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# HALO

SPRING 87



NEWSLETTER OF THE MIRACLE ASSOCIATION

EDITORIAL

48 Grange Crescent  
Lincoln LN6 8DA  
April 1987

Dear Sailors,

The 87 sailing season is with us although it seems that winter is lasting forever. The boat shows have been and gone leaving us to wonder over the many new innovations we have seen.

The first Miracle Open is at the end of the month at Thamesmead and the first Championship at Hoveringham in May. Please send your reports to me as soon as possible after the event so they are not forgotten. Also to promote the class in the eyes of the sailing fraternity a copy to Yachts and Yachting posted 1st class on the Monday will be published in the next issue. This is important if the class is to survive as a recognised racing dinghy.

There has been a lot of correspondence on spreaders, all is included. Please think about people's opinions as they are very important when it comes to the next AGM where no doubt the issue will be put to the vote again.

Regards and good sailing,

Margaret Hodgkinson.

**Disclaimer:** The views in this magazine are those of the contributors and are not necessarily those of the committee.

**Photos:** Front cover. Sailboat 87. Patrick Ward and crew, a new Miracle sailor for the coming season from Wilsonian, inspecting the boat on display at Crystal Palace. Photo D.Hudson  
Inside. Miracle 3493 on the Miracle stand at the NEC Birmingham. Photo W.Hodgkinson

**Thanks:** David Hudson and Warren Hodgkinson for photos.  
Malcolm Lunn for letter on spreaders.  
Jim Ingram for letter and article on spreaders  
Graeme Castle and John Wilson for personal interviews

**Deadline:** Copy for next Halo, including Open reports and black and white photos for events early in the season, by the end of June please.

CHAIRMAN'S NOTES

At the recent Sailboat 87 exhibition, both Jack and John Holt expressed great enthusiasm for producing a GRP Miracle and it seems that collaboration with Terry Smith of Bell Woodworking and Tom Pearson may soon produce a first mould. The indications are that the hull will be a composite, thereby avoiding some of the difficulty in manufacturing an all glass boat experienced by the Mirror. A composite boat will also assist in keeping the weight down.

Also at Crystal Palace, Chris Holman discussed the spreader issue. Generally Holts are in favour of the Association adopting the spreader in whatever form we prefer. His recommendation is that the rules should be altered to simply read that spreaders can be fitted with the proviso that these should be fixed when on the water. Phil Sowden is to try out some spreaders supplied by Holts and will report back.

Many thanks to Graeme Castle for his article on spreaders. The one item of real concern is his suggestion that the hull may require strengthening, mainly because of an increase of an increase in rig tension that may be applied. Chris Holman, Terry Smith and Tom Pearson all think that there should be no problem where the hull has been constructed properly, but any comments on this aspect would be most welcome.

The sailing season is now with us and I hope many of you will manage to get around to some of the numerous opens already arranged. Otherwise, I hope you will make a special effort to get to the Nationals at Brixham at the end of July. This is the first time we have been to Brixham and it sounds an excellent resort. However, don't leave booking too late and try to get accommodation as close as possible to the clubhouse in Overgang, as car parking is a very serious problem.

Good sailing,

Richard Smale.

FOR SALE...Articles for sale or wanted advertised free of charge to Association members. Final date for next issue 30th June 87.

WANTED...Old Miracle Sails...Mains and Jibs...For sail training boats. Hastings and St Leonards SC.  
Contact...J.Ingram...Hastings429158

FOR SALE...Miracle 3015...Holt mast and sails...Self bailers...Transom Flaps... Boom up boat cover...Launching and road trolley...Measurement cert... £650...Contact...Bob Turner...Kettering (0536) 514945

FOR SALE...Miracle 1498...built to high standard...used only for holiday sailing...in almost new condition...spinnaker...folding trolley...roof rack... £650...Peter Marshall...Matlock 0629 2743.

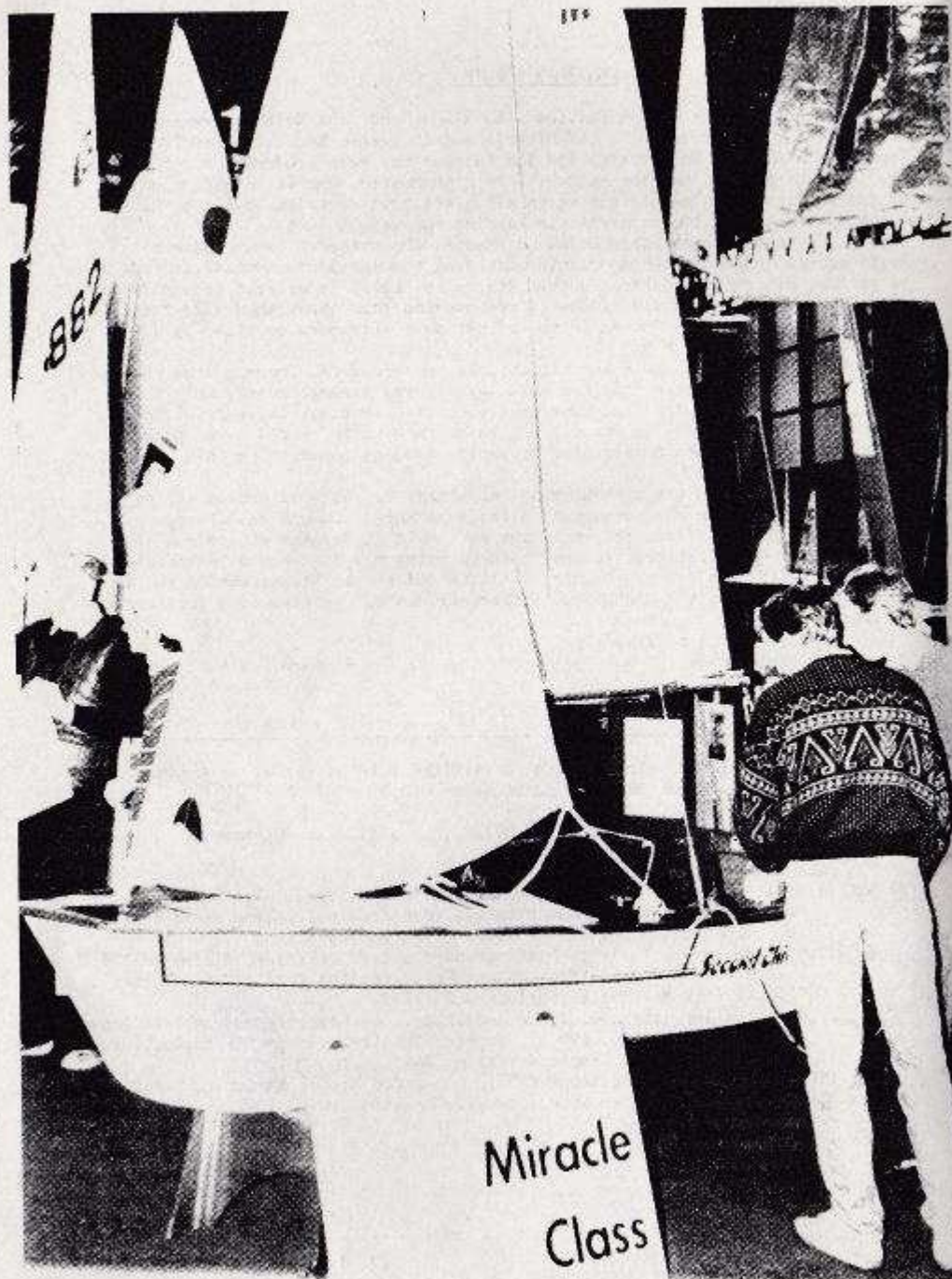
FOR SALE...Road trailer...Rapide...Good condition...For dinghies up to 14ft long...Used for Miracle...£90...Launching trolley...Pneumatic tyres...used for Miracle...£15...Phone Worthing 63445.

