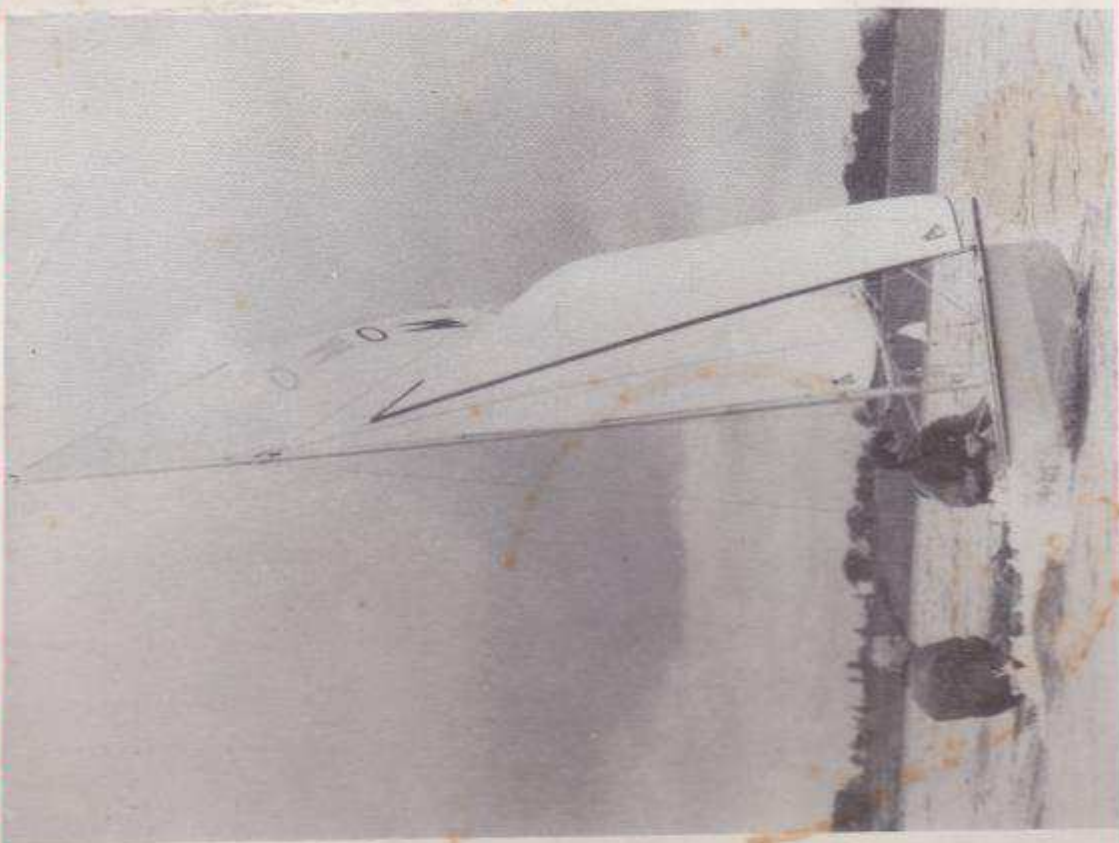


HALO

APRIL 1984

Issue 31



Printed by: Design to Print, Coventry 544489

NEWSLETTER OF THE MIRACLE ASSOCIATION

Newsletter of the Miracle Association.
 Editor : G.J.Perkins,
 122 Yarrington Road,
 Willenhall Wood,
 Coventry, CV3 3EQ. Tel: 0203-206623.

Printed by Pauline Wilkes.
 Typed by Pauline Wilkes.

Editorial

Once again the racing season is on our doorstep. I sailed in my own club's Open two weeks ago and I was surprised that the club did not employ Polar Bears from the local Zoo to man the rescue boats as it was so cold. Most events that will take place between this and the next issue are on the Notice Board. Fleet Captains and club representatives please inform me of your forthcoming events if you have not already done so. Do let me have those questionnaires back. I sent out 68 and still require over 30 to be returned. If your favourite club's details are not complete in the small year book coming shortly, do not blame us. We did try. Like most editors of this type of publication I could do with some copy please.

