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HALO

NEW YEAR 88



NEWSLETTER OF THE MIRACLE ASSOCIATION

EDITORIAL

48 Grange Crescent
Lincoln LN6 8DA
December 1987

7 Wilcove
Skelmersdale
Lancashire

Dear Sailors,

This edition of Halo is very important as it contains the rule changes that were voted for at the AGM at Bala this summer. They become part of the Association rules on January 1st 1988.

A list of the 1988 Committee Members is included, there are several changes since last year. We say goodbye to Chairman Richard Smale, he is replaced by Phil Sowden our National Champion. Please give him all of your support.

I hope you receive this Halo before Christmas, but we seem to be threatened by a postal strike. There are references to Sailboat 88 and the Leisure Show at the NEC in Birmingham, so please support us with some of your time.

News of 2 ex-Miracle sailors. Ian Pinnel, ex Miracle National Champion and reigning Fireball National and European Champion together with Johnathan Ward well known to Miracle Open Eventers and Hoveringham SC, have both been selected to represent the Fireball class in the World Championships in Australia late this year. The Telegraph will be the paper to read for latest results. Well done to both of you and your crews. Now who says Miracle sailors are the pits!!!?

For most of us the season is at an end, some clubs will sail though the winter but for the majority both they and their boats will have earned a well-earned rest. The first events of next year will be the boat shows, closely followed the Draycote Water Invitation Pursuit and the Top Dog, those of you in these sailing areas would be recommended to attend to support our top boats against opposition from other classes. Well worth the effort to see some of the countries top sailors in action.

Now to a more serious note, NATIONAL CHAMPIONSHIPS BALA 1988. 4 safety boat coxwains and crews will be required to operate rescue boats at Bala between 24th and 29th July 1988. If you can help please contact Peter Gibbs 021 744 1672. This is most urgent as NO rescue means NO National Championship.

Regards and good sailing in the coming year,

Margaret Hodgkinson.

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

Photo: Amanda Best, Ladies Champion with crew Chris Gibbs. Photo David Hudson

Thanks: Amanda Best for interview. Chris Gibbs for spreader information. Malcolm Lunn for article on sails. Paula Beere for taking the trouble to write about her unfavourite Bala (sorry Paula). All contributors of Class and National reports and 'tales'.

Deadline: Copy for next Halo by end of April 88. Fleet captains please check the dates of your Opens etc so they can be added to if necessary.

REPEAT

THE NATIONAL CHAMPIONSHIPS BALA 24th-29th JULY 1988

No rescue, no championships. So if you can help with the rescue facilities please ring Peter Gibbs. Don't wait assuming that someone else will do it. You could find that there will be NO Nationals to compete in.

MIRACLE MIDLANDS Hoveringham SC. You will notice that customary date of the Midlands has been taken by the S Westerns and 2 weeks later we have the Northerns at Winsford Flash. 3 Championship events in a month is a bit much so the Midlands will have to be rearranged. I will keep you posted.

To Halo

Dear Editores

RIG TENSION, SAILS AND SETTING UP FOR PERFORMANCE

Further to our AGM at Brixham, Peter Gibbs asked for articles for the Halo, and this has prompted me to write some comments regarding the setting up of our sailing boats for racing.

I leave myself open for criticism and trust people will respond and write to Halo in reply -

Seeing people at the dinghy park at the Nationals I was somewhat amazed at some of the rig tensions they were putting on their boats. Crews were swinging on the front shroud in order to bend the mast forward, and after putting up the main, banging on the kicker to straighten the mast. The compression on the mast must have been quite large, and it is no wonder that on some of our boats we get the bottom part of the bulkhead twisting and the keel departing, and it certainly was not helping the mast from possibility of breaking.

I asked one person why he was subjecting his boat to this treatment and he replied that since his sails were full he had to flatten them. This led me to wonder why our colleague had bought such a full sail when what he wanted was a flatter one.

On choosing sails I would have thought that you should choose a maker that would make sails to suit you, bearing in mind current trends and past and present performance.

The Miracle has quite a bendy unsupported mast, apart from support at the mast gate. Under wind-load and sailing conditions the rig falls off and on this basis why not set up the Miracle to suit these irregularities. If you look at any Miracle pictures with the boat sailing towards you the jib luff sags, so why not design a sail for maximum performance around this fact. Similar things happen to the main because of the mast and the main luff should be fairly flat in order not to destroy the airflow through the slot. Initially with the mast half way out of the gate, engage the lever no more than the maximum one can exact on the handle to close it with one hand, without anybody swinging on the rigging and I believe the tension is then just correct.

On ordering sails, the sail maker must be informed of the weight of crew and helm in the boat and the main waters the boat is to be sailed on. But once he has established his initial cut and shape these two requirements produce minor alterations which are worth having and asking for.

With rig tension set and the sails to suit I believe this would give the natural optimum performance, giving the boat a chance to sail without forcing on it anything to stop it from going as fast as it can. High

rig tensions have been experimented with on other classes of boats, where hulls can take the strain and most have come back to lower tensions which appears to be today's trend and the most successful.

To now set up the boat, one should go on the water and sail and note how the boat handles. On the boat foressail woollies should fly evenly otherwise alter the position of the job cleats back or forwards. Pull and let go the kicker so that all the tell-tales on the back edge of the main sail fly together. When sailing this boat with the boat perfectly flat the tiller should be let go and the boat should keep in a straight line. If this does not happen then adjust the rake of the mast. Don't forget to keep the boat flat.

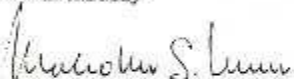
It should be remembered that sails produce a natural drag in themselves, and theoretically the more rear rake you can get on the mast the quicker you should go up the beat. This fact is important for the sail designer and the current trend is to produce the newer cut of sails with their power $\frac{3}{4}$ back in both the jib and main. However do not have so much rake and lose the feel of the boat.

Power adjustment from the Miracle sails can only be achieved from the main, due to current restrictions, and with use of the outhaul and kicker a main sails should be able to be adjusted to suit all conditions without altering the rig tension. Don't forget if you want to completely depower a Miracle main, pull the downhaul full on with the outhaul and let off the kicker. This will flatten the base of the sail and dump the power over the top part of the sail. Outhaul and kicker control the power without any use of the downhaul. The kicker should be let off on the run and reach a little because of the angle the kicker makes with the mast when the boom is out, otherwise you will flatten the sail.

With the introduction of spreaders in the new year I see no changes to the above settings if one sets is up as Proctor Masts advise (see my previous letter to Halo in the Spring issue on what they recommend). It will only improve the boat in high winds because the mast will be more controlled because of its attachment now to the shrouds at its mid point.

So I trust you find my comments interesting and look forward to you receiving others on tuning boats as there are many other subjects one can write upon and everybody can share in our absorbing sport.

Yours faithfully



MALCOLM S LUNN
(Once the owner of 2766)
Miracle Fleet Captain
Wigan SC

CHAIRMAN'S NOTES

The Committee...Richard Smale has done an excellent job as Chairman over two traumatic years, but now the problem of spreaders has been resolved the task is somewhat simplified. The committee has agonised over the problem for quite some time with many heated debates and much correspondence. May I pass on my thanks to Richard for seeing this through and wish him a happy 'retirement'!

My thanks also to our other retiring officers and welcome to the new members Andrew Smith (Youth Rep), Peter Cuthbert (Publicity) and Jim Ingram (Southern). On the water...The only class event I have been able to attend since the Nationals was the Inlands at Draycote, where I was able to watch the first days racing. True to form the wind blew very hard and was quite shifty. My congratulations to all those who completed a very tough weekends sailing. I hope to compete next year.

