



IF YOU CAN 'T BEAT 'EM JOIN 'EM!

EDITOR

I had just received a thorough trouncing on the water by Eric Kay, our Miracle Fleet Captain, at the Sovereign Sailing Club, Eastbourne, when he approached me to become the Newsletter Editor. At that moment, I had just stepped out of a Miracle for only the fifth or sixth time.

I was first bitten by the sailing bug a good ten years ago after some exploits in a Mirror 10 accompanied by my father or my brother. A little experience gained in this way prepared me for crewing jobs in other classes with a very mixed bunch of helms. Before long, I had become a keen racing enthusiast and a pot hunter at my own Sailing Club. In recent years, I have been sailing trapeze boats, mostly as crew, but secretly as an aspiring helm. I crewed a family friend at this year's Miracle Nationals and found out the hard way, in a Force 7, that my preconceptions of Miracles were wrong. Like so many sailors of the bigger dinghies I had acquired a certain cockiness. I thought that I was stepping down a peg to crew a Miracle and that I wouldn't be stretched to handle what appeared to be a fragile, little craft.

But ... my stomach muscles have never groaned so much in rebellion, as they did that Thursday and Friday. It was like 'The Rack' for them. My aching arms, an inch longer than before, were in complete sympathy with the rest of me. Despite the agony, the exhilarating performance of the Miracle had won a new admirer.

My father has just purchased a Miracle kit, so here's hoping that in 1978, myself, my Miracle-sailing brother, Nick, and the rest of the family may sally-forth successfully in our new, home built craft.

Elaine Ireland (Miracle Newsletter Editor)

LUBNER-WILSON DUEL AT REDDITCH

Boats from as far away as Iver in Buckinghamshire and Humberside made up a 17-strong fleet, at Redditch Sailing Club's Miracle Open Meeting on 29th October. All races were sailed in a Force 2-3 wind. In the first, a wind shift just before the start, turned the first leg into a close fetch, with the fleet bunched at the starboard end of the heavily biased line. Stan Lubner crossed the start line first and, with few place changes, kept the lead, rarely being challenged by Ken Price, who was second. The next race was sailed around an altered course with a good windward leg, producing good racing. Lubner was over at the start, lost a little ground in returning and was sixth at the windward buoy behind Ken Price, Graham Miller, Stephen Astley-Jones, John Wilson and Peter White. John Wilson, from the Home Club, worked his way to the front of the fleet, finishing first. Stan Lubner, closing fast, finished second and Ken Price third. The final race saw Lubner away into the lead, Wilson and Miller in hot pursuit. Lubner covered them closely but was unable to stop Wilson stealing first place and overall victory.

BOB CAGE

WRITES

Bob Cage, only 18, is a young, but worthy National Champion. He has a number of years sailing experience behind him, so all of you lend an ear! You might learn something.

The Miracle is a one design class and as such, has stringent measurement rules. However, it does not follow automatically, that all certified boats are identical in every possible way. A little extra thought and care in the finish of your boat can make all the difference to its speed. Tuning is important.

Bob lists a few of the things to bear in mind:

1. Minimum hull weight is advantageous, provided it is not cancelled out by excessive crew weight.
2. The leading edges of both rudder and centreboard should be rounded off, and the trailing edges tapered.
3. The rudder should be minimum width to present a favourable aspect ratio to the water.
4. The leading tip of the rudder should be set directly under the hinge-line, to make the steering more responsive.
5. When going down a fast reach on the sea, does your rudder ever feel locked? This is due to air being sucked down the leading edge. To cure, flatten out the elliptical leading edge of the rudder where it cuts the surface of the water.

Their mainsails were flattened when sheeted off centre. The resultant slot gave rise to more speed, but the boats would not point as high as those of the inland sailors, with slack rigging, full mains and tight leeches.

In light winds the slack rigging wiped the floor, but if I knew why, I wouldn't have been so far down the fleet in these races.

Aiming to keep the twist in the mainsail the same in all wind strengths, I use no kicker tension in light winds, adding tension as the wind strengthens. If you sail free with the boat upright, you can surf upwind in a Force 4+.

Finally, a well-tuned boat leads to confidence. Whether it actually improves your boat-speed is immaterial. If you think its helping you, that's what counts.

NAT. CHAMPS. 1977

At the 1977 Nationals, there were two schools of thought on rig tune:

The coastal club helms, used to sea sailing, positioned their jib fairleads well aft.