Along with Chairman, Denis Southwell, Publicity Officer, Warren Hodgkinson, Measurement Secretary, Tom Pearson, and Treasurer, Ted Willis, I attended the Nathan Silver Salvets Pursuit Race on Saturday, 24th March. It was held at Draycote Water Sailing Club. Four Miracles took part in the race which contained no fewer than 43 champions. The overall results were excellent. Highest placed was Dave Fittin of Leigh Sailing Club 38th, next club mate Dave Southwell 43rd, Harry Barlow of the host club was 52nd and Peter Stewart also of Draycote 70th. Our congratulations to these helms and crews for doing so well. Incidentally, Ian Pinnell, our present National Champion, was 64th, in dare I say it, an Enterprise.

Good Sailing,

Jim Perkins.

FRONT COVER : Dick Clarkson and daughter, Susan, at Draycote,
 October 1983.

Photographer : Arthur Sloby.

THE COMMITTEE WISH TO POINT OUT THAT THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE THOSE OF INDIVIDUAL CONTRIBUTORS AND NOT NECESSARILY THE VIEWS OF THE ASSOCIATION. THE ASSOCIATION, ITS OFFICIALS OR INDIVIDUALS CANNOT BE HELD RESPONSIBLE IN ANY WAY FOR THE INFORMATION PUBLISHED IN THIS NEWSLETTER.



LEIGH DINGHY STORES

215-221 CHAPEL ST MON-FRI 830-6:00
 LEIGH, LANCs. SAT 9:00-5:00
 PROCTOR MAST SPECIALISTS



Mail Order Catalogue Available.

(0942) 674351



Chairmans Notes

The Association flew the flag at the boat exhibitions in the Midlands at the M.E.C. Birmingham, also at Crystal Palace.

Whilst many of us were involved one way or another, I feel a special vote of thanks should be extended towards Tom Pearson, our Measurement Secretary, for his hard work and involvement towards the week long exhibition in the Midlands with a further vote of thanks to our Commodore, Derek Beern, for organising the Crystal Palace Show.

On the Sunday of the first week-end at the M.E.C. Ivor Williams, Tom Pearson and myself spent a very pleasant day manning the stand making new friends as well as meeting old ones. It was surprising how quickly the day passed especially as Ivor proceeded to show Tom and I what an enthusiastic salesman he is by not allowing many to pass our stand without exalting the virtues of the Miracle Association. As I remarked to Tom at the time, 'Ivor nails them all, and takes no prisoners'.

We also took a reasonable amount of money in membership fees which added an extra bonus to the days events. Thanks to everybody who gave their time and effort in organisation and manning of our exhibitions.

As I reported in my previous notes, this year the Association are entering a boat at the Southport 24 hour race. This is one of the biggest events on the sailing calendar and attracts clubs from all over the country. We are the first association to enter this race and as such we already deserve publicity for the effort and enterprise of having a go. Our team manager will be Malcolm Lunn of Wigan Sailing Club who is well known on the racing scene. Malcolm has been used to running a successful Wigan team for this event and we are lucky to have persuaded him to take on our team. Publicity Officer, Warren Hodgkinson, is organising the material leading up to and including the week-end so its 'all systems go'. Remember that this is one week-end where everyone in the Association, sailors and non-sailors can be involved in support, and so taking part. We would like to see as many as possible arrive with tents to stay overnight, or do like many spectators, which is sleep in their cars and congregate around the Miracle Area to cheer on the team. We hope to select a first class team that is also truly representative of the class throughout the country. Malcolm will also want to have options open to him depending upon weather conditions, but with the sort of resources within the Association, all options should be possible.

Until my next report, good sailing.

Dennis Southwell.

Chairman

Pearson's Page.