Exhibitions...In the interests of the Association we attend the Crystal Palace 'Sailboat' exhibition and the Caravan and Leisure at the NEC at Birmingham each year.

Last year we were left short on support, particularly at the NEC, although both exhibitions are interesting and can provide some excellent bargains. If you intend to visit either we would be delighted to see you to discuss any points you wish to raise or queries you may have. I'm sure our volunteers would also appreciate a break, no matter how short, to look round themselves. The more the merrier.

SAILBOAT 88...5/6 March 1988 Crystal Palace..Contact myself...Phil Sowden.
BOAT CARAVAN AND LEISURE..20-28th February 1988...NEC Birmingham...Contact P Gibbs
It's a Mirage???...On the lighter side...I've had suggestions that we should contemplate a new name for the class. 'Miracle' it is said is not taken seriously enough by the other classes. Should we rename the class (and the magazine and the class insignia) ?

Halo...Margaret Hodgkinson has done an excellent job keeping up with the production of Halo. She will publish (almost) anything you send her, so please use your Halo as it is intended-as a means of communication for the benefit of the membership.

Finally may I wish you all a Merry Christmas and Happy Sailing for the 1988 season.

Phil Sowden...Chairman of the Miracle Association.

ENDEAVOUR TROPHY 1987

The attendance this year at the Endeavour was much the same as last. The difference was £1000 prize money offered to the winning Association. Crewed for the first time by Harry Yule Smith in a borrowed Enterprise we set off in the first race to discover we were no real match for the opposition. We finished consistently about 12th in the six races sailed to finish a disappointing 13th out of the 17 entries.

It was comforting to see that many of the entrants are regular Enterprise sailors including 3 World Champions. This was no excuse for the mistakes I made, however, and I only hope to get the chance to prove our worthiness next year.

Phil Sowden ICI Slough

KNOW YOUR CHAMPIONS..AMANDA BEST..LADIES CHAMPION

Amanda is 21 and a third year Engineering student at Cambridge University. She started sailing in her early teens at Winsford Flash SC as a Mirror helms with sister as crew. After a few years Mirror helming the family transferred to the Miracle with Amanda crewing for her father and her sister for Chris Maxfield. A move to Surrey and Fresham Pond saw a change in class to Graduate, again with her sister as crew achieving a third in the Hayling Island Federation Week. Amanda went to Cambridge in 1985 and together with other helms from National Twelve and Topper classes proceeded to take the the Universities sailing scene by storm. Not only did they beat every ladies team but several of the more fancied men's teams became their victims. After a brief foray into fleet racing in the New Year of 1986 where she achieved a 9th place in the Bloody Mary, Cambridge Ladies went on to win the BUSA ladies championship convincingly. The following year as their team captain she went on again to the final and was narrowly beaten by Southampton. These two teams and Bristol Ladies had , incidentally been responsible for the dented egos of almost all the men's teams around.

Soon after the BUSA the decision was taken to 'Give the Miracle Nationals a go'.. see anotherin Halo.

Her crew Chris Gibbs is a 5th year student of Veterinary Medicine at Cambridge. Now 22 he has sailed on and off since 1976, with a year in National Twelves, and recently in the Larks. Since Plymouth in 1983 he has stuck to crewing. A member of the University First Team since 1983 he was in the second placed team of the 1985 BUSA championships and became team captain for the 86/87 season. His suc'ces to date are a 12th in the Lark Nationals and a 4th and 6th place in the 86 and 87 Student Individual Championships.

Both he and Amanda were struck by the friendliness of the Miracle fleet and the helpful way even one's rivals offered to help replace or mend broken fittings etc.

They hope to defend Amanda's title next year at Bala, and who knows we may have a lady National Champion.

THE RYA DINGHY SHOW

Sailboat '88

THE RYA DINGHY SHOW

Sailboat '88

CRYSTAL PALACE 26 MARCH

THE RYA DINGHY SHOW

Sailboat '88

CRYSTAL PALACE 5/6 MARCH



CRYSTAL PALACE 5/6 MARCH

ICI SLOUGH OPEN MEETING

The day dawned bright, but foggy, typical ICI SC weather I hear you say. Well I admit that it was similar to that in 1986, but I don't think it has been foggy on a racing day since then. If only the Open had been the day before..but never mind theres always next year.

Before the start there was a gentle breeze and the weatherman had promised better for later on. In the first race Derek Beere started well in the changeable conditions but Phil Sowden managed to pass him and pull out a handsome lead which he maintained until the end.

During lunch the best wind of the day arrived and the sun came out. However during the second race the wind died and swung through 90deg, causing a few grey hairs on the bank and an interesting situation on the water. The fleet eventually pulled away from the line and the 720's began. Both Phil Sowden and John Wilson made good starts and left the others behind. Phil on his home water read the flukey winds well to stay in first place throughout the race. Derek Beere kept pressure on John Wilson and eventually managed to pass and gain another second place. Just behind came Steve Fischer in fourth.

First place overall was now decided, but the others were stall open. Phil lead for the first lap but a lapse in concentration saw John Wilson overtake him. With the winds remaining light and fickle John was unable to maintain his lead with Phil and then Derek passing him. At the finish the three boats were very close, with John Wheeley in fourth place.

The 13 boats who attended enjoyed close competitive racing and could not afford to relax for long if they wanted a respectable place.

OVERALL POSITIONS

1	Phil Sowden and Linda Harrison	ICI
2	Derek Beere and Michelle Keeley	ICI
3	John Wilson and John Cox	Bartley
4	John Wheeley and Matthew Hoare	ICI
5	Steve Fischer and Emy Circuit	ICI

John Wheeley M350 ICI Slough.

TREASURERS REPORT

At the AGM the annual rate of inflation was confirmed at 4.5%. This results in the 1988 membership fees being set at £7.60 for single membership and £8.60 for family.

Fleet Captains or Club Secretaries should be made aware that the Association will send a cheque for £30 towards the cost of running a Championship meeting providing that a report on the event is submitted to Yachts and Yachting and to Halo. They need to send a note to either the treasurer or Peter Gibbs claiming the money so that the Associations books can be kept in order.

John Tippett, Association Treasurer.

LATE NEWS

1988 Puddleduck..Sunday 2nd October
ICI Slough, Tatlow, Maidenhead, Berks.
Contact Derek Beere Garston 676088

Drek Beere is the new Miracle Fleet Captain for ICI Slough SC.

MIRACLE OPEN WILSONIAN SC 28th JUNE 1987

Wilsonian were pleased to welcome visitors sailing eleven boats from a variety of clubs to their Open meeting. The sailing conditions were ideal with warm sun shine and a SW force 3-4 making their journeys worthwhile, and with eleven boats from the home club a good days sailing was to follow.

In the first race after some congestion at the first mark, Amanda Best from Cumbs University SC quickly broke clear of the fleet and built up a commanding lead, only to be forced to retire after having rounded a mark the wrong way. This left Geoff Dean of Worthing YC the winner closely followed by Tony Best of ICI. One mistake was enough for Amanda and she won the next two races to take the series. A second in race two and Tony Best was second overall and Geoff Dean's fourth place in the third gave him third place by a quarter of a point from Richard Smale of Worthing.

