river somewhat off-putting?

I read in 'Yachts and Yachting' that they seem to have accepted, we have a spinnaker (page 358, mid. Feb.).

Kindest regards.

John Mellors,
Fleet Captain, Miracle Fleet 10,
Thames Sailing Club.

SPINNAKER COMMENT

Following the spinnaker ballot a large number of letters were sent in, one of which is printed below. To publish and comment on all the letters received would take up far too much space, so, the letter below is one picked at random.

Dear Mr. Brown,

With reference to the recent 'referendum' organised by V. Shaw, on 'spinnaker - to be or not to be?' - I believe I may in fact have spoilt my ballot paper, for having voted an emphatic 'no', I appended a note to the effect that what needed attention was the jib design and the P.Y.R. I was therefore justifiably pleased when greeted with the news at my club on Boxing Day that the P.Y.R. had been amended.

However, I would like to add weight to these comments by adding a couple of other points. I am sure that I am not alone in being one of those Miracle-ment who bought her for the very simplicity for which she is now being condemned. She is a delight to handle and since we have had 1177 (less than a year) the interest my sons have shown in sailing has improved no end. As we race against comparable boats - the Graduate and the Solo were aware that its performance is not what it should be, but the main problem is windward sailing, which with my limited knowledge, I believe is not assisted by a spinnaker.

Jack Holt's other great design, the Enterprise, has no spinnaker, but it does have the advantage of the 2 jib design which provides alternative rigs for different occasions and weathers. The only result of the spinnaker will be that the P.Y.R. will be dropped again and the boat will not have improved where she is most vulnerable.

I can only finish by saying that should the suggested change be made, I shall have no alternative but to sell - and that may not be too easy!

Yours sincerely,

M. Robertson (MM 1177)
42 Osborne Road, Penn,
Walsingham, Norfolk.

CLUB REPORTS

BOWMOOR S.C.

Situated between Fairford and Lechlade in Gloucestershire, was formed by an amalgamation of Horcott, Clydon Pike and the R.A.F. sailing club from the nearby R.A.F. Stations.

Sailing water belongs to A.R.C. and is approx. $\frac{1}{2}$ mile by $\frac{1}{2}$ mile wide with three islands making interesting racing.

The club sails all the year round, racing classes as follows:-

Enterprise, Laser, 420 Solo, Otter, Fast and slow handicap fleets.

The Miracle sails in the slow fleet, and we are four in number at the moment.

It is hoped that numbers will eventually lead to a class start, but as the club requires twelve boats to form a class it will take time.

G. Elliott, M.1922

37, Brook Road,
Mangotsfield,
Bristol BS17 3DX.

LOUGHTON & STEEPLE BAY S.C.

Would like to draw Miracle owners in Essex and East London to a growth of the class in our club Loughton and Steeple Bay Sailing Club. We have four Miracles in the club, the first appeared in May '78 and we did quite well in the Handicap Trophy, finishing 1st and 2nd, probably being well suited to the sailing conditions, we hope to be able to start a fleet for class racing in '79.

The Club is situated at the mouth of Mayland Creek on the South shore of the River Blackwater, Steeple, Essex and sailing takes place on the wide reaches of the main river, usually 3 hours either side of high water. It is primarily a dinghy racing club, and was formed in 1969 with the amalgamation of Loughton Sailing Club and Steeple Bay Sailing Club, and is now recognised as one of the leading Clubs on the river. On the site at Steeple there is a clubhouse (containing a tea-bar) from where spectators have a superb view of all the sailing activities. The changing rooms, hot showers and toilets, are adjacent to the clubhouse while the dinghy park has room for over 100 boats. There is a sandy beach which is ideal for children and sunbathing, and nearby is the caravan site shop and licensed bar. During the week members meet socially at Loughton Hall, Rectory Lane, Loughton, Essex on Thursday evenings.

Anyone interested can contact Alan Petfield Harlow 26100 or the Club Secretary, Tony Baker, 100 Shepherds Hill, Harold Wood, Romford, Essex, Ingrebourne 45462.

Alan Petfield, MM 2079,
14, Finchmoor,
Harlow,
Essex.

I.C.L.(Slough) SAILING CLUB, Taplow Lake.

The Miracle Fleet is going from strength to strength with good class racing almost every Saturday and Sunday Afternoon when the competition is of a very high standard but at the same time the novice helmsman is very welcome and will also find others of his own level of ability. The club is very much a family club basically for employees of I.C.L. Paints Division, Slough but from time to time there are limited places for Associate Members. Please note that the Fleet Captain is now Eric Jonas, 106, Nursery Lane, Taplow, Maidenhead Berks..

Dear Mr. Robertson,

May I suggest in the first instance that you improve your windward sailing technique or tactics. I too sail against Solo's at my home club and find they sail better to windward than we do. I recently had an opportunity to sail in a pursuit race in a Miracle equipped with a spinnaker and found that off-wind the Miracle was certainly as fast as a Solo, in which case I found it best to capitalise on the off-wind performance and out-manoeuvre the Solo's up the beat.

A better solution to your particular problem may be to build up a Miracle fleet so that you may have class racing! - this was the solution at my club, on the other hand, try a few open meetings and see how you compare with other Miracles.

Yours sincerely,

Alan Brown, Editor.

WINSFORD FLASH S.C.

Having had Miracles accepted in our club late last season I am now pleased to report we have 8 boats on the water and 2 more being built. We have just applied to be registered as a fleet.

Winsford Flash Sailing Club was previously known as Northwich, we are a reasonably well known club mainly through its successes of its Mirror sailors, we also have the Snipe National Champion. We are well known in the G.P. class particularly through its achievements in the 24 hours race having had 2 wins, a 5th and an 8th in the last 4 years.

The club is situated in Cheshire midway between Chester and Manchester, the water is referred to as a Flash which was caused through subsidence of the many salt mines in the area. It has an area of 96 acres although we are experiencing problems with siltation, this matter is receiving top priority in the club and the problem is being discussed with the local Council, Sports Council and anyone who will listen to us. If any other club has experienced similar problems we would be delighted to hear from you with any advice you may have to offer.

In 1979 our first open meeting is to be arranged as a joint Mirror/Miracle event.

Single handed on Saturday July 14th
Crewed Sunday July 15th

We now have Leight, Wigan, Coombes and Shropshire sailing clubs all within reasonable travelling distance and we look forward to some good sailing and friendly rivalry.

Looking forward to next season,

F.W. Sawyer, M2345,
56, Harboro Road,
Sale,
Cheshire, M33 5AH.

NEWHAVEN AND SEAFORD S.C.

There are now sixteen Miracles in the club, thirteen of which race regularly in Seaford Bay in "Miracle Class" racing. The competition within the fleet is very keen. At a recent open meeting two very welcome visitors joined the racing. The club runs a full winter training programme in conjunction with East Sussex C.C. on inland water at Piddinghoe pond. For further information regarding membership please contact Club Secretary, J.W. Neale, 25 Kingsmead Walk, Seaford, Sussex, Tel: Seaford 894457 or Miracle Class Captain Roger Smith, 38 Downs Valley Road, Woodingdean, Brighton 32289.

