

# HALO



*NEWSLETTER OF THE MIRACLE ASSOCIATION*

## Halo Again

To start with I would like to thank all those who have contributed to this issue; the articles and letters are certainly interesting and varied, well done, I only hope you keep them coming.

Thanks also go to all those people who have sent in entries for the design competition. The results will be published in the next issue of Halo, after the Committee have deliberated.

Autumn is with us once again and open meetings for this year are at an end, so now is the time for all you inland water sailors to support your Fleet Captains and turn out for series racing.

Meanwhile, I expect the sea sailors will be laying up their boats or preparing them for next year, whilst there will probably be a few members who will actually be building their boats and thinking of events to be sailed next year.

Talking of events for next year, please inform the Committee as soon as possible of the dates. When these are to hand, the Committee can then ensure that Open Meeting dates do not clash and forthcoming events can then be publicised through Halo and a list can be sent to Yachts and Yachting for further publication.

Now is the time to look back over the year and send in a few lines to Halo about events which are now past. Whether it was your first launching of a new boat, your first Open Meeting, or an event which happened whilst on holiday, e.g., I could relate how the year before last, Mr. & Mrs. ED., found themselves dragging MM888 through the last ten feet of low tide ooze at Salcombe in the late afternoon, having got bored with sitting in said Miracle waiting for the tide to carry them all the way into the slip. Mrs. ED., was not impressed with my misreading of the tide!

## SPINNAKERS

Letter from Victor S. Shaw, Products Co-ordinator, Mirror Group Newspapers Ltd

Dear Miracle Owners,

I have asked for this message to be included as part of the Newsletter because this is the last Newsletter which will go out to all Miracle owners—in future, it will be sent only to members of the Miracle Class Association.

I wanted to express my thanks for the tremendous response we received to the letter I wrote regarding the adoption of a spinnaker and which was sent to all owners. Although it was sprung on you all rather suddenly and at the Christmas period when everybody's mind is occupied with a number of other urgent topics, we received in all a total of 712 voting papers.

I am sure you are eager to know the outcome of the poll

so, without further delay I will tell you that the votes For the adoption of a spinnaker numbered 636 and the votes Against numbered 76—you will see that this represents a majority of 89%. This result has been communicated to your Committee who will ratify it at the first possible opportunity for onward approval by the Copyright Holders. You will be kept in touch of developments through the pages of the Newsletter.

Apart from supplying the result of the poll, the purpose of this letter really is to thank you all for taking the trouble to send in your vote. A great number of you wrote comprehensive letters giving your views on the spinnaker and

other diverse subjects—so many letters came in fact that it is quite impossible to answer them all so I take this opportunity of saying that they have all been read not only by Peter Nunn, Secretary of the Association, but also by myself and a very interesting batch of letters I found them. Those of you who asked specific questions which require answering will certainly receive a reply from us but it may not be until after the Boat Show so may I ask you all to be a little patient.

Finally may I wish all Miracle owners a very happy, healthy and prosperous New Year and hope that we have a glorious summer this year so that you get the optimum use of your boat.

**VICTOR S. SHAW**

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**NATIONAL CHAMPS 22-27 JULY PLYMOUTH**

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# Race Reports

## Miracle Open Meeting at Iver (23.9.78)

A. W. Moss, Publicity Officer I.P.C.Y.C.

Saturday, the twenty third of September, came to life very calm and bright; almost like a mid July day, but never daunted the Helms and crews started to arrive and we finally started racing with a total of twelve boats.

First race saw boat No. 2448 first away but number 529 P. Sowden was first around the marker followed by 316 D. Beere, with 2448 close to his transom; but as they approached the second mark, No. 529 had pulled away by about fifty yards or more.

The rest of the fleet at this time were in line astern, it can be said at this stage that our number one buoy was definitely living up to it's usual standard of behaviour, and the breeze, (what there was of it) once again appeared to be murmuring around each boat from just about every point of the compass thus making many a helmsman utter a few nautical unrepeatables.

Now at this point of the race, there seemed to be a bit of a scrap by seven boats for fourth place, and it would appear that all seven seemed to be in fourth position, however, they all did a bit of changing of positions during the next few laps; then fourth lap saw a shortening of course, and after that last little tussle the first race resulted in P. Sowden number one across the finishing line, D. Beere following second, with J. Wilson of Redditch a close third.

After lunch our second race was under way at 13.30. Conditions seemed ideal and the wind veered slightly, which resulted in a change of course. However, once again a total of twelve miracles ventured across the start line, and this time we saw visitor No. 562 J. Wilson of Redditch first around the mark followed by 351 and 431.

At the end of the first lap boat No. 562 had pulled about 100 yards ahead of the rest of the fleet, and half way through the second lap was a leg ahead.

So after two laps the positions were, First No. 562, Second No. 529, Third No. 351, all these first three were well spaced, with the rest of the fleet seeming to have quite a close race. During the next two laps the positions did not change much, until before the end of lap four, when boat No. 316 D. Beere pushed his way through to finish in third position.

So, after some more "FUN" around our number one buoy, the final positions for the second race were, First No. 562, Second No. 316 and Third No. 529, there being a very close finish for second place.

Now to start the third race which started at 15.25. Still twelve boats on the water for this final battle. Same course, but wind increased a bit more to about force 3-4, and around the first mark we see D. Beere, No. 316, being very closely followed by R. White, No. 750, with number 2448 a close third. Hello what's happening out there in between No's 1 and 6 buoys, oh dear! a sudden gust has caught boat No. 475 (J. Mansfield) and is now in the unfortunate situation of capsizing, but never mind John's crew, Arthur, is only wet up to about his waist, and no doubt the speed he is bailing out will help to keep him warm, goodness, I've never seen a boat with the water so near the gunwhales.

There is no doubt that sudden gust was the start of a further slight increase in wind velocity, and is sending all craft along at a very nice pace indeed.

The end of the second lap No. 316 still in the lead, and still closely pursued by No. 750, but in third position we now see No. 529 IP. Sowden. Boat No. 475 is still in the race, and both helm and crew are exercising their arms well bailing out, but they certainly look more buoyant now.

After the third lap we still have an increased lead by No. 316, also No. 750 following second, but now No. 562, (J. Wilson) has just inched past No. 529 but he could not maintain the position, and so No. 529 had recovered his third place at the end of this lap, quite a little tussle there.

The end of the fourth lap still showed us D. Beere in No. 1 place, and once again No. 750 following second, also No. 529 is still keeping his third position, with 562 challenging very strongly.

The wind had stayed at it's increased strength for the rest of this race, which must have been quite exhilarating for both helms and crews alike, and the final analysis at the finish gave us the following placings.

