

# MIRACLE HALO M

NEWSLETTER OF THE MIRACLE CLASS ASSOCIATION

Issue No.4 November 1976

## HALO THERE AGAIN .....

Many months ago, Bernard Gray wrote his first editorial whilst sitting in his deck chair in sunny Spain. Well, I can't quite match that but here I am writing this sitting in a cruiser moored at Oulton Broad in Norfolk. Lucky man I here you say, but no, I am afraid not for I seem to have picked one of the wet weeks to go on holiday and right now I am watching the rain bounce of the jetty.

What a contrast to the weather we experienced at our first National Championships - dry and windless for much of the time - but at least we all enjoyed ourselves. Much of the credit for that must go to the Members of Datchet Water Sailing Club who made us very welcome and I take this opportunity to once again thank the Club for opening it's gates to us.

In the last issue and at the Nationals we appealed to you all for contributions to Halo and I am pleased to be able to say thank you in this issue to those of you who put pen to paper especially the cruising folk.

Unfortunately, I have not been able to bring Miracle 133 to the Broads with me but for any owner living in this area or on holiday here this must be one of the most ideal cruising areas in the country.

Well, despite the rain we're still going cruising so I must go now. See you all in the next issue.

Barry Livingstone

EDITOR

## COMING NEXT ISSUE

Details of launching sites for cruising on the Solent and Southampton Water ... Sail handling - some tips to help you go faster ... plus all our regular articles.

## SCRAY

Unfortunately, due to lack of space we have had to hold over the second article of our series on the racing rules. However, this will be included in the next issue.

## HA! HA!

Overheard from a passing yacht in the Solent, puzzled by the Miracle insignia - "Whatever class is that, a Holy Mackerel?".

## 'BOAT MAGAZINE' TO FEATURE MIRACLE

We have just heard that the December issue of 'Boat Magazine' will include a feature article on the Miracle.

## HISTORY AT THAMES SAILING CLUB

Thames Sailing Club created a small piece of Miracle history on 22nd August when they became the first sailing Club to have held two Miracle Open Meetings. The occasion was all the more notable as Thames S.C. were the first Club to hold a Miracle Open Meeting after the formation of the Class Association in 1975.

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REMINDER ==== REMINDER ==== REMINDER

Have you returned your Spinnaker Voting Paper?

ALL LETTERS SHOULD BE ADDRESSED TO THE EDITOR, MIRACLE CLASS ASSOCIATION, 79 CAMDEN ROAD, LONDON NW1 9NT.

ALL THE WAY FROM MONTSERRAT ....

From Richard Gooland owner of 'ALLIOUAGANA', VM 553, P.O. Box 57, Plymouth, Montserrat, British West Indies. I read with interest the articles by Miracle builders in Halo No. 2 and was amused to read of the problems of slow curing resins at low temperatures. We (a Dutch friend and myself) built our Miracle on the Island of Montserrat in the British West Indies during a six week period from November, 1975, to January, 1976, and temperatures never dropped below 70°F - even at night! The boat was built in the covered gallery of my house, no major problems were encountered and no parts were missing! This is the first boat I have built and I found the instructions and construction procedure easy to follow.

To give you a rough idea of the cost I bought the kit for £310. Packing, shipping and insurance cost another £100 and on top of that I had to pay import duty of 15% of the total value, i.e. £61.50 - therefore the boat, without paint, cost me £471.50 (I'm not complaining). Unfortunately, I didn't order the paint with the kit and had to use enamel paint and coat it with varnish. This has stood up remarkably well to beach launchings and landings. The boat was launched one moonlit night on our illuminated swimming pool and I almost capsized it when boarding!

There is no class racing here as mine is the only Miracle on the Island but I do have a dice with the Yacht Club's Sunfish occasionally - I have the edge to windward but they are fast on a broad reach.

I was out last week in squally conditions (we sail in the open sea) and we had our first accidental capsized (I had done some deliberate capsizes before to get the feel of it!), the boat turned turtle but was righted quickly. We had just boarded when a squall hit us and the boat went onto its side and then back to an even keel but shipped water to the gunnels. I only realised a few days later that if we had deliberately capsized again it would have been a much easier way to empty the hull than bailing. We have had much fun with our Miracle and it goes like a rocket. Many a time I have had the comment "Have you got a motor in that thing?!" In rough seas a conventional bow would be an advantage, but the sea is not always rough.

The name 'ALLIOUAGANA' was given to the Island of Montserrat by the Caribs - it means 'Hand of the Alliona' (a small prickly shrub). We wanted a name to remind us of our stay here in Montserrat as we are returning to the U.K. at Christmas after two years. We shall be living near Bath in the West Country and look forward to racing against Miracles on our return.

FROM GEOFF TURNER, OWNER OF MM999, 9 MEDDINS CLOSE, KINVEL, STOURBRIDGE, WEST MIDLANDS. ....

As the most onerous job in building a Miracle appears to be resining and taking the following tips may be helpful:-

About 3" is as much as can be applied before it goes off unless you can make the tape stay where you want it to without extreme care at the "runny" stage.

I mixed my resin in a measured jar, added catalyst and then poured it into a shallow dish. This gets rid of the heat when the reaction starts to build up.

I used two brushes; the first, after the resin was used, went into solvent and I then started off afresh with a new batch of resin and a clean brush.

I used Rosales on my hands which I cleaned and retreated before starting each new batch of resin.

By the above means I never had the resin go solid or had sticky fingers which drive you mad by sticking to the tape.

If anyone sees me around, my boat number is 999 and she is named MELINDA. I shall be glad to explain the meaning (to non-crossword fans) although I know there is a letter too many.

FROM FLT. SGT. LAURIE KENT, OWNER OF 'ANJOLA', 249, R.A.F. LOSSIEMOUTH, ELGIN, MORAYSHIRE, SCOTLAND. ....

I am wondering if I am the most Northern representative of the Association in Britain? - being in the Royal Air Force at Lossiemouth, which is about 40 miles North-East of Inverness on the shores of the Moray Firth. The station sailing club, with three Alpacores, two Fireballs and my Miracle No. 249, is affiliated to the Lossiemouth Sailing Club which has a slip in the harbour. We have Club racing every Wednesday evening and Sunday afternoon, a real mixed bunch of boats too I may add! If any member is on holiday in this area of Scotland we would be very pleased to welcome them.

My home is in Wallingford, Oxford, and I towed my completed hull up here in February and spent the next three months in a nice warm building on the finishing and fitting out, the result being a very pleasing looking craft that gets a lot of admiration here.

The week before Whitsun we sailed the Miracle on Lock Mortich at Aviemore, where the wind shifts off the mountains have to be experienced to be believed. You could watch the burgee racing around a complete 360 degrees! Whilst there we had trouble three times with the mainsail halyard getting jammed into the sail track. The reason, we discovered, was that the halyard, when it emerged from the sheave, had to run at an angle to the top of the track then down to the headboard so that when the main was hauled up, the halyard slid into the track and jammed. I've cured it now by forming a fairlead at the top of the track with Ispan. No more trouble since!

ED'S COMMENT: ....

Has anyone else experienced this trouble with the main halyard? I would have thought that provided the sail was being hoisted with the boat head to wind it would not have occurred. Let's hear your comments!

Incidentally, we have heard from Laurie since he wrote this letter and are sorry to hear that due to an old injury he has been forced to give up sailing. An advert for his boat appears elsewhere in this issue and it is a very good bargain. I'm sure you will all join me in wishing Laurie all the best for the future.

# MIRACLE NATIONAL CHAMPIONSHIP

17th, 18th, JULY 1976

## DATCHET WATER SAILING CLUB

### BEERE TRIUMPHANT

Only 18 months after the launching of the Miracle at the 1975 Boat Show the first national championship on July 17th/18th attracted an entry of 59 helmsmen including two past national champions of other classes and a good number of established helmsmen of repute.

The event was a double first in that it was also the first major open event to be staged under the burgee of the newly established Datchet Water S.C. its magnificent 900 acre reservoir over-looking Windsor Castle.