KINGSMEAD SAILING CLUB

I am writing to let you know that Kingsmead Sailing Club decided at the Annual General Meeting held on 26th November 1978 to adopt the Miracle, to form a joint fleet with the Graduates and race on level terms with them. I should be grateful if you could include Kingsmead in the Miracle year book and also mention the Club in the newsletter.

Kingsmead is the most northerly of the lakes which straddle the village of Wraybury and is adjacent to Sunnymeads station on the Waterloo - Windsor Line, five minutes south of junction 5 on the M4. The lake, which is a natural habitat for wild fowl, is still being extended and although the development has made it into three lakes it is possible to set courses with a beat and a reach of about a mile for each leg. The clubhouse has a licensed bar, tea bar and changing rooms with hot showers. There is approximately 400 ft of fixed and floating jetties with four slipways, providing good access to the water adjacent to the berths. There are at present about 180 boats divided between six fleets (Mirror, G.P. 14, Heron, Fireball, Solo and Grad/Miracle) and on Optimist flotilla which sails on Saturdays only. Class racing with separate starts is provided on almost every Sunday throughout the year. Members may sail on the water at any time throughout the week.

I should be pleased to provide you, or intending members, with any further information.

Mrs. Jeanne Cherrill,
14 The Highlands,
Rickmansworth, Herts.

EYOTT SAILING CLUB.

The Eyott Sailing Club of Fenn Creek, South Woodham Ferrers, Near Chelmsford invites you to enjoy safe, yet exciting sailing. You need not be a boat owner, start by crewing for others. We sail Mirror 10s, Miracle s, Herons and other Dinghies up to 14 ft. Very Nominal joining fee and subscriptions. Single and/or family members welcomed. We are situated on a quiet creek off the river Crouch. Contact Secretary, F. Levy, 30, Grangeway Gardens, Redbridge, Ilford, Essex. Tel. No. 01 550 6445.

ELLESMERE COLLEGE SAILING CLUB

1000 MILES SAIL: 10-11 JULY 1978

Here is an account of a fund raising 'Sponsored Sail' we ran last Summer in order to buy Miracle kits.

Under the terms of sponsorship each contributor gave us a post dated cheque against our sailing a fleet over a total of 1000 boat miles inside 24 hours. If we failed to cover the distance, we would return the cheque. For quite some time it looked as though this agonising situation would occur - but luckily the wind just blew hard enough and long enough for us to cover the 1000 miles and to secure our sponsors support.

With that and various other amounts we have managed to buy four more Miracle kits and these are well on their way to completion in our dripping cellar 'Cammell Lairds'.

We found production going too slowly so went all out and built three dinghies at once - I'll write later and tell you about that Mass of Modern Miracle Production!

The idea of a 24 hour sail was first raised as we drove back from sailing one November evening last year. The plan grew during the Winter, and in May, with the opening of the new sailing season, work began. Crews were trained and new helmsmen tested. We were going to need at least twenty new sailing teams if we were to man our fleet. After half term we began to collect stores and to repair the four old G.P.'s which were at that time quite unsailable. Practice circuits were sailed, training crews to get the most out of the boats, and high speed crew changes at the jetty were perfected - every second counted.

By the morning of the sail we had a fleet of fifteen boats ready: five G.P. 14's; five Mirrors; two Miracles; a Hornet; a Laser; and the fleet mascot, a 10 foot French dinghy. Ashore a small repair workshop had been set up, crew lists and timetables were posted and a mound of sleeping bags and spare clothing was stored in the Clubhouse. The nerve centre of the operation was in the race control box at the end of the jetty. It was stocked with torches, batteries, a signal pistol and cartridges, time recording sheets and a couple of keen-eyed boys to note the times that each boat crossed the "lap line". Everything possible had been prepared; the only uncertain factor was the wind.

There had been a good strong wind everyday for the past week, but today the sun shone on calm water and I began to fear the worst. We rigged early and set sail at 10.40 a.m. By now a gentle breeze put a sparkle on the water; blue sky and warm air made it a beautiful day. Not a good day for long-distance sailing, however - under the terms of our sponsorship we must cover the 1000 miles or the money had to be returned. We had to do it. But 1000 miles was a long, long way to sail.

The Sailing Captain had set up a perfect, reaching course in a long flat triangle across the wind. In this way the boats could sail at their fastest all the time and avoid laborious beating. The wind, however, remained gentle and in the first two hours only just over 100 miles were covered. Thirty crews had been signed on to sail alternate watches and the few members not sailing were fully booked as lap recorders, safety boat crew and repair team on shore. It wasn't long before they were needed and over-enthusiastic roll-tract capsized the Hornet and out went the safety boat. A private race developed between the light Laser and the heavier but more powerful Hornet, and they foamed round the course as the breeze built up, leaving the rest of the fleet standing.

Club members from a local girls school joined us for the afternoon and crewed very efficiently. The wind was growing steadily and the miles were beginning to add up. Every 100 miles we fired a signal flare over the water to keep the crews up to date. The earlier practice was paying off new crews were changing at the jetty in a matter of seconds. This called for neat helmsmanship too, because at the end of each hour the jetty became alive with dinghies coming and going and new arrivals often had to slot into spaces with one inch to spare. It said much for their skill that there was not only single collision in the whole period of the sail.

The freshening wind also caused problems; no less than three dinghies blew over at the gybe mark in one short period - worse still, weak rigging began to give way. Rapid repairs were essential to keep boats sailing and the shore repair team managed speedy and major surgery on a broken G.P. rudder, the Hornet trapeze seat and a parted G.P. shroud. Thanks to this team, boats were quickly back in the water clocking up more laps. Throughout the afternoon and evening we had a steady stream of visitors and the fleet of dinghies with red, blue and white sails was quite a sight to see as they leaned on round the course. The girls left at 8.00 p.m. just as we completed 700 miles. Everyone now was starting to feel that we might do it in time, but the wind was dropping and it would depend on the night time breeze. Large calm areas were stretching out from the shores and the boats were moving more and more slowly. Off duty crews went off for supper while a pale crescent moon followed the sun down over the Welsh hills. A white flare in the dusk signalled 800 miles, and the boats all docked for the first time so we could re-organise crews for night sailing.

We decided to sail only the nine larger boats at night; their white sails would catch the light wind and, being white, the sails could be seen more easily in the dim light and collisions avoided. Another advantage was that crews could have two hours rest to one on the water.

Light buoys were set out, the jetty spotlights were switched on and we set off again. The shore crews sprawled out in the clubhouse and dozed or read books between watches. As it got dark the light breeze continued and we felt increasingly confident. One of the crews began to sing an evening hymn and others took it up until we could clearly hear across the water "The day thou gavest, Lord, is ended".

The urgency of the day was replaced now by a dreamy calm - the boats ghosted round on water like black glass. Time seemed to stand still. Replacement crews took over at the jetty calmly, almost in their sleep, and the circuits continued at snails pace. Odd things began to happen; one light buoy disappeared - after some searching in the safety boat we found its anchor cable had snapped and the whole thing had drifted off into the night; a replacement was quickly rigged. Next, the fleet mascot, as if jealous at being left out, was seen sedately sailing round the course without a crew. It had slipped its moorings and had gone to join in with the others.