WANTED...Miracle dinghy...Price arond £350...Converted Mirror sailor...Victor Girardier...320 Higher Lane...Lymm...Cheshire...0923 754717.



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THE BOAT CARAVAN AND LEISURE EXHIBITION  
held at the NEC Birmingham from 14th to 22nd February 87

Due to the local schools not being on holiday until the following week the show was not as well attended as in previous years. However much interest was shown in the prime example of a Miracle Dinghy which was exhibited on the stand. The stand was decorated with a large photograph of Phil Sowden and Linda Harrison, last years National Champions and with photographs of the racing at Ullswater last year. Two banners advertising The Association were kindly provided by Storrar and Bax Sails who kindly lent a new suite of sails, including spinnaker, for the boat. Bell Woodworking provided catalogues publicising the Miracle and also provided some building instructions which proved to be invaluable in discussing with DIY visitors the ease with which the boat could be built from a kit. Some new members were enrolled and some existing members renewed their membership on the stand. The Committee wish to thank the following for their help through the week. Warren and Margaret Hodgkinson for help on the stand; for loan of their boat 'Second Childhood', sail No 3493 and for the supply of the photographs. Tom Pearson and Arthur Dax for the loan of the stands, for helping to set up the exhibition and for assisting on the stand. Members of Redditch and Bartley SC and John Tippett from Draycote Water and particularly John Newlands and Mike Tomkins from Bay of Colwyn SC who both travelled to Birmingham and helped through most of the week. Without John and Mike's assistance, Peter Gibbs, who organised the stand, would have been on duty several days without any relief.

Peter Gibbs.

SAILBOAT 87

Sailboat 87 was held over the weekend of March 7th and 8th at Crystal Palace and the Association Stand was manned on the balcony (Hall 12) within the main building. During the weekend Jack and John Holt were very welcome visitors to the stand. The main topic of conversation was a glass Miracle and it seems very likely that a composite hull will soon be produced. Also visiting the stand was Chris Holman of Holt's Spars, when the discussion turned to spreaders. The boat on display this year was "TeeBee", owned by Tony Best of ICI Slough and our thanks go to him for the loan of the boat and for help on the stand. Special thanks to Phil Sowden, Linda Harrison and Janet for helping to organise and for manning the stand all weekend. Thanks also to other members of the Association who assisted over the two days at various times including Richard Paish, Peter Ravistock, John Wheelley, Derek Beere, Michelle Kelley, Barry Goatcher and our Commodore Bob Ferguson. In all, the stand attracted plenty of interest and particularly from people wanting to move up from a Mirror or similar dinghy. The second hand boat register was of much interest and this should prove a good way to sell a Miracle, especially at boat show time. From the number of enquiries, it also looks likely that a recent upturn in membership will be maintained. In all, very encouraging.

Richard Smale.

KNOW YOUR COMMITTEE...JOHN WILSON...MEMBERSHIP SECRETARY...CREW...JOHN COX

John Wilson, aged 48 and crew, John Cox sail boat number 562 "Asterix" from Bartley Sailing Club.  
John and his son Adrian started sailing in 1970 in a Mirror dinghy which he built himself and shortly after, joined Redditch SC. He left Redditch in 1982 for the challenge of a new club with a larger stretch of water and is currently Commodore of Bartley SC to the south of Birmingham and together with his duties as Membership Secretary and his regular sailing, he has a very full timetable. Fortunately, he is blessed with a very tolerant and supportive wife, Jessie, who doesn't mind too much when the jobs about the house don't get done or are "contracted out".  
After five years sailing the Mirror he built a Miracle after seeing one at the Boat Show and being very impressed. Following Adrian's departure to University John had two highly successful crewing partnerships, first with Karen Beston for two years and then Hilary Evans for a further two years before their interests turned to other things. Karen is now married and Hilary engaged.  
John usually attends around ten open meetings a year and although wins are infrequent enough to give him real satisfaction, he is rarely out of the prizes. He has competed in all the Nationals except for the first and has achieved most positions between third and thirteen. The results which probably give him most satisfaction are the fifth in the Nationals at Llandudno crewed by Adrian against very stiff opposition, and the second in the Inlands at Draycote last year crewed by Hilary when they beat the National Champion and proved that he could still show the youngsters a thing or two in his eleven year old boat. His new crew is thirteen, learning fast, and hoping to emulate the success of his predecessors.