14 Lewis Road,
Redford Semble,
Leamington Spa.

Measurement Secretary's Report

Now the Open Season is getting under way could I please urge association measurers for extra vigilance with regard to rule bending.

There is a one design dinghy family adapted for racing and not the other way around.

Various go faster goodies are appearing. O.K. for a development class but definitely out for our class.

Anyone with any difficulty over this and who needs updating with any changes (non since 1982), please contact me at my home address.

I am, at this moment of time, attempting to re-write the Guide to Measurers. What a task!

I will be attending the Nationals at Eastbourne and will be requiring the assistance of two or three measurers for scrutineering. If you intend to participate, please let me know in good time. My home address is above.

Could I say thank you to all the helpers who attended the M.E.C. Boat and Caravan Show recently and relieved the helpers and myself during busy periods. We were then able to see a little of the show ourselves and make new and old acquaintances.

The interest shown in our association and dinghy was really phenomenal. Some of the suggestions made were really hilarious. Like one owner who asked of the possibility of fitting a trepeze! With the young lady he had in tow there was no possibility of her ever falling through the harness.

The ten days passed very quickly but yours truly was glad to pack up shop at the end.

Your committee has passed on to me the task of trying to sort out our next failure rate. One thing is certain - some of our members are terribly under-insured. Make sure you update your Miracle as renewal falls due.

If you have had a failure and have had difficulty in raising a reasonable claim, I would be obliged if you could furnish me with details.

Tom Pearson.

EDITORS NOTE: By the end of April (hopefully) members will be receiving a booklet containing :-

- Rules of Association
- Rules of Measurement
- Register of Measurers
- Minutes of the 1983 A.C.M.
- Clubs which accept Miracles

Miracle Clubs No 4.

Worthing Yacht Club by Richard Smale

Worthing Yacht Club was founded in 1957 by local enthusiasts following a newspaper article regarding the lack of actual sailing done by the Worthing Sailing Club. This particular club still exists to this day, but is solely a drinking and snooker club!

The response to the newspaper article was that two races were held in 1957, with the fleet doubling to twelve for the second of these races. Towards the end of the year, a piece of land at Sea Place, West Worthing, was offered as a dinghy park and this has been the club's base ever since. In 1959, the timber clubhouse in the compound was built by members and opened in June in time for the Heron Southern Area Championships.

The first classes in the club consisted of Herons, Enterprises, Scorpions and a variety of catamarans. Our early members included Ron Churcher, who became famed as a builder of Scorpions, John Mazzotti, who went on to design the Unicorn and Condor catamarans, and Bob Bond, sailing author and the National Sailing Coach. Amongst other classes that have come and since disappeared include the Osprey, Graduate, Mirror and International Moth.

By the early 1970's the membership was growing strongly and new premises were urgently needed. The local council came to the club's aid and a piece of land adjacent to the dinghy park was allocated for a new clubhouse. A mortgage was arranged through the Council for the building costs and the clubhouse was started in 1975. The structure was completed in 1976 by a local building firm and the interior was completed a year later by the members themselves.

Being a coastal club, one of the most important factors is the safety of the members. The club owns two wooden boats and two rubber dinghies and provides safety boat cover throughout the season at weekends, even when there is no racing programmed. The engines and radios need constant maintenance due to the sea water and the time put in by some members in order to keep the safety boat fleet operational is quite staggering. Our safety boats are helmed by regulars under the direction of the safety officer, but the crews are picked on a rota basis from the membership, along with the Race Officer and Officer of the Day.

The present classes that have individual class status are the Seafly, Scorpion, Laser, Dart, Solo and Miracle. In addition, fast and slow menagerie classes are run and one of the strongest fleets in the fast handicap is the 505. Many of our top 505 helms spend a lot of time travelling and it is for this reason that they have requested that the 505 is not granted class status. Nevertheless, over the last two years, W.Y.C. have run 505 World Qualifier weekends which have been very successful. W.Y.C. have also hosted the Nationals for several classes including the Scorpion, Seafly and Cherub, with the Dart Nationals planned for 1984 and the Seafly Nationals for 1985.