The enthusiasm and anticipation of both organisers and competitors suffered a set-back on the first morning with almost non-existent winds. However, principal race officer Vincent Blake set an Olympic Course and the first race started after a general recall in light and variable winds from the South-West.

A  $\frac{1}{2}$  mile leg for the first beat proved to be a great trial of patience and light weather sailing skills with R. White of IPCYC in 'Firebird' making the best of things and leading at the windward mark by several boat lengths but this was not to last and the helm rounding only yards ahead of A. Brown of Sutton Bingham S.C. in 'Oodadare' who had come up from eighth position at the first mark. Derek Beere of IPCYC in 'Paula' was also well in contention at this stage and final leg saw him mastering the light conditions to win by ten boat lengths from Stephen Gray of ICI Slough S.C. in 'Melita'. Conditions had by now deteriorated to almost a flat calm resulting in a time limit coming into operation. As a result only six more boats finished with Philip Gray of ICI Slough S.C. becoming the luckiest helm of the day as he beat the clock by a mere five seconds.

Due to a complete lack of wind in the afternoon the second race was postponed until Sunday morning which again started with a depressing lack of wind. However, a light and variable wind did arrive around 11.00 a.m. and the second race was started shortly afterwards over a smaller Olympic-type course. Derek Beere made a good start on the starboard biased line pursued by Ken Price of IPCYC in 'Spring Fever' and John Conway-Jones of Datchet Water S.C. in 'Empirical'. With very shifty winds prevailing, positions changed frequently but R. Hack of Datchet Water S.C. in 'Papagena' made the windward mark first just ahead of Eddie Heap of IPCYC and Derek Beere.

Places throughout the fleet continued to change but Derek Beere proved his command of the flaky light winds to finish first ahead of Eddie Heap, Ted Moull of IPCYC and Stephen Gray.

With the wind freshening the race committee decided to put in two more races and with two first places Derek Beere was well ahead overall but victory was by no means certain. The third race started in a Force 2 wind with Philip Gray leading off, the line followed by T. Rumfitt of Sussex Y.C. in 'Jig Saw' and Paul Barrett of Blue Circle S.C. in 'Clouds' but at the end of the first beat it was Eddie Heap in the lead followed by Eric Jonas of ICI Slough S.C. in 'Sweet Sixteen' with Derek Beere and Stephen Gray close behind. An exciting race eventually saw Eddie Heap maintaining his first place with Derek Beere and Stephen Gray 2nd and 3rd respectively.

All now rested on the fourth race and with one discard allowed Derek Beere and Eddie Heap were the main contenders for the Championship. With the wind now growing in strength to a gusty Force 4 and tension high the last race started after one general recall to provide the most exhilarating race of the weekend and some new names at the front with G. Head in 'Pas de Probleme' leading ahead of Robert Cage of Worthing Y.C. in 'Ready Salted' at the windward mark. At this stage Stephen Gray was also challenging strongly however his luck was not to hold and a broken rudder fitting forced his retirement. Robert Cage revelled in the stronger winds and took the lead which he maintained to finish first whilst Derek Beere also proved he could master the stronger winds by taking second place and the championship ahead of Ken Price and John Conway-Jones.

Overall then the first Miracle national championship was a great success in spite of the difficult wind conditions and the race officials and members of Datchet Water S.C. are to be congratulated on their efficient handling of the series and on their shore facilities which enabled competitors and supporters to pass away the windless hours in comfort.

FIRST NATIONAL CHAMPIONSHIPS — DATCHET WATER S.C. 1976



THEY'RE OFF



FAMILY BOAT



CHASE ON THE REACH



"OOPS"

FIRST NATIONAL CHAMPIONSHIPS – DATCHET WATER S.C. 1976



GYBE – HO



ROUND AND ROUND WE GO



TOP TEENAGERS



WE ARE THE CHAMPIONS – DEREK AND ROBERT BEERE OF I.P.C.Y.C.

=== NATIONAL CHAMPIONSHIPS === NATIONAL CHAMPIONSHIPS === NATIONAL CHAMPIONSHIPS

FINAL RESULTS		++++	FINAL RESULTS		++++	FINAL RESULTS		++++	FINAL RESULTS	
BOAT NO.	BOAT NAME	HELM	CREW	CLUB	1st RACE	2nd RACE	3rd RACE	4th RACE	OVERALL POINTS	OVERALL PLACE
316	Paula	D. Beere	R. Beere	IPCVC	1	1	2	2	34	1st
326		S. Heap	R. Heap	IPCVC	2	2	1	10	71	2nd
123	Melita	S. Gray	P. Davies	ICI (Slough) SC	3	4	3	R	9	3rd
550	Papagena	R. Hack	M. Maggs	Datchet WSC	TS	7	6	5	18	4
529	Tak Tik	P. Sowden	R. Sowden	IPCVC	3	9	10	14	21	5
431	Spring Fever	K. Price	J. Price	IPCVC	6	13	22	3	22	6
750	Firebird	R. White	C. White	IPCVC	4	11	11	R	26	7
125	Bonkers	P. Gray	W. Roberts	ICI Slough SC	8	10	12	17	30	8
509		E. Moull	L. Hopkins	IPCVC	NS	3	5	23	31	9
24	Ready Sacted	R. Cage	J. Fanstone	Worthing	TE	13	13	1	31 1/2	10
177	Neptina	L. Lumley	K. Lumley	IPCVC	7	27	9	16	32	11
93	Empirical	J. Conway-Jones	M. Conway-Jones	Datchet WSC	TE	14	14	14	32	12
392	Little Red Rooster	P. Sturges	H. Fowler	Wraysbury Lake SC	TE	12	7	15	34	13
350	Rent-a-Mouth	J. Richardson	P. Richardson	ICI Slough SC	TE	5	18	19	42	14
883	Skimble-Skamble	P. Twining	R. Twining	N. Lincs. SC	TE	9	26	7	42	15
170	Satin Doll	E. Kay	W. Kay	Sovereign SC	TE	16	16	12	44	16
457	Pa-Des-Problem	G. Head	J. Bradnock		TE	21	19	6	46	17
388	OO-Dat-Dare	A. Brown	G. Kerswell	Sutton Bingham	TE	6	23	19	47	18
16	Sweet Sixteen	E. Jonas	G. Jonas	ICI Slough SC	TE	19	8	20	47	19
736	Clouds	P. Barrett	G. Chester	Blue Circle SC	TE	33	4	11	48	20
484	Jig Saw	T. Rumfitt	C. Dalby	Sussex YC	NS	17	29	9	55	21
593	Halo Sailor	B. Medcalf	K. Gill	W. Oxford SC	TE	26	15	22	63	22
124	Hot Dog	S. Fischer	R. Fischer	ICI Slough SC	TE	15	25	27	67	23
535	El-Carim	R. Weston	R. Weston	ICI Slough SC	TE	22	17	32	71	24
596	Chinook	C. Martin	A. Martin	Calne SC	TE	29	33	13	75	25
245	Zoomph 2	R. Ferguson	V. Ferguson	Crawley Mariners	TE	38	30	8	76	26
12		B. Searle			TE	23	24	35	82	27
63	Daedlus	G. Miller	K. Miller	Shropshire SC	TE	30	31	21	82	28
51	Miragirl	W. Hills	A. King	Redoubt SC	TE	28	32	25	85	29
439	El-Carim	S. Astley-Jones	R. Astley-Jones	Shropshire SC	TE	25	35	26	86	30
475	Lady Chaser	J. Masfield	D. Mansfield	IPCVC	TE	20	34	33	87	31
996	Verity	D. Cheeseman	R. Acway	Redoubt SC	TE	24	41	30	95	32
753	Jet	B. Morris	R. Morris	Lochard SC	TE	46	27	24	97	33
531		J. Snelling	C. Snelling	Mudeford YC	TE	48	21	31	100	34
484	C'est la Vie	M. Davies	M. Davies	R. Toney SC	TE	36	39	29	104	35
351	Anonymous	J. Swingewood	A. Sawyer	Queen Mary SC	TE	31	40	34	105	36
525	Terrabs	T. Barrett	A. Barrett	Seasalter SC	TE	43	36	28	107	37
302	Chrysalis	P. White	C. White		TE	44	28	36	108	38
666	Bumble Bee	B. Bees	D. Bees	Sutton Bingham SC	TE	37	20	NS	114	39
410	Blue Moon	C. Potter	R. Arnold	Herts CC	TE	40	45	38	123	40
213	Thas-A-Rumun	D. Duffel	J. Duffel		TE	42	44	39	125	41
478	Dismay	D. May	S. Mathq	Bedels LK SC	TE	32	37	NS	126	42
217	Escapade	J. Gibbs	A. Gibbs	Emsworth SC	TE	34	38	R	127	43
948	Mr. Magoo	M. Houlton	E. Carter	Wraysbury LSC	TE	35	42	NS	134	44
357	Jus'-Goin'-To	J. Smith	S. Smith	CWWSC	TE	D	43	37	137	45
23	Sweet Sticky Thing	R. Dodds		Stanboro' SC	TE	41	R	R	145	46
894		M. Hanning	M. Lambert		TE	45	46	R	146	47
659	OO-ER	J. Upton	G. Upton		TE	49	R	R	153	48
579	ETA	F. Broughton	J. Wilson	Brightlingsea SC	TE	47	R	NS	155	49
105	Stardust	K. Rudkin	L. Butcher	Tousbury SC	TE	39	NS	NS	165	50
338	Weedle	B. Earnshaw	T. Hinchliffe	Dovestone SC	TE	R	NS	NS	165	51
521	Cordon Rouge	D. Weeden	A. Weeden	Draycot Water SC	TE	R	NS	NS	180	52
657	El Carim	P. Sutton	A. Sutton	Esso Fawley SC	TE	R	NS	NS	180	53
863	Ipi Tombi	J. Furniss	K. Groan		TE	TE	NS	NS	190	54
201	Mirus	A. Mayes	S. Mayes	Brandy Hole YC	TE	NS	NS	NS	195	55
224		J. Greaves	R. Greaves	Welwyn SC	TE	NS	NS	NS	195	56
231	Minnehaha	P. Gough	R. Gough	Thames SC	TE	NS	NS	NS	195	57
652	Marjie	P. Goddard	D. Goddard	Datchet WSC	TE	NS	NS	NS	195	58
307		M. Bayliss	M. Lambert		NS	NS	NS	NS	207	59