1987 NATIONAL CHAMPIONSHIPS

BRIXHAM

25-31 JULY

CAMP SITES

Camp sites near Brixham appear to be severely limited. The only ones known are listed below.....

HILLHEAD CAMP on A379 between Brixham and Kingswear.  
Tel...0803 842336

UPTON MANOR CAMP SITE approximately 1/2 mile from town  
centre off St Marys Road.  
Tel...08045 2384

Dear Halo

SPREADERS

Having just spent the last 2 1/2 hours in the presence of Mr Heagreaves of Proctor Masts I still wonder why the Miracle has not got spreaders on the mast. Just what is all the fuss about?

To attach spreaders to prevent mast buckling and avoid additional loads on the boat I list the procedure that should be undertaken.

- 1 Rig the boat in the normal way complete with sails and with rig adjustments set for medium wind conditions.
- 2 Being satisfied with your set up for maximum performance, lay the boat on its side still rigged.
- 3 Armed with your mast bracket, divide the distance from the gooseneck to the joint where the shrouds meet on the mast and fix the bracket to the mast.
- 4 The distance from the bracket to the shroud is now your spreader length and the spreader should be fixed permanent making sure that it does not move the shroud from its line.

For the technically minded, the Miracle mast breaks because extreme load on the top of the mast pushes the centre of the mast backwards breaking it at the weakest point which is usually the joint. With spreaders attached this cannot happen since the mast will not be able to come backwards because the spreaders attached to the two back shrouds stop it.

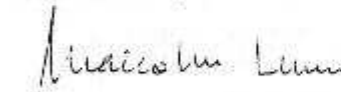
Now to adjust your rig for varying wind strengths, the kicker should be used as appropriate, together with the Cunningham and outhull adjustment as necessary.

It must be remembered that a boat will not always go faster or point higher by increased rig tension. The sails that you are sailing with should suit you and your boat and I see no reason to change sails should the spreaders be attached to the boat as described above.

It was also evident during this lecture that many of the other classes of boat are tending to go for simpler rigs and fixed spreaders and concentrate on sailing, as this wins races, not being a mechanic.

Trusting that one day I can actually test the above theories and this letter may be of help.

Yours faithfully



M S LURN

2766 Fleet Captain  
Wigan Sailing Club

PS Proctor inform me that the bracket and spreaders from the Snipe could fit a Miracle Mast (cost approx £15.00)

Dear Editor,

I enclose an article on spreaders and mast rules which was submitted for publication in the winter of 1984/5 to promote discussion prior to my proposal for a rule change at the 1985 AGM. It has been revised due to the loss of the original manuscript but I believe it compliments Graeme Castle's recent article. He points out the effect of spreaders on tuning whilst I show that the stresses on the hull are greater from the use of hyfield levers than from spreaders. I also show that if the rules are not revised in a manner which will retain the one design principle the Miracle could become a high-tech boat. On the latter point I would propose that the rules be completely overhauled and consider that a Rules Committee should be set up to do this. Rules that allow a gybing centreplate 4(h), (think carefully)! but forbid the painting of the name on the hull 8(y)(c) and have 26 exceptions must need some attention.

Yours,  
J.R.Ingram.

Now the article which Jim Perkins promised to publish on so many occasions but failed to do so.

It is your magazine and your voice so what you send to me I will publish. My own personal comments are reserved for the Editorial the rest is up to you the Association members...Editor.

#### MASTS AND RULES

The following article sets out my views on the rules concerning masts. I have been a Miracle Measurer for 5 years. I have broken two masts when flying a spinnaker and seen three club colleagues break their masts. The latter half of the article is based on correspondence with my insurers concerning my second mast failure.

The relevant rules are...

1....Miracle dinghies or kits may only be supplied through the Daily Mirror or their licensee.

5...a)The mast section shall be constant over the main length. The mast shall have a grooved track for the mainsail luff.

M.Form 80-Weight of mast with fixed fittings and halyards but excluding shrouds and forestay. Min 5.5kg Max 7.0Kg

M.Form 86-Diameter 49-51mm

Miracles are at present fitted with Holt or Proctor masts, but spars as with sails, are not limited to a licenced manufacturer. A new supplier could use a continuous length of extrusion with internal ribs for stiffness. A measurer would have no grounds under the rules for disallowing it. If the top few feet were tapered would it still comply with 5a)? What is its main length? Where also has our friend the joint gone?

Accepting that it is not desirable to see the Miracle become a complex "mast turnable" boat and to comply with the general measurement rule 1), I would suggest that a rule of the following form is required.

5.a) The mast section shall be annular/circular (excepting luff groove which must be provided) and constant over its entire length.

It shall be made in two sections of max.length.mm and shall be joined by an aluminium spacer of length.mm, bore.mm. The mast shall be able to be dismantled using only a screwdriver.