W.Y.C. have over the years had several national champions, including in the Scorpion, Seafly and Miracle classes, Robert Cage. Although Robert Cage won the Nationals at Eastbourne in his Miracle, he seldom sailed at Worthing and it was not until 1980 that the Miracle began to appear in any number and in 1981 was granted class status at the expense of the Mirror. Also in 1981, the first Miracle Open was held and in superb weather conditions was won by Phil Souden (ICI, Slough). The second open in 1982 was held in slightly temperamental conditions and was won by Richard Paish (Segas), but we were pleased with a 20 boat turnout in both cases.

W.Y.C. is a very friendly club and is especially pleased to welcome visitors from around the country in whatever class they sail.

R.S.

HAZELS

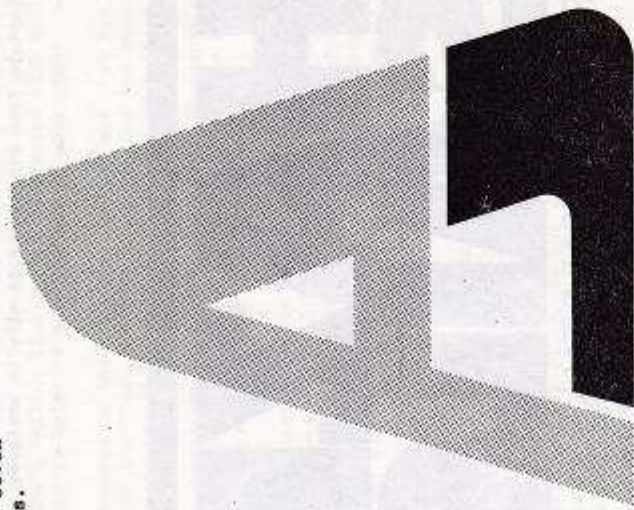
AREN'T JUST SAILS TALK



For more details contact Brian Hayes
Haze Sails, Farley Works, Bourneidge Rd., Sturminster Newton, Dorset, West Midlands.
Tel: 01984-821768 or 1984-821345 (evenings)



1983 successes include :-
 1st Inlands
 1st Northerns
 1st Midlands
 1st South Westerns
 and at least seven
 open meetings.



ATKINSON SMITH SAILS

Need we say more? write or phone:-
 HIGHER MILL LOFT, BRIDGE ST,
 BURY, LANCs. Tel 061 7646011

A WEEK ON THE WINSTON CHURCHILL

by Ivor Williams.

Many people think of the Sail Training Association as an organisation catering only for young people, but I found out that the Association organises one week cruises for 'gentlemen over the age of 21', into which category I fall.

The training schooners, Sir Winston Churchill and Malcolm Miller, are designed to carry crews of 39 trainees. The permanent crews consist of master, chief officer, bosun, engineer and cook. In addition, there are three experienced watch officers, navigator, purser, three watch leaders, bosun's mate and cook's assistant.

I was fortunate enough to obtain a berth on the Sir Winston Churchill on what is termed a "shakedown" cruise. The emphasis is on work - getting the ship in first class condition and rectifying any faults that may not have been noticed during the winter refit. Everyone takes an active part in the care and maintenance of the ship, as well as watch duties, steering and galley work.

The literature I received three weeks before my departure was most informative and one sentence proved to be quite true - "Life at sea in a sailing ship is traditionally one of the hardest that can be undertaken".

I arrived at West India Dock early Sunday afternoon, 25 February and was immediately impressed by the efficiency of those in charge. Within a few minutes I was introduced to my watch leader. A three watch system is used on board, each watch consisting of a watch officer, watch leader and thirteen trainees. I was appointed a member of fore watch, trainee number 113 (unlucky for some!)