Just after midnight we reached 900 miles; as if by magic the school caterer and my wife appeared with trays of hot fried fish and chips. Everyone was suddenly awake, and hungry! (The capacity of young people to absorb fish and chips at any time of day or night never ceases to amaze me). The sky began to lighten in an unbelievable north-easterly quarter and a cold breeze began to draw wisps of most like bonfire smoke from the glassy water. They swirled out across the water in weird patterns and the boats looked huge, floating in the sea of mist. The boats never quite stopped, but the next forty miles took an agonising three hours to complete. We had hoped to see a brilliant sunrise, but the fog prevented this. At the 4.30 crew change we only had sixty miles to go and everyone turned out to watch. The whole fleet now set sail and in a freshening morning wind it took just over an hour to reach the 1000. At 5.40, the assistant bosun, who had been doggedly recording the laps since midnight, announced at last that we had reached 1000 miles. Two very lights traced up over the fleet and a great cheer went up. We had done it.

After breakfast and general tidying up, our girl members joined us again and we set sail for what was really a lap of honour. The sun was sparkling on the waves - the fresh breeze moved the fleet along very well and even the tiredest were now wide awake. We covered nearly 150 miles more to complete the 24 hours and "just to make sure of it". Then, derigging, we collected the baggage and returned to school for lunch. Later on would come all the time and distance analysis, the thank yous and the celebrations. Just now we were all exhausted. What we needed was sleep. Without question it had been for all of us a day and night to remember.

W.H.B. Bill Barnet
17th July 1978.

BEAUTIFY YOUR BOAT

Why do Miracle owners want to 'decorate' their boats? It's already one of the prettiest boats on the water so why this desire to guild the lily? I can only suggest that a boat is such a personal item that just as a new house on an estate soon has an individual identity stamped suit it, just as a new car is personalised with lights, Miracle stickers etc., so each proud new owner of a Miracle wishes to make, the boat, his boat. In it's infinite wisdom the copyright holders have now made this practice legal so let's look at how we go about it and stay in within the rules.

Rule 8.1 allows the replacement of the foredeck, sidedecks and seat tops with 5mm plywood of a different specie. The ply to use here would normally be a striped Sapele veneered ply. This is obtainable from a variety of sources such as Park and Knight and Thames Ply and should be ordered in plenty of time as there is often a waiting list for this product.

If you are building from a kit then use the supplied decks etc., as templates to mark out and set out on the 8ft x 4ft sheet which is the normally obtainable size. In fact you can get all your decking card or brown paper provide the patterns. Do not attempt to set out measurements in an effort to avoid using templates, it just does not work.

Rule 8.2.1. allows for a solid wood fillet max. 16mm wide to be fitted between the foredeck panels. This harks back to the practice in traditional boat building of placing a longitudinal fillet between end grain joints in a keel known as a 'stopwater'. Timber looses and absorbs moisture in different ratios from its surface dependant upon whether it is a radial a tangential, or end grain face, and these ratios are radial 1: tangential 2: end grain 4. So you can see that exposed end grain is the area where really radical changes in moisture loss and absorption take place. The message here being all exposed edges of ply must be well varnished at all times.

So assuming we are going to put in a fillet, then the timber used should be sycamore or Hornbeam. Do not be tempted to use Spruce, Ramin or Pine, they are just not sufficiently durable and will blacken even under a good coat of varnish. First obtain your fillet, plane to exact width, but oversize in thickness and lay over the joint. Take a piece of metal or wood and clamp it at bow and mast gate, on one side of the fillet and holding the fillet firmly against this straight edge, make a marking cut with a Stanley knife on the side that is free of the clamps.

You now have one side of the cut marked. Remove the fillet and mark the other side. Cut right through the ply with the Stanley knife, move the straight edge to the other marked line and cut through here. Remove the cut ply with a suitable chisel and make sure that residual glue on the king plank beam is also removed (it will cause glue line problems with the new glue). Test for fit of the fillet. Glue up using Aerolite or Cascomite Urea Formaldehyde Glue and clamp down with a wood batten at bow and mast gate.

Rule 8.2.3. allows us to laminate the Thwart. If it is glued and screwed down forget it! The fastening at the centreboard is good, but the jointing area at the seat is minimal and should not be disturbed. If you are kit building then plane off 3/8" off of each side and clamp on Sycamore or Horn beam pieces 1/2" wide and 1/8" thicker than the thwart. Clamp with big 'G' clamps. Lash clamps or make a board up for clamping. This should be a piece of chipboard or thick ply longer and wider than the thwart. Screw down 4 blocks spaced in such a way that wedges can be driven between them and the lippings. When gluing up drape the outfit in a bit of polyethene (everything will be glued together otherwise) and lift the planed thwart up a fraction relative to the lippings by putting some cardboard underneath it. When the glue has set you now have a lipped thwart oversize and with the lippings slightly proud of the thwart. With the other thwart as a pattern plane up the lipped thwart. Repeat with the other and you are there.

Finally, you must look to your cover. All these personalisations of your boat are worth protecting. A good really well fitting weatherproof cover is essential. I must end by recommending the covers supplied by L.R. Smith, 58 Woodstock Road, London NW11. I have used one of my son's Laser's, on the family Mirror and now on the Miracle and for service, price, and effectiveness they are the best I know.

I hope the foregoing is useful if you feel I can help with your cosmetic Miracle changes don't hesitate to write.

Hew, thank you for an extremely enlightening article, but please could you supply us with your address, Ed.

MIRACLE MEASURE-IN

Apparently there was a shortage of Miracle measurers! However the seventy or so Club measurers and potential measurers who answered to call to a recent measuring teach-in at Bell Woodworking have done something to put that right.

Reception was in the showroom where we had the chance to inspect a factory build Mirror and Miracle. A really excellent salad lunch was served "on the house" and, incidentally, on the decks of the show room boats - shows what versatile dinghies we have.

Introductions were made to Miracle Class Officials and Bell staff and measurers manuals were issued to everyone present. Owing to the large number of people present we were divided into three parties. My party started off with a tour of the factory. We were shown the various timbers available on the market and assured that the timber used in our Miracles is the best available for the job. The large timber store in the outside yard was enough to make any keen DIY builder's mouth water. We also saw the templates and machines used in cutting out parts for the various kits marketed by Bells.

It was interesting to find that each "Bell Built" dinghy is made by one man from start to finish. If you have a factory built boat look around it - under the thwart, behind the storage bulkhead or some other unobtrusive place and you should find the signature of the builder.

On to the hull measuring session where all those lines and measurements on the diagrams were made simple(?). Some simple home made aids to measurement were also demonstrated.

The bouyancy test was particularly noteworthy. Push a piece of hosepipe into a bunghole and blow gentle into the tank (don't try to pressurise or you might blow the tank apart). If when the pipe is removed from the mouth a blow back can be felt the tank is O.K.

Sail and spar measuring followed and this seemed trickier than one might think - the correct points of measurement being particularly important and not always correctly understood.

Back in the showroom the afternoon ended with a very useful question and answer session.

All concerned must be congratulated for arranging a most interesting and enjoyable event. Particular thanks should go to the management and staff of Bell Woodworking for their generous hospitality and friendly attention. Quite a number present had travelled long distances to attend they were not disappointed.