RESULTS

1st 541	Quicksilver	A Best & C Gibbs	Cumbs Univ SC	1½pts
2nd 3460	Tee Bee	T Best & A Taylor	ICI Slough	4pts
3rd 3497		G & E Dean	Worthing YC	4½pts
4th 2533	Classical Gas	R & J Smale	Worthing YC	5pts
5th 2206		D Pike & G Trott	Sovereign SC	9pts
6th 2873	Shadow Fox	P Ward & J Wilson	Wilsonian SC	10pts

John Cassell

MIRACLES IN MEDWAY REGATTA 18/19th JULY 1987

Once again there was class racing for Miracles in the Medway Regatta, the dinghy section was run by Wilsonian SC.

The wet conditions seemed to act as a deterrent keeping the fleets small generally, but a total of eleven Miracles sailed in one or more of the four race series. With a force 2-3 easterly wind blowing for the Saturday races Simon Paish of Segas was hoping that local knowledge of the Medway would keep in touch with Graeme Castle, but the latter's boat speed gave him two comfortable wins with Simon second and Patrick Ward of Wilsonian third in both races.

On the Sunday, local knowledge counted for nothing with the easterly wind rising to force 5-6. Graeme Castle showed his mastery of the conditions with another comfortable win, with Patrick Ward second and Paul Absalom of the home club third. Although he had won the series Castle still sailed and won the fourth race, — obviously getting in all the practice he could for the Nationals the following week.

RESULTS

1st 2922	Shere Khan	G Castle	Castaways	2½pts
2nd 1458	Paws	S Paish	Segas	8pts
3rd 2873	Shadowfox	P Ward	Wilsonian	8pts
4th 2180	Rondo	P Absalom	Wilsonian	9pts
5th 1329	Pipenanna	J Cassell	Wilsonian	15pts
6th 2079	Holy Mackerel	D Hudson	Wilsonian	17pts

John Cassell Wilsonian SC

MIRACLE INLAND CHAMPIONSHIPS INCORPORATING THE YOUTH AND JUNIORS

The Miracle Inlands were held at Draycote Water SC on the weekend of 12/13th September. They attracted an entry of 35 boats, incorporating 4 entries for the Juniors and 6 for the Youths. The first two races on the Saturday were held in some very 'hairy' conditions (force 5-6 and heavy rain). Both races proved to be the survival of the fittest with 3rds of the fleet retiring with gear/helm/crew failure (though Geoffrey Dean found the water very warm).

The first race saw the leading boats bravely flying their spinnakers with the rest of the fleet hanging on (by their toenails). The race was eventually won by Peter Allsop crewed by Chris Gibbs with Harry Barlow and Andrew Smith in 2nd and 3rd. Not a bad effort considering that Peter had not sailed a Miracle before. The second race was won by Mark Lunn crewed by Martin Jones who apparently got their act together after capsizing four times in the first race. A real ding-dong battle for 2nd and 3rd places was had between Graeme Castle and Harry Barlow with Graeme finishing in second place. Sunday proved to be a complete contrast. It was warm and sunny with a force 2-3 southwesterly breeze.

Andrew and Micheal Smith got a flying start on the third race and were over 2 minutes ahead of the rest of the fleet round the windward mark. They held this position for the whole race. Second and third were contested strongly between Mark Lunn and Graeme Castle with Mark coming second. After the race, John Tippett (the Draycote fleet captain) revealed that he in fact had been third round the windward mark when a cruel twist of fate forced him to do a 720 and life was never the same again.

The 4th and final race proved to be a 3 horse race with Mark Lunn, Harry Barlow and Graeme Castle getting away from the rest of the fleet by taking advantage of a wind shift shortly after the start. The wind continued to shift throughout the race causing many of the boats to change position during the race. Mark dropped into second place once, but managed to regain the lead to win the race. Harry and Graeme were neck and neck up to the final beat with Harry getting a lift just before the finish to get second place.

A good weekends sailing was enjoyed by all with Mark Lunn and Martin Jones proving to be the overall winners of both the Inlands and the Youth titles. Robert Day and Colin Anderson won the Junior Championships. It was also pleasing to see some new faces and we hope to see you all again next year.

Bob (where's me mast?) Morris.
M404 Draycote Water SC

OVERALL RESULTSINLANDS

1 2766	Mark Lunn and Martin Jones	Wigan
2 3330	Harry Barlow and Elaine Houghton	Draycote
3 3496	Andrew and Michael Smith	Hoveringham
4 2922	Graeme Castle and Sarah Hochliffe	Castaways
5 562	John Wilson and John Cox	Bartley
6 316	Derek Beere and Michelle Keeley	ICI

YOUTH

1 2766	Mark Lunn and Martin Jones	Wigan
2 1344	Robert Day and Colin Anderson	18th overall Redditch

JUNIOR

1 1344	Robert Day and Colin Anderson	Redditch
2 2874	Joseph and John Roderick	21st overall Port Talbot BSC
3 3545	James and Alexis Chandler	29th overall Draycote

AT THE AGM HELD AT BRIXHAM YC ON 30th JULY 1987 THE FOLLOWING
CHANGES WERE AGREED BY MEMBERS PRESENT WITH THE NECESSARY MAJORITY.

Changes to Rules of the Miracle Association.

- Rule No 3(k) "Fleet" shall mean FIVE or more registered boats.
Fleet status will be automatic when there are 5 or more boats to any one club. The owners shall appoint a Fleet Captain who will be responsible for communicating to the owners, news and decisions regarding the Association. The name of the Fleet Captain shall be advised to the Membership Secretary of Association.
- Rule No 5(g) There shall be at least three Committee meetings per annum with a maximum interval between meetings of six months.
- Rule No 5(b) Add 'at least' to this such that the rule reads:
The Committee shall consist of at least NINE full members of the Association.....

NEW RULE.

- Rule No 5(a) All resolutions proposing changes in, additions to, or deletions from the Rules of Measurement and Construction will come into effect on 1st January following the passing of the resolution, unless specifically stated otherwise. All other resolutions not concerning the Measurement Rules will come into effect immediately following the passing of the resolution, unless specifically stated otherwise.

Changes to Miracle Association Rules of Measurement and Construction.

See Rule 5(a) above.

Permitted additions. (i.e. NOT mandatory.)

1. Spars. "Spreaders of a rigid type at a recommended height from the mast step of 2670mm., length and deflection anglr optional but non adjustable when sailing, are permitted."
2. Hull. "A tie is permitted between the King Plank and the Spine just forward of the stowage bulkhead."

ONE MILLION POUNDS Third Party Indemnity

Newton Crum have advised us that from their experience, and having checked with the RYA, a growing number of Sailing Clubs are requiring £1,000,000 third party cover.

They state that with effect from January 1st 1988 their Third Party indemnity will automatically be increased to this amount. There will be no increase in premium until the policy is due for renewal. They hope to contain the increase to not more than £1.00 per annum.

Newton Crum state that this note acts as an official endorsement when published in 'Halo'.

P H Gibbs Class Secretary

Ref DNC 29.7.87

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Telephone: 0533 895051
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ANSWERBACK MKLEIN - G



SPREADER KITS FOR MIRACLES

Standard Kit: Comprising Seasure spreader root, two spreader arms, all fixing screws and copper wire necessary £23.60.

Adjustable Spreader Kit: Comprising spreader root, two spreader arms, outboard end adjustment, and adjustable spreader root. Complete with all fixing screws and copper wire. £44.69

All prices include VAT and postage and packing.

These kits would include full instructions for fitting and we would offer 5% discount off the cost to Class Association Members.

NEWTON CRUM INSURANCE

THEFT...an alarming increase

The Association Insurers have reported an alarming increase in the incidents of theft both of road trailers and Class dinghies. As an example on Tuesday 4th Aug. they, alone, recieved notification of the theft of the following dinghies.