MALTA REPORT:

SPINNAKER PLEA

Miracles are popular in Malta. Since the first one arrived two years ago, sixty-four others have followed in its wake.

This year two Miracle Open Meetings were staged, and on each occasion there were twenty-one competitors. The interest shown by helmsmen from other classes is encouraging. They have been joining the Association to race in these events.

Unfortunately, at this year's National Dinghy Championships, organised by the Malta Yachting Federation, only fifteen Miracles were able to compete, because only seventeen dinghies had been measured and certified. New information on measurement should mean that this situation is rectified for next year's Championships.

Generally, our fellow helmsmen in Malta are not pleased with the Miracle Handicap. They are complaining that 'Little Brother', alias the Mirror 10, is surfing past them, flaunting brightly coloured spinnies. Not only do our fellows feel acutely embarrassed, but they are green with envy.

To emphasise this point, Class Secretary, Terry Hughes, produced the results of an Offshore Handicap Race, in which, first and second places went to Raiders, third, fourth and fifth places went to Mirror 10's, and the first Miracle was thirteenth.

I would like to end this report by wishing those in Malta, the very best for the coming season.



**58, Seeleys Road,
Beaconsfield,
Bucks.**

Tel.2689

WHERE MIRACLES COME FIRST

WHERE MIRACLES COME FIRST

WHERE MIRACLES COME FIRST

WHERE MIRACLES COME FIRST

BOAT COVERS

Superior quality covers made by craftsmen in standard weight materials or in extra heavy weight Canvas or P.V.C./Nylon. Fitted with draw cord and toggles plus triangle tabs with eyes for under hull lashings.

	<u>Mast & Boom-up Cover</u>	<u>Mast up Flat Cover</u>	<u>Plain Flat Towing Cover</u>
10oz. P.V.C./Nylon (Blue)	£22.68	£19.87	£18.87
16 oz. P.V.C./Nylon (Blue)	£28.08	£24.62	£23.62
12oz. Rotproofed Canvas	£27.44	£25.37	£24.18
14oz. Rotproofed Canvas	£32.08	£29.70	£28.51
Carriage charge for all covers £1.50 each.			

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

MIRACLE LAUNCHING TROLLEY Galvanised Steel with Padded Adjustable Supports
Price with 275mm solid cushion tyres - - - £28.50
with 350mm pneumatic tyres - - - £34.00

KICKING STRAP KIT With Rope, Jambing Block and Single Block to give 3 to 1 ratio Mechanical Advantage - - - £ 3.15

MAINSAIL OUTHAUL KIT With Rope, Alloy Track to fit round boom, Slide and End Block plus Clamcleat and all screws - - - £ 3.90

SHROUD ADJUSTERS To provide for adjustment of Mast Rake - - - £ 1.80pair
(Note: Shrouds Must be 12' 11" long if adjusters fitted.)

SHROUDS In 2.5 mm. Stainless Steel 12' 11" long - - - £2.00 each

FORESTAY In 2.5 mm. Stainless Steel 12' 8" long - - - £2.00 each

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

SELF BAILERS Elvstrom Super Mini in Stainless Steel - - - £9.50 each
Elvstrom Super Medium in Stainless Steel - - - £11.50 each
(Both Elvstrom Bailers have Non-return flap).

Holt Golden Bailer in plastic with S.S. guard - - - £ 4.10 each

SAILS Top quality Racing Sails at competitive terms by
HOLT **** BRUCE BANKS **** DOLPHIN

SAILS For Special Prices - See Next Page.
Unbiased Advice and personal service to ensure satisfaction.

Note:- All prices are correct at time of printing but are subject to changes in prices from our suppliers.

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

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

B.G. BOAT GEAR
58, Seeleys Road,
BEACONSFIELD, Bucks. Tel: 049 46 2689

STOP PRESS

Stainless Steel Rudder Fittings. Complete Set inc. Screws & Postage. £ 6.00 per set.

HELPFUL HINTS FOR SOLENT SAILORS

Many Miracle owners will want to trail their boats to the coast for a change of scene, and the Solent is an ideal area for small boat sailing. However, before actually launching, it may be helpful to consider a few general points:

Have you ever set out for a day on the coast, only to find when you got there, that the tide is out and you have an impassable stretch of mud between you and the edge of the water? Remember! Time and Tide wait for no man.