John Snelling,
Broad Eaves,
12 Holdenhurst Avenue,
Bournemouth,
BH7 6RD.

FOR SALE FOR SALE

SUIT Holt Miracle Sails. Used only three times carefully stored, genuiene as new with battens and bag. £55 (New Price now £83). Also Banks Miracle Jib, Little used, Measured. £15.

Contact. P. Sutton, 9, Fairview Dri e, Hythe, Southampton. Tel 0703 848307.

NATIONAL CHAMPS 22-27 JULY PLYMOUTH

Sunday 22nd to Friday 27th July 1979

Royal Plymouth Corinthian Yacht Club

Racing Programme

Sunday 22nd July

Registration and Scrutineering

Sunday	Practice Race (Possible with Spinnakers)	2.00 p.m.	SOVEREIGN	
Monday	1st Championship Race	13.30	Jack Holt	TROPHY
Tuesday	2nd Championship Race	13.30	Bell Woodworking	TROPHY
Wednesday	3rd Championship Race	13.30	Pronto Trailers	TROPHY
Thursday	4th Championship Race	13.30	International)	TROPHY
Friday	5th Championship Race	11.30	Yacht Paints)	TROPHY

Overall trophy presented by the Daily Mirror.

Boats will be berthed at Elfinstone which is by the Mayflower Sailing Club. There are sufficient berths for approx. 110 boats. Trailers will be kept at the Royal Citadel.

Car Registration Numbers are required.

The Championship will be run under the rules of the R.Y.A. and the L.Y.R.U., and the Rules of the Miracle Association.

Entrants must be members of the Miracle Association and belong to a recognised R.Y.A. Club.

The Closing Date for entries will be 20th June with a late entry fee of £5.

Entry to the Championship will be £ 19.00

No acknowledgement will be sent on receipt of entry form so as to keep costs down where possible.

Sailing instructions will be sent out by 7th July. If you have not received your sailing instructions by 12th, then telephone 01-822 3768.

All Miracles must have a current measurement certificate and have 3rd party liability of £100,000.

The route to the sailing club will be sign-posted by the RAC from the Plympton by-pass and from the Teymar Bridge. The sign will read "Sailing Championship" and will have an Arrow for the direction in which to go.

The Club is extremely good facility-wise. It has showers and ample changing rooms, etc. Catering during the week will open at 11. o'clock and finish at 1 and will be open again at the end of the race. Salads and soup will be available. The woman in charge is Miss Luskall, and she will have two student helpers.

The Measurement Scrutineer from the Club will be Mr. Jim Don. A sign-off procedure will be enforced. The course will be a 3,4,5. triangle and will give a 90 Cybe. The first leg is approx. 1½ miles long and then 1 mile legs. The idea will be to have three laps, which makes the race approx. 10 miles. The time-limit will be 4 hours or half an hour after the first boat has finished. The starts will be from the Committee boat, but gate starts may be used. It is intended that this will be as a last resort. The 5 minute Rule will apply after 2 general recalls.

There will be one rescue boat to every 15 entries with ship to shore radio. The Club will run the race but they have requested one person from the Association in an advisory capacity. The protest Committee will consist of 2 totally independent people from other sailing clubs and one nominated by the Association.

The buoys are orange, large and sausage-shaped.

If necessary the Club will run the races on another day should one be cancelled for any reason.

Social Programme

Sunday 22/7	Commodores Reception
	Films in Separate room-Invitation to Lord Mayor
Monday 23/7	Group Evening Porridge - Country Western
Tuesday 24/7	At Home Royal Western
Wednesday 25/7	River 6.30, 75p per ticket Cardiff Castle, Licensed Bar
Thursday 26/7	AGM morning 9.30 a.m. At Home to Mayflower Disco.
Friday 27/7	Prize giving and Buffet Disco

1979 NATIONAL CHAMPIONSHIP

We are pleased to announce that the 1979 National Championships will be held in the Plymouth Sound under the Club of the Royal Plymouth Corinthian Yacht Club over the week 22nd July-27th July. Please book your accommodation as soon as possible. If you have difficulty in booking then write to the Plymouth Marketing Bureau (Accommodation), Civic Centre, Plymouth, Devon. The nearest camp site is the Riverside Caravan & Camping Park, Longbridge Road, Marsh Mills, Plympton, Plymouth, Devon, situated at the end of the A38 dual carriageway from Exeter. We will, in fact, be visiting Plymouth just after the Boat Show and arrange for a Miracle camping area. Details will be in the next newsletter.

1979 MIRACLE ASSOCIATION ANNUAL GENERAL MEETING TO BE HELD AT THE ROYAL
PLYMOUTH CORINTHIAN YACHT CLUB, MADEIRA ROAD, PLYMOUTH, DEVON, AT 9.30.AM.
TO 11.30.AM. ON THURSDAY 26TH JULY

The Annual General Meeting will be held during the 1979 National Championships at Plymouth on Thursday morning starting at 9.30.am. Seven weeks written notice, including an Agenda, must be given to members as under Rule 7c of Rules of Association. Under Rule 7g "Any motion to be put to an Annual General Meeting of the Association shall be proposed and seconded by full members and shall be submitted in writing to the Class Secretary at least five weeks before the date of such Meeting". Any motion to change the Rules of Measurement or Rules of Association must be sent to the Secretary at the following address by Wednesday 20th June at the latest:-

Mr. P. R. Nunn,
Class Secretary,
Miracle Association,
Mirror Group Newspapers Limited,
Athene House,
66/73 Shoe Lane,
London, EC4A 3HJ.

A G E N D A

1. Minutes of Last Years Annual General Meeting Held at Ullswater Yacht Club
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

AREA CHAMPIONSHIPS & OPEN MEETINGS

28th & 29th July 1979 SOUTHERN AREA CHAMPIONSHIPS.

On behalf of the Sovereign Sailing Club I should like to extend an invitation to you all to the Southern Area Championships which we are to host over the weekend of 28th and 29th July.

First race will be at 14.30 hrs on 28th July with two further races at 11.00 hrs and 14.30 hrs on 29th July. The entry fee of £4 includes two Disco tickets. Extra tickets will be available from reception on the Saturday.

The prize giving will take place as soon as practical after the last race. The clubs normal high standard of cuisine will be available throughout the weekend as will be the bar.

Advance entries should be sent to me using the form in this issue of 'Halo'. All cheques to be crossed and made payable to the Sovereign Sailing Club.

Look forward to seeing you,

Mick Harker (Sailing Secretary).

16th & 17th June, 1979 SOUTH WEST AREA CHAMPIONSHIPS

South West Area Championships will be held at Sutton Bingham Sailing Club just outside Yeovil in Somerset on the weekend of 16th & 17th June.

Entry fee will be £4, this includes two tickets for a Barn Dance to be held on the evening of 16th June. Additional tickets can be purchased at approx. £1 per head.

There will be one practice race Saturday morning followed by three championship races. Prize giving will be held as soon as possible after the last race on Sunday afternoon.

THIS IS YOUR EDITORS CLUB DO PLEASE COME AND JOIN US!!

Alan Brown (Race Committee Chairman).