TE = TIME EXPIRED

R = RETIRED

NS = NON-STARTER

D = DISQUALIFIED

ACKNOWLEDGEMENTS:-

We would like to thank the DAILY MIRROR for donating the Championship Trophy plus JACK HOLT LTD., TRIMNELL INTERNATIONAL LIMITED., BELL WOODWORKING LTD., AND INTERNATIONAL PAINTS LTD., for donating trophies for the individual races.

# +++ RACE REPORTS +++ RACE REPORTS +++ RACE REPORTS +++ RACE REPORTS

## SOVEREIGN SAILING CLUB, EASTBOURNE, HOSTED A MIRACLE OPEN MEETING ON SUNDAY, 22ND SEPT. 1975.

With very little wind in evidence, but a forecast of force 4-5, an Olympic course was laid with a committee boat start about a mile off-shore and despite a 15 minute postponement, many helmsmen failed to arrive at the line on time. Sam Brookes, Cecil Blackman and Eric Kay rounded the windward mark first but were being rapidly overhauled by Bob Cage, who had been among the late starters. With the wind falling off completely at the reaching mark however, it very quickly became a struggle to maintain headway against the strong tide and positions interchanged with frustrating frequency. The first quiver of a breeze soon found Bob Cage pulling away from the fleet on a 180° swing. He completed a shortened first race some 3 or 4 minutes ahead of Sam Brookes, with David Hoare taking third place.

With the change in wind direction and a force 1-3, the committee boat laid a new start line a little off shore for the second race. Cecil Blackman, Eric Kay, Sam Brookes and David Hoare all moved away very quickly to well-timed starts, and in that order led the fleet for the first half of the beat out to the sea mark. Once again, however, Bob Cage, with a good turn of speed, sailed through the fleet to round the windward mark a full minute ahead of his nearest rivals.

This time with a little more wind in evidence, the full course was completed with Bob Cage again crossing the finishing line several minutes ahead of Cecil Blackman and Sam Brookes.

With the wind now threatening to fall off completely, the third and final race was quickly under way. Bob Cage, in all too familiar and alarming style, briefly showed his transom and disappeared round the windward mark to complete a very fine days performance.

Competition for the remaining places was pretty hot, with some consistently fine sailing by Sam Brookes giving him a well deserved second place overall. David Hoare also sailed extremely well throughout the day, rewarding him with third overall.

The Sovereign Club are to be praised for the clockwork precision of their organisation of the day's racing. Facilities are excellent in the clubhouse and the newly constructed bar is a great moral booster when things have not gone too well out on the water.

### Overall Results:

- |                     |  |
|---------------------|--|
| 1st. 'Ready Salted' | (R. Cage and L. Higgins, Worthing YC)      |
| 2nd. 'I.A.B.M.'     | (S. Brookes and M. Fickett, Wilsonian SC)  |
| 3rd. 'Wet-n-Dry'    | (D. and S. Hoare, Wilsonian SC)            |
| 4th. 'Jalas'        | (C. Blackman and J. Putland, Sovereign SC) |

Eric Kay,  
S.S.C. Miracle Class Captain

## REDOUBT SAILING CLUB

9 Miracles took the water for Redoubt's first Miracle Open Meeting which was held in light but changeable winds. The first race was won by Peter Sowden of IPCYC from Paul Barrett after a very keen race with Chris Wilkinson in third place.

The second race with the same course and conditions was again won by Peter Sowden followed home this time by Chris Wilkinson of the home Club.

For the third race the same three fought out a keen battle with the final positions the same as for race 2 to give the following overall positions:-

- 1st. Peter Sowden in 'Tak Tik' of IPCYC
- 2nd. Chris Wilkinson in 'Verity' of Redoubt SC
- 3rd. Paul Barrett in 'Clouds' of Blue Circle SC

Prizes were presented by Mr. M. Smalles, the Redoubt SC Commodore's wife.

## I.C.I. (SLOUGH) SC (TAPLOW LAKE)

The first Miracle Open Meeting at ICI SSC could only manage a wind of force 2-3 but the Miracles turned up with a force of 20 boats to make a very competitive event.

National Champion, Derek Beere of IPCYC narrowly took the honours ahead of Philip Gray of ICI (Slough) SC followed by Eddie Heap and Peter Sowden, both of IPCYC.

## THAMES SAILING CLUB

Following the successful 1975 Open Meeting, another was held this year on 22nd August when the blustery conditions were in complete contrast to the almost windless day the previous year.

Unfortunately, only two visitors arrived but six boats crossed the starting line for the two morning races. In the second race two boats capsized and failed to finish, one race was won by Tic-Tac and the other by Miragirl. Only four boats sailed in the afternoon race which was closely fought between Tic-Tac and Miragirl, Tic-Tac being the winner. The final position for the meeting was:-

1. Tic-Tac (R. Sowden, IPCYC)
2. Miragirl (W. Hills, Redoubt SC)
3. Minihaha (P.R. Gough, Thames SC)

Thames Sailing Club now have five Miracles and is applying for fleet recognition. New members would be very welcome and for further information about the activities of the Miracle class and information about the excellent facilities of the Thames Sailing Club please contact Mr. P.R. Gough, 8 Leighton Way, Epsom, Surrey. Telephone Epsom 25434.

ESSO (FAWLEY) SAILING CLUB

Peter Sutton (MM 557) writes to inform us that Esso (Fawley) Sailing Club would welcome further Miracle owners. The Club is a branch of the Esso Recreation Club, but there are normally vacancies for Associate Members, who enjoy all rights of membership in the Sailing Club. For further information, contact Peter Sutton, Esso (Fawley) Sailing Club, The Mill, Ashlett, Fawley, Southampton.

