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MAY 88.



NEWSLETTER OF THE MIRACLE ASSOCIATION

EDITORIAL

48 Grange Crescent
Lincoln LN6 8DA
May 1988

Dear Sailors,

The sailing season is with us again and we have 3 regional championships this month, the South Westerns at Sutton Bingham, the Midlands at Hoveringham and the Northernms at Winsford Flash. So by the end of the month we should have some new Champions from the competing clubs. All of the events are qualifiers towards the new Atkinson Smith Travellers Trophy, the rules for which are included in this edition of Halo. Please send your postcards to me so I can make a league table of competing helms. Even if you do not think you will attend the maximum number of events you may still qualify as the Trophy is well sponsored.

Congratulations to Phil Sowden and Linda Harrison they became man and wife earlier in April.

Ian Pinnel failed to win the Worlds in Australia and was second, thanks to the Protest Committee, and third in the Draycote Pursuit.

Harry Barlow and Elaine Houghton finished 36th and Ron Houghton/Katy Houghton 57th in the Draycote Silver Salvers they both sailed Miracles but represented the host club and were the highest placed Miracles after the retirement off the Association boats. Well done and thanks to both of you.

Several boats are now fitted with spreaders including mine, they seem to be performing well, so the rest of you have a good opportunity with 3 Regional events this month to sail against us and observe the effect of these little pieces of metal so you can make your own fine adjustments long before the Nationals at Bala.

Thanks to Peter Ward at Hoveringham for training some new rescue boat coxwains on a wet cold weekend last month. Other volunteers for this duty to Peter Gibbs please.

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.

Photo: Phil Sowden and Linda Harrison, Helm and crew. Man and wife.

Thanks: Phil for photo, Malcolm Lunn for letter and reports on Mark's behalf, Jim Ingram for letter, Andrew Smith for interview, Peter Gibbs for national ground work. The race secretary for the formation of the Travellers Trophy rules and all other contributors.

Deadline: Copy for next issue by the end of August 1988 please. All race reports 2 weeks after the event especially the Championship ones so we can authorise the Associations contribution towards your expenses. Also a copy to Y and Y the day after the event.

CHAIRMAN'S NOTES

1988 is well underway now and I hope you're all adequately rested and eager to start the new season.

Our last committee meeting on 12th April was very useful. We heard an encouraging report from Tom Pearson that the development of the GRP (composite foam sandwich actually) Miracle is well underway. Apparently two prototype hulls have been constructed so it is hoped that the boat may be completed in time for the Nationals at Bala.

The other item on our agenda which was also enlightening was raised by our Publicity Officer, Peter Cuthbert. Peter has put a great deal of time and thought into this job and is regularly offering innovative and inspirational ideas. This time he was questioning the reasons why anyone should join the Association.

There are a few obvious reasons (eg. regulation, organisation, news, views, etc), but why should any non-racing member join? Peter is now working on a few incentive schemes, but I am sure he would appreciate any further ideas from the membership. Replies, perhaps including reasons why You joined, to your local committee member please!

Sailboat '88 at Crystal Palace was very busy again this year. The level of interest in the Miracle was very high and we were delighted to welcome a number of new members.

Many thanks to all of those who helped, particularly Tony Best (who assisted throughout Sunday after having prepared his own boat at the stand for us (single-handed) on Friday afternoon) and Worthing Y C (whose members provided 4.5 assistants on Saturday).

I believe the NEC went well, too. Peter Gibbs is reporting elsewhere on this issue!

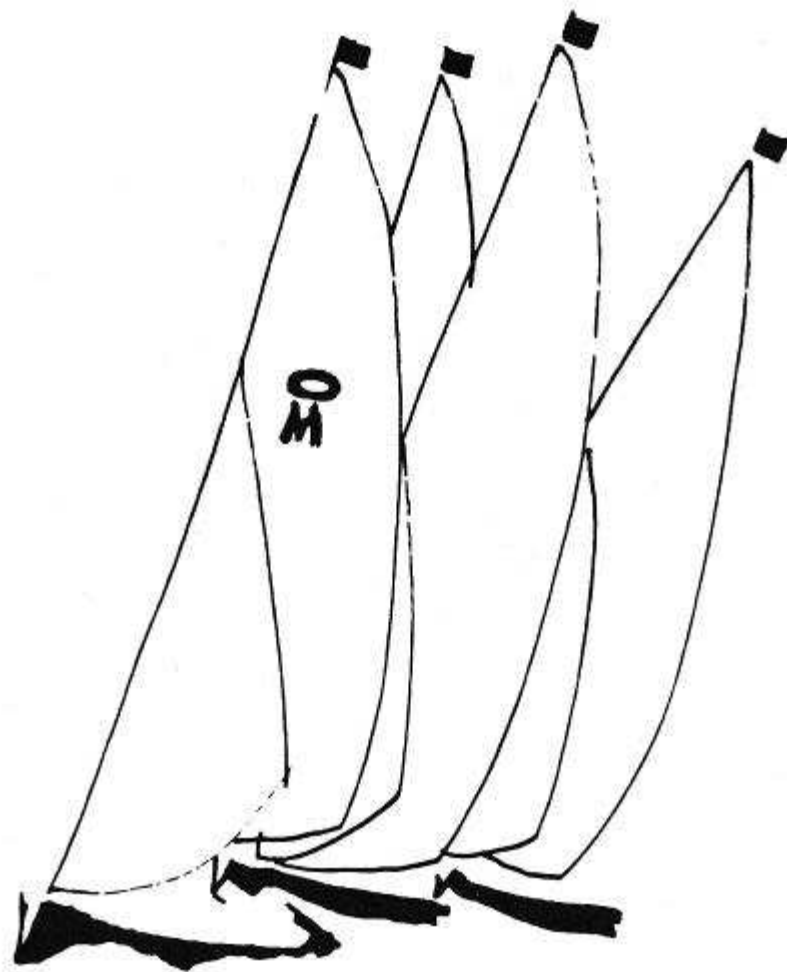
Finally my own news. I have sold M3220 and purchased M3402 from Harry Yule-Smith.