EVENTS ROUND-UP

Saturday 6th May.	Thames Sailing Club.	John Mellors, Thames Sailing Club, Portsmouth Road, Surbiton, Surrey,
Saturday 19th May.	Redditch	John Wilson, 151 Finstall Road, Bromsgrove, Worcs.
Sunday 20th May.	Winsford Flash Sailing Club	F.W. Sawyer, 56, Harboro Road, Sale, Cheshire, M33 5AH.
Sunday/Monday 27th/28th May.	Rutland Sailing Club. Canada Dry Regatta.	Fred Burgess, 27 Lonsdale Way, Oakham, Rutland LE15 6LP.
Saturday/Sunday 2nd/3rd June.	North Lincs. S.C. Northern Areas.	P. Twining, The Manse, Uiceby, S. Humberside.
Sunday 3rd June	Wilsonian Sailing Club.	S. Brooks, 58 Well Road, Oxford, Kent.
Sunday 10th June	Redoubt Sailing Club.	J.W. Nicholls, 7 Castle Bay, Folkstone, Kent.
Saturday/Sunday 16th/17th June	Sutton Bingham S.C. S.W. Areas	Alan Brown, 73 St. Mary's Crescent, Yeovil, Somerset.
Saturday/Sunday 16th/17th June	Newhaven & Seaford S.C.	Paul Shearman, 6 Friston Close, Seaford, Sussex.
Saturday/Sunday 7th/8th July	Shropshire Sailing Club. Midland Areas.	G. Miller, Stonehouse, Picklescote Church, Stretton, Salop.
Sunday to Friday 22nd - 27th July	Royal Plymouth Corinthian Yacht Club. Nationals.	Margaret Walker, Madeira Road, Plymouth, Devon. PL1 2NY.
Saturday/Sunday 28th/29th July	Sovereign Sailing Club. Southern Areas.	M.J. Harker, 1, Willows Rise, Framfield, East Sussex. TN22 5PH.
6th October	L.C.I. Slough S.C.	Mr. E. Jones, Nursery Lane, Burnham, Maidenhead, Berks.

FORTHCOMING EVENTS

Saturday 6th May 1979 Thames Sailing Club

Thames Sailing Club held the very first Miracle Open Meeting in 1975, unfortunately last year's open meeting was absolutely disastrous as the river was in full spate due to very heavy rain all week. The stream was running at 7 knots plus, consequently they had to cancel the whole show. This year hopes are running high for a very good event, so lets give them our full support, Ed.

Sunday & Monday 27th & 28th May 1979

Rutland Sailing Club

Canada Dry Regatta

Rutland Sailing Club are holding their Canada Dry regatta for several classes including Miracles on Sunday and Monday 27th and 28th May.

The first of three class races will be at 11 a.m. on Sunday and the final race will be a pursuit on Monday at 2 p.m. Entry fee will be 50p. per race.

Camping and caravanning facilities will be available adjacent to the site and entry forms will be available from the secretary at R.S.C., Gibbet Lane, Edith Weston, Rutland, or myself from April 1st Spinnakers will not be used unless the demand for their inclusion is great.

It's whispered that Rutland could be the scene for our nationals next year so don't miss this chance to get to know what must be one of the finest stretches of inland sailing water in the country.

Fred Burgess, 29 Lonsdale Way,
Oakham, Rutland LE15 6LP.

THE MIRACLE OF SAIL DESIGN BY PETER ROWSON - METEOR SAILS LIMITED

Before I broach (pun) the subject of cut and flow design, I would like to talk first about cloth because, as the corny old saying goes, a sail can only be as good as the cloth it is made out of allows.

Cloth

The Miracle main is one of the more complex sails to make as it has a lot of roach in comparison to the maximum length of the battens allowed by the class rules. The rough rule of thumb is that a batten can support approximately one third of its length. The Miracle battens are 24" long, therefore they should only be asked to support 8" of roach. However, the normal Miracle roach is anything up to 14", depending on the amount of luff round and this is why the cloth used is so important.

If you look at other highly roached classes such as the 505, Merlin Rocket, National Twelve etc., you will find that their mainsails are usually made out of hard cloths, which is to say cloth that has been treated with a high amount of chemical resin in order to hold the weave together to achieve high stability (resistance to stretch). The reason for this is that this type of cloth resists stretch between the clew and the inner end of the bottom batten pocket tending to stop it poking up to windward.

The other advantages of hard cloth is that in heavy airs the maximum camber is blown aft into the sail and tends to hook the leach. This camber can be pulled forward again by tweeking down on the luff downhaul but, eventually the downhaul travel will run out as the wind increases. This is when the harder cloth will help resist stretch and hold the flow forward. Also in very light, sloppy conditions when every small wave (not to mention speedboats) knocks the air flow out of a soft cloth sail where the hard cloth will assume its designed shape and stay undisturbed. In mediocre conditions there is probably not much to choose between the two finishes but, some will say a soft cloth will be more responsive to minor tweeks to suit every condition.

Where cloth for the jib is concerned, it is not big enough (less weight of wind) to warrant using a hard cloth to prevent distortion, A soft jib is preferable especially in light airs when it is much easier to detect minor wind shifts.

Design

Main

When designing a Miracle main again the problem of the high roached sail becomes evident. Using a hard, firm cloth helps the problem but does not solve it completely. Using special broadseaming designs the sail has to be cut to support and control the leach so that it twists off properly from the top. Also one has to achieve the correct balance between luff round the roach because, as you can appreciate due to the cross measurements, the more luff round there is, the less roach there will be. If there is too much luff round, the entry will be too great, preventing high pointing, choking the slot giving you excessive backwinding. If there is not enough luff round, the entry will be too flat and gutless, the flow will be too far aft and there will be too much roach to control.

So what we are trying to achieve is a sail with its maximum camber about 48% aft from the mast which enables you to have a fairly powerful sail but still with a fine entry and a fairly tight but controllable leach which twists from the top and not from halfway like some highly roached sails do if they are not cut properly.

These are the points we at Meteor bear in mind and try to achieve when we are designing a Miracle mainsail. We build in a medium fulness with a fairly flat top, for with the loose foot the sail is very controllable in that direction anyway, as you can achieve maximum fulness for downhill work by letting the clew outhaul in and with the bottom panel laid across the bias, the sail will flatten out in the lower half when pulling it right out.

Jib

Basically, we produce a jib with the maximum camber about halfway back, to achieve both power and high pointing. The leach again is designed to twist off from the top smoothly, so that with the correct fairlead positioning etc., you can achieve a perfect parallel slot.

Another useful point about the maximum flow being 50% aft is that in light choppy conditions when you ease the jib sheet a couple of inches to gain more power, the camber will fall forward from 50% to around 30% and still be able to point quite high and foot fast. Whereas, with a normal old fashioned jib with the maximum camber about one third back the flow will drop too far forward right behind the forestay and your pointing is drastically affected.

PLYMOUTH WEEK.

Every year the Yacht and Sailing Clubs in Plymouth combine to give eight days of racing. Each Club has its day and the start is from their line. This year, 1979, it falls on the week following the Mirror Miracle National Championship Saturday . 28th July to Saturday 4th August. The Regatta organisers would like to offer a start to the Mirror Miracle Class, providing more than five boats enter for the whole week's racing.