CRAWLEY MARINERS FORM FLEET

Miracle Fleet No. 9 has recently been formed at Crawley Mariners Yacht Club. The Club tell us that they would be pleased to receive membership applications from Miracle owners, to participate in their general handicap racing series, both on their inland water at East Grinstead, Sussex and at Angmering-on-Sea. They offer a variety of series racing throughout the season which extends from April 1st to January 1st. Class racing is offered for six types of dinghy and class racing for Miracles will be made available immediately sufficient demand exists. The Club also offers a number of organised cruises throughout the year including a one week cruising holiday, usually held at Chichester Harbour.

A most popular feature at the Club is the regular monthly 'dry' meeting held at a hotel near Crawley where there is the opportunity to meet in a friendly and relaxed atmosphere and enjoy the entertainment which usually takes the form of a film, talk or other event with a sailing base.

If you are interested the man to contact about membership is the Miracle Fleet Captain, Roy Hooper, 11 Chesterton Close, East Grinstead, Sussex. Incidentally, Roy comments that they already have ample proof that the Miracle will be 'a force to be reckoned with' and that some of the Enterprise helms must be thinking of changing to this faster boat!!

SIBLYBACK RESERVOIR

John Carter (MM 874) tells us that any Miracle owners or visiting dinghy sailor will be welcome at Siblyback Reservoir in Cornwall where in addition to Mirrors and Scorpions there are now three Miracles. If you require further details please contact John at 8 Parsons Green, Kellybray, Callington, Cornwall. Tel: Callington 2474

BEWL BRIDGE RESERVOIR

Looking for somewhere to sail? Why not try the new reservoir at Bewl Bridge, near Wadhurst in Kent. The reservoir is about 300 acres in size and is located just South of Tunbridge Wells. For further details contact John Mew (who is Chairman of the Sailing Committee) Pellbridge, Wadhurst, Kent. Tel: 089-288-2456.

REDOUBT SAILING CLUB

Wilf Hills the Redoubt Miracle Fleet Captain reports that the Miracle Fleet is continuing to grow with 9 boats on the water plus 4 more under construction giving excellent prospects for class racing for Miracles for next season. It is hoped that this prospect will now attract even more Miracle owners to join Redoubt.

A stand has been taken at the local District Council Sports Exhibition planned for 26th and 27th March, 1977, and it is hoped to have a Miracle on display.

In the meantime Miracles have put up a good showing this season by finishing in the first 3 places in each of the summer handicap series.

During the winter a Forstbite Series will be held during January and February and all Miracle owners will be welcome each Sunday at 11.00 a.m.

For more information about Miracle sailing at Redoubt contact Wilf at

REPORT FROM MALTA

Mr. C.F. Robinson, MM 786, sent us a most interesting report found in the local paper whilst on holiday in Malta. This gave details of Summer Series Prizewinners at CHADIRA SAILING CLUB from which we are pleased to note that Miracle 811 shared equal first honour with a G.P.14 in the Handicap Class with Terry Hughes in Miracle 806 (Haws) taking third place.

MIRACLES AT TAPLOW (HOME OF ICI (SLOUTH) SC)

Most weekends 4 or 5 Miracles will be found racing on the small but pleasant lake at Taplow. Throughout the conventional season Miracles race as a separate class and during the winter months Pursuit racing with Lasers, Enterprises and Mirrors gives variety whilst maintaining class racing.

Membership of the Club is restricted by the fact that a specified majority of members must work for ICI but there are a limited number of vacancies at present for new Associate Members and it is hoped that this will provide an opportunity for the Miracle Fleet to be expanded by introducing a few more keen Miracle sailors.

Anyone interested should phone Bernard Gray at Beaconsfield 2689.

\*\*\* FOR SALE \*\*\*

Ken Skelton reluctantly offers his Miracle No. 654 for sale at £520 ono. This boat is in immaculate condition and is complete with trailer.

Telephone :- 01 458 7059



A DINGHY ON THE DART

By MARJIE GODDARD

To quote the local guide book - "if you can sail a boat on the Dart you can sail one any where in the World!" - a saying which may well be true for there certainly exists in the river and "harbour!" conditions of wind and tide which call for a proficient helmsman!

'Marjie' (MM 625 of Datchet Water S.C.) was launched on a typical June day from the slipway of the Royal Dart Yacht Club, situated at Kingswear on the opposite bank to the town of Dartmouth. During our sails we found that, due to constant activity on the river, i.e. tourists boats, 'commercial traffic' and training craft from the Royal Naval College, one sometimes felt that the river could be aptly renamed 'Dart I' in true Motorway style. But good news - the dinghy sailor is sheltered from the weather and with good breezes we found extensive sailing right up the Dart. Temporary membership at the Royal Dart Y.C. is £1.00 per person per week and pontoon or "terrace" storage for one's boat is £3.00 per week. There is friendly racing at the Club on Tuesday evenings and Saturdays and a superb terrace offers first class relaxation with glorious views of the river scenery for even non-sailors like myself. Finally, there is an excellent bar for après-sail boozing! Interested? - The Club's telephone number is Kingswear 272.

Our second venue for sailing was Salcombe. A dinghy sailors paradise with superb sea and estuary conditions (tide permitting). South Sands, a little way out of town has an excellent beach for launching - no scraped bottoms here! (Who's bottom did we hear someone say?!). South Sands Hotel - right there on the beach - offers good refreshments. For £0.50 (overnight) one may store a boat in the hotel's car park. Harbour dues are £1.35 per week. Towing conditions in the area are good but some care is needed between Salcombe and South Sands.

As 'cook' attached to MM 625 I normally choose the menus but here in the S.W. nature certainly provides another 'menu' - a sailing one - so this time my enthusiastic sailing crew did the choosing.

APOLOGY ....

.... For the non-occurrence of the cruising event in Chichester Harbour this year. Unfortunately it proved impossible to organise the event due to camp sites being booked up, etc. However, we will definitely be having an event in 1977, details of which will be given in the next Newsletter.

\*\*\* MEASUREMENT MATTERS \*\*\* MEASUREMENT MATTERS \*\*\* MEASUREMENT M

Miracle Class Measurers wanted, preferably with some experience of boat measuring and/or boat building but other relevant experience could be a good substitute. Anyone interested should contact Paul Barrett at 26 Farley Close, Lordswood, Chatham, Kent. Business Tel. 01-267-4455 Ext. 572.

Paul is also preparing a list of recognised Miracle measures so if you are a measurer or if you know of a measurer in your Club or Home Area please send details to Paul at the above address.

BOATS OUT OF CLASS

Those of you who were at the National Championships will know that the scrutiny of boats revealed quite a number to be out of class, mainly on minor points of which some will now be in class as a result of the changes in some of the rules as outlined in this issue. There were, unfortunately, 1 or 2 boats which were seriously out of class and in this case the Measurement Secretary will be writing to those concerned individually. In view of this we suggest that during the winter months you should study the Rules of Measurement and Construction and make sure that you will not be the unlucky person to be found with an "out of class" boat next year.

PORTSMOUTH YARDSTICK

Many of you will have read the reports to the effect that the RYA are introducing a new value for Portsmouth Yardsticks for all classes of boat.

This will be the subject of a special report direct from the RYA to be published in our next issue of Halo.

In the meantime, we understand that the Miracle will most likely be rated at a new figure of 123 which equates more or less with the old Portsmouth Yardstick Number of 103.

For comparative information the Mirror Dinghy is expected to be rated at 146.

Q1. Can transom flaps be fitted to the Miracle?

A1. Transom flaps are not allowable in the Miracle but in any case it is most unlikely that any advantage would be gained from fitting these as the fore and aft curvature of the rocker of the boat tends to make any water collect predominantly around the centre board case area and little, if any extends aft to the transom area. Even after a capsize very little water remains in the cockpit and the same situation prevails.

With this in mind it is clear that two efficient self bailers, one either side of the spine unit is the most effective way to clear water from the boat, either after a capsize or from spray coming over and into the boat.

Q2. What type of self bailers are most suitable for using in the Miracle?

A2. Opinions on this subject will vary considerably but certain factors need to be taken into account which make a decision in any particular case rather easier.