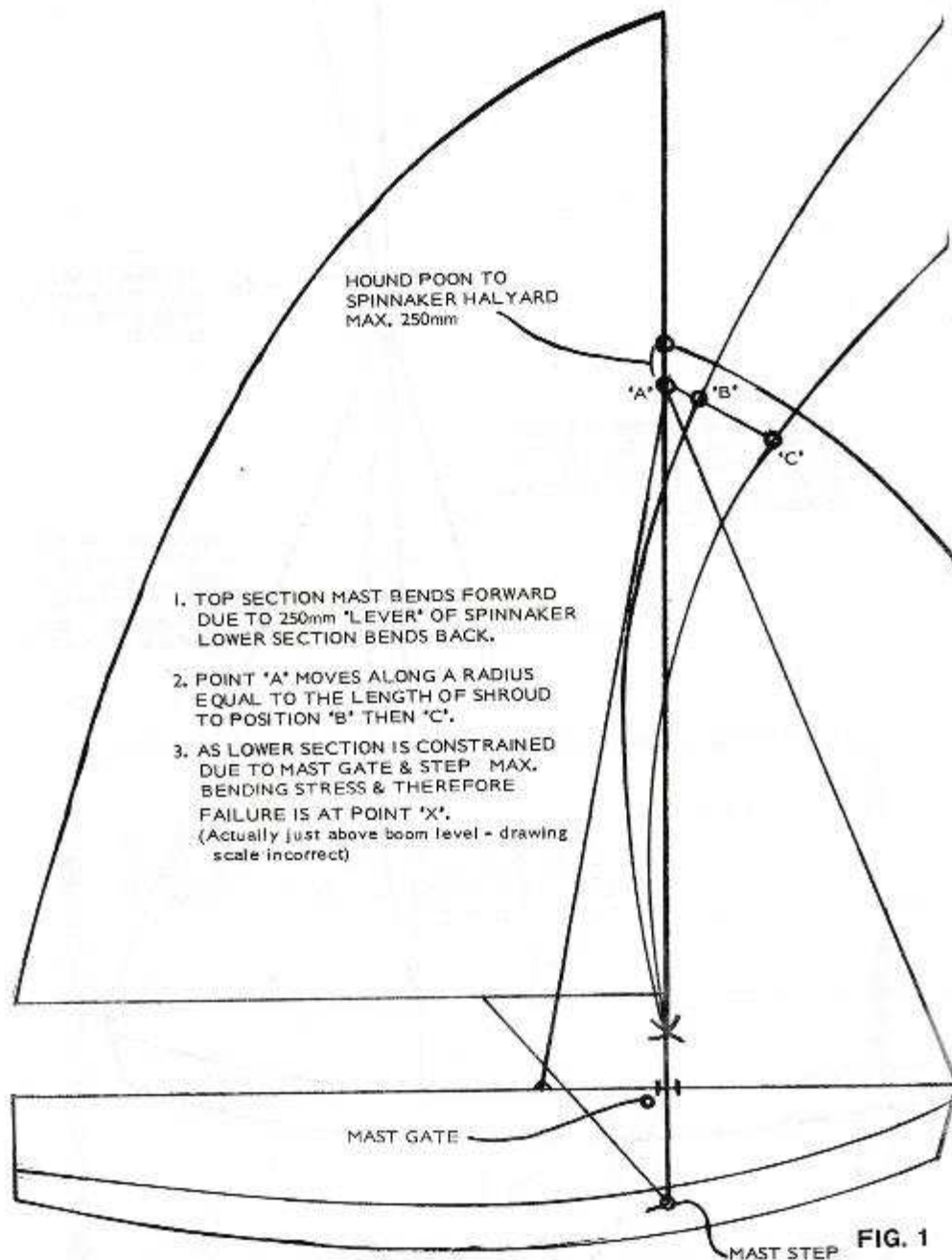
M.Form 80. Min weight 5.5kg excluding the shrouds and forestay.

Min Height of C.of G...mm above mast step.

M.Form 86. Diameter of mast exclusive of luff track 49-51mm.

The only alternative to a tighter rule similar to the above is to limit the supply of mast to one supplier as the Firefly Class used to.

If masts are not to be dismantled they would be stronger and more economical as single piece masts.



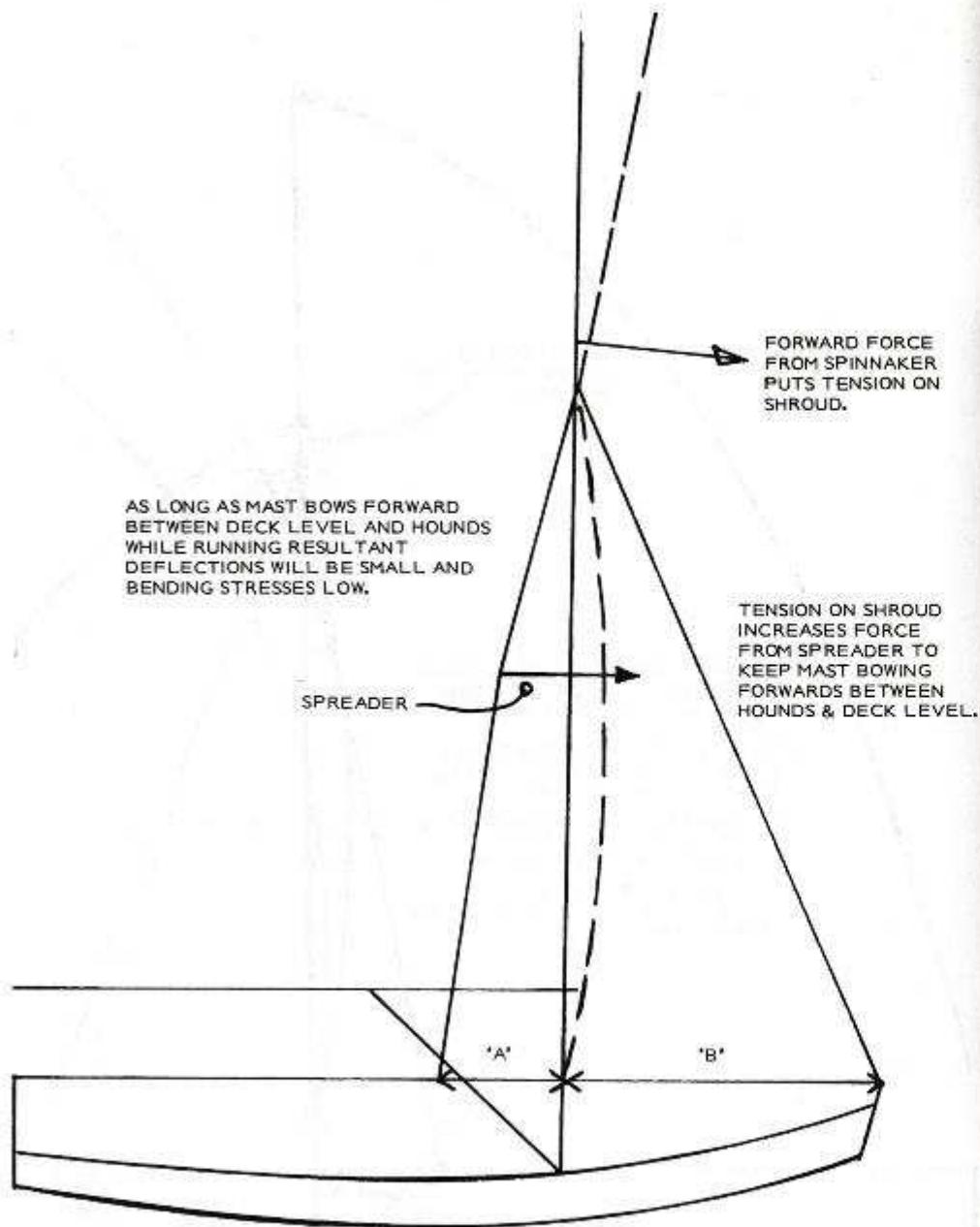


FIG. 2

HULL STRESSES DUE TO SPREADERS ACT ON A LEVER ARM LENGTH 'A'. STRESSES DUE TO HIGHFIELD LEVER ACT ON A LARGER LEVER 'B'.