The fee is £10.00 for eight races and this includes a full social programme and free teas each day. Good value for money! By entering for the whole week, the helms and crews are eligible for the points prizes and trophies at the end of the week.

Each day there will be money prizes e.g.

5 to 9 boats entered	-	1st: £2.00; 2nd: £1.25
10 to 14 boats entered	-	£2.50; £1.75; £1.00
15 to 19 boats entered	-	£3.00; £2.50; £1.75; £1.00
20 and over	-	£3.50; £3.00; £2.50; £1.75; £1.00

Casual entries of £1.25 per race will be accepted by the Club concerned with that days racing but the boat will not be counted for overall points and prizes, only that days money prize.

(If any helm and crew are under 16 years on the first day of the Regatta, the entry fee for the whole week is £6.00)

For entry forms and more information, write to:

Walter Hobson, Regatta Secretary,
23, Manadon Drive,
Crownhill, Plymouth.

Entries close by the first post Thursday 26th July; but Mr. Hobson would appreciate some indication of how many Mirror Miracles would be staying for this week by the beginning of May.

N.B. It is mandatory to carry a raddle and wear life-jackets during Plymouth Week.

MEASUREMENT MATTERS

MEASUREMENT MATTERS

At the 1978 A.G.M. the following proposals for changes in the Rules of Measurement were passed and have now been ratified by the Copyright Holders.

THESE PROPOSALS, AS ITEMISED BELOW, ARE NOW TO BE USED AS AMMENDMENTS OR ADDITIONS TO THE RULES OF MEASUREMENT

1. That Rule 8(P) be amended to say "TWO SINGLE ROW HOOK UP RACKS MAY BE FITTED TO THE MAST FOR ATTACHING MAIN AND JIB HALYARDS. THESE TO BE IN ADDITION TO THE STANDARD CLEATS"

2. That Rule 8(J) be amended to read "SHROUD AND FORESTAY ADJUSTERS (PIN-RACK TYPE ONLY).

3. That Rule 8(Y) be added as follows:"

COSMETIC ADDITIONS.

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

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

(B) Decoration of hull shall be limited to:-

(B1) A solid wood fillet between foredeck panels 16mm wide maximum and to maximum thickness of the deck ply and fitted so as not to stand proud of the foredeck.

(B2) A solid wood lamination of maximum thickness 6mm and up to full depth of the bead may be inserted between the gunwhale and rubbing bead (part numbers 3(E) and 3J respectively.

(B3) The thwart may be laminated along it's major dimensions.

5. That Rule 8(2) be added as follows:-

"A fitting (Such as Holt Raf HA10) may be used to prevent the main halyard jamming in the track"

6. "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 end of similar dimensions to, the boat number.

LET'S GET IT STRAIGHT ON THE SPINNAKER ISSUE.

Let me start by declaring a vested interest as part of my business is involved with supplying equipment to Miracle owners. However as Founder Chairman of the Miracle Association, I together with others have spent many many hours working to build up the association in it's early days and on this basis together with my own interest as a Miracle owner I am very sad indeed to see and hear of the possibility of divisions and arguments within the class over the issue of the Miracle Spinnaker. This is particularly so since speaking to a large number of people about this matter it is clear that there is, and has been a good deal of misunderstanding about the issues involved and the decisions which have so far been taken. I believe that this situation has also been aggravated by the way in which some of the arguments have been presented but more particularly by the way in which some anti-spinnaker association members have reacted. In the latter case in particular this neither does any good to the case against the spinnaker nor to the class as a whole.

On the other hand I also believe that it has been most unfortunate that the letter from the copyright holders calling for a referendum on this issue was taken by many members to be a very one sided presentation of the case. However it must be appreciated that the copyright holders have every right and authority to change the design and, or specification of the Miracle in order to meet their business objectives but on the basis of my own experience of working closely with the copyright holders over quite a few years I can say quite definitely that they have always been extremely concerned to ensure that the best interest of all Miracle owners is taken fully into account.

This is surely borne out in the case of the Miracle spinnaker where at some considerable expense the copyright holders have sought the views of all Miracle owners in two referenda with over 60% and 89% re. actively in favour and also have the benefit of a very considerable contact with public opinion at large through their commitment and involvement at exhibitions and from direct contact with existing and potential Miracle owners.

I can also confirm that the present decision to make a spinnaker available for the Miracle has been taken in a sincere spirit of furthering the growth of the Miracle class throughout the world which must in the end be to the benefit of both the Daily Mirror, and all Miracle sailors.

So, where do we stand now?

So far we simply have a spinnaker available with rules of measurement to control this in a one design manner as a permitted addition to the equipment which may be used on a Miracle. However at present this is still in the same status as an outboard motor where it is permitted to have a special strengthening block to facilitate to use of an outboard motor but it is clearly not permitted to use this for class racing. The same goes now for the spinnaker in that it is permitted to have the necessary fittings on a Miracle for a spinnaker but until such time as the MIRACLE ASSOCIATION MEMEBERS DECIDE DEMOCRATICALLY TO ADOPT A SPINNAKER FOR CLASS RACING THIS WILL CLEARLY NOT BE ALLOWED.

In connection with this I now understand that the committee have declared a firm intention to seek the view of all paid up association members in order to arrive at an unbiased democratic decision on this matter.

So, Let's have an end to scare tactics and underhand sticker campaigns and simply let us all work together to facilitate a fair minded approach and a democratic decision which should then be accepted in good grace by all Miracle owners.

Bernard Gray 58, Seeleys Rd. Beaconsfield

MEMBERSHIP SUBSCRIPTIONS

ENCLOSED WITH THIS ISSUE OF HALO IS YOUR NOTICE OF MEMBERSHIP RENEWAL BEING NOW DUE
REMEMBER THAT FUTURE ISSUES OF HALO AND ANY OTHER COMMUNICATIONS WILL ONLY BE SENT TO PAID UP MEMBERS
SO, DON'T DELY. GET OUT YOUR CHEGUE BOOK AND SEND YOUR SUBS OFF WITHOUT DELAY DIRECT TO :-

Membership Secretary,
John Wilson,
151, Finstall Road,
Bromsgrove,
Worcestershire

NEXT ISSUE OF HALO

This issue was delayed in order to allow us to include the full details of the spinnaker position and the Spinnaker Measurement Rules but the next issue of Halo is already well in hand and is expected to be distributed by early June.

SO, SEND IN YOUR ITEMS NOW,
Including Club News, Open Meeting Notices and Reports, Letters of general Interest, Building Hints, Details of Interesting Cruising activities and places to sail, Etc. Etc.

SPINNAKERS

Following the Ballot of all known Miracle Owners, which indicated that 89% were in favour of introduction of a spinnaker, the Copyright Holders have ratified the following RULES OF MEASUREMENT for the MIRACLE SPINNAKER.

This addition to the rules allows the necessary fittings and equipment to be fitted to a Miracle but it should be noted that the decision as to whether or not the spinnaker will be fully adopted by the association for class racing has still to be made by association members and this will be the subject of a separate communication to Paid up association members as at March 1979.