My other recent acquisition was a wife! After a long courtship Linda and I have tied the Knot - at St Peters Church, Burnham on 26th March 1988. My thanks are extended to all those who assisted, particularly our parents, in making this one of the happiest days of my life.

Happy sailing!

PHIL

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1988

National Championships

Bala Sailing Club and the Miracle Association invite you to attend the Miracle National Championships to be held in North Wales on Bala Lake from the 25th-29th July 1988. (Practice race Sunday afternoon approx. 3pm). Bala SC is best reached by following the A494 to Bala village. If you enter the village from Corwen/Llangollen (A5), on the outskirts on your left you will see road B4391, signposted Llandrillo/LLanuwhllyn. Follow this until you cross the river, then immediately turn right on B4403 signposted Llanuwchllyn. The entrance to the Sailing Club is on the right approx. 50yds from the junction. If you cross a narrow railway bridge, then you have gone too far.

Bala SC Members will be sailing on both Saturday and Sunday. Championship entrants are welcome to join in the Club's handicap racing on these days.

DINGHY PARKING. Bala SC Members will direct you where to park your boat and your car. PLEASE follow their instructions.

RECEPTION will be in the clubhouse and will be signposted. Please register as soon as possible after arrival when you will be given your Sailing Instructions and a free "T" shirt each for helm and crew. (Even if you have only come to cruise please register at reception when you will be given your "T" shirts.

MEASUREMENT Class Measurers will be available during the Championships. The first boats in each race will be measured.

The Race Committee reserve the right to scrutinize any boat at any time during the Championships.

The Committee have decided to stringently apply the IYRU rule limiting the use of sails. They will only allow one suit of sails to be used for all Championship races. (Unless they become irreparably damaged).

All boats will be scrutinized before racing commences.

Sails will be stamped.

CONDITIONS OF ENTRY

1. Valid Measurement and Membership Certificates must be produced for each boat entered. These must be presented to the Race Officer on Registration. No boat will be allowed to compete without valid Certificates.

2. The safety of the yacht and her entire management, including insurance, shall be the sole responsibility of the owner/competitor racing the yacht. The establishment of the sailing instructions in no way limits or reduces the complete and unlimited responsibility of the owner/competitor for his crew, his yacht or the management thereof.

3. Races will be sailed under the IYRU Rules, RYA Prescriptions and the Class Rules unless modified by the sailing instructions.

4. Helmsmen or women must be members of the National Association.

5. Every boat must carry her registered sail numbers fixed to the Mainsail and Spinnaker.

ENTRY FEE for the Championship is £38. (£33 if paid before 30th June)

THE SAILING PROGRAMME

Sunday 24th July	Free	Practice race 3pm
Monday 25th July	1st points race 11am	2nd points race 2.30pm
Tuesday 26th July	3rd points race 11am	Crews race 2.30pm
Wednesday 27th July	4th points race 11am	Free
Thursday 28th July	5th points race 11am	Single handed 2.30pm
Friday 29th July	6th points race 11am	Free

BRIEFING Sunday evening 24th July, in the clubhouse.

7 Wilcove
Skelmersdale
Lancashire

To Halo

Dear Editoresse

MY CHRISTMAS PRESENT AND PAST MONTHS EXPERIENCE WITH SPREADERS ON THE MIRACLE

I don't know what you got for Christmas but I ended up with a small bag full of nuts and bolts, split pins, a bracket and some long things with a loop of wire and instructions telling me how these should be fitted to the Miracle mast.

Since we are allowed to attach spreaders from the 1 January, armed with a drill, pot-riveter, spanners and screwdriver I fitted the bracket to the mast at the distance suggested. Remembering Mr Hargreaves', from Proctor Masts, lecture (see my previous letters) with the boat fully rigged for an average wind strength we turned the boat on its side and found the first problem that the middle of the mast sagged under its own weight. Using supports beneath we straightened it where it sagged and then fitted the spreader arms cut at equal lengths so they did not deflect the shrouds. A better way of course, we found out afterwards, would have been to keep the boat upright, place near the garage and by standing on the garage roof one is at a height to attach the spreaders.

Having now got the boat upright we thought of having a sail up and down the drive as it looked quite smart with these things attached.

Turning the adjustable screws and moving the outer adjustments one could easily produce different mast shapes and it was with eagerness that we looked forward to experimenting at the sailing club in the winter series, which in fact we have been doing for the past month.

Luckily in the month we have sailed from F1 to F5 with the spreaders and as we had previously thought they don't make that much difference except that one has a better control of the mast on a reach and run with the use of the kicker. Also, in a blow you have much more confidence in the mast because you know that it is not going to do a 'Hara-Kiri' on you.

However, there are problems with adjustable spreaders and we have lost race positions with our experimenting.

The first problem with adjustable spreaders as opposed to fixed ones is that they have a limited swing because they act with the spreader being pushed into the mast with rig tension. To cure this we jammed hardwood wedges between the adjusters and mast bracket which produces a rigid joint and prevents the free play and mast being able to move some 6" backwards under adverse conditions.

In windy conditions we screwed the adjusters outwards and lengthened the spreader ends to take the fullness out of the main and was more comfortable up the beat. But forget it, as everybody then passed us down the reach because with the sail flatter there was a lack of power.

It also upset the twist in the sail and somewhat destroys the same 5° twist that the sailmaker puts in the sail as the centre of the mast is trying to pull it out into the centre of the boat.

By leaving the screws alone and lengthening only the spreader arms this pushed the mast all over the place as the leeward shroud when slack and the windward shroud pushed the spreader into the mast which then went sideways. We soon forgot this idea.

Another was to try to invert the mast by swinging the spreaders forward and with slightly more rig tension produce a stiff straight mast. Forget it, because on the water the original sail shape was destroyed and its control was lost.

So it was really back to the setting we originally rigged the spreaders on the boat. It was easy to check that they were in the correct position by looking up the shrouds to see if they were straight, of course with the boat in the average sailing mode.