Fitting spreaders would eliminate the type of failure shown in Figure 1, and reduce the risk of mast buckling under other conditions. Figure 2. shows how forward bending is prevented and also that the effect of jib halyard tension is more severe on the hull than the effect of spreaders. The Miracle Dinghy favours light crews due to its weight and sail area. Fitting spreaders would allow the heavier crews to sail to their potential in stronger winds as well as strengthening the masts of cruising sailors.

COPY OF LETTER TO J. INGRAM FROM SMITH & GIBBS EASTBOURNE. 27th July 1984

Dear Mr Ingram,

Please find enclosed receipted invoice for the mast purchased from us on July 20th.

With regard to the problems experienced by Miracle sailors suffering perhaps a higher than average breakage rate in this area we can offer the following comments:-

1. In that the mast manufacturer can, in this case, only produce a mast to the specification laid down by the class association. It would not be possible to strengthen or reinforce the spars without making them out of class.
2. In our opinion the mast as designed is perfectly suitable for use with the Miracle as it was originally supplied. However, the development of the Miracle as a competitive racing class by allowing spinnakers, highfield levers and more powerful rig controls, has inevitably lead to far greater stresses being transferred into the mast.

It is our contention that the masts we have supplied (either Holt or Proctor) have been perfectly good in respect of being free from manufacturing faults and perfectly suitable for the use they were designed to meet.

I would suggest that if owners require a mast that is capable of absorbing higher and higher stress loadings whilst being used in choppy coastal conditions in very variable and sometimes unreliable wind conditions, then they must approach the design copyright holders to permit the spar manufacturers to produce a stronger mast or at the very least allow the use of spreaders on the present spar.

I trust the above has been of some use, although it appears our conclusions are much the same as the ones you expressed in your letter to the underwriters.

Yours sincerely,  
R M Gibbs

## HAZE SAILS

AREN'T JUST SAILS TALK

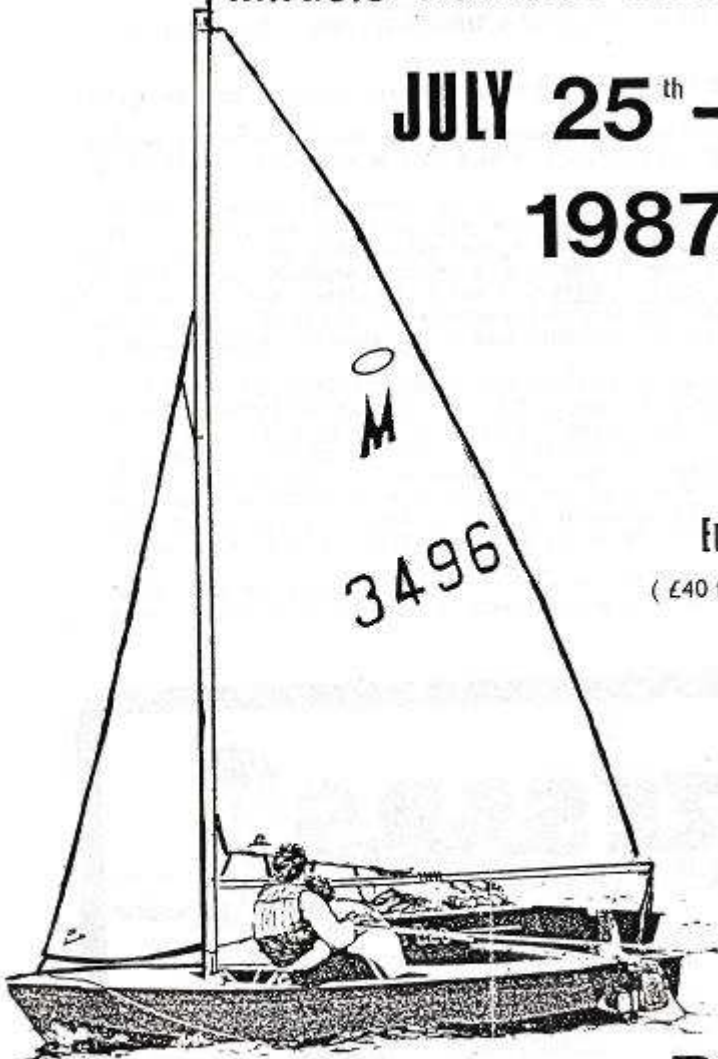
WOULD YOU LIKE REALLY FAST SAILS THIS SEASON? TRY HAZE SAILS SPECIAL DECK SWEEPING JIBS £58.00, MAINSAILS IN HRF £145.00 AND SHERICAL CLOSE REACHING SPINNAKERS IN HST46 £86.00 EX CARRIAGE AND VAT. COME TO US ALSO FOR YOUR SPECIAL FITTINGS AND ACCESSORIES, CLOTHING, WARM WEAR AND BUOYANCY AIDS, TAILORED UNDERCOVERS £39.00, TRAILING COVERS £51.00 (ZIPPED TIGHT FITTING UNDER & FLAT OVER) OVERCOVERS £56.00.

Just phone BRIAN HAYES at UNIT 15, GAINSBOROUGH TRADING ESTATE, RUFFORD RD., STOURBRIDGE, WEST MIDLANDS. Tel: STOURBRIDGE 379700.  
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# Miracle National Championships

# JULY 25<sup>th</sup> - 31<sup>st</sup> 1987



Entry £ 30  
(£40 for late entries)

Hosted by

## BRIXHAM Yacht Club

Entries to: C. Brimecombe,  
Brixham Yacht Club,  
Overgang, Brixham, Devon.