Many National newspapers give the time of high water at Dover or at London Bridge. From this you can find the time of high water anywhere, if you know the tidal differences. The differences from high water Dover (hours) are:

London Bridge	+2 $\frac{3}{4}$
Southampton and Calshot	- $\frac{1}{4}$, & +1 $\frac{1}{2}$
Portsmouth, Spithead, Cowes and Chichester Harbour	+ $\frac{1}{4}$

If you want to plan ahead, the tide is roughly $\frac{3}{4}$ hour later each day. You can buy local tide tables, or even more useful is the RNLI Coastal Calendar, giving the differences for nearly 150 places around the coast.

Contrary to popular belief, Southampton doesn't really have four tides each day. There is the usual cycle of high water with low water just over 6 hours later, but within this, there is a second high about 1 $\frac{1}{2}$ hours after the first with little movement between the two highs. This means that Southampton Water has about 2hrs of slack water, 4 hrs of ebb and 6 hrs of flood.

The West Solent also has a stand of about 1 $\frac{1}{2}$ hrs from first high water, but the tidal stream is not slack over this period. From Calshot and Cowes westward to Hurst, the tide turns to the West about 1 $\frac{1}{2}$ hrs before HW and reaches its max. speed, up to 4 knots, about 3 hrs after HW. It turns eastward about 1 $\frac{1}{2}$ hrs. before Low Water.

In the East Solent, the tide turns at about the same time, but its speed is less, only up to 2 knots. These Max. speeds are reached with Spring Tides (mid-day HW). Neap Tides (Morning and Evening)HW run at little more than half these speeds. You cannot beat against a 3-4 knot tide, so plan accordingly.

Beware of Hurst Narrows, the tide reaches 5 knots here, and the sea can be very rough. It is advisable to keep fairly well clear of Stone Point at half tide, during Spring tides as well. You can get a fair way with little wind, if you go out with the tide and come back when it turns.

Remember Sea Breezes. On a sunny day a light, northerly wind will often die out by late morning, turn to light, southerly around mid-day, then drop again by sunset. Likewise a moderate, south wind on a sunny day, can become fresh, or strong in the afternoon.

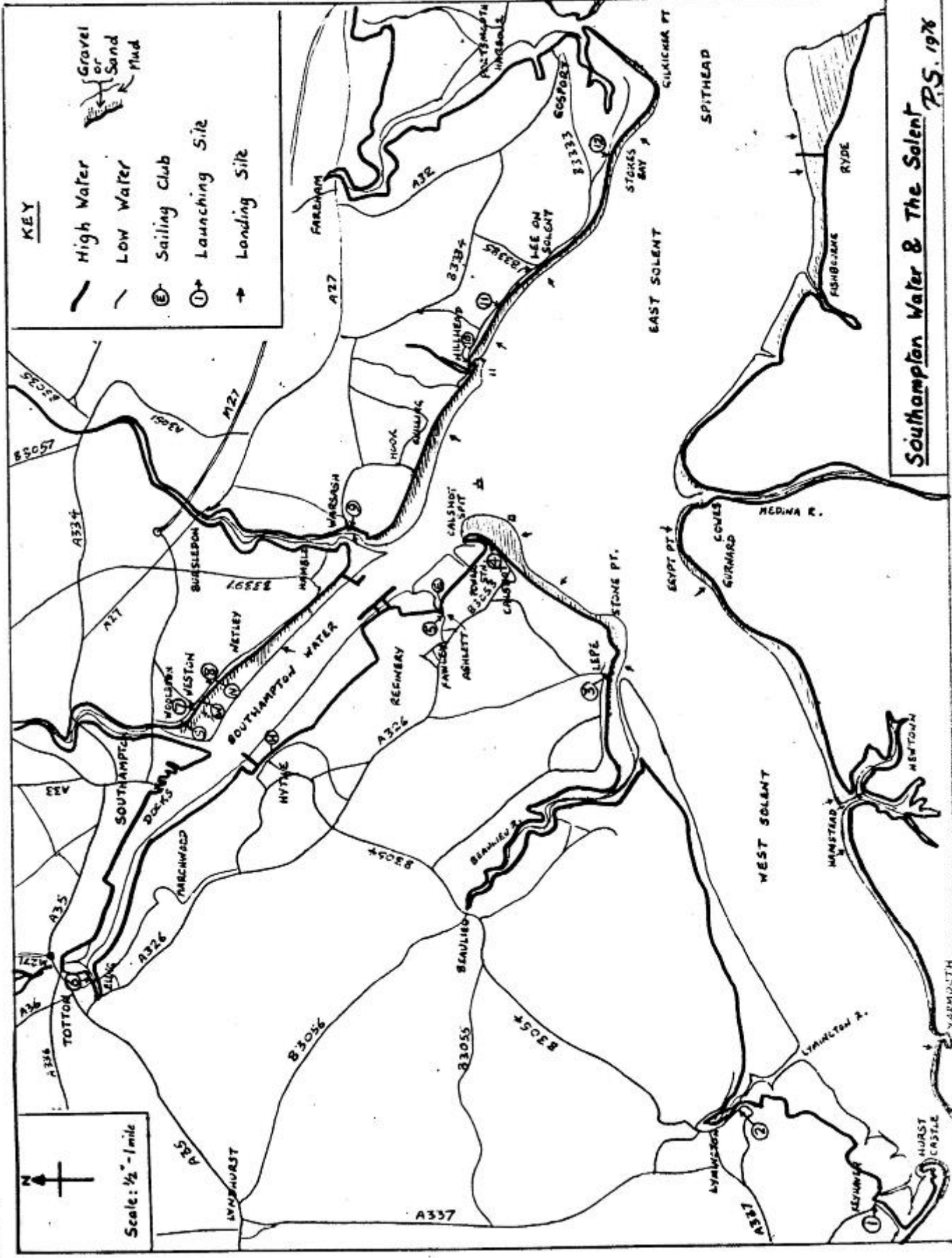
Sheltered by the Isle of Wight, we don't get big rollers and have fewer problems launching against the wind, than they do on exposed beaches.