We have sailed at this setting and now have full confidence that it is the best. Our conclusion is that the Miracle is not like any other class of boat since we have only one mast to choose for the boat. Other classes have up to 4 masts to choose, from soft to stiff sections, depending on helm/crew weights and that resultantly will support itself and one can do a lot more of adjustments. Our mast is soft and the spreaders rigged in the recommended way works in a pull/push attitude from the shrouds and thus the mast is held now at two further points. The spreaders will be basically in tension on the windward side and compression to leeward.

Advantages that we are now finding is the accuracy one has with the kicker since the mast is not bending all over the place in gusty conditions.

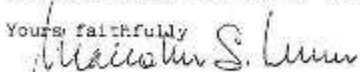
On the reach it is very noticeable and by letting off the kicker slightly produces the twist in the sail and the boat goes better than before. Adjusting the spreaders backwards or forwards appeared to destroy the set-up as stated before.

The best news and what we previously believed is that we shall not be changing to a different sail shape and in fact the spreader arrangement compliments our sails excellently.

My only regret is that I could have saved myself £20 by buying the fixed spreader kit instead of the adjustable one and that I would not have lost as many race places through the experimenting.

Wishing you good sailing in the New Year.

Yours faithfully



Malcolm S Lunn
(once the owner of 2766)
Miracle Fleet Captain
Wigan SC

RUTLAND SAILING SCHOOL

Principal Peter Parkinson



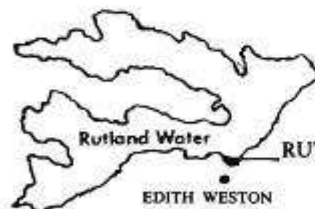
R.Y.A. APPROVED

SAILING INSTRUCTION IN MIRACLE DINGHIES

We offer Dinghy and Windsurfing Courses from April to September.

Dinghy Courses take place any time during the week or weekends. Maximum of 2 persons per instructor.

Windsurfing tuition normally takes place every weekend (4 hours per day). Midweek tuition is available depending on numbers. Maximum of 5 persons per instructor.



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EDITH WESTON

Accommodation is available in the Club House at nightly or weekly rates or in Self Catering Cottages. For details contact Peter Parkinson on Market Deeping 343625

MEASUREMENT MATTERS

YES, Tom is still around, now much relieved of pressures. You will all no doubt have taken advantage of the changes of Rules of Measurement re., the bulkhead struts and spreaders. Please make sure you do these modifications as per the rule change.

Whilst I was around the circuit last season the out of class mods did not escape my notice. Please ensure you do not fall foul of the rules when you sail the Nationals. I refer mainly to centreboards. The long handles without stops allows the centreboard to operate beyond the measurement laid down. Ensure that yours does not.

The GRP Miracle?. I was asked if I would progress (develop) this project at the 1987 Sailboat Exhibition. After many traumas and meetings the go ahead was finally given in October end 1988. Since then moulds have been made and a boat constructed. Pricing and marketing are yet to be decided. This information is given just to keep the record straight. It will be seen around the circuits. More later on.

A SHOT ACROSS THE BOWS ???

During a Brittany coastal sail last September off St Lorient I wondered what the heck a block of flats was doing so far out at sea. We soon found out when Mirages started to shoot through it with missiles!!! After the first pass the French Navy intervened and escorted us to a safe distance to watch the show.....

Good sailing for the coming season...keep legal.

Tom Pearson MM3333 Class Measurer.

KNOW YOUR CHAMPIONS (and COMMITTEE)

ANDREW SMITH...Defending Northern Area Champion and Youth Representative

Andrew Smith is 20 and his crew and brother Michael 14. They are both members of Hoveringham SC, Girton, Newark where they sail a Robert Spalton built Miracle named Dead Ringer, number 3496.

Andrew started sailing at the age of 10 in a Mirror crewed by sister Helen, with little success as they could never agree. They changed to Miracles in 1982, sailing Johnathon Wards first boat C'est la vive. Together they attended many opens with varying degrees of success. Andrews first Nationals was with his father as crew at Plymouth in 1983, he was 27th and became the leading Junior Helm.

After winter training with Jim Saltonstall and a sponsored week with Adrian Hodekinson as crew in the old Miracle at Rutland Water. The pair left for Eastbourne and the 1984 Nationals with a new boat MM3493 Second Childhood, lent to them for the week. They sailed well and came 9th. Andrew was now determined to purchase a boat from Robert. The pair followed up with a selection to Cowes, Andrew helming a 420 and Adrian a Laser, later that year both became members of the National Youth Squad. Andrew is still eligible but Adrian is too old.

By 1985 Helen had embarked on a course of school study to take her up to her A levels so the new crew was Vaughn Freshwater, a new crew and a new boat a formidable pair. 1985 saw a practice for the Nationals at Llandudno the Northerns well placed the pair where confident and came in 8th with Andrew the top Youth this time. 1986 saw another change in crew as Vaughn was on his honeymoon, and a 10th place at a winery Ullswater with Bryan Stewart. By 1987 Vaughn had returned and the pair came 6th this time at Brixham.

continued over.....

THE MORE THE MERRIER

Having spent a couple of days on the Miracle stand at the February NEC Exhibition Birmingham, I was surprised at how many people who sail Miracles on various waters without belonging to the Miracle Association. Of course we explain the benefits of membership and some sign up on the stand whilst others take away a subscription form to 'have a think'.

Ultimately we should end up with new members joining the fold. That's great, but if we are to expand the Association to it's true potential, we may have to do more individually.

See how you fare with these questions and you might get my drift:-

1. When approached by persons showing an interest in sailing-can you justify your choice of boat?
2. If your club has Miracle sailors who are not in the Association-can you show them what they're missing out on?
3. If you have an Open Meeting do you get sponsorship to help with the prizes?
4. Again - if you have an Open Meeting do you get full media coverage?
5. Does your vehicle carry a Miracle sticker, do you wear a Miracle sweater or T shirt?

If you can not readily answer YES to all of the above, then perhaps you might ask your captain. (unless you ARE the captain).

Incidentally, not only are there more clubs than ever sailing Miracles, there are now organisations using them as sail trainers. Whilst we've always known it's the perfect training boat, it seems that lately the professionals have also caught on to the idea.