Please enclose S.A.E. if you require a receipt.

## BRIXHAM YACHT CLUB

### NOTICE OF RACE

#### MIRACLE NATIONAL CHAMPIONSHIP 1987

Held under the burgee of the Brixham Yacht Club 25th to 31st July 1987.

#### 1. RULES

Racing will take place under the current IYRU racing rules, the prescriptions of the RYA, the Sailing Instructions and the appropriate class rules, (the Miracle Association).

Each Miracle class yacht shall use the same suit of sails for all Championship races (unless they are irreparably damaged).

ALL competing yachts shall carry a towing line of at least ten metres in length and 6mm in diameter. The line shall be entirely separate from any of the yacht's running rigging.

#### 2. ELIGIBILITY

Open to any helm who is a fully paid up member of the Miracle Class Association.

#### 3. REGISTRATION

As soon as possible on arrival, all competitors shall register at the Beachmasters Office (Freshwater Quarry Carpark). They will be issued with their Championship number and tallies, (one to be attached to the launching trolley), berthing instructions, Sailing Instructions and documentation. They should bring along their current Association membership card and Class Certificate. Competitors must produce their measurement certificate at the Beachmaster's Office before the first race. Competitors are also required to hold current Third Party Insurance cover to a minimum of £50,000.

The Beachmaster's Office will be open from 0900 till one hour after each race daily from Saturday 25th to Friday 31st July.

Competitors are asked to unhitch or unload their boats without delay on arrival and to remove their cars from the Dinghy Park. Each yacht is requested to bring a launching trolley. Trailers to be removed from the dinghy park. Details for parking trailers will be available from the Beachmaster on arrival.

The competitors briefing will be at 11.30 on Sunday 26th July in the Clubhouse. Races for the Championship will be held Monday 27th to Friday 31st July 1987 inclusive. A practice race will be held on the afternoon of Sunday 26th July.

#### 4. COURSE AREA

The course area will normally be within Torbay, up to 3 nautical miles from Brixham Yacht Club. A course may be set outside the bay (an imaginary line from Berry Head to Hopes Nose) at the discretion of the Race Officer.

## 5. SCORING SYSTEM

The Olympic Scoring System will be used (IYRU Appendix 5, not A or B) except that a maximum of 6 races shall be sailed and a minimum of 3 races shall constitute a series, in which case all races shall count.

## 6. ALTERNATIVE PENALTIES

The alternative penalty as provided in IYRU racing rules Appendix 3 section 1 (720 degrees turns) shall apply.

## 7. PROGRAMME OF RACES MIRACLE CLASS

Sunday 26th July	14.45	Practice race shield
Monday 27th July	11.15	Bell Woodworking Trophy. (1st points race)
Monday 27th July	15.00	Pronto Trailer Trophy (2nd points race)
Tuesday 28th July	11.15	International Paints Trophy. (3rd points race)
Wednesday 29th July	11.15	Jack Holt Trophy. (4th points race)
Wednesday 29th July	15.00	Casper Cup. (single handed)*
Thursday 30th July	11.15	Sovereign Cup. (5th points race)
Thursday 30th July	15.00	Crews Cup. (crews race)*
Friday 31st July	11.15	6th points race.

## 8. TROPHIES AND PRIZES

In addition to the trophies noted under paragraph 7, the following will be awarded.

### MIRACLE CLASS

The Daily Mirror Cup for the winning helm overall.

Harkaker Shield for the highest placed helm under 16 years old.\*

Ullswater Cup for the highest placed helm under 18 years old.\*

City of Plymouth Cup for the youngest competing crew.\*

St. Polly Plaque for the highest placed Lady Helm.\*

Master's Trophy for the highest placed helm over 40 years old.\*

Ton Up Cup for the highest placed boat whose helm and crew's total age is over 100 years.

Memento trophies and prizes will be awarded to the first ten placed helms and crews. In addition, prizes will be awarded to the recipients of the special category trophies marked with a \* above.

Improvers prizes will be awarded as follows:

For every race after the first race, a prize will be awarded to the helm and crew of the boat which improves the most her finishing position in the previous race.

Boats finishing in the first ten are not eligible for these awards.

A boat which retires, does not sail or is disqualified in the previous race shall not use the result of the race before to calculate improvement.

## 9. ENTRIES

The entry fee is payable to Brixham Yacht Club and must be received on, or before the 30th June 1987, together with a fully completed entry form.

Fee Miracle Class £30 per yacht, late entries £40.

Entries should be forwarded to:

C.H. BRIMCOMBE  
BRIXHAM YACHT CLUB  
OVERGANG  
BRIXHAM  
TQ5 8AR

## 10. GENERAL INFORMATION

Competitors are advised that car parking in Brixham is limited. Within Freshwater Quay Car Park it is possible to pay a daily fee, alternatively a weekly ticket can be obtained from the Central Car Park at Brixham, or from the Tourist Office at a cost of £7 (1986 price).

These tickets do not guarantee a space. You are advised to arrive in the park early.

Mothers with young babies would do well to come equipped with carry cots, access to the club is by steps and too many prams could cause difficulties.

Chandlery of a specialised nature is not readily available in the area and it would be advisable to bring spares.

### ANNUAL GENERAL MEETING

Thursday 30th July 1987 at 20.00 hours.

This is a formal notification of the 1987 Annual General Meeting to be held at BRIXHAM YACHT CLUB

### AGENDA

1. Minutes of the AGM held at Ullswater YC on Thursday 31st July 1986.
2. Matters arising.
3. Chairman's and Officer's reports.
4. Treasurers report.
5. Proposals for changes to Miracle Association Rules.
6. Proposals for changes to Miracles Association Rules of Measurement.
7. Election of Committee.
8. Any other business.

Any motion to be put to the AGM 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. (Rule 7g).

Proposals to be sent to: Peter Gibbs  
49 Fieldon Close  
Shirley  
Solihull  
West Midlands B90 3EA

to arrive not later than 25th June 1987.



CLUBS THAT SAIL MIRACLES

This is a list of clubs that sail Miracles either as an adopted class or as members of a Handicap fleet. Please check with the individual club secretaries.