The Solent is a busy commercial waterway. Tankers and container ships move slowly, but cannot alter course to avoid small sailboats. Cross channel ferries are just as obstinate. Ferries to the island and hovercraft, should also be avoided - they are the 'Big Noise' around here. Shipping keeps to the main channels, clearly marked by navigation buoys: red or red/white to port and black or black/white to starboard, when proceeding with the main flood tide.

The best launching sites are shown on the map. To follow the guide below, note that the figures in brackets show time in hours, before and after first High Water, when you can get on and off easily.

1. Keyhaven. Hard at head of creek crowded at weekends.
2. Lymington. Slipway by harbour master's office. (fee) Crowded at weekends. (2b-4a) muddy near to LW.
3. Lepe. Car park at beach. (1b-2 $\frac{1}{2}$ a)
4. Calshot. Car park and slip $\frac{1}{4}$ mile on right after Activities Centre.

CONTD ON PAGE 5



KEY

- High Water
- Low Water
- ⊕ Sailing Club
- ⊙ Launching Site
- Landing Site
- Gravel or Sand
- Mud



Scale: 1/2" = 1 mile

Southampton Water & The Solent P.S. 1978

LAUNCHING SITES CONTD.

Calshot contd.

Car park and slip $\frac{1}{4}$ mile on right. Sand and gravel. (Hard enough to get to water even at low water springs. Just enough water to float at end of slips at LW neaps. (3b-4a easy) Sheltered launching on North side of spit, but it is shallow.

5. Ashlett. Turn left off A326 to Fawley, then Left down Ashlett Lane.
Hard Quay at head of creek. (1b-3a)
6. Eling. From Totton Road under A35 south to Eling.
Hard on North side of creek. (1b-3a)
7. Weston Shore. Road along shore from Woolston to Weston.
Gravel beach. (2b-3a)
8. Netley. End of BenchR Road from village, or turn right off Shore Road from West on (2b-3a)
9. Warsash. Hard opposite Rising Sun Inn (2b-3a) crowded weekends.
10. Hillhead. Hard in small harbour (2b-3a) or off beach east or west of this.
Beach fairly hard to LW, but a long haul (easy 2b-3a)
11. Lee on Solent. Several points off beach. Easiest near old pier site. crowded weekends. Fairly hard to LW
12. Stokes Bay. Off beach beside shore road. Fairly hard to almost LW.
(easy 2b-3a)

CAN YOUR CLUB STAGE A MIRACLE OPEN MEETING? If you have the time and the inclination please come forward. We have received word from several clubs, who intend to hold an Open Meeting during either June, or July. These months are now fully booked, but the week-ends from the beginning of August are sadly empty. Below are some dates for your diary that have already been confirmed. Please support your fellows.