Regarding SPREADERS....at Leigh and Lowton we've fitted three boats so far, and there are no problems to date. Another three members are getting them shortly. We're all looking forward to the ATKINSON SMITH SAILMAKERS TRAVELLERS TROPHY competition....I believe there will be some super prizes.

Peter Cuthbert Leigh and Lowton SC
Publicity Officer and MM sailor.

Andrew Smith continued.....

With his new crew he has won both the Spring series and summer handicap at club level (1987). He has been 2nd in the Midlands, 1st in the Northerns and 3rd in the Inlands so a very promising combination to look out for.

He was press ganged onto the Committee at Brixham and became the Youth Rep. He works as a trainee Metallurist for BHP Bearings at Newark and is studying for his HNC at Trent Poly on a day release scheme. His other interest is Motorsports, hence the super powered Fiesta with expensive rally tyres.....

NOTICE TO ALL YOUTH AND JUNIOR SAILORS

Andrew Smith is your representative on the Miracle committee so lets have some positive suggestions to him on how your lot can be improved as regards helming and crewing within the Miracle fleet. There are special awards at the Nationals for your achievements and although there is a Youth and Junior Championship held at Draycote Water together with the Inlands is it truly representative of helms sailing as you are dependant on your parents for travelling. Perhaps a new format for this competition so you can all participate, perhaps over a whole season.

Please write to Andrew at Whitelands' Bathley Nr Newark Notts

A trip down to East London to attend a race of invited champions in all matching brand new Toppers supplied by Topper International.

Neil Marsden from the Enterprises entered with the aim to bring back the trophy which he lost last year having won it twice previously. The Miracles were represented by Mark Lunn who probably was one of the youngest competitors. Others were national champions from the Mirrors to the Merlin classes totalling a representation of 18 entries.

Competition was fierce all day in the wind strength of F4 to F6 with many hairy moments and capsizes.

The races were mostly figure of 8 courses and 2 sailors of interest to us, Neil and Mark, were well up at the front in Race 1. At the windward mark for the second time saw Neil, in second place, stall the boat at the buoy, which confused the following 2 boats and let Mark into second place. But Ian Walters from the Larks sailed the race at the front and covering the rest of the fleet to finish 1st. Mark finished 4th, just losing out in a finishing bunch, and Neil was 7th.

The 2nd race caused the most alarm for this spectator as with the wind dropping from F5 to F4 the shift was towards the right of the course (so said Mark over a coffee before he went out but nobody believed him). Neil started in the middle of the line and all went to the left of the course, as previously in the first race but Mark stuck firmly to his opinion and turned into a very lonely sailer on the right. Pat on the back, Mark was first at the windward buoy and Neil 3rd. However, the next leg was a broad reach and Mark lost out in a huge luffing match, with Neil going low he then led to the finishing line. Mark was 7th having lost more places on the final beat as the wind returned to its original direction and he lost out to the right this time. Ian Walters finished 2nd with Ian Walker from the Mirrors 3rd.

With Neil having to do well in the next 2 races to win and Mark in a steady 5th position with a chance to end up 4th, both had to do well. Both had a reasonable start in Race 3 with Neil at the windward mark first. However, the leading committee boat had forgotten where the next buoy was and so had Neil. With boats heading in different directions Ian Walters was through to lead and covered Neil the rest of the race to win. A poor first beat this time Mark worked his way up to an excellent 5th through the opposition.

On the last race Neil had to win with Ian Walters 3rd and Mark had to gain one place on Chris Cotterill from the Streaker fleet to come overall 4th.

However, it was not to be and the writer and associates held their hands to their eyes and all began to weep as both had a poor start. Ian Walters came round the windward buoy 1st with Neil 5th, Mark appeared to have all sorts of problems with the boat but the shoreline found out afterwards that the main block had come away from the boat. After getting himself sorted out he did well from being the last to leave the start line to finish 9th.

Neil fought hard to improve his position and got into 2nd position at the second windward buoy but a bad tack left him in irons and that was the end of his challenge. He finished 5th.

It was a true and fine race of champions where all the helms had an equal chance. One could easily ask where were all the other champions who attended the Draycote meeting the week before.

With prizes down to 6th our party went home well satisfied with 2 beautiful sculptured metal trophies representing a Topper sailing boat for 3rd and 6th positions.

Well done Topper International Organisation for an excellent event.

Malcolm S Lunn

MALCOLM S LUNN

Prize winners were:

1st	Ian Walters	3½	Lark
2nd	Ian Walker	6½	Mirror
3rd	Neil Marsden	7¼	Enterprise
4th	Andy Carter	8	Topper
5th	Chris Cotterill	16	Streaker
6th	Mark Lunn	17	Miracle

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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.

A DAY OUT AT THE DRAYCOTE SILVER SALVERS PURSUIT

19 MARCH 1988

An early start from home at 7.30 am for a 3 hour drive to arrive at Draycote for their pursuit for their Race of Champions.

Some 63 classes attended and the invited being the 1st and 2nd from the Nationals plus 1 or 2 from the Draycote home fleet.

Very well organised we were shown and helped to our unloading and rigging area. The start was at 12.40 pm which meant the Cadets, having the highest yardstick, sailed for 200 minutes to finish with all the other boats at 4.00 pm.

The briefing at 11.30 was followed by music from the Coventry Sea Cadet Band which appeared from the car park, marched through the dinghy park and continued to play outside the Club House.

A loud rocket startled everyone on the shoreline to announce the start of the race. The Cadets were first off followed by the next 60 classes plus the last two classes with a yardstick of 94, some 1 hour 16½ minutes later. These were the Flying Dutchman and an Extrovert (with Justin Chisholme hanging on).

The Miracles started at 37 minutes with Mark Lunn/Martin Jones, Amanda Best/Chris Gibbs, and for Draycote Harold Barlow/Elaine Houghton and Ron Houghton/Katy Houghton.

With an excellent start Amanda was first at the windward mark but with the windstrength now at a steady 4 - 5 Mark eventually passed to lead by some way. However, the winner of the Miracle proved to be a steady Harry Barlow who was always a close threat, with the retirements of Amanda through exhaustion half way through the race and Mark's mast gear failure 7 minutes before the finish. The 4th Miracle of Ron also had a good race to finish 57th with Harry 36th.