BEDFORDSHIRE

Dovecote SC Nr Leighton Buzzard  
Stewartby Water Nr Luton

BERKSHIRE

Kingsmead SC Nr Wokingham  
Maidenhead SC Maidenhead

BUCKS

Datchet Water SC Nr Slough  
Denham SC Denham  
ICI Slough Slough  
IPC(Iver) Iver  
Wraysbury Lake Nr Gerrards Cross

CAMBS

Grafham Water Nr Huntingham  
Hunts SC Nr St Ives

CHESHIRE

Errwood SC Nr Stockport  
Weaver SC Nr Warrington  
Combs SC Nr Stockport

CORNWALL

Helford River SC Helston

CLEVELAND

Scaling Dam SC Scaling Dam  
South Gare Marine Nr Middlesborough

CUMBRIA

Roa Island SC Nr Barrow in Furness  
Ullswater YC Ullswater

DERBYSHIRE

Derwent SC Nr Mickleover

DEVONSHIRE

Mayflower SC Plymouth

DURHAM

Selsset SC Nr Darlington  
Tynemouth SC Tynemouth

ESSEX

Brightlingsea SC Brightlingsea  
Essex SC Nr Leigh on Sea  
Byott SC Nr Billericay  
Maldon SC Nr Billericay  
S Benfleet SC South Benfleet  
Steeple Bay SC Nr S Woodford  
Wakering SC Nr Thorpe Bay

GLOUCESTERSHIRE

S Cerney SC Nr Cirencester  
Whitefriars SC Nr Cheltenham

HAMPSHIRE

Netley SC Nr Andover  
Southampton SC Southampton  
Stokes Bay SC Nr Gosport  
Thorney Is SC Thorney Island

HERTS

Aylesbury SC Nr Tring  
Broadwater SC Nr Watford  
N Herts & E Beds Nr Hitchin  
Paxton Lakes SC Nr Stevenhage  
Welwyn SC Nr St Albans

HUMBERSIDE SOUTH

Covenham SC Nr Grimsby  
North Lincs Nr Grimsby

ISLE OF WIGHT

Brading Haven SC Nr St Helens  
Gurnard SC Nr Cowes

IRELAND

Dunlaoghire Motor YC  
Coleraine YC Nr Londonderry

KENT

Bewl Valley SC Nr Lamberhurst  
Bexley SC Nr Bexley  
Blue Circle SC Nr Gravesend  
Broadstairs SC Broadstairs  
Hythe & Saltwood SC Nr Hythe  
Redout SC Nr Hythe  
Royal Cinque Ports Dover  
Wilsonian SC Nr Dartford

LANCASHIRE

Crosby SC Crosby  
Delph SC Nr Bolton  
Leigh SC Nr Wigan  
Winsford Flash SC Nr Wigan  
Wigan SC Wigan  
Otley SC Nr Bolton  
Doverstone SC Nr Oldham

LEICS

Wanlip SC Nr Birstal

LONDON

Nat West SC London SW 16  
Thamesmead SC London SE

MIDDLESEX

King George SC Nr Enfield  
Queen Mary SC Nr Ashfield  
British Transport SC Nr Wembley

MIDLANDS EAST

Hoveringham SC Nr Newark

MIDLANDS WEST

Upton Warren Nr Bromsgrove  
BAI Birmingham Birmingham  
Chase SC Chasewater  
Bartley SC W Birmingham  
Draycote Water SC Nr Rugby  
Lenchford SC Nr Halesowen  
Mid Warwicks SC Nr Leamington Spa  
Olton Mere SC Nr Solihull  
Pool Farm SC Nr Stourbridge  
Redditch SC Redditch

NORFOLK

Blakeney SC Nr Holt  
Hickling Broad SC Nr Norwich  
Rollesby Broad SC Nr Gt Yarmouth

NORTHANTS

Cransley SC Nr Kettering

NORTHUMBERLAND

Newbiggin SC Newbiggin

OXFORDSHIRE

Bowmoor SC Nr Abingdon  
Dorchester SC Nr Abingdon  
Oxford SC Oxford

RUTLAND

Rutland SC Nr Oakham

SCOTLAND

Collville Park SC Nr Glasgow  
Cramond SC Nr Edinburgh  
Isle of Bute SC Nr Rothesay  
Loch Ronald SC Nr Newton Stewart  
Strathclyde Loch SC Nr Glasgow  
Perth SC Perth  
Helensburgh SC Helensburgh

SHROPSHIRE

Shropshire SC Nr Shrewsbury  
Telford SC Telford

SOMERSET

Chew Valley SC Nr Bristol  
Sutton Bingham SC Nr Yeovil  
Bristol Avon SC Bristol

STAFFS

Tamworth SC Tamworth  
Grensforgue SC Nr Cannock

SURREY

Crawley Mariners SC Nr Reigate  
Hawley Lake SC Nr Camberley

GENERAL

Camping Club of Great Britain  
Inter Services SC Cyprus  
Henley Midmar SC Natal South Africa

SUFFOLK

St Edmundsbury SC Nr Bury St Edmunds

SUSSEX EAST

Bexhill SC Bexhill  
Eastbourne SC Eastbourne  
Hastings & St Leonards Hastings  
Rye Harbour SC Rye  
Sovereign SC Eastbourne  
Newhaven & Seaford SC Newhaven  
Weirwood SC Nr Forest Row

SUSSEX WEST

Bell Quay SC Nr Chichester  
Bosham SC Nr Chichester  
Chichester SC Chichester  
Worthing YC Worthing

TYNE AND WEIR

South Shields SC South Shields

WALES

Bala SC Bala Lake  
Bay of Colwyn SC Colwyn Bay  
BSC(Shooton) SC Deeside  
Clywedog SC Rhayader

YORKSHIRE

Beaver SC Nr Doncaster  
Filey SC Filey  
Ripon SC Ripon  
Scammondon Water SC Nr Huddersfield  
S Yorkshire SC Nr Sheffield  
W Riding SC Nr Cleckheaton

KNOW YOUR CHAMPIONS...GRAEME CASTLE AND SARAH HOCKLIFFE...INLAND CHAMPIONS 1986

Graeme Castle is 23 and has been sailing for 17 years, he has spent most of his time sailing both Mirror and Miracle and has been very successful in both. Sarah Hockliffe is 23 and has only been sailing since 1984, in fact the first time she sailed was at the Eastbourne Nationals, which she was led to believe was going to be a leisurely weeks cruising.