1. D. Beere 316	Iver
2. P. Sowden 529	Iver
3. J. Wilson 562	Redditch
4. R. White 750	Iver
5. J. Swingewood 351	Iver
6. J. Mansfield 475	Iver
7. J. Vickery 2448	Sutton S.C.
8. K. Price 431	Iver
9. E. Moull 509	Iver
10. R. Weston 535	I.C.I.
11. R. Richardson 350	I.C.I.
12. A. Brown 888	Sutton Bingham S.C.

## Hoveringham Sailing Club Miracle Open Meeting

The first Miracle open meeting was held at Hoveringham Sailing Club, GIRTON, NEWARK, NOTTINGHAM, on Saturday 14th October, 1978 with 12 boats.

Conditions were, to say the least, difficult with light almost non-existent fluky winds. In the first race several boats chose to beat up the club house shore and quickly separated themselves from the body of the fleet. At the first mark it was Stan Lubner, current National Champion, Dave Smith, Ashley Boden, Jeremy Morrison and the Crew of Evening Cloud. At the end of the shortened course the places were: 1st Stan Lubner, 2nd Dave Smith, 3rd Jeremy Morrison.

The start of the second race was held with slightly more wind. At the first mark it was Stan Lubner, Ashley Boden, Peter Spawton and Phil Twining. The final order was 1st Stan Lubner, 2nd Phil Twining, 3rd Ashley Boden.

The third and final race was held in rapidly worsening conditions, and Mike Cox, race officer, wisely set a mini olympic course. Jeremy Morrison stormed, if the expression matched the gentle drifting match, away from the fleet and looked unbeatable at one stage. Phil Twining and Dave Smith extricated themselves from the fleet and set off in pursuit. The course was shortened to one triangle and Jeremy Morrison was becalmed on the line and a gleeful Dave Smith nipped over the line with Jeremy Morrison six inches behind, followed by Phil Twining. This result put Jeremy Morrison from second to third place.

The final results were as follows:—

- 1st with two first and a did not sail, Stan Lubner & Dena Lubner, North Lincs S.C.
- 2nd Dave and Mary Smith, North Lincs. S.C.
- 3rd Jeremy Morrison and Jonathan Ward, Hoveringham S.C.
- 4th Phil Twining and Richard Twining, North Lincs. S.C.
- 5th Ashley and Elizabeth Boden.

Hoveringham Sailing Club (Fleet No. 22) have now about 10 Miracle sailing members and there is keen competition in the Fleet. There is a strong tradition of family membership and new members are very welcome. The Club sails on a disused gravel pit of approximately 87 acres, situated near the village of Gorton 5 miles north of Newark on the A1133. The membership secretary is:— Miss P. Bishop, 6 George Road, Carlton, Nottingham.

Jeremy Morrison, 37 Radcliffe Gardens, Carlton, Nottingham.

## Miracle Puddleduck Championship 1978

In recognition of the fact that many Miracle Dinghies are sailed on small lakes, reservoirs, reclaimed gravel pits etc., the Miracle Association have inaugurated a new event with the intention that this should be held annually at a small lake or river venue with limited sailing water availability and B.G. Boat Gear presented a trophy to be awarded to the champion each year.

In this way the special skills required for sailing in this type of water with frequently fluky light weather conditions will be fully recognised and it is hoped that some of the sea sailors who tend to despise the small "puddle" type sailing will be encouraged to have a go and widen their sailing interests to this, what is considered by many, to be the "Fine Art" aspect of sailing racing dinghies.

In support of this view it is significant to note that many of the top level dinghy sailors both in the Miracle Class and in other classes spend most of their time on inland waters frequently on very small lakes and yet can still go on and master the conditions of sea sailing and win championship races at National and International Events. This would seem to indicate that experience gained on small lakes, with at one extreme light and fluky conditions and at the other extremely gusty conditions with very sudden changes of wind direction of up to 90° and more, makes a major contribution to the experience and skills required to become a top level dinghy sailor.

So much for the background to the Puddleduck Championship:—

Now on to the event for 1978 for which it was appropriate that the host club should be I.C.I. (Slough) Sailing Club where a small fleet of 10 Miracles regularly race as a class on a reclaimed gravel pit of something just under 30 acres in size. The day proved to be one of those super Summer-like October days with warm sunshine and light to moderate easterly breeze. This proved to be ideal for Taplow Lake as this wind direction gives good clear wind across all parts of the lake giving the race officer maximum flexibility for course setting.

The entry list on this occasion was a little disappointing from a quantity point of view with only 17 entries but the quality was extremely high and it was notable that some visitors had travelled many miles for the occasion with Chris Avill travelling almost 250 miles from North Lincs Sailing Club.

For the first race a very short starting line was set and a course set which introduced the first object lesson for those not accustomed to sailing on a small lake in that no less than 8 buoys had to be rounded on each lap of a 5 lap course making it most essential to take fully detailed notes of the course and for this purpose each competitor had been provided with a course card.

After a good deal of close quarters maneuvering when a number of boats were squeezed out on the short line the initial lead was taken by Jim Richardson in Rent-a-Mouth followed by Steve Fischer in Hot Dog, both of the home club, but the rest of the fleet were very close behind and throughout the race the leading position was taken over by no less than five different boats at one time or another including Steve Fischer, Peter Sowden in Tik Tak of I.P.C.Y.C., John Wilson in Asterix of Redditch S.C., and John Dacke in Blue Heaven of Maidenhead S.C. However, for the last lap John Dacke had pulled out clear ahead only to cross the finish line in a deathly silence as the race officers claimed that he had not sailed the course correctly but a subsequent protest did not uphold this view

and John Dacke was reinstated as winner of the first race followed by Peter Sowden and John Wilson.

For the second race John Wilson made the best of a slightly longer start line and after rounding the windward mark well ahead of Peter Sowden and Chris Avill he proceeded to widen the gap throughout the rest of the race to finish ahead of Gordon Jonas in Sweet Sixteen of I.C.I.S.S.C.

This now meant that any one of 5 helmsmen were in a potential overall winning position depending on the third and last race.

Again the battle of the start line proved to be a decisive factor in the third race in which Philip Gray of the host club sailing the original Prototype Miracle came out clear ahead rounding the windward mark ahead of a closely packed bunch and proceeded to open up a wider and wider gap in the lead proving that the Miracle is really a true One Design Class in which an older boat in substantially basic form can compete on equal terms in a highly competitive fleet. Whilst Philip Gray pretty clearly had this race in the bag, the overall championship result was being fought out some way behind where John Wilson was recovering from a poor start to work his way up through the fleet and challenging John Dacke and Peter Sowden who were both very much in contention for the overall honours. With a very high degree of concentration John Wilson played every wind shift to advantage and sought out the best wind to pull just ahead of his rivals and whilst he was unable to make any significant impression on Philip Gray, who proceeded to win by a large margin, the overall championship was secured by John Wilson making certain of second place in the race.