SUTTON BINGHAM

OPEN MEETINGS

JUNE 17th & 18th 1978 1 Practice Race and 3 points races.

Accommodation may be arranged if required.

CONTACT: ALAN BROWN 73, St. Mary's Crescent, Yeovil, Somerset. BA21 5RR

LEIGH?-ON-SEA SC.

JULY 7th & 8th 1978. 4 races. 3 to count.

There will be a social function on Saturday evening.

CONTACT: COLIN WALKER Leigh-On-Sea sc, The Old Town, Leigh-On-Sea, Essex.

NEWHAVEN & SEAFORD SC.

JUNE 18th 1978 3 races.

CONTACT: PAUL SHEARMAN 6, Friston Close, Seaford, Sussex.

REDDITCH SC.

OCTOBER 7th 1978.

CONTACT: J.G. WILSON 151, Finstal Road, Bromsgrove, Worcester.

DREAMBOAT

BY

S DS HONITON

For many years the idea that 'one day' I would get around to trying sailing, had been firmly fixed in my mind. Many of you, dear readers, will have had the same thoughts. I refer to those visions of idealic days adrift on a clear blue, Summer sea, and of sharing your sail with friends, over a few pints, at the end of the day, as in your mind's eye, you picture your bikini-clad crew...Mmmm...

However, prior claims on meagre resources, coupled with pay restraint reorganisation, and the fact that the family have grown accustomed to eating regularly, prevented much action of a positive nature.

Last Summer the long spell of sunshine finally tipped the scales. During yet another of those idle conversations with my long-suffering spouse, she pointed out most clearly that we could not sail a boat which was still in my head.

A couple of days later, in conversation with a friend, I mentioned the subject. We sunk a few pints and then decided to investigate the alternatives and costs involved. We drew up a list of requirements that our craft would have to meet:

1. Big enough for a family of four.
2. Able to withstand sail and take a motor.
3. Readily towed on a trailer.
4. Easily launched from a beach.
5. Seaworthy.
6. Simple to handle at sea.
7. Light to handle ashore.
8. Inexpensive.

To find out which boats satisfied these requirements, we contacted various Class organisations and manufacturers, then sat down to examine the pile of literature, we had collected. It was agreed that a Miracle kit was the best we could get at the price we could afford.

Considerable saving could be made, by building the boat ourselves from a kit. As we learnt boat construction, we also found out what all the parts were called and could appreciate which bits of the boat would stand up to rough treatment, and which, would not.

Two weeks later, the boat kit arrived. A box of parts, 8' long and 2' 6" wide, a bundle 20' long, containing spars, etc and two containers for the resin made up all that was necessary to build a complete dinghy.

My friend, Elky, cleared out a temporarily vacant outhouse, leaving a clear floor space of 14' x 8'. After carefully checking that the completed boat would go through the door, we set about building the 13' x 5' hull in that area.

The process of construction was almost child's play, but was an interesting hobby during the Winter. We took three months to build the boat, putting in ten hours each weekend, and a few odd evenings. We gained a little knowledge and a great deal of satisfaction.

I spoke to an old friend, by trade an engineer, about trailers, who promptly took me to an old scrap yard. The suspension units, hubs and wheels from a BMC Mini make an excellent basis for a road trailer. A weekend or two later, we were ready to take the Miracle to the sea.

When the day came to launch, I felt it appropriate to invite a certain notable person to perform the honours. Sadly, she had to stay at home that day and clean her crown. So we simply lifted the boat off the trailer and dumped her in the water....

GROWING FLEETS

Fifteen Miracles sail at Rutland SC, It's hoped to get a registered fleet and fleet racing in '78. With a stretch of inland water, the size of Lake Windermere, patrolled by 7 rescue craft, there is enough room for 3 Olympic-sized courses, and the potterer. Four slipways make for easy launching.

Rutland SC has 1,000 members and is situated on the South-East bank of Rutland Water.

Excellent facilities feature a large viewing deck for spectators, two lecture rooms, a race control tower, a bar, a dance floor, and dining rooms for social functions. Around the clubhouse there is parking space for 400 dinghys, a camp-site, car parks and a play area for children.