Without trying to be too technical about the matter the principle on which a self bailer works is that the speed of the water flowing past the bailer hole in the hull of the boat effectively reduces the pressure of the water on the outside of the hull to a lower level than that of the water inside the boat and therefore water is sucked from inside the boat out through the bailer hole. On the basis of forward motion of the boat through the water stops and the bailer hole remains open quite obviously water will flow back into the boat at an alarming rate. Conversely the faster the boat is travelling through the water the greater the suction and therefore the faster the extraction of water subject to a maximum limit of flow caused by the limits imposed by the size of the aperture in the bailer.

It is therefore clear that the ideal answer for rapid bailing is a fairly large aperture in the bailer combined with a high boat speed through the water. However, this automatically brings with it a problem in that such a bailer would not operate effectively at low speeds and water would tend therefore to come into the boat rather than be sucked out on many occasions.

The answer is obviously to compromise by selecting a bailer of a size which suits the performance of your particular boat and the prevailing conditions in which you are likely to be sailing.

However, the second point is of lesser importance in that when the wind is light and the water is calm very little water will, under normal circumstances, be shipped in the boat and therefore the need for a bailer is very low.

Bearing these points in mind it would appear that as far as the Miracle is concerned you would be unlikely to require a self bailer any larger than one similar to the Elvstrom Super Medium or any smaller than the Elvstrom Super Mini, both of which are made in Stainless Steel and have a non-return flap to reduce the possibility of water flooding in if the bailer is left down inadvertently. Other self bailers which would fall into this range from a size point of view would be as follows:-

- a) Ronsten Bilgeboy Self Bailer made in Stainless Steel and with non-return flap. This appears to be a particularly efficient self bailer made on a similar principle to the Elvstrom Bailer but since due to some patent regulations this is no longer allowed to be imported into the U.K. the chances of finding one are now fairly slim but it may be worth asking or looking out for one as they represent particularly good value for money.
- b) The Holt Alan Golden Bailer. This is a very neat plastic self bailer without a non-return flap which can be fitted with a stainless steel guard and is simply operated by pushing a small level backwards or forwards using the foot, thus avoiding the need for grovelling in the bottom of the boat. It is extremely reasonably priced but has the possible disadvantage that being made in plastic it is likely to be more susceptible to accidental damage.
- c) Finally, a special mention must be made of the new Super Suck Self Bailer which works on a different principle to all the others mentioned in that instead of simply lowering a small flap into the water below the boat, in this case the whole self bailer unit is bodily lowered by means of flicking a small lever system which appears to be very easy and smooth in operation. The rectangular box shaped self bailing unit when projected below the hull has a very special form of tunnel running through this from fore to aft with a vertical hole extending upwards into the inside of the boat from the roof of this tunnel. The whole secret of this bailer is that the shape and form of this tunnel has been scientifically designed to accelerate the speed of the water as it flows beneath the vertical aperture and as a result effective bailing takes place at much lower boat speeds through the water. This bailer was only introduced relatively recently and therefore reports on its performance from members using them would be very welcome so that we can pass the information on to other members.

The above list of bailers is by no means exhaustive but probably represents the most popular bailers on the U.K. Market at the present.

**QUESTIONS AND ANSWERS Continued.**

Having decided on your particular choice of self bailer then comes the dreaded business of chopping holes in the bottom of the boat for fitting purposes: with all its fears of cutting the hole in the wrong place or cutting too large a hole in the right place etc., etc.!

With regard to the size and shape of the hole quite clearly the obvious answer is to follow the self bailer manufacturers instructions and use the template or suggested ideas for marking out the exact size of the hole. The only over-riding proviso worth mentioning is the recommendation to proceed very slowly and very carefully making sure that when the hole is cut it is smaller than required by a fairly high safety margin as an extra half hour or so spent filing the hole out to the correct size and shape is a small price to pay for avoiding the traumatic experience of finding that you have cut a hole a little bit too large.

Finally, to the question of exactly where is the best position for self bailers in the Miracle?

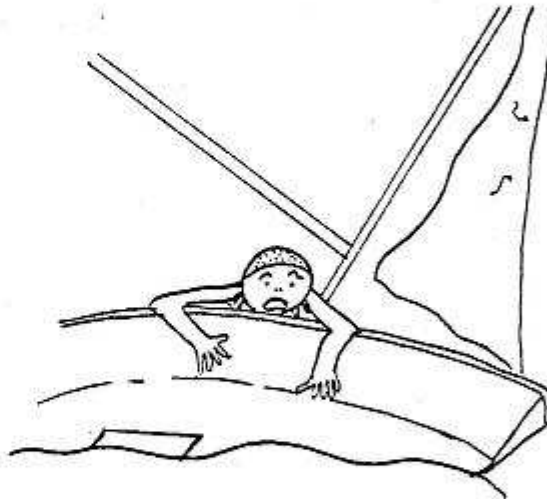
First, for fully effective bailing it will be realised that two self bailers are required in the Miracle since the central spine unit does not allow water to flow freely from one side of the boat to the other and it would be unwise to drill holes as this would tend to weaken the boat and reduce its fore and aft stiffness. Opinions on the exact position for fitting the bailers in the floor of the boat will vary to a degree but most people seem to favour the position with the bailers fitted immediately ahead of the butt joint in the flat floor as far outboard as practicable but particularly avoiding the glass tape and resin at the chine.

**MOWNERS GUIDE TO SEAMANSHIP**

**LESSON ONE.**



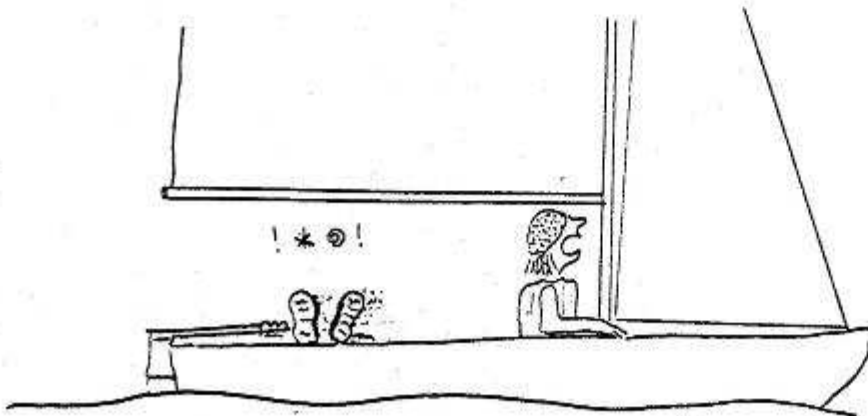
" I LIKE THESE SIDE SEATS -  
THEY'RE VERY HANDY FOR -----



--- RESTING YOUR ELBOWS ON  
THE SIDE DECK ---"

**MOWNERS GUIDE TO SEAMANSHIP.**

**LESSON TWO.**



" DID YOU REMEMBER TO SHORTEN THOSE  
TOESTRAPs ? "

Inflation Proof Scheme



# Miracle Dinghy

NEWTON CURTIS  
INSURANCE

Reg. No. 1 687962 England  
Head Office  
29 MINCING LANE,  
LONDON, EC3R 7SB  
Tel. 01-623 6739

## PREMIUMS FOR CRAFT

based on TOTAL SUM INSURED

BASIC PREMIUM  
Table B

Total Sum Insured:	Premiums:	Total Sum Insured:	Premiums:
£150 ...	£5-00	£500 ...	£8-50
£175 ...	£5-25	£525 ...	£8-75
£200 ...	£5-50	£550 ...	£9-00
£225 ...	£5-75	£575 ...	£9-25
£250 ...	£6-00	£600 ...	£9-50
£275 ...	£6-25	£625 ...	£9-75
£300 ...	£6-50	£650 ...	£10-00
£325 ...	£6-75	£675 ...	£10-25
£350 ...	£7-00	£700 ...	£10-50
£375 ...	£7-25	£750 ...	£11-00
£400 ...	£7-50	£800 ...	£11-50
£425 ...	£7-75	£850 ...	£12-00
£450 ...	£8-00	£900 ...	£12-50
£475 ...	£8-25	£950 ...	£13-00

## WEATHER HELM

by Peter Sutton.

The Miracle dinghy has been criticised for carrying weather helm in heavy weather. There is some basis for this, but the problem is not severe and is a consequence of the design concept; any dinghy is unavoidably a compromise between conflicting requirements.