On overall results John Wilson proved to be a worthy Champion clear ahead of the next 5 helmsmen who were all within 1 point of each other.

Final results overall:

- 1st. John Wilson—Redditch Sailing Club—2½ points.
- 2nd. Peter Sowden—I.P.C. Yacht Club—5 points.
- 3rd. John Dacke—Maidenhead Sailing Club—5½ points.
- 4th. Philip Gray—I.C.I. (Slough) S.C.—5½ points.
- 5th. Gordon Jonas—I.C.I. (Slough) S.C.—6 points.
- 6th. Chris Avill—North Lincs. Sailing Club—8 points.

Report submitted by Bernard Gray, 58 Seeleys Road, Beaconsfield, Bucks.

#### Miracle Open at Redditch—21st October, 1978

Redditch Sailing Club's annual Open Meeting attracted 21 entries to Arrow Valley Lake this year. For those who do not know Redditch New Town, it has a road system that rivals 'Spaghetti Junction' in its complexity and this, together with the fact that many of these fine new highways are only half completed, makes it a most difficult venue to find. Stories of driving round clover leaf junctions for half an hour, negotiating the tee junctions at 30 miles per hour having just spotted the 'Miracle' signs and 'Safari Rallies' across open parkland were rife. Don't let this put you off for next year (19th May), we'll make sure the signs go further afield.

So on to the sailing—The first race was delayed by the almost total lack of wind which eventually filled in from the West to a force 1-2 allowing the OOD to start the race at 11.15 a.m. and the late arrivals which included Derek Beere to make the start line (but not the briefing of which more later).

Derek made a first class start with his crew

for the day, Stuart Wilson, and rounded the windward mark first closely followed by Peter Sowden and Andrew Sawyer in his brand new boat. John Wilson had a poor start having launched late after helping a late arrival. The order changed little during the race and on the line, Derek was first followed by Andrew Sawyer, Peter Sowden and John Wilson.

The course was reversed for the second race giving a better beat. Derek repeated his port end start but having infringed the 5 minute rule just before the start, he was disqualified. He continued sailing however hoping for leniency from OOD and crossed the line first. First place however went to Andrew Sawyer followed by John Wilson, Peter Sowden, Dennis Crowe and Alan Brown.

Derek's disqualification left the meeting wide open with Derek, Andrew and John possible winners. Derek again made a good start and rounded the windward mark first but was closely pursued by John and Andrew with Peter not far behind. John managed to pass Derek on the run and although Derek regained the lead on the same leg of the next lap, John opened up his lead on the following beat. Andrew also managed to pass Derek and stormed past John on the penultimate leg as he got trapped in the dirty wind of a back marker. His lead was not to last, however, and it was regained by John only yards from the line.

The final results were very close with Andrew winning on discard with John Second, Derek third and Peter Fourth.

Full marks to Derek for the sportsmanlike way in which he accepted his disqualification for what was rather a technical offence. He even presented his third place shield to his crew which I can confirm was greatly appreciated. Stuart keeps it on his bedside table where he can see it.

See you next year (19th May), we'll make sure you find your way!

John Wilson MM562

Results:

- 1st. 2345 A. Sawyer—Winsford Flash
- 2nd. 562 J. Wilson—Redditch
- 3rd. 316 D. Beere—I.P.C.Y.C.
- 4th. 529 P. Sowden—I.P.C.Y.C.
- 5th. 1669 D. Crowe—Redditch
- 6th. 431 K. Price—I.P.C.Y.C.
- 7th. 888 A. Brown—Sutton Bingham
- 8th. 63 G. Miller—Shropshire
- 9th. 750 R. White—I.P.C.Y.C.
- 10th. 1344 J. McD.Gibson—Redditch

#### Foreign Correspondence

David Cefai, 1 Saint Anne Street, Mellieha, Malta.

Dear Mr. Nunn,

I have only just realised that I should have written this letter a long time ago and am hastening to correct my oversight.

The Miracle Association of Malta, A.G.M., was held on the 8th February 1978 at the Nautical School, Floriana. Captain Terry Hughes informed the meeting that he preferred not to continue as Secretary of the Association but accepted a nomination to the committee. The following were then elected to the 1978 committee:—

- Capt. T. Hughes (Rear Commodore Ghadira Sailing Club)
- Mr. A. Cassar (Commodore Birzebbugia Sailing Club)
- Mr. A. Baldacchino (Rear Commodore Birzebbugia Sailing Club and Miracle Builder)
- Mr. J. Andrews (Member of the RAF Sailing Club)
- Mr. D. Cefai (Treasurer Ghadira Sailing Club)

As you will appreciate this gave the Association a good representation on the existing clubs which still continues although Mr. Cassar and myself have since resigned from the committee of our clubs. At the first Committee meeting following the General Meeting the undersigned was elected Secretary of the Association.

I would appreciate it if you could send me copies of HALO magazine following issue number 7, which is the last issue that we have received, and any other literature of interest to the Association.

The Miracle class is slowly increasing in number and there must be over eighty boats in Malta now. The number of measured boats has now reached twenty nine. Sixteen of these took part in the Miracle regatta at Ghadira on the 13th August and nineteen contested the National Championships.

Mr. Anthony Cassar is the reigning National Champion. This is a title that he richly deserves since he has sailed away with most of the Miracle first prizes this year.

The Malta Yachting Federation is holding the Helmsman of the Year competition on Miracle Dinghies this year. The class champions will race against each other for the above title.

Should you require any further information on the Association please do not hesitate to contact me. Once again I apologise for not writing to you earlier but I have only just realised that I should have.

Yours faithfully,

David Cefai.

#### North Western Correspondence

Bill Brown, MM1677, 2 Monksdale Avenue, Flixton, Manchester.

Dear Alan,

Some more grist for the water mill . . . . . only that is if it rains much more in Manchester I will be putting a mooring buoy in the company car park.

Miracles are booming at Leigh . . . it is now possible to launch from the changing rooms. Life jackets must be worn (in the toilets).

Alec Sinkinson's Miracle is numbered 19 . . number 18 is called "ARK" and is owned by Noah somebody or other.

If you think this is a load of old bullrashes, I'll just Mosey off.

"WHAT ULLSWATER BUT IS FULL OF HALOS".

#### HIDE NOT YOUR LIGHT

The dictionary definition of HALO is . . . . . noun. "A circle of light round a shining body."

The definition of MIRACLE is . . . . . noun. "A wonderful happening."

Now with all this going for us why do we not fully use what available free publicity we can to put Miracles on the map.