SPINNAKER MEASUREMENT RULES.

One Spinnaker only shall be carried on board during a race. The same spinnaker must be used for all races in any association event. Replacement spinnaker at discretion of Race Committee. The spinnaker shall be symmetrical in form and construction. Colours of spinnaker are optional.

The sail to be constructed in two identical halves with a centre sea. Each half to be constructed using no more than 4 panels, i.e., 3 joining seams in a general horizontal direction. (approx right angles to luffs) The edges of the sail shall be bound with tape. Headboards are not permitted, but cloth reinforcing patches are permitted on head and clews. Up to 2 downhall patches are permitted. The sail must conform to the measurements as stated in these rules.

Sail number to conform to L.Y.R.U. Rules (i.e., sail numbers of minimum height 12" in contrasting colour on leeward side of spinnaker.)

MAST FITTINGS:

Positions optional - but see guide lines.

- Max 1 SPI Pole attachment bracket with double or single eye.
- Max 2 Eyes or cleats for attaching Pole Vang. Rope and/or Shockcord only
- Max 2 Sheaves for internal halyard.

Distance from centre of shroud and forestay tang eyes to top of spinnaker sheave max 250 mm.

BOAT FITTINGS:

Sheet Guy Controls.

- (a) Max 6 Fairleads or Lead Blocks (Ratchet Blocks not allowed).
- (b) Max 2 Jamming Cleats
- (c) Max 2 Reaching Hooks which may each have a jamming device.

All fittings must be fitted in such a way as not to extend out beyond the deck plywood where it joins the outer gunwale.

HALYARD CONTROLS ON BOAT:

- (a) Max 3 Lead Blocks or Fairleads
- (b) Max 2 Jamming Cleats

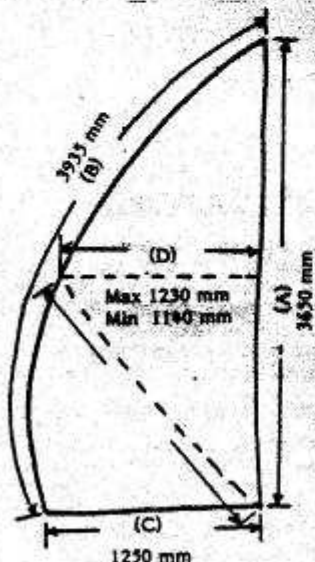
Pole Max. length 1525 mm. Pole stowage retaining clips optional. A through deck chute and-sock optional, but if fitted must be in such a way as to retain normal buoyancy requirements.

A fabric chute mouth flap may be fitted, using not more than 3 eyes and 1 cleat for controls.

Not more than 2 Spinnaker bags, nets or buckets with fixings may be used providing all fittings are forward of a line between the 2 shroud tangs.

A Spinnaker shall be measured folded along its centred line with luffs together lying as flat as possible on the floor with sufficient tension to remove wrinkles. All measurements are taken to the edge of the sail. All Spinnakers will have a serial number marked on one of the clews for identification purposes.

- (a) The length of the luffs shall not exceed 3650 mm.
- (b) The length of the centre fold measured around the curve shall not exceed 3935 mm.
- (c) The half width of the foot shall not exceed 1250 mm.
- (d) The half height cross measurement, shall not be greater than 1230 mm nor less than 1140 mm. To find this position, fold the peak to the clew and measure across the fold.
- (e) The length from the clew of the half height centre seam shall not exceed 2150 mm.



ASSOCIATION OFFICIALS 1978/79

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Chief Measurer:

Tel:

General Committee: Bob Fitzpatrick,
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Rainham,
Kent.
Medway 2E3942

Tel:

FROM THE ABOVE LIST OF CURRENT COMMITTEE MEMBERS IT WILL BE SEEN THAT WE HAVE SOME VACANCIES AND NOW IS THEREFORE THE TIME TO TAKE STEPS TO ENSURE THAT APPROPRIATE PEOPLE ARE NOMINATED FOR THE IMPORTANT POSITION OF COMMITTEE MEMBER IN GOOD TIME BEFORE THE ANNUAL GENERAL MEETING.

MAKE SURE THAT YOUR OWN AND YOUR CLUB MEMBERS VIEWS AND BEST INTERESTS ARE FULLY REPRESENTED IN THE ASSOCIATION BY TAKING STEPS NOW.



SAILS

SUCCESS LEADS TO

SUPERB MIRACLE SAILS MADE SPECIALLY FOR US BY ONE OF EUROPE'S LEADING SAILMAKERS. DESIGN AND SPECIFICATION BASED ON OUR OWN EXPERIENCE AND CHAMPIONSHIP SUCCESS IN MIRACLES AND OTHER DINGHY CLASSES.

DESIGN BASED ON CHAMPIONSHIP SUCCESS ***** TOP QUALITY WINDMASTER CLOTH
HIGH PERFORMANCE AND LONG LIFE ***** TAPERED G.R.P. BATTENS.
PRECISION PRODUCTION METHODS ***** CONSISTENCY AND QUALITY.

LOW COST AND FAST DELIVERY.

Specification and Prices

E.G. Miracle Dinghy Mainsail and Jib in 4.8oz. Windmaster Cloth fitted with Class Insignia. Nylon Self Adhesive Sail Numbers supplied with instructions for easy fitting. Also included are G.R.P. Tapered Battens with special Top Batten.

PRICE to include V.A.T. and U.K. Delivery £ 70.00



SPINNAKERS & KITS

FOLLOWING OUR TRIALS OF THE PROTOTYPE SPINNAKER FOR THE MIRACLE WHICH WE COMMENCED BACK IN 1977 WE ARE NOW PLEASED TO BE FIRST IN THE FIELD IN OFFERING A SPINNAKER TO MEET THE MIRACLE CLASS RULES. IN ADDITION WE CAN ALSO OFFER ALL THE NECESSARY EQUIPMENT INCLUDING A SPECIALLY DESIGNED MIRACLE CHUTE AND ALL FITTINGS EITHER SEPARATELY OR AS COMPLETE KITS WITH FULL INSTRUCTIONS.

PRICES ARE AS FOLLOWS:

A/ Spinnaker alone without numbers in Red, Yellow or Blue.	£ 21.50 inc. p & p.
B/ Sail Numbers in Self Adhesive Nylon	£ 1.40 each.
C/ Spinnaker Chute complete with Sock	£ 27.00 inc p & p.
D/ STANDARD SPINNAKER KIT to include Spinnaker Chute, Pole, All fittings Ropes and Screws with full Instructions	£ 58.50 plus £2.50 p&p
E/ SUPER SPINNAKER KIT same as standard kit but utilising super ballbearing Blocks for Sheet/Guy leads	£ 57.00 plus £2.50 p&p



TRAILERS / TROLLEYS

B.G. MIRACLE TRAILER made from Galvanised Steel square tube frame with adjustable padding supports for Hull, Keel and Bow plus Adjustable Mast Support and Handles & Stud, 4 Ply Pneumatic Wheels on Sealed Bearings with Independent Rubber Suspension and Rubber Mudguards.