1. Vinta Sailboard No 69220.
2. Dolphin Sailboard No 113.
3. GP14 No 11167.
4. Topper No 23433.

(By the way there is a handsome reward to any Association member locating one of the stolen boats in addition to which the Association will recieve £100 per boat recovered!..if you discover one, telephone Newton Crum claims on 04246 4411)

All classes are suffering and many clubs that previously had little incident of theft and vandalism are finding this problem recurring over and over.

It is very important that you challenge any unfamiliar face at your club, that members make certain that their trailers are locked and that all removable gear especially sails are stored in a place of safety away from the boat. Boat covers are also disappearing so make sure that in good bold letters the name of the boat, it's number and the home club are shown on your cover as well as trailer and trolley.

Finally and not least important is the need to make certain that you know who is selling you a used boat and that you have their name, address and phone number and some proof of their identity and confirmation that they are entitled to sell the boat. Already this year two unsuspecting buyers of used dinghies have had the Police call to inform them they have purchased stolen property (although undoubtedly not realising that). The question of title and who the boat belongs to then arises as well as other complications. If in doubt, check with your Association or the Association's insurers. It isn't foolproof but not a bad idea in case of doubt.

FITTING OF SPREADER BRACKET AND SPREADERS TO MIRACLE MASTS

(NON ADJUSTABLE TYPE)

SUITABLE FOR BOTH HOLT AND PROCTOR MASTS

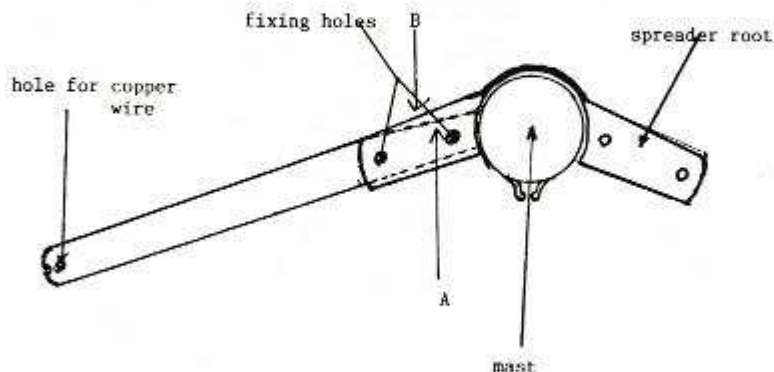
Chris Gibbs MM541

PARTS		Available with fitting instructions from Jack Holt Ltd., at £22.50 inc. p&p and VAT.
1	Seasure Spreader Root	
2	Jack Holt Spreaders	
4	3/16" x 1/2" pop rivets	
4	Stainless Steel Nuts and Bolts	

You will also require some copper wire and plastic tape.

PROCEDURE

1. Fit spreader bracket to front of mast at recommended height from mast step i.e. 2670mm, ensuring that the bracket is;
 - a. Centrally located (measure from sail track to each edge of bracket).
 - b. Mounted so that the spreaders when fitted are angled towards the top of the mast.
2. Rig boat and apply normal rig tension to jib, main and kicker (to promote mast bend if you normally sail with pre-bend). Shrouds should be set up as though you were sailing without spreaders. Carefully roll the rigged boat onto its side and tie down the mast. Now take one spreader and with a hacksaw carefully cut it so the spreader fills the gap between the spreader root and the shroud. Make sure that edge 'A' (in sketch below) is parallel with and butts up to bracket at 'B'. Now mark and drill holes for fixing bolts. Repeat for other side. **CAUTION**, do not make a mirror image of the first spreader unless you have first checked that it suits the opposite side. If the root bracket is not exactly central you may find that edge 'A' needs to be at a slightly different angle. Now bolt the spreaders to the spreader bracket. The spreaders should not deflect the shrouds in any direction. Using the copper wire, wire the shrouds to the spreaders through the hole provided. Finally tape over the wire to protect your sails.



(not to scale)

1987 NATIONAL CHAMPIONSHIPS

The National Championship was hosted this year for the first time by Brixham YC from July 26th-31st and attracted a disappointing entry of 48 boats. The venue was excellent both for the racing and the family and it is difficult to understand the reasons for such a low turnout. Unusually for Torbay, the wind was offshore north westerly all week resulting in some localised gusts and some large windshifts. The wind direction also created problems at the ramp, which was really the only snag with the venue.

The practice race ended in chaos after the race officer only fired one cannon following the start for a general recall. Most of the fleet carried on oblivious and were subsequently disqualified for being over the line and within the triangle within one minute of the restart. Just two boats completed the race and the delighted and suprised winners were Roger and Chris Pike from Sutton Bingham with Robin Gibbs in second place.

The first championship race was held in a force 3-5 and was lead from the gun by Graeme Castle, second at the windward mark was Malcolm Lunn, who had taken a flier out to the left hand side of the course, and third was Craig Purdie. Mark Lunn moved through the fleet to challenge Graeme, but a wind shift on the final beat let Harry Yule-Smith through to second. Derek Beere finished an excellent fourth in front of Malcolm and Andrew Smith.

The second race followed on after a short break ashore, but by this time the wind had increased further to a force 4-6. Andrew Smith made a cracking start to lead at the windward mark hotly pursued by Graeme Castle and Phil Sowden. Graeme passed Andrew on the second reach and these two pulled clear to finish in that order from Phil. Amanda Best led the rest of the fleet home followed by Mark Lunn and John Wilson.

On Tuesday morning, the light wind resulted in a postponed start. However, at the start gun the wind disappeared completely to leave the fleet stranded and going in all directions! Momentarily, the wind filled in lightly from the south and amongst the few to benefit was Phil Sowden who spinnakered out from the pack for about 100 yards until the north-westerly reestablished itself. Phil then covered the fleet to have a good lead at the windward mark from his clubmate Derek Beere. By the end of the shortened race Harry Yule-Smith had moved up to second place with Amanda Best third and Graeme Castle fourth. With the number of registered Miracles over 3,500, it was most encouraging to see four boats finish in the top ten of this race with a number under 600.

The wind for race four returned to a strong force 4-6 and from a good start the fleet split to the two sides of Torbay. Graeme Castle from the starboard side led round the windward mark followed by Mark Lunn and Phil Sowden. On the second reach Mark flew past Graeme and from then on covered Graeme to the finish with Phil staying in third and David Southwell leading the rest of the fleet from Andrew Smith and Amanda Best.

The race on Thursday morning was delayed for two hours due to problems of launching from the ramp, especially for the OKs. By the time the race started, the wind had moderated considerably to a force 3-4. Half way up the first beat a large windshift left half the fleet stranded on the wrong side of the course. Mark Lunn rounded the windward mark with a large lead from Amanda Best and Simon Paish. At the finish David Raines had moved through to record an excellent second place to Mark, with Amanda third and David Southwell fourth and Phil Sowden fifth. David was subsequently disqualified to move Phil to fourth and with Graeme seventh, this left the championship to be decided between Mark, Phil and Graeme in the last race. Following this race the crews race was run over a short triangular course and eight competitors had enough strength left to take part in now the light wind, Nick Bonner with Simon Paish as crew in 1458 led at the windward mark and held on to win despite a late challenge from Paul Riddle with dad as crew.

The wind in the last race had returned to a good force 4-6 and after a general recall, David Southwell led away from the second start to open up a good lead at the windward mark from Phil and Graeme. Graeme first passed Phil at the end of the third beat and then finally overhauled David within 200yds of the finish.