Why let the other sports and garden parties get free coverage in local papers. If you have a good boat like we have in the Miracle, it is selfish to keep it to yourself.

Let the media know. Give them facts and let them decide if it is worth space alongside the ducks at cricket or below par golf.

While attending the Nationals at Ullswater, I regularly listened to Radio Carlisle. Each day they reported on excavating what remained of a Roman Fort. It was very interesting together with the other announcements about village hall displays BUT NOT A MENTION OF SEVENTY MIRACLES RACING AT ULLSWATER.

To me this was an opportunity gone begging.

Lets make use of all the chances to increase that circle of light.

"Where have all the cream cakes gone?"

I stood with Ullswater lapping round my knees, cold, dishevelled and gasping for a drink. My young nine year son/crew had made a beeline for the toilets. The launching trolley was some twenty feet away as I held onto the boat and stretched my intelligence to devise a way to bring both of them together. Fortunately, an answer arrived in the shape of an Army Sergeant who had the boat and the trolley on the shore as quick as you can say "Thank You". I eased the Miracle into its berth and made my feet plod me in the direction of the clubhouse. The place was full. I stood in the doorway and luckily spotted my Wife and Daughter. There was a queue at the buffet bar and when my turn came there wasn't much left. Only a couple of battered cakes and a cup of tea. With these 'prizes' I jostled and zig-zag way across the room. I enjoyed what was left in the cup . . . . my thirst was such that anything would have tasted like wine. When my Wife saw me ruefully eyeing the crumbly cakes her face lit up. "What a pity you weren't here earlier", she said, "They had some cream cakes that were so nice we all had two each".

(Ed.) Thanks Bill for above correspondence.

## Launching singlehanded

Our family cut its sailing teeth on a Mirror, old 52,251, which was marvellous for camping holidays and for forays from the Cornish beaches. However, the family, unlike the Bournville children, did not stop growing and we looked about for a boat which might on occasion take the six of us and also provide more thrills for the now more ambitious elder children, and their father. After a series of long evenings in the Spring MM2185 emerged, the source of a good deal of amateur's boatbuilding pride.

The new Miracle has proved such a success that Father often cannot resist taking it out solo, though originally with more trepidation than he soloed in the Mirror. I have not tried taking off a surf beach yet but inland working from slipways I have not found launching and recovery too much of a problem. Two major factors in this have been the Pronto trailer I use and the Eversure Bearing savers which I fitted as an extra. The cushion cradle allows the boat to be slipped back off the trolley without too much strain while the latter means that for a brief while I can immerse the bearing under water, and thus overcome the problem of the relatively high position of the cradle fitting. Usually when launching I can slip the boat without actually putting the

bearings in the water. The other fittings which have been useful are jamming cleats on the jib fairleads and two open fairleads fitted each side of the jib forestay/deck fitting.

If the winds are light I rig the boat before launching, while in any other situation I rig the jib without hoisting it. I secure the painter, which is spliced to an eye on the foredeck, to the trailer handle with two round turns, having led it through one of the open fairleads. I choose the lead on the side I am going to tie the boat up. Then I take her down the slip, put the stern in the water, ease the painter on the handle and then lift the bow until the Miracle slides into the water off the cradle. Usually I keep hold of the painter! At this point I hope that gravity will not take the trailer away and tie the boat up by leading the painter through the jib fairleads and using the jamming cleats to tie off. The latter make adjustment very easy and slipping the mooring easier still.

At the end of the sail recovery is usually straightforward, not least because if you do not steer or move violently the Miracle maintains its way well. Having dropped the sails etc., and fetched the trailer I find that the best technique is to push the Miracle back out again in as straight a line as possible to the trailer. This I have in the water so that there is about three inches of water over the cradle, and achieve this by tilting the trailer if I need to do so. Then so long as the wind has not pushed the boat's stern askew, I pull the Miracle in sharply with the painter and hopefully it glides up over the centre of the cradle when another pull will bring it up on the rubber. By that time some judicious juggling will soon have her sitting where she ought to be, with a couple of turns round the trailer handle again.

The Pronto trailer with the boat on is very well balanced and I can negotiate most smooth slipways and if not, a little smooth talking, or yelling, is called for. The only remaining difficulty is derigging the mast, but here I have found that once unstayed and with the catch off it is possible to lift it and then walk clear of the boat before finding a fulcrum against which to walk it down. The key is to pretend it is a two stage ladder, even if it does not weigh as much!

Good launching, and recovery!

R. J. Costard MM2185

## New lightweight paddle works with one hand

ICI Press Office, Millbank, London SW1P 4QG

A new and extremely useful piece of

equipment for everyone who goes on the water—from dedicated dinghy racing men to those who just like messing about in boats—is a compact and ultra-lightweight paddle which is used with one hand only.

Invented by Ian Proctor who has been responsible for designing so many successful sailing dinghies (including the Wayfarer, Gull, Minisail and Topper), the 'Praddel' acts, in effect, as an extension to the arm.

It consists of a blade with apertures to provide an easy grip and it can be operated equally effectively with either hand. The blade is efficiently shaped to give excellent propulsion in light weather and the upper part rests comfortably on the arm to provide effective leverage and power.

The 'Praddel' is distributed by Channel Marine of Ramsgate and is also available from Dunhill Boats of Basingstoke. First supplies are reaching chandlers in the UK at the end of this month (July). It retails at just under £4 including VAT which makes it competitive with conventional paddles.

Made from 'Propathene', ICI's polypropylene, the 'Praddel' is moulded in a single piece by Rolinx Ltd. Overall dimensions are about 17 ins by 5½ ins (approximately 48.5 cm by 13.5 cm) and it weighs only 7½ oz (215 grams).

It is particularly useful for single-handers as it leaves the other hand free to steer by the tiller. (In fact, it was originally designed for the Topper into which it fits neatly alongside the centreboard casing.)

Additionally, its compactness and lightness in weight make it ideal for use with sailing dinghies where race rules require boats to carry a paddle.

More widely, it is a valuable piece of safety equipment which can conveniently be carried on virtually every type of small craft for emergency use. In addition to its use as a paddle, it is also an effective "whoosh" bailer.

'Propathene' is lighter than water so the 'Praddel' floats, it is made in "safety orange" for easy visibility. Furthermore it is strong and durable and requires no maintenance.

### Technical Note:

'Praddel' is a registered trademark. The design is copyright by Ian Proctor and a patent has been applied for.