Graeme and Sarah have won the Miracle Nationals twice, in 1984 and 85, although Graeme won it in 1980 with Paul Huett. He was also Mirror Champion in 1984 and 85. 1985 was a very good year for Graeme in sailing, as he was captain of London University and took the team on to win the British University Championship. He also came second in the Laser 11 Nationals. In 1986 Graeme and Sarah won the Midland Area Championships and the Inlands at Draycote and were a very wet 4th at the Ullswater Nationals.

Graeme is a Graduate Civil Engineer and Sarah is a PA Secretary for a Leisure Company in London. Graeme is a member of Castaways which is Ex London University and during the winter he spends most of his weekends team racing with them. Graeme has represented both Mirror and Miracle Association at the Endeavour Trophy where he came 5th and 9th and also the Stones Ginger J24 Champions Championship where he was 9th out of 30 boats. Graeme and Sarah get on well in a boat although a few blue clouds can often be seen. Basically Sarah is taken along because she makes good sandwiches !!

Boat...Shere Khan...No.2922...Sailing Club...Castaways.

1987 RACING CALENDAR

OPEN MEETINGS AND CHAMPIONSHIPS

Miracle Pacer Open.....Sunday 26th April  
Thamesmead SC 3 races..First race..11.00am  
Fee...£2.50 Food available  
Contact David Hudson...01 854 2861

Joint Miracle Open.....Sunday 10th May  
Shropshire SC First race...11.00am  
Fee...£3.50  
Contact Mr Smith, 6 Woodcrest  
Bicton Heath, Shrewsbury

Miracle Graduate Open.....Sunday 10th May  
Kingsmead SC First race...11.00am  
Fee...£3.50 3 to count  
Contact Vic Laming (Sailing Sec)  
Byfleet 42521  
Full bar and galley

MIRACLE MIDLANDS.....SAT/SUN 16-17th MAY  
HOVERINGHAM SC Sat practise race 1.00pm  
1st race 3.00pm  
Sun. 1st race 11.00am  
3 races to count  
Camping caravanning full galley  
Barbeque etc Sat evening  
Mike Smith..Newark 76421

Contact  
Mirror Miracle Open.....Sunday 31st May  
Redout SC West Hythe Kent 3 races 11.00 13.00 15.00  
Fee £2.50 Light refreshments  
Contact Ted Burren...0303 862791

Miracle Open.....Sunday may 31st  
Winsford Flash SC First race 11.00am  
3 races 2 to count  
Refreshments  
Fee...£3.00 Henning Caesar...0606 882682  
Contact

SOUTHERNS.....SAT/SUN 6-7th JUNE  
Sovereign SC 1st race Sat 14.45  
1st race Sun 11.15  
Sat eve barbeque  
Fee...£4.00 Dave Pike...0323 642242  
Contact

Miracle Open.....7th June  
Wigan SC 3 or 4 races Usual prizes  
Meals and refreshments  
Contact Malcolm Lunn  
7 Wilcove  
Skelmersdale Lancs

NORTHERNS.....SAT/SUN 13/14th JUNE  
Llandudno SC Sat races 1200 and 1300  
Sun races 1030 and 1330  
Sat eve barbeque  
Fee...£6 Brian Appleyard 0492 76083  
Contact

Miracle Open.....Sat/Sun 13/14th June  
Hastings and St Leonards SC 1st race Sat 15.00  
1st race Sun 11.00  
Contact Jim Ingram...0424 429158

Miracle Open.....Sunday 28th June  
Wilsonian SC 1st race 11.00  
Fee...£3 Bar and hot food  
Contact John Cassell...0474 352967

Miracle Open.....Sat 4th July  
Newhaven and Seaford  
Fee...£3 Full galley and bar  
Contact Graham Kingswood...0273 517206

Miracle Open.....Sat/Sun 11-12th July  
Steeple Bay SC First race..11.00  
Food and light refreshments  
Camping  
Kate Williams 024541 5119  
Simon Hadley 0277 821044

Contact  
Medway Regatta.....Sat/Sun 18-19th July  
Wilsonian SC Dinghy section with MIRACLE  
start  
John Cassell..0474 352967

Contact  
NATIONAL CHAMPIONSHIPS.....26th-31st JULY BRIXHAM YC  
Sailing Week.....Aug 10th-14th  
Worthing YC Races each day  
Fee...£9 Barn Dance etc  
Contact Frank Riddle 0903 60450

PUDDLEDUCK.....SUN 30th AUGUST  
Bartley SC Galley and bar  
Contact John Wilson 0527 76487

INLANDS.....SAT/SUN 12-13th SEPTEMBER  
Incorporating The Youth and Juniors..Accommodation, camping,  
Draycote Water SC full facilities  
Contact Ann Fell..0926 402236

Miracle Open.....Sat/Sun 19-20th September  
Leigh and Lowton SC  
Contact Peter Cuthbert..061 707 4880

Miracle Open.....Sun 4th October  
ICI Slough First race 11.00  
Fee...£2.50  
Contact John Wheeley..0734 426272

Cramond Main Regatta.....June 12-13th  
Edinburgh  
Contact Alaster Johnson 031 336 4258

Cramond Closing Regatta.....Sat/Sun 10-11th October  
Contact As above

LATEST NEWS

The South Westerns ..... Sat./Sun. 2nd.,3rd. May  
Sutton Bingham Sailing Club  
Contact Vic Johnston,  
Knapp House, Tatworth,  
Chard, Somerset.

FLEET CAPTAINS

Eric Jonas has stepped down as fleet captain at ICI Slough after many years hard work and is replaced by John Wheeley, 10 Walnut Way, Tilehurst, Reading, 0734 426272. So all Miracle sailors contact him regarding your sailing at the club and the Miracle Open there.  
John Tippett our Miracle Treasurer is fleet captain at Draycote Water SC having taken over from Ann Fell. He can be contacted on 0788 72129  
Any other changes that you wish to publish please inform me by the end of June 87 for inclusion in the next edition.