PRIZEWINNERS

Practice Race:	Roger and Chris Pike	Sutton Bingham
Race 1 & 2:	Greame Castle and Sarah Hockcliffe	Castaways
Race 3:	Phil Sowden and Linda Harrison	ICI
Race 4 & 5:	Mark Lunn and Martin Jones	Wigan
Race 6:	David Southwell and Andy Macillney	Leigh
Single Handed:	Not sailed	
Crews Race:	Nick Bonner Worthing and Simon Paish Segas	
Improvers:		
1st-2nd race:	David Pike and Graham Trott	Sovereign
2nd-3rd race:	John Wheeler and Sarah Taylor	ICI
3rd-4th race:	Peter Cuthbert and Neil Critchley	Leigh
4th-5th race:	Robert Morris and crew	MM404
5th-6th race:	Peter Cuthbert and Neil Critchley	Leigh
Lady Helm:	Amanda Best	Camb Univ.
Under 16 helm:	Craig Purdie	Winsford Flash
Under 18 helm:	Mark Lunn	Wigan
Masters:	Derek Beere	ICI
Ton-up-cup:	Tom Pearson and Alan Snowden	Mid Warwicks
Youngest crew:	Martin Jones	Wigan
10th:	David and Michelle Raines	Leigh
9th:	Derek Beere and Michelle Kelley	ICI
8th:	Craig and Steven Purdie	Winsford Flash
7th:	David Southwell and Andy Macillney	Leigh
6th:	Andrew Smith and Vaughn Freshwater	Hoveringham
5th:	Harry and Annabelle Yule Smith	North Lincs
4th:	Amanda Best and Chris Gibbs	Camb Univ.
3rd:	Graeme Castle and Sarah Hockcliffe	Castaways
2nd:	Mark Lunn and Martin Jones	Wigan
1st:	Phil Sowden and Linda Harrison	ICI

NATIONAL REPORT CONTINUED

The race finished within seven minutes of the limit of three hours for the leading boat. Unhappily for Graeme a start line incident with Malcolm Lunn resulted in both being disqualified and leaving Phil Sowden and Linda Harrison as our National Champions for the second year running.

Richard Smale. Worthing YC.

CONGRATULATIONS PHIL SOWDEN AND LINDA HARRISON OF ICI SLOUGH
ON SUCESSFULLY DEFENDING THEIR TITLE OF NATIONAL CHAMPIONS
YOU ARE ON A HAT TRICK NOW AT BALA IN 1988

HELM	NO	Race results position and points						TOTAL	FINAL POS
		1	2	3	4	5	6		
P Sowden	3220	9(13)	3(5.7)	1(0)	3(5.7)	4(8)	2(3)	22.4	1
Mk Lunn	2766	3(5.7)	5(10)	24(30)	1(0)	1(0)	4(8)	23.7	2
G Castle	2922	1(0)	1(0)	4(8)	2(3)	7(13)	DISE	24	3
A Best	541	8(14)	4(8)	3(5.7)	6(11.7)	3(5.7)	7(13)	44.1	4
H YuleSmith	3402	2(3)	7(13)	2(3)	11(17)	5(10)	10(16)	45	5
A Smith	3496	6(11.7)	2(3)	8(14)	5(10)	2(19)	5(10)	48.7	6
D Southwell	3383	10(16)	12(18)	12(18)	4(8)	DISE	1(0)	60	7
C Purdie	2428	12(18)	10(16)	19(25)	10(16)	6(11.7)	3(5.7)	67.4	8
D Beere	316	4(8)	11(17)	5(10)	20(26)	16(22)	6(11.7)	68.7	9
D Raines	1685	13(19)	19(25)	6(11.7)	13(19)	2(3)	16(22)	74.7	10
J Wilson	562	16(22)	6(11.7)	9(15)	15(21)	14(20)	9(15)	82.7	11
R Smale	2533	20(26)	13(19)	15(21)	9(15)	9(15)	8(14)	84	12
M Lunn	2755	5(10)	17(23)	18(24)	7(13)	18(24)	DISE	94	13
G Dean	3497	18(24)	16(22)	10(16)	21(27)	13(19)	12(18)	99	14
J Ingram	2141	14(20)	22(28)	14(20)	17(23)	8(14)	18(24)	101	15
H Barlow	3330	8(8)	9(15)	11(17)	14(20)	25(31)	14(20)	103	16
F Riddle	263	15(21)	15(21)	21(27)	24(30)	10(16)	13(19)	104	17
A Jones	3200	7(13)	8(8)	25(31)	12(18)	17(23)	20(26)	111	18
P Cuthbert	3313	19(25)	21(27)	22(28)	8(14)	24(30)	11(17)	113	19
J Wheelley	350	25(31)	29(35)	7(13)	23(29)	15(21)	17(23)	117	20
S Fischer	124	22(28)	14(20)	26(32)	19(25)	21(27)	15(21)	121	21
E Cuthbert	3107	11(17)	8(14)	13(19)	16(22)	8(8)	5(10)	127	22
S Paish	1458	34(40)	8(8)	16(22)	25(31)	11(17)	21(27)	137	23
B Jones	829	30(36)	25(31)	20(26)	27(33)	20(26)	19(25)	141	24
T Best	3460	21(27)	27(33)	27(33)	18(24)	26(32)	22(28)	144	25
N Atherton	2713	17(23)	18(24)	17(23)	8(8)	33(39)	32(38)	147	26
P Baverstock	3210	23(29)	24(30)	8(8)	29(35)	32(38)	23(29)	161	27
N Johnston	1176	29(35)	28(34)	30(36)	22(28)	28(34)	30(36)	167	28
D Pike	2206	31(37)	20(26)	27(33)	30(36)	31(37)	27(33)	169	29
J Tippett	3461	32(38)	26(32)	31(37)	21(27)	38(44)	29(35)	169	30
J Roderick	2874	26(32)	8(8)	33(39)	34(40)	22(28)	24(30)	169	31
B Coacher	3320	26(32)	30(36)	35(41)	26(32)	29(35)	25(31)	175	32
P Ward	2873	24(30)	8(8)	23(29)	28(34)	23(29)	5(10)	177	33
R Morris	404	27(33)	23(29)	39(45)	40(46)	19(25)	8(8)	178	34
T Pearson	3333	35(41)	8(8)	28(34)	33(39)	30(36)	26(32)	182	35
T Phillips	197	8(8)	31(37)	36(42)	42(48)	27(33)	31(37)	197	36
L Kimmins	1812	33(39)	8(8)	42(48)	32(38)	35(41)	28(34)	200	37
R Richardson	3067	37(43)	8(8)	22(28)	35(41)	41(47)	36(42)	201	38
M Hudson	2751	8(8)	33(39)	34(40)	36(42)	37(43)	37(43)	207	39
G Aggus	1829	38(44)	32(38)	44(50)	39(45)	8(8)	35(41)	218	40
R Ferguson	3388	8(8)	5(10)	41(47)	37(43)	36(42)	34(40)	227	41
R Gibbs	3145	39(45)	8(8)	38(44)	41(47)	5(10)	33(39)	230	42
R Pike	3222	8(8)	5(10)	29(35)	5(10)	34(40)	5(10)	240	43
C Addington	3491	8(8)	5(10)	40(46)	44(50)	39(45)	38(44)	240	44
M Woodhead	2905	40(46)	8(8)	45(51)	38(44)	40(46)	5(10)	242	45
D May	322	8(8)	5(10)	46(52)	43(49)	42(48)	39(45)	249	46
B Longson	3500	28(34)	8(8)	5(10)	5(10)	5(10)	5(10)	254	47
M Coleshaw	3291	8(8)	5(10)	43(49)	5(10)	5(10)	5(10)	269	48

BRINGING UP THE REAR

Our reason for entering the Miracle Nationals was quite simply because Ullswater in 1986 looked such fun; and that's why we sail, to have fun - not because we have any pretensions about winning. But even with expectations as modest as ours (primarily not to always come last) we had our moments; second in the practice race because Caroline had studied the rules and the flags for a full two hours before the start of the race and knew all about general recalls! Anyway setting your sights on the boat immediately in front and beating it to the next mark is one of the minor challenges and battles that develop whether you're near the front or the rear of the fleet... And if you really want to improve, what better way than watching the best? (This is a useful explanation to explain your presence amongst the leaders on the final beat while you still have another lap to complete).