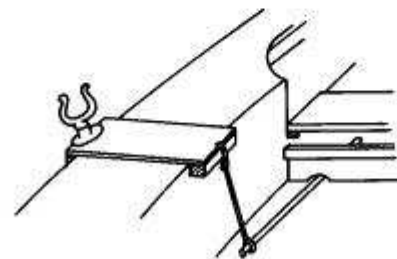
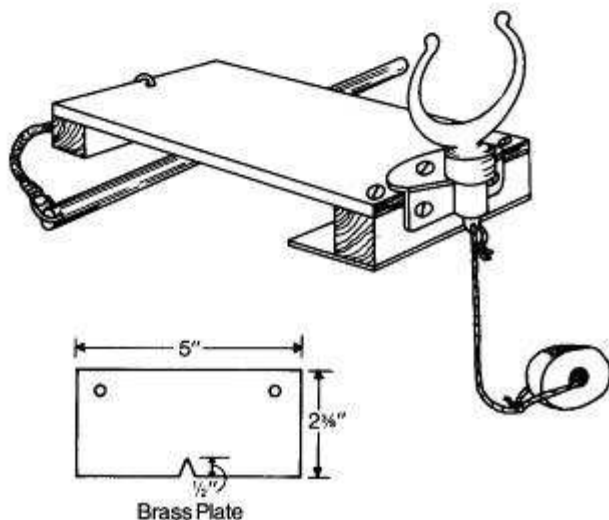
The 'Praddel' is injection moulded by Rolinx Ltd., of Manchester using 'Propathene' GW 601M/P4703 plus ultra-violet stabiliser from ICI.

John Davis

### Distributor:

Richard Webb, Channel Marine (Sales) Ltd., 424 Margate Road, Ramsgate, Kent. Thanet (0843) 585151.

## "CLIP ON" ROWLOCKS FOR THE MIRACLE - by Bob Hopwood



For each of the two attachments in addition to the rowlocks you will need the following -

- 3/8" marine plywood 16" x 5"
- Hardwood strip 5" x 1 1/4" x 1"
- Hardwood strip 5" x 1/2"
- Brass plate 14 or 16 gauge 5" x 2 3/4"
- A length of strong elastic cord about 6" long - the type with wire hooks at each end
- 1/8" of 3/4" diam. dowel rod
- A brass screw 1 1/4" x 8
- 2 brass bolts 2" x 1/4" with washers and nuts

# LETTERS

Dear Alan,

I would like to suggest that all *Miracle Fleet Captains*, and there must be over 20 now, be encouraged to write a newsletter for every edition of the *Halo*.

I am sure that the readers of the *Halo* would like to read all the information from other sailing clubs.

Best wishes,  
Colin J. H. Leigh,  
Sutton Bingham S.C., Yeovil.

Reply: I echo your sentiments, so, all Fleet Captains please note and we wait, fingers poised over the typewriter!—Ed.

Dear Sir,

I've got a grumble. Have you noticed the number of *Miracles* with missing and/or damaged numbers or insignia on sails? My boat is on its second set. When they start coming loose the only moderately successful adhesive I've found is "Dunlop Thixofix". Talking to other class boats using self adhesive sail numbers, I find the only ones free of trouble are those made from sail cloth, instead of the plastic sheet we are lumbered with, (and not cheap at that!).

Will Jack Holt and other sail makers come up with comments, and, hopefully some more permanent sail numbers?

Yours faithfully,  
R. F. Jessop, M909,  
34 Roseberry Avenue, Hampden Park,  
Eastbourne, Sussex.

Reply: I have discovered that washable dress lining, which is light and colourful, can be fixed to the sail with the combination of 'BONDAWEB' (obtainable from fabric shops) and a zig-zag stitch (I did mine by hand) to make suitable sail numbers.

Trace the number on to the BONDAWEB, iron this to the dress lining and cut out the shape. The number is ironed on to the sail and as steam is needed to attach the BONDAWEB, the use of a damp cloth and a medium hot iron prevents any damage to the sail. The BONDAWEB holds the number firmly in position and prevents fraying of the material while the sewing is done.—Jenny Kerswell, Ex. crew MM888. (Ed's. boat)

Dear Sir,

Issue No. 11 asks for story re. wives left on the beach. Here is one answer.

One does not give a lady's age in print, but will just say we have two grown up daughters, and the average Mum of her age looks forward to Womens' Guild meetings etc. I've sailed since 1940, from 8ft pram dinghy thro. cruising yachts, Thames spirit sailed barge, most dinghies, a Y.W. catamaran, to a single handed Shark V. trimaran. The latter design being years ahead of its time, but too hectic and demanding for a beginner. After a few odd sails in the cat., and a Vagabond dinghy, my Wife suddenly decided she would like to learn to sail, and as the Sovereign Sailing Club (I'm an old member) had a Senior R.Y.A. instructor who ran organised classes, what better way to start? The trimaran was sold, I built a *Miracle* 909, and the fun began. First year Elementary went off reasonably well, chief difficulty being how to tie the various knots, and the discovery that the wind would not blow steadily, or keep in one direction! The boat had an annoying habit of stopping, with sails flapping! Second and third year Intermediate was a real change, she could keep boat moving, used tiller extension and found out

what toe-straps were for, and can tack and gibe without getting hit on head with the boom. Of course during training I did not do crew's job, its far better to have someone else, but I can now be her crew with confidence, without biting my nails or nervous breakdowns!

You ladies on the beach, if you can't beat 'em, join 'em, sailing is good clean, sometimes wet, fun.

R. F. Jessop, M909,  
34 Roseberry Avenue, Hampden Park,  
Eastbourne, Sussex.

Dear Alan,

I would like to tell the story of our *Miracle* 425, *Tai Winds*.

When the *Daily Mirror* advertised the *Miracle*, my nephew and myself were interested and we sent for and got the kit. I would like to point out at this stage we knew absolutely nothing about Dinghy sailing, never even had a sail in one. When we started to build it our friends used to make fun of us, but going by the instruction book we finally got the job completed. The only thing that we had trouble with was fitting the cord to the rudder, but we got over that also.

The day came for launching and having arranged with a member of the Donaghadee S.C. to take us out we got our first sail in a dinghy. The rest of that year we kept practicing. We also became members of the club, and last year we started racing. As we were the only *Miracle* we are in the Handicap Class. This year having gained a bit of experience we have been sailing better and our best performance was when we got first over six other dinghies.

We have been out in some very rough weather and at time of writing we have not yet been over.

When we started to build the *Miracle* we had no thought of racing, but I would like to say that it was about the best thing we ever did for the enjoyment and pleasure we get out of the ordinary, and we would recommend anyone to build a *Miracle*.

Yours sincerely,  
A. M. Keown, 19 Mullaghglass Road,  
Lisburn, BT28 3SN, Northern Ireland.

Dear Alan,

I was wondering if you would be interested in publishing the enclosed cutting. It was from "The Sunday Times of Malta", dated the 17th September, 1978. Terry Hughes was the Secretary of the *Miracle* Association (Malta) and probably still is.