PRICE including Mainland Delivery and V.A.T. £112.50

B.G. MIRACLE LAUNCHING TROLLEY Galvanised Steel with Padded Adjustable Supports. PRICE with Solid tyres including mainland delivery £ 39.00

with Pneumatic Tyres inc. mainland delivery £ 47.00



BOAT COVERS

SUPERIOR QUALITY. MADE BY CRAFTSMEN IN STANDARD AND HEAVY WEIGHT CANVAS OR NYLON/P.V.C. FITTED WITHDRAW CORD AND TOGGLES PLUS TABS WITH EYES FOR LASHINGS.

	10oz P.V.C.	15oz P.V.C.	12oz Canvas	15oz Canvas	Woven Polyethylene.
MAST & BOOM UP COVER	£27.52	£35.28	£33.41	£36.82	£15.00 inc. p&p.
FLAT TOWING COVER.	£21.02	£28.50	£26.08	£29.11	

Note:- Except where stated Post & Packing for covers add £ 1.50.



MISCELLANEOUS MIRACLE SPECIALITIES.

KICKING STRAP KIT £3.45 MAINSAIL OUTHAUL KIT £3.95

SHROUD ADJUSTERS (Need shorter Shrouds) £2.00 pair.

SHROUDS in 2.5mm. S.S. 12'11" long £2.50. FORESTAY 12'9" long £2.50 each.

JIBSHEET CAMCLEATS with Alloy Jaws £4.60 pair. with Plastic Jaws £2.50 pair.

ELVSTROM SUPER MINI SELF BAILER £13.46 each. SUPER MEDIUM SELF BAILER £15.72 each.

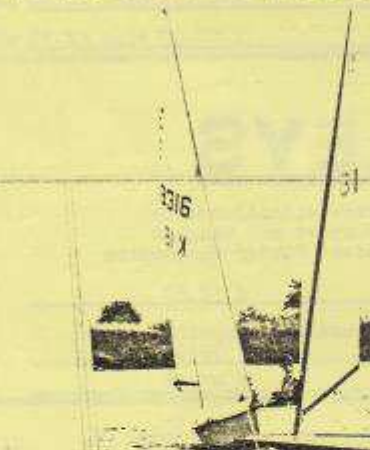
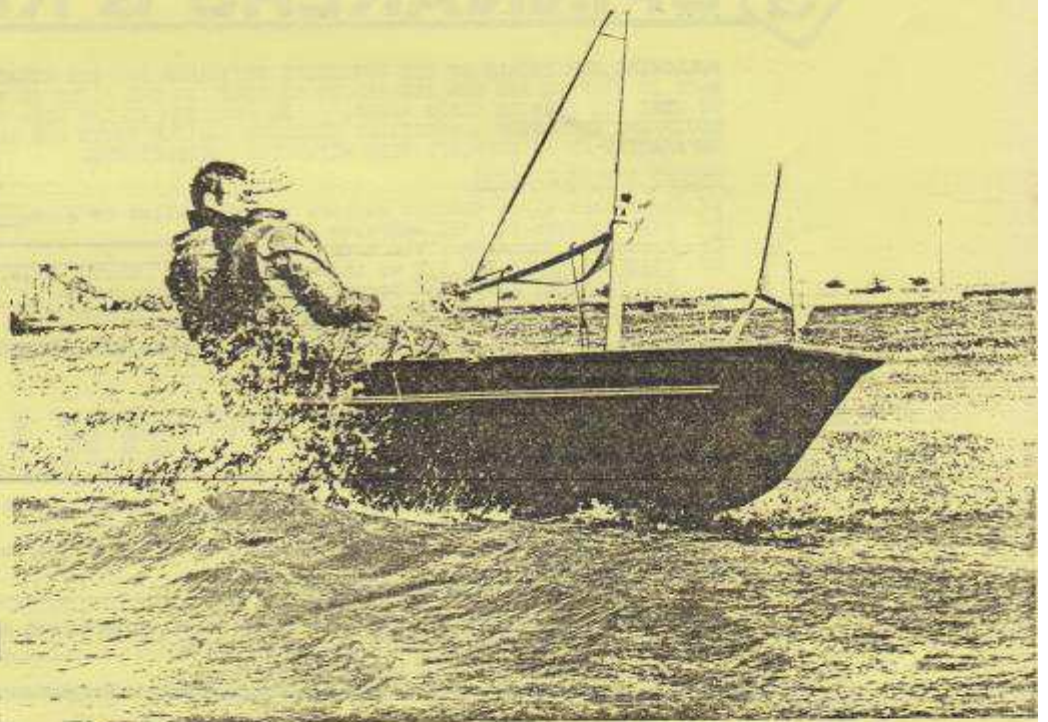
HOLT GOLDEN SELF BAILER £4.50 each. STAINLESS STEEL RUDDER FITTINGS per set £6.25.

NOTE:- All prices are correct at time of printing and include V.A.T. and Deliver Except where stated otherwise.

FOR FURTHER DETAILS OF THE ABOVE AND OTHER SAILING GEAR JUST SEND US A STAMP.



THE RACING SCENE - 1978.



MIRACLE SPINNAKER KIT ORDER FORM

KIT COMPRISES:

- 1 x Spinnaker – colours: red, yellow or light blue
- 1 x Spinnaker Chute and Sock
- 1 x Spinnaker Pole with Piston End Fittings
- 2 x Sheaves for Internal Halyard
- 2 x Alloy Reaching Hooks with Jambers
- 2 x Spinnaker Sheet Lead Blocks
- 2 x Sheet Cam Cleats with Fairleads
- 1 x Halyard Alloy Cam Cleat with Fairleads
- 1 x Halyard
- 1 x Spinnaker Boom Vang system

The kit includes all the screws together with full fitting instructions.

Price for everything listed above*

Spinnaker Kit	£52.00
VAT 12½%	£6.50
	<u>£58.50</u>

** Ex works, Bell Woodworking, 199 Narborough Road South, Leicester.
Carriage charge is £2.70 including VAT in U.K. Mainland.*

Please send _____ Spinnaker Kit(s) _____

Name (BLOCK LETTERS) _____

Address _____

Signature _____ Telephone No. _____

Miracle Boat No. _____

SPINNAKER KIT		CASH PRICE	VAT	TOTAL
SAIL COLOUR	RED <input type="checkbox"/>	£	£	£
	YELLOW <input type="checkbox"/>			
	LIGHT BLUE <input type="checkbox"/>			
Carriage				£
TOTAL				£

Please tick appropriate box

Please return with cheque to:
MIRROR GROUP NEWSPAPERS LTD., ACCOUNTS DEPT. (MIRACLE DINGHY),
P.O. BOX 644, 66-73 SHOE LANE, LONDON EC4P 4AB.



A SPINNAKER FOR THE MIRACLE

Good news for all Miracle owners. Now you can use a spinnaker with your boat. When you're racing or just fun sailing this is a great plus.

The Daily Mirror has produced a low-cost, high quality spinnaker kit which is easy to fit to your boat.

This sail is made in ripstop nylon in a choice of three colours, red, blue or yellow.

There is an underdeck spinnaker chute of high quality fibre glass.

And the pole and complete set of fittings are produced in high-impact plastic, alloy and stainless steel.

To get your Miracle spinnaker kit simply complete and post the order form overleaf.