Miracle sailing is a family affair, even at the Nationals. Witness how many sons and daughters crew for fathers and how many parents crew for aspiring offspring. We found the age differences a very comfortable mixture; no one was too young or too old to participate in some way. This mix in ages helps to temper the rivalry and competitiveness which have become one of the least attractive characteristics of other classes. We felt that we belonged, and that though participating in the Nationals was important and worthwhile, we didn't take ourselves too seriously.

The welcome extended to us by Brixham YC, the use of their facilities and the amazingly slick organisation for the launching and recovery of boats, ensured that there was time to relax and become involved in the holiday atmosphere of the town. So, if you've a yen to experience racing in a fleet of Miracles, but like us, you have no aspirations of grandeur, try the Nationals in 88, bring the family, and enjoy the sailing and company secure in the knowledge that while there are boats crossing the line ahead of you, we'll be bringing up the rear!

Robin Gibbs and Caroline Warner MM3145

Maidenhead
Berks

Dear Halo,

Just a note to thank the committee for organising a really good Nationals at Brixham. It was the first time we had gone as a family and everyone enjoyed it. I look forward to a return visit.

Yours sincerely,

Brian Jones MM829



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THAT WAS THE WEEK-THAT WAS!

Derek Beere MM316

Race 1

I look at the white horses, pray, give Michelle a sickly grin and Bang! We're off. Crashing through the waves tack for tack, only about 1 1/2 miles to the mark. We seem to be holding around tenth position, but can I stay upright? Graeme Castle is showing us how to sail in these conditions. We slip through to 4th as the wind eases.

Race 2

More white horses. Must sail conservatively and hope the wind dies. Michelle is battling with the spinnaker and scaring the pants off me. Am I getting old? Graeme is doing it again. He must know where to sit downwind. The last beat-we are both completely shattered. Just hang in for 11th. What a day's sailing. Please God, light winds tomorrow.

Race 3

How beautiful, not a breath, this is ICI weather. Bang! here we go again, but no one moves. We drift into Dead Ringer. Hell a 720'-amazing, we have done our turns and here come a Zephyr. Only about six boats are moving and we're one of them. We slip by Tom Pearson, Harry Barlow finds a flat spot, and we are rounding second. Second! Don't panic, keep calm, pass me my tranquilizers.

Michelle is handling the spinnaker beautifully yet again. Phil Sowden is showing how to do it this time. We drop back to 5th.

Race 4

Bloody wind, a repeat of Monday, but more. As we drop the kite we swamp the boat, what a mess. Mark Lunn is sailing like a 17 year old veteran. Mark his 12 year old crew actually enjoys it, well done. We are 20th, very forgettable.

Race 5

Another hard slog. Screaming reaches, nailbiting runs, sore hands, exhausting beats. Why do we do it? I drop 5 boats on the last beat. John Wilson does a 720' and still gets by us. Where's my copy of 'Start to Win'? 16th. Another good win for Mark and Martin...

Race 6

We need a good one today. Phils on a bit of a flyer. Follow him, says Michelle. She's right. David Southwell is first round, phil's second and glory be, we're third. The kite is up and we're rolling like a drunken pig. I think I feel sick. Michelle keeps pulling the pole round for more speed. I only want to stay upright. Please. ZOOSH. Graeme flies by followed by Craig Purdie and Andrew Smith. Must have faster boats!. Can we hang onto 6th place. No. From way back comes young Mark, and scorches by on the sausage leg. Amanda next, she has certainly put us (macho males) in our place this week. Can we hold her off? just, with great difficulty that puts us 7th.

Graeme sails brilliantly to cross first, but loses out in the protest room. So first to Dave. Congratulations to Linda and Phil, National Champions for the second year running.

This was the best Nationals I can remember, and I've been to them all. Thanks to Brixham YC who have done a great job under difficult conditions.

Above all I shall remember what a friendly bunch you lot are.

BALA REVISITED

When Derek suggested we combine the 'Open' at Bartley with a trip to Bala Lake, I only agreed reluctantly. But I am really glad I went.

We found Bala to be a bustling little town with a slightly old-fashioned air about it which is very pleasant.

The August Regatta had attracted a lot of boats (over 200 but not a Miracle to be seen) and everywhere seemed alive and full of the holiday spirit. The High Street is the centre of things with pubs, cafes, shops etc., but there are plenty of lovely quiet places further out if that is what you want.

Obviously, it is not like Eastbourne with lots of B & B signs, Hotels etc. So what accommodation is there?...lets start with self catering. The nearest Caravan-camping site to the clubhouse is the PENYBONT TOURING PARK, Tel. Bala 520549, distance $\frac{1}{2}$ mile, this looked very nice but only caters for touring vans and campers.

Further up the hill-again looking good, is the PEN-Y-GARTH CARAVAN & CAMPING PARK, Tel. Bala 520485. They have vans for hire, restaurant etc. The site is about a mile away from the club, but all up hill!!! There were other sites but not on our side of the lake.

There isn't much in the way of flats and S/C cottages, but these are what the Tourist Board gave us. Mrs Barnes, Berthlwyd, Rhos-y-Gwalia, Bala..1 mile..Tel. Bala 520244. Mrs Roberts, Cartref, Rhos-y-Gwalia, Bala..1 mile.Tel. Bala 520787. Hawen, Mount St, Bala ..Tel. Bala 520262.

The only B & B Guest House we were able to look at was the Plas-Teg Private Hotel, Tel..Bala 520268. This is a well run place, about 12 mins walk from the clubhouse. B & B with evening meal £95. I have listed the other places but did not have time to look at them. Mrs Smith, Pen. Isa'r Llan, Llanfor, Bala..Tel. Bala 520507. Mrs Skinner, Tel. Bala 520234.

There are obviously many more outside the town and the Snowdonia Park Information Centre, High St., Bala are very helpful and will send details. There are several pubs in the High Street which do accommodation and meals etc...all good. We enjoyed our stay at the Royal White Lion. It is a busy hotel/pub, but maybe a little pricey for a sailing holiday..about £27 BB & evening meal. The other pubs are.. Plas Coch Hotel, Bulls Head Hotel, The Goat Hotel, The Ship Hotel. All good and perhaps lower in price than the White Lion.

Of course if you sold your Telecom Share before the crash, the Bala Lake Hotel is half a mile up the hill behind the clubhouse, with its own Golf course etc. I hope at least some of this information has been of use and I look forward to seeing you all at Bala next year. Just pray for good weather...!!

Paula Beere M316.

FOR SALE AND WANTED

Advertised free of charge for Association members. For next issue by the end of April 1988.

FOR SALE Atkinson main, jib and spinnaker. Latest new shape. 6 months old. Good condition. £200 ono. Tel Mark or Malcolm Lunn..Skelmersdale 25898.

WANTED Miracles, Miracles and more Miracles. Contact Peter Gibbs or me.