"Sunday September 10 saw the final of the Ghadira Sailing Clubs summer series racing.

The morning weather was blustery with boat's crews expecting a wet sail but the wind died quickly and the afternoon's racing was comparatively calm with helmsmen looking hard for every windshift.

Forty four dinghies participated in the Summer Series, the biggest Class being represented by the *Miracles* with sixteen dinghies followed by *Mirrors*, *Lasers*, *Streakers* and the *Olympic* 470.

The Old Spice Trophy awarded to the *Miracle* Class was won for the second year running by *Jaws*—T. Hughes, second *Fula*—J. Doublesin and third *Windcheater*—A. Lateo.

The Santa Maria Self Service Store Trophy awarded to the *Mirror* Class was won for the third time running by *Duda*—J. Camilleri, second *Cicra*—C. Grech and third *Orca*—E. Vella.

The Ripard Lagan & Ripard Trophy awarded to the *Laser* Class was won by *Lazy Bones*—J. Holland, second *Waslet*—D. Caruana and third *Feelings*—G. Bartoli, the *Ripolin* Trophy presented by *Galdes* &

*Mamo* and awarded to the Handicap Class was won by *Streaker Duda Nuda*—J. Camilleri, second 470 *Browned Off*—B. Phillipson and third 470 *Fully Automatic*—A. Cachia.

These Trophies will be presented to the respective winners at a prize giving supper this evening at 8 p.m. at the Tunny Net Restaurant Mellieha. The Ghadira Sailing Club's Autumn Series Racing commences on Sunday, October 1, at 10.30 a.m.

Colin J. H. Leigh, 3 Boons Orchard,  
Ruishton, Taunton, Somerset.

The Varne Boat Club Limited,  
The Greens,  
Littlestone-on-sea,  
Kent.  
11th October, 1978.

Dear Mr. Brown,

I am writing in the hope that you may print a few words in the next *Halo* Magazine concerning our growing number of "Miracles" so that we may obtain sufficient numbers for a Fleet.

We are a very friendly family club based at New Romney, Kent sailing in the sheltered inshore waters of Dungeness Bay. The fully equipped Clubhouse includes launching and washing-down facilities, showers, kitchen and comfortable lounge and bar areas. I do hope there may be some "Miracle" owners in the vicinity who would like to come along and join us and may we extend an even greater invitation to those new owners who will be building their own *Miracles* during the coming winter months.

Many thanks.

Yours sincerely,  
Peter J. Austin.

## FRANK'S GOODIES!

Delightful in White, just the job as an extra Christmas present, for the wife or girl friend (or both!). Sweat shirts in sizes as follows:—

SMALL	up to 34/35"
MEDIUM	up to 36/37"
LARGE	up to 38/39"
X LARGE	up to 40/41"

All at £4.50 each.

from FRANK WEBBER  
81 Fulmead Road,  
Reading, Berkshire.

## SPECIAL OFFER

FOR SALE *MIRACLE* No. 1041, Built 1976, White Hull, A.1. condition, plus road trailer with spare wheel. £420 ono "Sailing did not take to the owner". John Hough, 19 Studley Road, Wallasey, Merseyside, L45 6TN.

Telephone No. HOME 051 638 1058  
WORK 051 229 3289

## NEXT HALO

The next issue of *Halo* will be published and circulated in March 1979. All articles, reports and open meeting dates to be submitted by mid February 1979 to the Editor, Mr. Allan Brown, 73 St. Marys Crescent, Yeovil, Somerset.

# CLUB REPORTS

## Miracles in the North West

In its first year of Miracles at Leigh the fleet has rocketed to a mid-September total of 21 boats. Since then a further 2 Miracle owners have taken out membership forms. This really is rapid growth class.

It was hoped that the Northerners would be held at Leigh in '79 but circumstances will not allow this due to the number of Opens scheduled for the two clubs that share the water.

**Wigan S.C.** is the home of many of our Mirror friends and they are already on the way to a sizeable fleet of Miracles.

Some of the nicest Miracle sailors you could meet are based at **Coombs S.C.** on the East side of Greater Manchester. But watch out for **Winsford S.C.** as they now have the Miracle bit between their teeth and young Andrew Sawyer will soon be joined by many an experienced racing helm.

*Bill Brown MM1677*

## Scotman's Flash, Poolstock, Wigan

Wigan Sailing Club has the sole use of Scotman's Flash for dinghy sailing. The 'Flash' covers an area of approximately eighty acres and is a quiet, safe and ideal location for sailing activities.

The club was formed in 1969 but has only recently, during 1976/77, been able to establish a club house and compound. It is expected that during the 1978 season the club house will be fully serviced and fencing completed to provide a secure premises.

Meanwhile the facilities for changing, launching and refreshments are very satisfactory.

The following classes of dinghy are sailed at present:—

Enterprise, Express, G.P.14, Heron, Laser, Mermaid, Mini-sail, Mirror, Miracle, Pacer, Pioneer, Scorpion and Scafly.

There is a strong Mirror fleet (40 boats), Miracle and other classes are increasing in numbers.

Club racing is organised every Sunday from March to November and on Wednesday evenings from June to August.

Events open to other sailing clubs for Enterprise, Express, Laser, Mirror and Miracle dinghies are organised on various dates throughout the year.

Wigan Sailing Club is a very successful member of the North West Mirror League. There are Saturday afternoon events organised by various N.W. Sailing Clubs for Mirror dinghies only.

Fun Sailing Galas are staged at various times throughout the year and interest is shown in any idea to promote the sport of sailing.

**PLEASE COME TO VISIT US.**

Sailing Secretary—Mr. S. J. Fellowes, Wigan 82773. Membership Secretary—Mr. C. Addie, Appley Bridge 2784.

*J. Ferguson, 2 Calder Avenue,  
Hindley Green, Wigan WN2 4TR.*

## Fleet No. 22: Hoveringham S.C.

Mr. Peter Nunn has asked me to let you have some information about Hoveringham Sailing Club, which has now formed a fleet of Miracles.

We sail on 80 acres of old gravel workings

which have been attractively landscaped, and are situated at GIRTON in north Nottinghamshire about 10 miles north of Newark on the Gainsborough road. The club is some 10 years old and now has the normal facilities, water, toilets, showers, clubhouse, rescue-boat etc. There are around 120 members, mostly family members, and the emphasis is on friendliness and the common enjoyment of sailing. Although members can sail throughout the week, Sundays throughout the season are racing days, with three races, usually two class races and one handicap race. There are fleets of Mirrors, Enterprises and single-handed Bonitos, in addition to Miracles. Great interest is being shown in the Miracle and we are hoping for rapid expansion of the fleet. New members will be very welcome.