For information on membership, contact Mr. F. Phillips, Club House, Gibbet Lane, Edith Weston Oakham, Rutland, Leicesters. LE15 8HJ.

SUTTON BINGHAM SC, 3 miles outside Yeovil, now boasts ten Miracles, and two potential members for next season.

Up until now, the Miracles have raced in the handicap fleet, against Lasers, Solos, 420's and Enterprises. However, at the Annual Trophy Meeting, this year, a fleet of five Miracles turned out, and had their own class racing. A good showing for the last series meant that the Miracles now qualify for their own series, starting Dec 4th.

An Open Meeting is to be held on the 17th & 18th June 1978. More Miracle sailors are welcomed at the Club.

NEW MEMBERS ARE WELCOME AT ESSO SC, a small and friendly club at Ashlett creek, on the west side of Southampton Water. Anyone can join, not just Esso employees.

The creek gives sheltered water for launching and for novice sailing. For more experienced sailors, the Solent is only a mile away.

Wife and kids? - Bring the family along. If you are interested, please contact Peter Sutton at 9, Fairview Drive, Hythe, Southampton. SO4 5SX
N.B. ESSO SC hope to register a fleet of Miracles next season.

SINGLE-HANDED SAILORS will you rescue another of your number, as yet uninitiated with the skill of rigging, launching and sailing alone?

Mr. G.S. Bowring, of Cheddle, Cheshire, writes: 'Have any Miracle sailors experience in the single-handed operation of a Miracle from dinghy park to afloat and under sail?'

If you have and you are a Good Samaritan write in to Halo and we will put you in touch.

KEVIN, 14 IS KING

KEVIN LEE, aged 14, won the Sovereign Sailing Club Miracle Class trophy for 1977. Kevin who sails in 'Jaws' (N 271) with his father, Ken, edged ahead of eight other Miracle helms to win.

The Class event at Sovereign consisted of a series of 16 races, 15 of which were sailed with 11 to count.

Eric Kay, crewed by Nick Ireland, who came 3rd in this years Nationals, won 6 out of the 8 races he competed in, but his score was bloated by excess points for not starting several races.

Young Kevin Lee in his first full season at the helm, and the only junior helm in the fleet of nine, won 2 out of the 9 races he completed. His consistent sailing in all weathers won him the title he deserved, being the fastest-improving helm of the fleet, always coming close to Eric Kay, until a final race victory late in the season.

For 1978 the Sovereign Club Miracle trophy is an open field. Many of the Sovereign Miracle helms, notably John Putland (N 756) are improving all the time and with several more Miracle owners joining the fleet the trophy will be a closely contested event.

Sovereign Sailing Club, host to the 1978 Miracle Southernns, with its growing Miracle fleet, will offer visitors some tight, exciting racing, and June 3rd and 4th, a week-end, should be a date in the diary's of all keen Miracle sailors. — *Southernns*

SOVEREIGN MIRACLE CLASS RESULT.

- 1 Kevin Lee Ken Lee N 271
- 2 Eric Kay Nick Ireland N 170
- 3 John Putland Lyn Putland N 756

WANTED: MIRACLE MEASURERS

As the Miracle grows in number and the areas in which they sail becomes more widespread, the need to enlist the help of suitable measurers becomes more acute.

Anyone who feels they have had sufficient sailing, and possibly boat-building experience, would be suitable. Anyone who feels with a little application, that they could also perform the task capably, is welcome to apply.

The Miracle Association are arranging a one day course at Bell Woodworking, to instruct prospective measurers. If you would like to join them, fill in the form below.

MIRACLE ASSOCIATION MEASURER'S APPLICATION

I wish to be considered as a measurer of Miracle dinghies.

Name (in full) _____

Address _____

Telephone _____

Sailing Club _____ Boat No. _____

Brief details of relevant experience _____

TO BE COMPLETED BY A SAILING CLUB OFFICIAL

I consider _____ to be sufficiently interested and suitably qualified to become an official measurer for the Miracle Class Association.

Signed: _____

PLEASE POST TO:- The Miracle Class Association,
79, Camden Road,
London N.W.1 9NT.

EDITORS NOTE

YOUR FRIENDLY MIRACLE ASSOCIATION EDITOR HAS MOVED!

My new address is: 1, Dryden Walk,
The Rising,
Langney,
Eastbourne,
East Sussex.