FOR SALE Storrar and Bax Main and Jib. Measured. 4th 1987 Nationals. Race winner 1987 Inlands..£90..Contact Peter Gibbs..021 744 1672

1988 MIRACLE NATIONALS

WILL BE HELD AT

BALA SAILING CLUB

FROM

Monday 25th to Friday 29th July

PRACTICE RACE 3pm SUNDAY

ENTRY FEE £38 (£33 if paid before 30th June)

For camping and accommodation details see Paula Beere's letter in this issue or select from the enclosed list.

ENTRY FORMS and more detailed information will be published in the next copy of HALO due in May.

Miracle Association members are cordially invited by the host club to participate in the handicap racing held on Saturdays and Sundays.

Bala Sailing Club also extend a warm welcome to anyone who wishes to sail in the following events....

Easter Regatta	April 3rd
Spring Regatta	May 29th
Spring Open Week	June 1st, 2nd and 3rd
Long Distance Race	July 2nd
All Comers Handicap	July 3rd

For further details contact BSC Secretary, Owen Shaw...Phone Bala (06783) 210.

**BALA SAILING CLUB
ACCOMMODATION LIST
TELEPHONE S.T.D. CODES:
BALA - 0678
LLANDDERFEL - 06783
MAERDY - 049 081
LLANUWCHLYN - 06784
LLANDRILLO - 049084
DOLGELLAU - 0341
CORWEN - 0490**

TOURIST INFORMATION OFFICE

LICENSED HOTELS

Royal White Lion Hotel, High Street, Bala (AA 3 Star) Bala 520314
Goat Hotel, High Street, Bala Bala 520432
Pias Coch Hotel, High Street, Bala (AA 2 Star) Bala 520309
Bryn-y-bont Inn, Llandderfel Llandderfel 205
Tyddyn Llan Country Hotel & Restaurant Llandrillo 264
Bala Lakeside Hotel and Restaurant Bala 520344
(also Golf Course)

GUEST HOUSES (Licensed)

Francine, Mr. Glyn Jones Bala 520301
Pias Teg, Tegid St. Bala 520268
Pensar Llan Llan for Mrs. J. Smith Bala 520507

BED AND BREAKFAST - TOWN AREA

*Wright, J. Castle St. Bala 520147
Mrs Edwards, Gwyn Hirnant Bala 520538
Cae'r Ynn, Florio-y-Gerddi, Mrs Baines Bala 520902
Fedw Arlan Uchaf Bala 520292
Bra Aran, Ffrydan Road, Bala Bala 520247
Bron Afon, Ffrydan Road, Bala Bala 520271
Mrs Jones, Bronydd High St. Bala Bala 520341
Islwyn, Pensar Road, Bala Mrs Jones
Mrs E. Jones, Glasfryn, Station Rd., Bala Bala 520251
Coed y Fron, Strid y Fron, Bala Bala 520489
Bodwen, Tegid Street, Bala Bala 520900
Mrs Trow Bala 520058
Mrs Eirwen Jones, 95 Tegid St., Bala

DISTRICT

*Bod Ery, Llandrillo 238
Thomas, Gwynllys, Ffrongoch Bala 520986
Cynias, Cefnddwyssarn Llandderfel 225
*Llawbystres Farm, Glasrafon Maerdy 224
Tyddynnon, Llandderfel Bala 520569
*Penybryn, Sarnau Llandderfel 297
Gwerthelin, Llanuwchllyn Llanuwchllyn 681
Penyronen, Llangower Llandderfel 379
Pias Iorwerth, Llandderfel Llanuwchllyn 252
Pantycobren, Llanuwchllyn Llanuwchllyn 272
Bryn Gwyn, Llanuwchllyn Llanuwchllyn 634
Bro Aran, Llanuwchllyn Llandderfel 245
Hendre, Cefnddwyssarn Tynewydd, Llandderfel Bala 520528
Ty Gwyn, Rhydudoch
*Wernddu, Llanuwchllyn (Roberts) Bala 520262
*Erwferis, Cefnddwyssarn (Jones) Bala 520234
*Talybont Isaf, Rhydudoch Bala 520376
*Bryn Melyn, Rhydudoch Bala 520215
*Youth Hostel Aislw, Pias Rhiwaeog, Rhosygwalia Bod Eirin, Bethel, Llandderfel Llandderfel 256
*Ty Mawr, Pennantllw, Llanuwchllyn Llanuwchllyn 620
*Halod, Yr Haid, Pennantllw, Llanuwchllyn Bala 520560
*Penre Duddog, Rhydudoch Bala 520554
Mrs. S. Jones, Cymery, Rhosygwalia, Bala Bala 520796
Mrs. John Jones, Maes Awalon Llandrillo 264
P. Kindred, Tyddynllen, Llandrillo Bala 520555
Mrs Mey, Llandderfel Mawr Bala 520711
Mr. Scott, Ty'n-y-Wern, Rhos y gwalia Llandrillo 229
Mr. Glyn Williams, Tyfos, Llandrillo Llandderfel 243
Mrs B. Rowlands, Dawia Cylarfoe Corwen 2167/2182
*Ty'n y Celyn' Cynwed, Corwen

*Denotes evening meal if required

*Special arrangement for any Visitor to Bala S.C.

HOLIDAY FLATLETS and COTTAGES

Mrs. Jones, Maes-y-wan Farm, Llandderfel Bala 520246
Glanfryn Farm (Pugh) Llanuwchllyn (2 cottages) Llanuwchllyn 227
Skinner, Talybont Isaf
Rhydudoch, Bala (1 cottage) Bala 520234
Roberts, Living, Ffrongoch (1 cottage) Bala 520754
Roberts, Dolwen, Ughaf, Rhosygwalia Bala 520597
Lewis, Talybont, Rhosygwalia (2 flats) Bala 520478
Evans, Cilgarnth, Ffrongoch Bala 520264
Mrs. Barnes, Berch Iwdd, Rhosygwalia (5 cottages) Bala 520244
17, Piasy Street, Bala Bala 520507
Pen-y-bont Farm (1 flat) Bala 520549
Mrs. Evans, Ty Isaf, Llanymonion Bala 520574
Glanhimon, Rhosygwalia Bala 520581
Penybryn Mawr, Capel Celyn (1 flat) Bala 520465
Ty Mawr Cottage, Peniel, Llanuwchllyn (2 cottages) Bala 520217
Cartref, Rhosygwalia Bala 520787
Jones, Pias Gwyn, Llangyfair (2 cottages) Bala 520405
Ty Newydd, Rhydudoch Bala 520304
Llanerch Las, Llandderfel Bala 520620
Mrs. B. Davies, Llanymonion Bala 520572
Mr. Scott, Ty'n-y-Wern, Rhos y gwalia Bala 520711

TOURING CARAVAN and CAMPING SITES

Evans, Cilgarnth, Ffrongoch Bala 520294
Loch Cafe Bala 520226
Ty Iandderwen Farm (Lloyd Davies) Bala 520273
Gwyneth, Caravan Park, Cefnddwyssarn Llandderfel 246
Brynmelyn Farm, Llandderfel Llandderfel 212
Mr. James, Penybont Farm Bala 520549
Llanuwchllyn 272
Mr. Roberts, Bryn Gwyn Farm, Llanuwchllyn Bala 520415
Mr. Williams, Bryn Mae, Llanymonion Camping only Bala 520485
Mr. G.J. Roberts, Pantyrone, Llangower Camping only Llanuwchllyn 658
C. Abel, Pen-y-garth, Rhos y gwalia Llandderfel 369
A. Cheetham, Hendre Mawr
Mrs. Williams, Llanerch yr Eryr