The GP 14 started at 43½ minutes and Richard Estaugh with Malcolm Marsden from Chase/Blackpool Fleetwood SC's sailed an excellent race to pass the Miracles by 2.30 pm and to steadily leave the Enterprise Fleet which started one minute later. Their tactics and sailing were faultless and finished a well deserved 9th.

The Enterprises were represented by Neil Marsden/Keith Crebbin; Ian Barker/A Reeves; and from Draycote Tony and Julia Prior and Andy and Matt Parkinson. Neil's new boat went exceedingly well and had quite a comfortable lead over a good battle for second place but just after 2.30 pm he lost control of it and capsized. He actually finished 2nd Enterprise behind Ian Barker with final position of 27th and 20th respectively.

However, back to the overall race, one could see the quicker boats in certain fleets catching and passing their poorer competitors. Also you could see that certain fleets had an advantage with their yardstick because of the heavy conditions.

The winners, it was believed, were definitely the 420's with their excellent handicap in heavy weather who actually passed the leading Mirror, which had been in front for some time, 1 hour before the finish. These were the boats of Greg Irish and Peter Hayward both from Draycote, but after a long protest meeting were disqualified for sailing around mark A the wrong way round.

The winners were then taken from the 3rd and 4th position that being the Flying Dutchman of Clive Robinson from Burton and the Fireball of Rod Cage from Draycote, Ian Pinnell finished 3rd.

This was the first time I have visited the event though I had heard much about it.

It was very professionally run with television attending a preview, running commentary plus bar (and food) all day. From the elevated position of the Club House the low rated classes such as the International 14's and Dutchman were very impressive in the heavy conditions.

Quite a race!



Malcolm Lunn

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BALA 1988 NATIONAL CHAMPIONSHIPS..ENTRY FORM

To Peter Gibbs, 49 Fieldon Close, Shirley, Solihull,
West Midlands, B90 3EA.

Please enter my Miracle No. for the National Championships on
25th-29th July 1988.

(Please provide as many of the following details as possible.)

Boat Name.....Spinnaker colour.....
Colour of hull.....
Age of helm.....*male/female Age of crew.....*male/female
Name of Helm.....Name of crew.....
Address.....
.....
.....
.....Phone no.....
Club.....
(Delete male/female as required **)

I agree to be bound by the IYRU Rules, the RYA prescriptions, Miracle Association Rules and the Championship Sailing Instructions.
I agree to produce a valid Certificate of Measurement and Buoyancy.
I certify that I am insured for Third Party risks of £250,000 and that I am a paid up Member of the Miracle Class Association.

SIGNED.....Date.....

I enclose entry fee of £.....(Cheques payable 'Miracle Association') plus a SAE if a receipt is required.

ENTRY.FEE.£38...£33.if.paid.before.30th.JUNE.1988

Miracle Association
 NATIONAL CHAMPIONSHIPS
 Bala S.C.

25th - 29th July 1988
 practice Sunday
 Entry £38

£38 if paid before June 30th



Further Information & Entries to:

Miracle Association,
 Class Secretary,
 Peter Gibbs,
 49 Fieldon Close,
 Shirley,
 Solihull, B90 3EA.

Phone: 021 - 744 1672

*Cruising Members
 welcome*

1988 ATKINSON SMITH SAILMAKERS MIRACLE TRAVELLERS TROPHY

OBJECTIVES

To encourage members to attend Open Meetings.
 To, as far as possible, reward the member who travels long distances with results that reflect the effort.

THE FORMULA TO EFFECT THIS:-

No of starters + 1 -.....less the finishing position =.....
 $\times 100$
 No of starters =.....(to the nearest whole number) Plus(+)

distance points (round trip mileage divided by 4)-.....total points for the race.

eg. Sailor Sam travels a total round trip distance of 96 miles to an Open meeting. There are 22 competitors and his best two races give him an 8th and 11th position.

$$22+1+23-8=15 \times \frac{100}{22} (1500 \div 22)=68+(96\text{miles} \div 4)24=92\text{pts.}$$

$$22+1=23-11=12 \times \frac{100}{22} = 55+24=79\text{pts.}$$

So Sailor Sam would submit his two result cards claiming 92pts and 79pts. for that Open Event.

RULES

1. All open meetings to qualify, except the Nationals and "regattas".
2. Every points (not practice) race to count separately.
3. Each member(boat number) will receive 12 cards for the season. (This means a maximum of 12 races will count.)
4. A maximum of 3 and a minimum of 2 cards may be used at any meeting.
5. Distance points will be awarded for each race (in which a card is used) based on club to club distances. If a member is not based at a club he may nominate a home base for this competition for the season. (To be agreed with the organiser before hand)
6. Home meetings are included but no mileage points can be scored.
7. It is the responsibility of the member to see that the cards are correctly completed and signed by the OD (host club) or a Miracle Committee member present at the event and posted to the Organiser within 14 days of the event. The dated postmark will deem to be the date posted.

The Organiser for the 1987 competition is:-
 Margaret Hodgkinson, 48 Grange Crescent, Lincoln LN6 8DA.

SAMPLE CARD

THE ATKINSON SMITH TRAVELLERS TROPHY for the MIRACLE ASSOCIATION

Boat number..... Helm.....
 Home Club..... Host Club.....
 Race number..... Distance Points.....
 No of starters +1=.....less finishing position.....
 $\times 100$ =.....(nearest whole number)+distance pts...
 No of starters
 =.....(total points claimed for the race).
 Signed.....(Helm) Signed.....(official)

ANNUAL GENERAL MEETING

Thursday 28th July 1988 at 20.00 hours.

This is formal notification of the 1988 AGM to be held at BALA SAILING CLUB.

AGENDA

1. Minutes of the AGM held at Brixham YC on Thursday 30th July 1987.
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 Miracle 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 23rd June 1988.