*G. A. Boden, Fleet Captain,  
The Limes, 3 Groby Road,  
Anstey, Leicester LE7 7FN.*

## Wilsonian S.C., Fleet No. 3

The Club has had a growing Miracle presence for four seasons now, starting with the first launching on 31st May 1975 and working up to 21 boats at the close this year. Sailing is on the tidal Medway from a delightful wooded spot on the Northern shore near the village of Hoo. There are 9 miles of superb sailing water downstream from the Club and racing takes place with 2 starts each Sunday from Easter until the end of October. No marks are laid as the river is plentifully studied with navigation buoys which can be used in varying sequences to give beats, runs and reaches. This makes for interesting courses which are made even more interesting by the 3 to 4 knot tide and the presence of ocean going commercial traffic! Miracles sail at present in a handicap fleet where they now dominate the other classes which are mainly Graduates and Solos. The club also sails G.P.14s, Enterprises, Mirrors and a growing Fireball fleet. The dinghy park has 240 occupied spaces and could perhaps take another 10 boats. The feature which has endeared the Miracle at the "Willies"—as the Club is known locally—is its ability to deal with rough tough wind and water conditions without displaying any of the vices suffered by other classes. Last year this led to frantic yardstick argument in the club as the 1977 season tended to produce blustery Sundays with calls for a re-rating to 119, would you believe. We compromised on 121 in the end. This year the gentler winds have left us sailing on 124 with the only complaints coming from the Miracle men. Next season we are looking for class racing.

*Sam Brooks, 58 Well Road, Otford,  
Nr. Sevenoaks, Kent.*

## Rutland S.C.

Many of you may have heard of Rutland Water, the largest reservoir in the U.K. and approximately the same size as Lake Windermere.

Although one doesn't require this amount of water to enjoy good racing in dinghies such as the Miracle it does ensure that there is always enough water for all. The recent Swift European Championships and Catamaran Open combined meeting had no effect on the usual club racing, cruising and potterers.

The Miracle fleet numbers twenty three out of a total of seven hundred boats, but so far we have had insufficient competitors to warrant our own start so that we have to race with the 'slow' handicap class.

Some may shudder at the thought of such a large Club but despite being so big and comparatively new, everything works well to the satisfaction of our novices and National Champions alike.

We would be very pleased to provide further information to prospective members or anyone who may be visiting us for any reason. Those interested should contact me.

*Fred Burgess, 29 Lonsdale Way,  
Oakham, Leicester. Tel: 4200.*

## Kingsmead Sailing Club

Kingsmead Sailing Club have now adopted the Miracle and any owner wishing to join should contact Mrs. Jeanne Cherril, 14 The Highlands, Rickmansworth, Hertfordshire. Telephone: Rickmansworth 75842. Further details of this club will appear in the next newsletter.

## Redditch Sailing Club, Fleet No. 15

Redditch Sailing Club have 21 Miracle owners racing regularly and anyone wishing for details on membership should contact Mr. J. Wilson, 151 Finstall Road, Bromsgrove, Worcester.

## Winsford Flash Sailing Club

Winsford Flash Sailing Club have been issued with Fleet Number 24.

## Mid Warwickshire Yacht Club

Mid Warwickshire Yacht Club have been issued with Fleet Number 25.

## PORTSMOUTH YARDSTICK

**THIS IS A SHORT  
NOTE TO ALL  
OWNERS  
CONFIRMING THAT  
THE PORTSMOUTH  
YARDSTICK  
NUMBER FOR 1979  
WILL BE 124.  
PLEASE ENSURE  
THAT ALL YOUR  
RACE OFFICIALS  
ARE AWARE THAT  
THIS IS THE PYS  
ISSUED BY THE  
ROYAL YACHTING  
ASSOCIATION.**

# ASSOCIATION OFFICIALS 1978/79

	Chairman:	Frank Webber, 81 Fulmead Road, Reading.			
	Tel:	Reading 595083			
Secretary:	Peter Nunn, PO Box 644, 66/73 Shoe Lane, London EC4P 4AB.	Treasurer:	Sam Brooks, 58 Well Road, Otford, Nr. Sevenoaks, Kent.	Chief Measurer:	Bryan Matthews, 51 Ernest Grove, Beckenham, Kent.
Tel:	01-822 3768	Tel:	Otford 3475	Tel:	01-650 4794
Editor:	Alan Brown, 73 St. Mary's Cres., Yeovil, Somerset.	Membership Secretary:	John Wilson, 151 Fininstall Road, Bromsgrove, Worcestershire.	General Committee:	Bob Fitzpatrick, 78a Maidstone Road, Rainham, Kent.
Tel:	Yeovil 28808	Tel:	Bromsgrove 76487	Tel:	Medway 363942
	General Committee:	Peter Skilton, 30 Woodlands Drive, Broughton, Brigg, S. Humberside.			

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## 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.

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## AREA CHAMPIONSHIPS & OPEN MEETINGS

19th May	Redditch Sailing Club	Open Meeting
3rd June	Wilsonian Sailing Club	Open Meeting
2nd & 3rd June	North Lincs. Sailing Club	Open Meeting
16th & 17th June	Newhaven & Seaford Sailing Club	Open Meeting
16th & 17th June	Sutton Bingham Sailing Club	South Western Area Championships
30th June & 1st July	South Shields Sailing Club	Northern Area Championships
7th & 8th July	Shropshire Sailing Club	Midland Area Championships
22nd-27th July	Royal Plymouth Corinthian Yacht Club	1979 NATIONAL CHAMPIONSHIPS
28th & 29th July	Sovereign Sailing Club	Southern Area Championships

If your club open meeting is not shown here then please write immediately to the Secretary, Peter Nunn, Miracle Association, Athene House, 66-73 Shoe Lane, London EC4P 4AB.