Caravans to Let on site

C. Abel, Pen-y-garth, Rhosygwalia Bala 520485
A. Pugh, Glanfryn Farm Llanuwchllyn 227
J. D. Evans, Ty Isaf, Llanymonion Bala 520574
J. G. Jones, Llawbystres Farm, Glasrafon Maerdy 224
Hendre Mawr, Llanuwchllyn Llanuwchllyn 658
Mrs. Jones, Massawalon Bala 520756
M. Jones, Carmg big Llanerch Bala 520652
A. Cheetham, Hendre Mawr Llanuwchllyn 658

LICENSED RESTAURANTS

Jacinta, High Street, Bala Bala 520443
Mrs. K. Hubbard, Y Sossan Fach, High St., Bala Bala 520396
Mr. G.H. Evans, Neuadd y Cynlod, Station Rd., Bala Bala 520262
Bala Lakeside Restaurant Bala 520344
Glanrafon Restaurant, Glasrafon (17 miles) Maerdy 313
Bryn Tirion Inn, Llandderfel Llandderfel 205
Tyddynllan Restaurant, Llandrillo Llandrillo 264
Hywel Dda Restaurant Dolgellau 4'600
Bron Ceidiog Restaurant Llandrillo 371
Tyddynllan Restaurant Llandrillo 264

UNLICENSED RESTAURANTS, CAFES & MILK BARS

Mr. J.G. Williams, Capwedd Cornel, High St., Bala Bala 520310
Mrs. N.A. Roberts, 1 High Street Bala 520374
Mr. D. LL. Williams, Y Bader, Aur, High St., Bala Bala 520374
Mr. & Mrs. Evans, Y Gegin Fach, High St. Bala 520226
Loch Cafe, Lake Shore
Cynlod Cafe, High Street, Bala

CARAVANS TO LET

Phone the owner at: Bala 520652 Bala 520338
Bala 520756 Bala 520376
Bala 520537 Bala 520569
Bala 520234 Bala 520620
Bala 520586

SPREADERS, SEA AND (SOME) SUN or (A COMEDY OF ERRORS)

At Easter, Amanda and I decided to compete in the Miracle nationals, Amanda returning to a Miracle after a seven year break. There was however one problem; we were both in Cambridge, but my boat was back home in Birmingham. We bought the boat back to Cambridge on the way back from team racing in Liverpool, with the firm intention of racing every Wednesday at Grafham for the rest of the term. Unfortunately though with exams we only got round to doing 2 club races and were disqualified from them both! Once for taking the wrong course and then for starting 5 minutes early with the wrong fleet. Nothing daunted we trekked to Wilsonian for their Open. Having established a long lead in the first race the course card disintegrated in the water and disappeared down the bailers. Guessing the rest of the course (wrongly) we finished. The next 2 races went better and we'd won our first Open. So, we arrived at Brixham with a total of 5 outings (3 disqualifications) together in a Miracle. The practice race made it a fourth, but at least this time we had plenty of company the whole fleet with the exception of two sailed on oblivious to the race officer's signals. Monday morning came and although in my opinion this is a perfect venue for a National event there were only 47 other competitors. There were to be two races in a nice 3-4. Our start in the first was the best of the week. Our joy was short lived because about 1/3rd the way up the first beat the outhaul slider broke, and by the time I'd finished reattaching the mainsail we were buried in the fleet. After concentrating hard we clawed our way back to 4th by last beat, then the outhaul decided to give way again with a loud bang and groaning rivets. I tied it up the best I could but it was so full it resembled a sack of potatoes. We finished 8th. I was exhausted after the first race but Amanda (a petite 5') looked at all the 3:1s and ratchet blocks and declared "wimps". We found in the afternoon we were less tired than most and finished 4th..all that extra weight in the mainsail evidently doesn't pay! Tuesday morning saw totally different weather, it took about 1 hour to drift to the start. There was a dilemma, the starboard end of the line which was favoured by the wind direction or the port end where the wind was slightly stronger? We opted for the starboard end with almost everyone else but only to see Phil Sowden power clear from the port end and never look back. We headed back to the left hand side to cut our losses, arriving just as the wind filled in and eventually finishing 3rd. Elated at our steady rise up the fleet having beaten everyone at least once but, realising at 17stone we were light weights, Wednesday morning dawned and it was VERY windy. The start was postponed as the Committee boat had dragged its anchor, so I decided to check the rudder fittings.. one of the pintels had cracked almost through. Despite having to change it we were first on the water. It was still very windy, but dropping all the time and by the start ONLY 5-6. The race went well except for a gust at the first leeward mark causing us to drop the spinnaker under the boat losing 6 places, which took us the whole race to recover. We were 6th. Before Thursday's race we changed the centreboard which had cracked. In the regularly oscillating, but thankfully lighter wind, it became the 'battle of the flyweights', Mark Lunn in the lead with the Purdies. However 'birthday boy' David Raines had come between us and them, having sailed a canny race. Thursday evening saw the question of spreaders raised again. They were passed by a large majority. The first start of the final race saw a general recall; our second attempt was the worst start of the week. There were 3 crews who could still win Graeme Castle Mark Lunn and Phil Sowden. Graeme sailed the best race of the three but lost out in the protest room. We finished 8th, high enough to give us 4th overall. Phil Sowden took the Championship for the second year in succession.

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S, S AND S S continued

All in all an enjoyable week, those who missed it should be cursing themselves. BUT theres Bala next year...accomodation is easy to find, the country side is beautiful, a rival to Ullswater, and unlike this year there will be no OK back markers to worry about.

PS....The OKs are nice guys really!.

Chris Gibbs MM541

FORTHCOMING EVENTS

Boat Caravan and Leisure Show
20-28th February 88
Offers of assistance needed.
NEC Birmingham

Contact Peter Gibbs
021 744 1672

Sailboat 88
5/6th March 88
Offers of assistance needed.
Crystal Palace London

Contact Phil Sowden
0734 875204

South Westerns
Peter Cuthbert
Sutton Bingham SC
14/15th May 88

Contact Bob Innes
Charlton Mackrell
3360

Northerns
Winsford Flash SC
28/29th May 88
1st race Sat. 13.00. Sat 28th

Contact HJ Caesar
0606 882682

Fee £6 onthe day
£5 pre booked

Miracle Open Wigan SC
Sun. 5th June 88
Start 11.00
3 out of 4 to count

Contact Malcolm Lunn
Skelmersdale 25898
Just off M6 Jctn 25

Miracle Open Redoubt SC
Sun. 5th June 88
3 races 11.1 & 3.
1 ml W of Hythe on A259.
Light refreshments

Contact Ted Burren
Shipstimmers
Brady Rd Lyminge
Folkestone Kent

Miracle Open Hastings & St Leonards
12th June First Race 10.30

Contact Jim Ingram
0424 429158

Southerns Wilsonian SC
26th June 88
First race 11.00 Entry £3.00

Miracle Open Newhaven and Seaford
2/3rd July 88
1st race Sat 14.30
2nd race Sun 11.00
3rd race Sun 14.30

Contact Graham Kingswood
07912 7206
Social Sat eve.

Entry £5.50

MIRACLE NATIONALS
Mon 25th-Fri 29th July 88
Practice race 3pm Sunday

Contact Owen Shaw
Bala (06783) 210
Fee £38
£33 (before 30 June)

Miracle Open Worthing YC
10/11th September 88

Details for a more up to date calendar to me by end of April 88 for publication in the next Halo. I can not mind read if you require a certain date and it is not my responsibility to read through back issues of Halo for contacts names and telephone numbers. If you want it published let me know in good time.