BSC SHOTTON SAILING CLUB MIRACLE OPEN SEPT 5th 1987

This was our second successful open meeting in two years. Our new club house was open first time for this event, a lot of hard work had gone into its construction, a club house to be proud of.

The weather on the day was ideal, winds were varying in strength from 2-4, veering from South west to Westerly. Twelve Miracles raced, 9 from the home club and 3 from away. Three races were held, 8 laps to the first race then 6 laps for the following two. Tacks and gybes were well balanced, whilst the safety craft was kept busy for the not so fortunate gybers, even so a thoroughly enjoyable day was had by all.

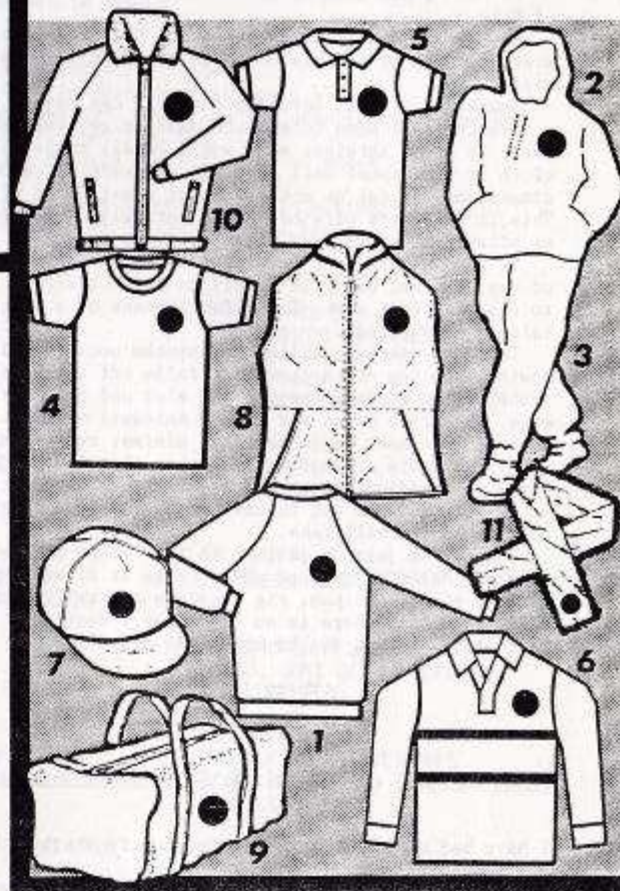
We look forward to next years Open on Saturday September 3rd 1988.

1st	2713 Leigh SC	W Atherton	M Atherton
2nd	205 BSC	J Frodsham	S Knight
3rd	2223 BSC	B Farrer	S Knight
4th	2881 BSC	G Weir	A Hughes
5th	3498 BSC	DL Kearns	SL Kearns
6th	1658 Winsford	J Scott	J Scott
7th	3492 Winsford	R Brookes	Z Brookes
8th	140 BSC	G Griffiths	J Bradshaw
9th	1314 BSC	A Fletcher	p Robinson
10th	2976 BSC	C Williams	D Neds
11th	488 BSC	E Mellor	G Mellor
12th	88 BSC	J Ferguson	C Ferguson

Geoff Weir MM 2881 BSC Shotton.



DESIGN LEISUREWEAR



● indicates where your logo can be printed.

1. SWEAT SHIRT £9.95. Navy, white, red, grey, sky, yellow, pink, royal blue, dark green.
CHILDRENS SWEAT SHIRT £7.95. Navy, grey, white.
2. HOODED SWEAT SHIRT £15.95. Navy, grey, white.
3. JOGGING PANTS £11.95. Navy, grey, white.
4. T-SHIRT (standard) £4.95. Navy, white, red, sky, yellow.
T-SHIRT (USA heavyweight) £8.50. Navy, white, red, jade, pink, yellow.
CHILDRENS T-SHIRT (standard) £3.95. White only.
5. SPORTS SHIRT £12.95. Navy, white, red.
6. CLUB RUGBY SHIRT.
Plain colours £16.95. With hoops £19.95.
With chest bands £21.95.
Colours available on request.
7. CAPS 4.95. Navy, white, red, yellow, royal blue, black.
8. BODYWARMER (Gilet) £26.95. Navy, white, red.
9. HOLLAL QRT x13" x19" £14.95.
Navy with white ends, red webbing.
10. SHORE JACKET (4 oz rayon with fleece lining) £49.95 (with hood £54.95). Navy, red, green, yellow, navy/teal, navy/green, navy/yellow.
11. NECK TOWELS £6.95.
Navy/white, red/white.

SIZES: Please order all clothing by chest size.
Adults from 36" to 48" Children from 24" to 32"

TO: OCEAN WORLD LTD, HIGH STREET, COWES, IOW, PO31 7RR

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Hastings. 11.4.88

Dear Editor,

I was interested to read Malcolm Lunn's letter in the last edition of Halo.

However as I sail with moderately high rig tension and considerable mast prebend I cannot let his comments about full sails and bent masts go without reply.

There are several advantages that I can see in having this combination. Admittedly I need to bend the mast to get the shape that I require in the sail. To use a straight mast would entail removing a lot of cloth. But this extra cloth is additional sail area. As a measurer I cannot allow any extra on measured dimensions but can do nothing about great folds of cloth that won't lie flat. This is all extra offwind power, particularly important in sea sailing, and gives an offwind shape without kicker adjustment.

By pushing the mast forward between the bounes and deck I increase the overlap of the jib, not using it purely to deflect air to the back of the mainsail but to create a true slot. The effectiveness of a larger overlap is easily seen in calsses witha genoa.

In heavy weather sailing the system becomes self adjusting. In the gusts upwind, the top of the mainsail falls off to leeward, the forward bending section pushes up to windward opening the slot and feathering the front and top of the main. The drive moves aft on the mainsail maintaining balance and pointing ability without mainsheet adjustment and minimal rudder adjustment.

My insurance arrangements dictate that I experiment with spreaders this year but I am dreading having to relearn heavy weather sailing.

It will be nice not to have downwind speed limited by the amount of jib luff that my nerves will take.