Miracle, like any good modern dinghy, is well-balanced on the wind. When close-hauled, the thrust on the sails and sideways resistance on the centreplate and hull act, as it were, through the same point in the boat, and the helm is balanced.

When sailing free, the picture is more complicated. As you free the sheets, the sails move sideways and forwards relative to the boat. Well set, there will be only a slight tendency for the boat to luff up. This can be corrected by raising the centreboard slightly. When you raise the centreboard, you actually swing it aft on its pivot, so the thrust of the water on the board moves aft; this in turn tends to allow the head of the boat to pay off. Thus, when reaching, the centreboard should be brought part way up to balance the boat on the helm.

Unfortunately, sails twist under the pressure of the wind. As the mainsheet is eased, the head of the sail falls further off to leeward than the boom. If you want to keep the top of the sail drawing, you must sheet in the boom rather closer than the ideal angle. This means that the wind load along the foot of the sail, particularly out towards the clew is very high. Clearly, if the boom is out over the side of the boat and there is an increased pressure at the end of the boom this will tend to turn the boat up into the wind (i.e. produce weather helm.) To minimise this, the sail must be kept as flat as possible, which demands a powerful kicking-strap. But even then, if the boom bends the leech will slacken and the sail will twist.

Methods of overcoming this are:-

- Very stiff boom (expensive).
- Powerful kicker, e.g. with 8-fold winch; needs stronger boom and mast (expensive).
- Kicker attached to boom further aft (less room for crew).
- Mainsail higher with shorter foot (taller mast, more difficult for youngster to step).
- Bigger jib (more demanding on crew, less visibility forward)

So all these solutions conflict with the basic concept of the Miracle; which just goes to show that there is no such thing as the perfect boat.

My experience in coastal sailing has been that the Miracle is well balanced except when reaching in a strong wind (force 5-6) when she carries some weather helm but is still easily manageable: this is not bad for a small boat - some others are heavier on the helm than this.

The basic rules for good balance are:-

- In a fresh wind, set the halliard up hard, the clew outhall out hard and the kicker down hard (2 part purchase required) to keep the sail flat.
- Bring the centreboard up a bit - about half-way - for reaching.
- Trim aft as she begins to lift on the plane.
- Keep the boat upright; ease the main if you must but keep the jib drawing fully (heeling upsets balance, makes the rudder less efficient and slows the boat).
- Always keep the rudder blade down vertical for maximum efficiency.

::: ANNUAL GENERAL MEETING ::: ANNUAL GENERAL MEETING ::: ANNUAL G

MINUTES OF THE ANNUAL GENERAL MEETING OF THE  
MIRACLE ASSOCIATION HELD AT DATCHET WATER  
SAILING CLUB, DATCHET, ON SATURDAY, 17TH JULY,  
1976.

Meeting opened 5.10 p.m.

Mr. Bernard Gray opened the meeting by welcoming all present.

1. Minutes of the Inaugural Meeting

The Secretary, Mr. Peter Munn read the minutes of the inaugural meeting which was held at Putney in July 1975.

MR. B. FERGUSON PROPOSED AND MR. S. GRAY SECONDED that these were an accurate record of what took place and the meeting agreed unanimously.

2. Matters Arising

The Chairman explained that the proposed Grafham weekend planned for September 1976 had been cancelled.

3. Chairmans and Officers Reports

The Chairman informed the meeting that sales of the Miracle had reached 1,250 of which 950 were sold in this country. Since June 1st 1976, 250 members had paid their subscription of £3. He indicated that this was a very good response and was better than most other class associations. He asked the members to encourage other Miracle owners to pay their subscription as newsletters will not in the near future be sent to non-paid-up members. He asked that members interested in cruising should make suggestions or possibly organise a rally or get together at Chichester Harbour later this year. He explained that we now have eight fleets and that it was important to encourage Miracle owners in clubs where there are five boats or more to apply for a fleet number. All members were asked to encourage the Miracle activities in their clubs and if any help was required then to contact the Secretary.

The Chairman then explained that the RYA had been unable to allocate a Portsmouth Yardstick Number due to only two clubs completing the assessment forms last year and all members should ask their clubs to complete the assessment forms in October/November 1976, so that an accurate Portsmouth Yardstick Number can be allocated for 1977. He also asked for any clubs who could stage a championship or open meeting to contact the secretary and pointed out that the National Championships in 1977 should be held on the sea.

During the previous twelve months the association had attended two exhibitions, the Welsh Dinghy Exhibition and the London Dinghy Exhibition. Both these exhibitions brought very good response and were a great success but more members were asked to help at future exhibitions.

Although the future looks secure on the basis of the number of members we have in such a short space of time it is important to keep the association going and encourage new owners and members to join our association. If any members have any ideas on how to improve the association then let them write or telephone any committee member.

The Chairman then explained that the accounts have not been audited as they run from 1st April - 30th June. A copy of this account was circulated to all members. The Chairman explained that the Daily Mirror contributed a great deal to events and also pay to print and distribute the newsletters. The committee apologised to the members that a second reminder slip had been sent out with all the newsletters as this saved considerable time in sorting.

The newsletter editor, Barry Livingstone then explained that he needed help from all owners or friends on articles and photographs of the Miracle. Any member or non-member should send suggestions or articles to either the newsletter editor or the secretary.

4. Proposals for Changes to Association Rules

MR. D. BEERE PROPOSED "That rule 7c be changed to enable fleets sufficient time to discuss changes of measurement rules prior to the five weeks required under rule 7g."

A vote was taken and was unanimous for the motion.

5. Proposals for Changes to Measurement Rules

The Chairman advised the meeting that when voting on any proposals only fully paid up members of the association may vote.

1 PROPOSED BY LEN LUMLEY, SECONDED BY BARRY LIVINGSTONE "That Rule 3 (b) should be read "3:1 ratio Transom Main Sheet with free running sheaves".

After a brief discussion during which it was explained that the purpose of this proposal was to clarify the intention of this Rule - a vote was taken and was unanimous in favour.

Continued:-

2) PROPOSED BY SAM BROOKES. SECONDED BY BARRY LIVINGSTONE that the following additional permitted exception be allowed; "Adjustable tack downhaul for mainsail; all controls attached externally to the boom, mast and sail only".

This was put to the meeting and after a discussion MR. P. SUTTON, SECONDED BY MR. BROWN, PROPOSED an amendment which reads "Adjustable tack downhaul for mainsail. All controls attached externally to the boom mast and sail only using existing tack cringle."

A vote was taken on the amended proposal which was carried unanimously.

3) PROPOSED BY P. BARRETT. SECONDED BY G. CHESTER. That the following addition to permitted exceptions be allowed; "1 single row Hook Up Rack may be fitted to the mast for attaching Main and Jib Halliyards. This to be in addition to the standard cleats."

A discussion took place after which a vote was taken with 33 for, 6 against. Motion carried.

4) PROPOSED BY P. BARRETT. SECONDED BY G. CHESTER. That the following addition to permitted exceptions be allowed; "The standard rope handle for the centreboard may be replaced by a pair of stops bolted together through the existing hole in the centreboard handle. No dimensions of each stop may exceed 40mm."

Vote taken and motion carried unanimously.

5) PROPOSED BY G. CHESTER. SECONDED BY P. BARRETT. That the following addition to permitted exceptions be allowed; "A length of shockcord with a rope tail may be attached to the handle of the centreboard and lead aft to a jamming device to hold the centreboard in the down position."

After a discussion an amendment was PROPOSED BY MR. CONWAY-JONES, SECONDED BY MR. GODDARD to read; "A length of shockcord with or without rope tail may be attached to the handle of the centreboard and lead aft to a jamming device to hold the centreboard in a down position."

A vote was taken on this amendment which was carried unanimously. A vote was then taken on the amended rule and was also carried unanimously.

6) PROPOSED BY S. GRAY. SECONDED BY P. BARRETT. "That a single eye or hole of not more than 10mm may be fitted to the spine forward of the centreboard case to be used for attaching the forward end of the toe straps and/or for securing the centreboard in the raised position by means of a length of rope."