# CLUBS SAILING MIRACLES

CLUB	LOCATION	CLUB	LOCATION
Emsworth Sailing Club	Chichester Harbour	Canvey Island "TYC"	Canvey Island, Essex
IPC YC (Iver)	Iver, Bucks.	Chew Valley Lake Sailing Club	Chew Valley Lake, Chew Magna, Bristol
Portsmouth Sailing Club	Portsmouth, Hants.	Automotive Products Sailing Club	Southam, Warks.
Datchet Water Sailing Club	Queen Mother Reservoir, Datchet	Melton Mowbray Sailing Club	Wreake Valley Gravel Pits, Hobby Road, Asfordby, Melton Mowbray, Leics.
New Quay Yacht Club	Newquay, Cornwall		
Medway Yacht Club	Medway, Kent	Leigh Sailing Club	Pennington Flash, Lowton, Leigh, Lancs.
Wilsonian Sailing Club	Hoo, Kent	Blue Circle Sailing Club	Cliffe, Gravesend, Kent
Draycote Water Sailing Club	Kites Hardwick, Rugby, Warks	Tonbridge Town Sailing Club	Hayesden Lake, Lower Hayesden, Tonbridge, Kent
Clevedon Sailing Club	Clevedon, Avon		
Loch Ard Sailing Club	Kinlochard, Central Region, Scotland	Mudford Yacht Club	Christchurch Harbour
"Scaling Dam" Sailing Club	On the A171 Whitby to Guisborough Road	Royal Fowey Yacht Club	Cornwall
Swanage Sailing Club	Swanage Bay, Dorset	Royal Cinque Ports Yacht Club	Dover, Kent
Redoubt Sailing Club	West Hythe Lake, Kent	Ripon Sailing Club	Farnham Lake, Knaresborough, Yorks.
ICI (Slough) Sailing Club	Taplow Lake, Maidenhead, Berks	Denham Sailing Club	South Lagoon, Harefield, Uxbridge
Crawley Mariners Yacht Club	Crawley, Sussex	Frampton-on-Severn Sailing Club	River Towry Yacht Club
Langstone Sailing Club	Chichester/Langstone Harbour	Ferryside, Dyfed	Stokes Bay Sailing Club
Wigan Sailing Club	Foolstock, Wigan	Alverstoke, Gosport, Hants.	Seafarers Sailing Club
Worthing Yacht Club	Off Sea Place, Worthing, Sussex	Gosport, Hants.	Hillingdon Sailing Club
Sovereign Sailing Club	Eastbourne, Sussex	Frampton-on-Severn, Nr. Gloucester	Warsash Sailing Club
"Segas" Gillingham	Gillingham, Kent	Hamble River/Southampton Water	Clatworthy Sailing Club
Himley Hall Sailing Club	Dudley, West Midlands	Clatworthy Reservoir, Wellington, Somerset	
Huddersfield Sailing Club	Hade Edge, Holmfirth	Llandefydd Sailing Club	Nr. Pontypool, Gwent
Sutton Bingham	Sutton Bingham, Nr. Yeovil, Somerset	Slaughden Sailing Club	Aldeburgh, Suffolk
West Oxfordshire Sailing Club	Harcourt, Oxfordshire	Great Moor Sailing Club	Calvert, Bucks.
Spinnaker Yacht Club	Blashford, Nr. Ringwood, Hants.	Welwyn Garden City Scout and Guide Sailing Club	Stanborough Lake and Grafham Water occasionally
Brandy Hole Yacht Club	South Bank of River Crouch	Gurnard Sailing Club	The Solent, Gurnard
Redditch Sailing Club	Arrow Valley Lake, Redditch, Warks.	Thornbury Sailing Club	Odbury-upon-Severn, Thornbury, Bristol
Shropshire Sailing Club	Whitemere, Ellesmere, Shropshire	Hillingdon Sailing Base, Dewes Lane, Harefield, Middx.	
Dovestone Sailing Club	Dovestone Reservoir, Greenfield, Oldham	Riverside West, Littlehampton, Sussex	Arun Yacht Club
Brightlingsea Sailing Club	Mouth of River Colne, Essex	Nr. Falmouth, Cornwall	Restronguet Sailing Club
Stewartby Water Sports Club	Stewartby Lake, Stewartby, Beds.	Liskeard, Cornwall	Sibbyback Recreation Centre
Delph Sailing Club	Delph Reservoir, Egerton, Bolton	Ardleigh Reservoir, Ardleigh, Colchester, Essex	Ardleigh Sailing Club
Arden Boating Club	Defford, Warks.	Snettisham Beach Sailing Club	
Brett Marine Sailing Club	Lydd, Kent		
Crosby Sailing Club	Crosby Marina, Marine Park, Waterloo		
Newhaven & Seaford Sailing Club	The Buckle, Seaford and Piddinghoe Lake, Newhaven	Littleton Sailing Club	North West Norfolk Coast between Kings Lynn and Hunstanton
Weaver Sailing Club	River Weaver, Frodsham	Park Yacht Club	Littleton Lake, Shepperton, Middx.
Locks Sailing Club	Portsmouth, Hants	Wakefield & District Sailing Club	River Trent, Nottingham
Hoveringham Sailing Club	Girton Lake, North of Newark on B1133	Aldridge Sailing Club	Green Withens Reservoir, Ripponden, Yorks.
South Shields Sailing Club	Tyne Estuary		The Swag, Stubbers Green, Aldridge, West Midlands
Royal Harwich Yacht Club	River Orwell Estuary	Pagham Yacht Club	1 West Front Road, Pagham, Bognor Regis
Southport Sailing Club	Marine Lake, Southport	Benfleet Yacht Club	Benfleet Creek, Thames Estuary
Thamesmead Sailing Club	Southmere Lake, Abbeywood, London, SE2	Trearddur Bay Sailing Club	Trearddur Bay, Anglesey
North Lincolnshire Sailing Club	Barrow Mere, Barton-on-Humber, South Humberside	Leeds Sailing Club	Thruscross Reservoir, Summerbridge, Harrogate, North Yorks.
Oxford Sailing Club	Farmoor Reservoir, Farmoor, Oxford	Mid-Warwickshire Yacht Club	Wilos Reservoir, Leamington Spa
Hythe & Saltwood Sailing Club	Hythe, Kent	Avon Sailing Club	Instow, Nr. Bideford, Devon
Marconi Sailing Club	River Blackwater, Stansgate, Essex	North Devon Yacht Club	Combs Reservoir, Chapel-en-le-Frith, Derbyshire
Reading Sailing Club	Sonning Eye, Reading, Berks.	Combs Sailing Club	
Derwent Reservoir Sailing Club	Blanchland, Northumberland	Church Wille Sports Club	Draycott, Derbyshire
Selset Sailing Club	Middleton-in-Teesdale, Co. Durham	Avon Sailing Club	Tewkesbury, Gloucester
Hertford County Yacht Club	Stanslead Abbots, Nr. Ware, Herts.	North Herts. & East Beds. Sailing Club	Blue Lagoon, Arlesey, Beds.
Beaver Sailing Club	West Cowick, Thorne, Nr. Doncaster	Covenham Water Sports Association	Louth, Lincs.
White Rose Sailing Association	Ripon, Yorks.	Weir Wood Sailing Club	East Grinstead, Sussex
		Rotherham Sailing Club	Harthill Reservoir, South Yorks.

If your Club does not appear in the above list, please let me know. Until now I did not realise that Miracles were sailed in so many places, so, Fleet Captains, why haven't I heard from you?!?! Ed.

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