One of the joys of sailing is that there are several solutions to any given problem. Malcolm finished ahead of me at Brixham so I cannot be dogmatic and the variety of sail shapes, rig tensions and sailing styles of the first three boats alone show that there is no one answer. Next year I'll try a very full main and flat jib....or was it the other way round????

Yours faithfully,
J R Ingram.

CLASS CAPTAINS.....ref. To Bouyancy Inspections

I have had a request recently to clarify whether or not Class Captains can carry out Bouyancy Inspections. Peter Gibbs has confirmed that this is in order and should be encouraged especially in sea sailing clubs.

J R Ingram.

FOR SALE....Advertisements free of charge to Association Members for next issue by the end of July 88 please.

- MIRACLE 1441...Boat show model built by Bells. Not sailed for 5 years and stored under cover. Complete with Snipe road trailer. £600.
B E Gardiner Newbury ...Tel.0635 64236
- MIRACLE 2850...Non spinnaker boat with new cover. Inland sailed only.
Sensible Offers around £500.
B Conway...Southwell Notts...Tel.813547.
- MIRACLE SAILS...Jack Holt...Jib unused..Main little use..as new condition..£50.
Roger Wrenn..Tel.Macclesfield..0625 615186.

TROPHIES AND PRIZES Will include Trophies/Prizes for Youth, Junior and Lady Helms, Youngest Crew and best improver between races. Practice race, Crews race, Single Handed race and Ton up cup (Best place helm and crew whose total age of helm and crew exceed 100 years.)

THE SOCIAL PROGRAMME (Possibly subject to change)

Sunday 24th July Club open to Association Members
Monday 25th July Magic followed by quiz, starting 8pm
Tuesday 26th July Club open to Association Members
Wednesday 27th July Bar-B-Que 8pm, followed by Folk group 9.30pm
Thursday 28th July AGM in Clubhouse 8pm. (Overflow bar open to non members)
Friday 28th July Prize giving 7.30pm Disco 9pm

ACCOMODATION See Christmas edition of Halo for full list or phone Class Secretary (021 744 1672)

GENERAL Bala is on the northern edge of the Snowdonia National Park and is an ideal holiday venue even for those who do not wish to sail.

FORTHCOMING EVENTS

- MIRACLE OPEN Kingsmead SC Sunday May 8th
11am 3 races £3.50 Vic Laming 0932 42521
- SOUTH WESTERNS Sutton Bingham 14/15th May
Bob Innes Charlton Mackreil 3360
- MIDLANDS Hoveringham SC 21/22nd May
Girton Newark Notts Mike Smith Newark 76421
4 races 3 to count
- NORTHERNS Winsford Flash 28/29th May
1st race Sat 13.00 HJ Caesar 0606 882682
£5 pre booked £6 on the day
- MIRACLE OPEN Wigan SC Malcolm Lunn Skeilmersdale
Start 11.00 25898. Just off M6 Junc 25
3 out of 4 to count Sun June 5th
- MIRACLE OPEN Redoubt SC Sun 5th June
3 races 11,1,3. Ted Burren Shipstimmers
1 ml W of Hythe on A259 Brady Rd Lyminge
Folkestone Kent
- MIRACLE OPEN Hastings and St Leonards Jim Ingram 0424 429158
First Race 10.30 12th June
- SOUTHERNS Wisonian SC 26th June
First race 11.00 Entry £3 Patrick Ward 0322 73970
- MIRACLE OPEN Bay of Colwyn Sunday 26th June
3 races 1st race 11.00 Bill Owen CB 518791
Club at Rhos on Sea John Newland CB 49792
- MIRACLE OPEN Leigh SC Sunday 26th June
11.00 3 races to count Peter Cuthbert
Practice Saturday 061 707 4880 evenings
Captains trophy, first lady,
1st youth, prizes to 7th place
Sponsored by NORTHWEST SAILBOAT CENTRE
Camping etc free

MIRACLE OPEN Newhaven and Seaford 2/3rd July
 1st race Sat 14.30 Graham Kingswood
 2nd Sun 11.00 07912 7206

MEDWAY REGATTA Dinghy section with Miracle start 23/24th July
 2 races each day Patrick Ward 0322 73970

MIRACLE NATIONAL CHAMPIONSHIPS BALA SC NORTH WALES 25/29th JULY
 Fee £33 if paid before 30th June (£38 after that date)
 Contact Peter Gibbs Class Secretary.

MIRACLE OPEN Shoton SC Sat 3rd Sept
 First race 11.00 Geoff Weir 035257101
 Fee £3.50 3 races 2 to count
 A550 to N Wales one ml before
 Queensferry turn onto Deeside
 In Pk then 1½mils.

MIRACLE OPEN Bartley SC 4th September
 Batley Green Birmingham Chris Biglin 021 744 3339

MIRACLE OPEN Worthing YC 10/11th Sept.

MIRACLE 1988 INLAND CHAMPIONSHIPS (youth and junior champions
 decided at the same event)
 DRAYCOTE WATER SAILING CLUB OCTOBER 8/9th
 Details from John Tippett Rugby 72129

SAILING AT BALA for those of you interested in National preparation or just
 wanting to research for a pleasant Summers holiday we are invited to take
 part in these Open Regattas.

Spring Regatta May 28th
 Spring Open Week June 1st 2nd and 3rd
 Long Distance race July 2nd
 All comers handicap July 3rd

Contact Owen Shaw 06783 210
 or BSC Race Secretary

TO ALL FLEET CAPTAINS

Will you please place the enclosed notice from Ocean World on your Club Notice
 Board. Ow pay a royalty to the Class Association for each garment sold.
 Any income from this source will help us keep down the cost of Championship
 fee etc. The quality of their goods is first class.