A vote was taken and was unanimous in favour.

7) PROPOSED BY P. BARRETT. SECONDED BY B. LIVINGSTONE. "That no authorised fitting may be attached to the boom except in such a manner as to ensure that it cannot foul the rigging of another boat."

A vote was taken and was unanimous in favour.

8) PROPOSED BY E. O'Donnell. SECONDED BY P. BARRETT. Proposed that Rule 8 (m) be amended to add; "Plus provision for rowing with rowlocks fitted by adding a block below the outer rubbing bead and drilling a hole through the rubbing bead into this block. The reinforcing block must not protrude beyond the rubbing bead."

After a discussion where it was pointed out that adding blocks to the outside of the hull would contravene RYA rules an amendment was PROPOSED BY MR. M. WESTON, SECONDED BY MR. D. WEEDON. This reads "Provision for rowlocks be made in such a way as not to infringe RYA or Miracle rules."

A vote was taken on this amendment and was unanimous. A vote was then taken on the amendment proposed and the meeting was unanimous in favour.

9) PROPOSED BY E. O'DONNELL. SECONDED BY P. BARRETT. "That the following fittings be allowed on the decking for the purpose of leading and securing an anchor and towing warp."

- a. Maximum of 4 open fairlead.
- b. One Samson Post.
- c. One Eye Plate.

After a lengthy discussion an amendment was PROPOSED BY MR. GOUGH, SECONDED BY MR. CARTER and this amendment should now read "The following fittings be allowed on the decking for the purpose of leading and securing an anchor and towing warp in such a way that it does not extend forward of the bow or beyond the sheerline."

- a. Maximum of 4 open fairlead.
- b. One Samson Post.
- c. One Eye Plate.

A vote was taken on this amendment which was carried with 32 with and 9 against. The amended proposal was then voted on with 34 for and 9 against. Motion was therefore carried.

10) PROPOSED BY L. LUMLEY. SECONDED BY S. GRAY. Proposed "That Rule 6 be changed to read; One pair of shrouds and one forestay to be of multistrand wire the minimum size to be 2.4 mm. diameter."

Vote taken unanimous in favour.

11) PROPOSED BY L. LUMLEY. SECONDED BY B. LIVINGSTONE. "Proposed that the type of rudder gudgeons and pintles should be optional."

Vote taken unanimous in favour.

- 12) PROPOSED BY D. WEEDON. SECONDED BY F. CHORLEY. Proposed that "Rule 11 should be modified to allow a window to be fitted in the foresail of a size and position to be approved by the Committee."

After a discussion an amendment was PROPOSED BY MR. B. FERGUSON, SECONDED BY B. LIVINGSTONE that the rule should read "A window be allowed in the foresail or mainsail the size and position to be approved by the Committee."

A vote was taken on this amendment which was carried with 25 for and 14 against. The amended proposal was then voted on and was carried by 32 votes to 9.

- 13) PROPOSED BY D. WEEDEN. SECONDED BY F. CHORLEY. "That a spinnaker be adopted for the Miracle to measurements and rules to be formulated by the Committee, based upon the recent Trials of a Spinnaker of approximately 70 to 75 square feet."

A lengthy discussion ensued with the main points in favour of a Spinnaker being on the basis of increasing the appeal of the Miracle to a wider market by making it more exciting to sail, particularly down wind and adding interest for the crew - the main points against a Spinnaker were that this would add unwanted complication to the Miracle making it unsuitable for serious racing with a small crew or for those looking for a less demanding boat. Also an additional cost in the order of £80 would be necessary for anyone wishing to compete seriously in major events as in spite of suggestions that "those who didn't want a Spinnaker need not buy one" if adopted, a Spinnaker would soon become essential equipment for serious racing.

Finally a PROPOSAL WAS PUT FORWARD BY P. SUTTON AND SECONDED BY B. LIVINGSTONE:-

"That a decision on Proposal 5.13 be deferred and a postal ballot taken as soon as possible of all owners and that a decision be taken by the Copyright Holders based on the postal ballot and an indication of the view of this meeting."

A vote was taken on this proposal with 37 in favour and 12 against.

The chairman then asked, as required by the proposal, for a vote as an indication of the view of the meeting on whether a Spinnaker should be adopted or not, with 26 voting in favour of a Spinnaker and 35 against.

The chairman then explained that this whole position would be put to the Copyright Holders for their attention.

- 14) PROPOSED BY D. WEEDEN. SECONDED BY F. CHORLEY "That in the event of a Spinnaker being adopted a Spinnaker Launching Chute be allowed to be fitted through the fore-deck and forward buoyancy tank but that this must be designed and fitted in such a way that full buoyancy is retained in the forward tank and that it should be reasonably easy to fit to existing boats."

As a result of the decision on Item 13 this proposal was not taken.

- 15) PROPOSED BY D. WEEDEN. SECONDED BY F. CHORLEY. "Proposed that in the event of a Spinnaker not being adopted a larger foresail e.g., genoa be adopted as an option, to measurement and rules to be approved by the Committee."

After a discussion a vote was taken; 11 were for, 33 against. Proposal not carried.

#### 6. Proposals From Members

No proposals received from members.

#### 7. Election of Committee

The Chairman told the members that Mr. G. Angell has retired due to ill health and that Mr. T. Mayes and Mr. L. Lumley would also like to resign. All other Committee Members were available for re-election. The Chairman asked for nominations and Mr. B. Ferguson proposed and Mr. E. O'Donnell seconded Mr. J. Conway-Jones. The Chairman then asked the meeting to vote on the election of the following Committee en bloc as proposed by L. Lumley and seconded by E. O'Donnell:-

Mr. Bernard Gray  
Mr. Peter Nunn  
Mr. B. Livingstone  
Mr. P. Barrett  
Mr. B. Ferguson  
Mr. D. Roberts  
Mr. J. Conway-Jones

A vote was taken and was unanimous that all the above serve as Committee Members until the next Annual General Meeting.

#### 8. Any Other Business

A member asked whether it was at all possible to insure their boat with another insurance company other than Newton Crum. The Chairman explained that this was perfectly all right, but the point about insuring with Newton Crum was that the Association benefitted directly in that a small commission was paid by Newton Crum to the Association for each Miracle insurance policy taken out.

One member complained that one of the roof racks supplied by Bell Woodworking Company was faulty and could the Association discuss an alternative roof rack. The Secretary explained that the Association has no power to dictate which roof rack Bell Woodworking Company supply so that any queries on this item should be taken up direct with Bells.

THERE BEING NO FURTHER BUSINESS THE MEETING WAS DECLARED CLOSED AT 7.15 P.M.

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MEASUREMENT AND RULE CHANGES.

As required by our rules the changes to Measurement Rules which were passed at the A.G.M. have now been submitted to the Miracle 'Copyright Holders' (i.e. The Daily Mirror) for their final approval in order to make these changes allowable.

We can now confirm that Proposals numbered 1, 2, 3, 4, 5, 9, 10 and 11 have been fully agreed and Proposals number 6 and 7 are agreed subject to some small changes in the wording for clarification purposes only.

Proposal 8 regarding the fitting of Rowlocks was NOT agreed as the Copyright Holders are not satisfied with the methods suggested so far for fitting rowlocks as they consider on the present basis that either the gunwale of the boat would be structurally weakened or an external projection could constitute a hazard to your own or to other boats.

Proposal number 12 regarding the fitting of a window in the sails is agreed in principle for the foresail only and will be confirmed when the exact measurement details are available. These measurements should be in the hands of our class secretary and the principle sail makers, Jack Holt Sails Ltd., before the end of December.

On the authority of the Copyright Holders and/or the 1976 Annual General Meeting the following changes to the Miracle Association Rules and the Miracle Class Measurement Rules are now authorised. (Amended copies of both sets of Rules are in the course of printing and will be published fully in our 1977 Year Book).

A. RULES OF THE MIRACLE ASSOCIATION

Rule 7c should now read:-

"AT LEAST 7 WEEKS WRITTEN NOTICE (INC. AN AGENDA) SHALL BE GIVEN TO MEMBERS OF ANY GENERAL MEETING.

Correction to item (q) above right.

- (q) The standard rope handle for the centreboard may be replaced by a pair of stops bolted together through the existing hole in the handle. No dimension of each stop may exceed 40 mm.

B. RULES OF MEASUREMENT AND CONSTRUCTION

- a) ADD RULE 4(f) as follows:-

"THE MATERIAL TO BE USED FOR RUDDER GUDGEONS AND PINTLES IS OPTIONAL".

- b) ADD RULE 5(d) as follows:-

"AUTHORISED FITTINGS MAY ONLY BE ATTACHED TO THE BOOM IN SUCH A MANNER AS TO ENSURE THAT THEY CANNOT FOUL THE RIGGING OF ANOTHER BOAT".

- c) CHANGE RULE 6 to read as follows:-

"ONE PAIR OF SHROUDS AND ONE FORESTAY TO BE OF MULTISTRAND WIRE OF 2.4mm MINIMUM DIAMETER".

- d) CHANGE RULE 8(b) to read as follows:-

"3:1 RATIO TRANSOM MAINSHEET WITH FREE RUNNING SHEEVES".

ADD RULES 8 (o), (p), (q), (r), (s) and (t) as follows:-

- (o) Adjustable tack downhaul for mainsail with all controls attached externally to boom, mast and sail only, using existing tack cringle.
- (p) 1 single row hook up rack may be fitted to the mast for attaching main and jib halyards. This to be in addition to the standard cleats.
- (q) The standard rope handle for the centreboard handle. No dimension of each stop may exceed 40mm.
- (r) A length of shockcord with or without rope tail may be attached to the handle of the centreboard and lead aft to a jamming device to hold the centreboard in a "down" position.
- (s) A single hole of not more than 10mm may be drilled through the spine forward of the centreboard case for the purpose of attaching the forward ends of the toe straps and/or for securing the centreboard in the raised position. Alternatively, a single fitting may be used.
- (t) A maximum of four open fairleads, one sampson post and one eye plate may be fitted on the decking for the purpose of leading and securing an anchor and towing warp in such a way that no fitting extends forward of the bow or outside the sheerline.



COMMITTEE CHANGES

Since our last issue there have been a number of changes in the composition and addresses of the Committee and in particular we welcome John Conway Jones, a newly elected member plus Sam Brookes, Bryan Mathews and Eric Ray who have been co-opted to strengthen our Committee. The changes have been incorporated in the list below and we hope to include profiles of our new members in the next issue of Halo.

BERNARD GRAY (CHAIRMAN),  
58 Seeleys Road,  
Beaconsfield,  
Bucks.

Tel. Beaconsfield 2689

PETER NUNN (HON. SEC. AND  
MEASUREMENT SECRETARY).  
Miracle Association,  
79 Camden Road,  
London NW1 7NT.

Tel. 01-267-4455 ext 572

BARRY LIVINGSTONE,  
(NEWSLETTER EDITOR),  
ICI Plastics Division,  
PO Box No. 3 (Thornton-  
Cleveleys),  
Hillhouse Works,  
Blackpool FY5 4QB.

Tel. Cleveleys 6161 (  
(Business)

PAUL BARRETT,  
(JOINT PROGRAMME SEC. AND  
MEASUREMENT SUB COMMITTEE),  
26 Farley Close,  
Lordswood,  
Chatham,  
Kent.

Tel. 0634-44400 ext 6  
(Business)

BOB FERGUSON,  
(PUBLIC RELATIONS AND  
CRUISING SUB-COMMITTEE),  
15 Hazelwood Grove,  
Sanderstead,  
South Croydon,  
Surrey.

Tel. 01-657-4110 (home)  
01-623-7100 x 2537  
(Business)

DEREK ROBERTS,  
(CRUISING SUB-COMMITTEE),  
23 Richmond Drive,  
Nottingham.

Tel. Nottingham 602150 (home)  
Nottingham 48248 x 2164  
(Business)

JOHN CONWAY JONES,  
(MEASUREMENT SUB-COMMITTEE),  
100 Upton Court Road,  
Slough SL3 7NA

Tel.

SAM BROOKES,  
(HON. TREASURER &  
MEMBERSHIP SECRETARY),  
9 Cross Lane,  
Bexley,  
Kent.

Tel. 01-481-3434 (Business)

BRYAN MATHEWS,  
51 Ernest Grove,  
Beckenham,  
Kent,

Tel.

ERIC KAY,  
(JOINT PROGRAMME SEC.),  
18 The Thatchings,  
Polegate,  
East Sussex.

Tel. Battle 3322 (Business)

HAVE YOU ANY MIRACLE PROBLEMS?

If you have a query or a problem the first person to contact is either the Committee Member nearest to you or the Member with responsibility for the subject to your query. They will normally be able to give you a direct answer but if not will refer you, or your query to someone who can.

ASSOCIATION RECORDS.

These are maintained in boat number order so if you write to us please be sure to quote your boat number.

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DATES FOR YOUR DIARY.

4th & 5th June 1977 Southern Area Championships at Bognor S.C.

11th & 12th June 1977 Northern Area Championships at N. Lincs. S.C.

4th, 5th, 6th & 7th August 1977

NATIONAL CHAMPIONSHIPS

at Sovereign S.C., Eastbourne.

Details of all known Miracle Open Meetings and Regattas will be published in our next issue of Halo and in our first Handbook so Please send in full details as soon as possible. Page 17



MIRACLE SPECIALITIES

MIRACLE SPECIALITIES

**BOAT COVERS**

Individually made by craftsmen in heavy duty Canvas or P.V.C./Nylon. All covers are fitted with Draw Cord and Toggles plus triangle tabs with eyes for under hull lashings. Heavy Duty Press Studs are fitted to openings on Boom-up covers plus an Air Vent for P.V.C./Nylon covers.

	<u>Mast &amp; Boom-up Cover</u>	<u>Mast up Flat Cover</u>	<u>Plain Flat Towing Cover</u>
10 oz. P.V.C./Nylon.	£20.00	£17.50	£16.50
16 oz. P.V.C./Nylon.	£25.50	£22.50	£21.50
12 oz. Rotproofed Canvas	£20.00	£19.00	£18.00
15 oz. Rotproofed Canvas.	£23.50	£22.00	£21.00
Carriage on all Covers £ 1.50			

**BOAT TRAILERS**

Galvanised square tube steel frame with adjustable Padded Supports for Hull, Keel and Bow plus adjustable Mast Support and Handles. 4 Stud Wheels on Sealed Bearings with Independent Rubber Suspension and Rubber Mudguards.

PRICE (Including Mainland Delivery) - - - £74.00

**LAUNCHING TROLLEYS**

Galvanised Steel Axle and Handle Unit with Padded and Adjustable Hull Supports :-

(a) With Solid Tyres (Inc. Mainland Delivery)	£22.50
(b) With Pneumatic Tyres ( " " " )	£27.50

**MISCELLANEOUS BOAT FITTINGS AND SAILING GEAR**

KICKING STRAP KIT With Rope, Jamming Block and Single Block to give 3 to 1 Mechanical Advantage. - - - £ 2.60

MAINSAIL OUTHAUL KIT With Rope, Alloy Track to fit boom, Slide and End Block plus Clamcleat and all screws. - - £ 2.75

SHROUD ADJUSTERS To provide for adjustment of Mast Rake - - £ 1.45 pair (Note:- Shrouds must be 12' 11" long to fit adjusters.)

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

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

JIBSHEET CAMCLEATS  
 H.A. 176 with Alloy Jaws - - - £ 3.95 pair  
 H.A. 4077 with Acetyl Jaws - - - £ 2.00 pair

SELF BAILERS  
 Elvstrom Super Mini in Stainless Steel - - £ 9.50 each  
 Elvstrom Super Medium in Stainless Steel - - £11.50 each  
 Holt Golden Bailer in Plastic with S.S. Guard - - £ 3.35 each

Note :- All the above prices include V.A.T. and Carriage for U.K. Mainland, except Boat Covers which are as stated.

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

**58, Seeleys Road,  
 Beaconsfield,  
 Bucks.  
 Tel. 2689**