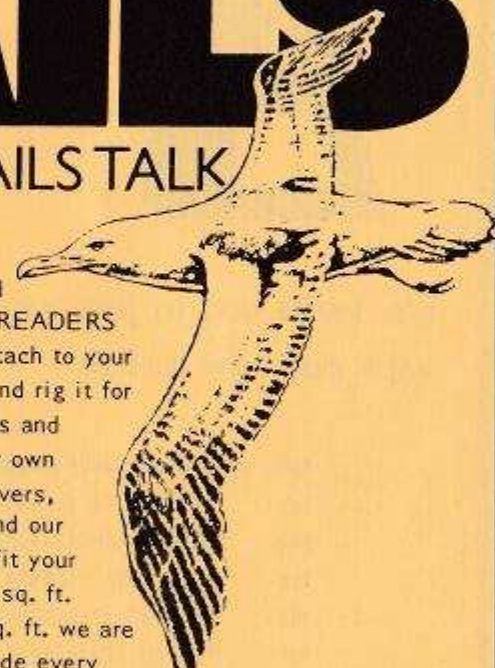
Peter Gibbs Class Secretary.

ATKINSON SMITH TRAVELLERS TROPHY NEW FOR 1988

All the above Open and Regional Championship Events are eligible for this event.
 See details on an earlier page in this HALO.
 Be sure to compete and send your slips to me (Editor)
 Many valuable prizes as this is heavily sponsored.

HAZE SAILS

AREN'T JUST SAILS TALK



Apart from making fast sails.....
 WE always have Miracle masts and
 booms IN STOCK. We have the SPREADERS
 and SPREADER BRACKETS to attach to your
 existing masts and can set it up and rig it for
 you. We have Miracle rudder stocks and
 centreboards in stock. We have our own
 specially fitted 'SHEERLINES' covers,
 undercovers and trailing covers, and our
 new Mainsails will be tailored to fit your
 new spreader rig. In fact our 3500 sq. ft.
 sail loft and the additional 1200 sq. ft. we are
 adding to our chandelery will provide every
 need from outhaul to double purchase kicker.

Just West of Birmingham, phone Brian Hayes or Olof Lee on

STOURBRIDGE (0384) 379700

or sail round to UNIT 15, GAINSBOROUGH TRADING ESTATE,
 RUFFORD ROAD, STOWBRIDGE,
 WEST MIDLANDS.

Monday - Saturday 9.00a.m. to 5.30p.m.

MIRACLE ASSOCIATION

INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31.12.86

Income	1986	1985
	£	£
Subscriptions received	2124.50	1883.00
Donation from Newton Crum	848.85	820.49
Building Society interest	359.56	431.25
Advertising Revenue	42.50	5.35
Sale of Association Merchandise	25.00	70.50
Raffle Profit	140.03	38.50
Sundry Donations	20.00	11.00
Measurement Certificates	15.00	12.00
Overprovision Tax	-	112.90
National Entry Fees	2601.90	-
	<u>6177.34</u>	<u>3384.99</u>
Expenditure		
Postage	228.87	153.42
Stationery	92.41	32.27
Telephone	85.36	82.11
National Championships & T-Shirts	2002.67	594.69
Sponsorship	38.00	-
Engraving	22.00	29.50
Subsidies to Area Championships	150.00	120.00
Committee Meeting Expenses	106.90	135.00
Sundry Expenses	10.00	23.19
Secretary's Honorarium	100.00	100.00
Audit	30.00	30.00
Walo	952.19	799.89
Printing	350.01	166.92
Bank Charges	29.81	28.89
Advertising	518.75	428.85
Travelling	410.62	493.25
Spreads	-	54.09
Year Book	224.25	-
	<u>5351.84</u>	<u>3272.07</u>
Excess of income over Expenditure	825.50	112.92
	<u>6177.34</u>	<u>3384.99</u>

BALANCE SHEET AS AT 31.12.86

	1986	1985
	£	£
Fixed Assets		
Permanent Trophies @ cost	323.89	323.89
Typewriters	959.66	-
Less Depreciation	959.66	-
Sub Total	<u>323.89</u>	<u>323.89</u>
Current Assets		
T-Shirt Stock	288.00	420.00
Cash at Bank	100.03	28.41
Anglia Building Society	5360.24	4500.68
Lake Trip Deposit	-	85.00
Sub Total	<u>5748.27</u>	<u>5034.09</u>
Total Assets	<u>6072.16</u>	<u>5357.98</u>
Less Current Liabilities		
Sundry Creditors	35.00	146.32
Sub Total	<u>35.00</u>	<u>146.32</u>
Net Total Assets	<u>6037.16</u>	<u>5211.60</u>
Represented by		
Balance brought forward	5211.66	5098.74
Excess for one year	825.50	112.92
	<u>6037.16</u>	<u>5211.66</u>

Honorary Treasurer J. TIPPETT

Auditor P. J. BUNTING

MEMBERSHIP RENEWAL

- * THIS IS YOUR LAST REMINDER *
- * THIS IS YOUR LAST REMINDER *
- * THIS IS YOUR LAST REMINDER *

The subscription rates applicable from 1st January, 1988 have been increased in line with inflation and are as follows:

£7.60 Full Membership
£7.60 Associate Membership (for those who do not own a boat)
£9.60 Family Membership

Send your subscription, payable to the Miracle Association, to:

JOHN WILSON,
MEMBERSHIP SECRETARY,
151, FINSTALL ROAD,
BROOKSBROVE,
WORCS., B60 3DD.

DATA PROTECTION ACT

For ease of data retrieval, membership information is stored on a computer. These details will not be passed on to any person outside the Miracle Association. If you object to the storage of your membership information in this way, please let the Membership Secretary know.

Please (*enrol me in) the MIRACLE ASSOCIATION for the year
(renew my membership of)
ending 31st March 1987.

I enclose my remittance of (*£7 FULL) MEMBERSHIP
(£7 ASSOCIATE)
(£8 FAMILY)

I (*am) the boat's first owner. date
(am not)

BOAT NUMBER(S)	
BOAT NAME	
SURNAME & INITIALS	
HOUSE NAME	
NUMBER & ROAD	
VILLAGE OR DISTRICT	
TOWN	
COUNTY	
POSTCODE	
CLUB	
TELEPHONE NO.	
MR, MRS, MISS, MS	
FLEET CAPTAIN'S NAME	
NO. OF MIRACLES IN FLEET	
MEMBERSHIP YEAR	

* PLEASE DELETE AS INAPPLICABLE