Having stowed away my gear and donned my 'Captain Bird's Eye' sailing suit, I reported for duty. The next hour was spent foiding and stowing away the mizzen sail under the watchful eye of the bosun - a real character - a bearded six foot three who always managed to appear when the going was rough and show by example, what had to be done. Despite his 'incredible hulk' image, he had a heart of gold and was well-liked and respected by all the crew.

Our next task was to climb the shrouds (rope ladders) to the yard arms (mast cross pieces). The watch leader asked for volunteers - "you, you and you!" After about an hour of going up and down the shrouds and polite cries of "no, after you", we were all ready for dinner. The food throughout the cruise was superb with as many helpings as required. It was only later in the week when I realised how valuable the training session had been.

We sailed early Monday down the Thames to Southend where we "sang the compass", a complex and tricky exercise, necessary to make sure the compass readings were accurate, and then out into the open sea.

We shared the running of the ship with two other watches, main and mizzen. We were on watch four hours out of twelve; this entailed part of the watch being on part of starboard look-out duties, taking the helm and being ship's messenger and ship's writer, having to record every tiny incident that occurred on the

I would not have missed this trip for anything. I moaned and moaned and groaned and groaned along with everyone else. I have never, ever, been so cold, or so wet in my life, but, at the same time, I have never had such a good time. We had shared a never-to-be-forgotten experience and the humorous times out-weighed the miserable ones.

My fellow crew members came from all walks of life - a bus driver, salesman, company directors, a pilot from BEA and an unforgettable group of dentists who were the life and soul of the voyage.

It is not a trip to be taken lightly, but if you want something that's different, exciting and a challenge, this is the trip to take. It is hard, physically and mentally and taxes your capabilities to the limit, but the rewards are too numerous to mention.

Having signed off and said your goodbyes, it's with a tinge of sadness you leave the ship. I intend to apply for a berth next year, and will, no doubt, meet again those same faces that had vowed "never again!" After all, to quote J.A. Sheild, "Ships in harbour are safe, but that is not what ships are built for".

For further information, contact the STA Schooners, Bosham, Chichester, Sussex, PO18 8HR (telephone Bosham 572479).

BELL woodworking company

199, Narborough Road South, Leicester LE3 2LG, England Telephone: 0533 889051

FOR RELIABLE SERVICE AND QUALITY FITTINGS
AT LOW, LOW PRICES, - BELL EVERY TIME!!

BAILLERS	Elvstrom Mini Supersuck	10.85. 13.00
TRANSOM FLAPS	Complete kit	5.50

CENTREBOARD	Standard kit complete Laminated and epoxy coated	18.80 40.00
-------------	--	----------------

ALSO COVERS, TRAILERS, RIGGING, SAILS ETC.

ORDER BY TELEPHONE WITH ACCESS OR VISA

PERSONAL CALLERS WELCOME

watch. The remaining members of the watch were on standby.

After I had completed my watch I still had to do my share of scrubbing the decks and polishing brasses, officially known as 'Happy Hour' but my colleagues had other names for it! After some watch duties, only a few hours' sleep could be grabbed before it was up and back to work.

Sleep became a luxury. Instead of a bunk, I had a hammock which seemed to have a mind of its own. One night one of the crew asked to sleep in my hammock which took an instant dislike to him. He stood on the table, took a dive and went straight over the top and hit the deck with a mighty thud. At his second attempt he finally made it and lay like a corpse, frightened to turn over. The relatively calm weather gave everyone a chance to see how the ship really performed with all thirteen sails up. We managed to achieve over eleven knots, which may not sound very fast, but in a 300 ton sailing schooner it's like being 'on a plane' in a racing dinghy.

Two days, a ton of "Cumpton" and gallons of "Brasso" later, we sailed majestically into Amsterdam accompanied by our sister ship the Malcolm Miller. We docked at ten on Tuesday evening, very cold and very very tired, but by half-past ten, with the exception of a harbour watch, and before you could say, "shiver me timbers" we were all spruced up for a night on the town. Both schooners aroused great interest amongst the locals and many people came on board to look around.

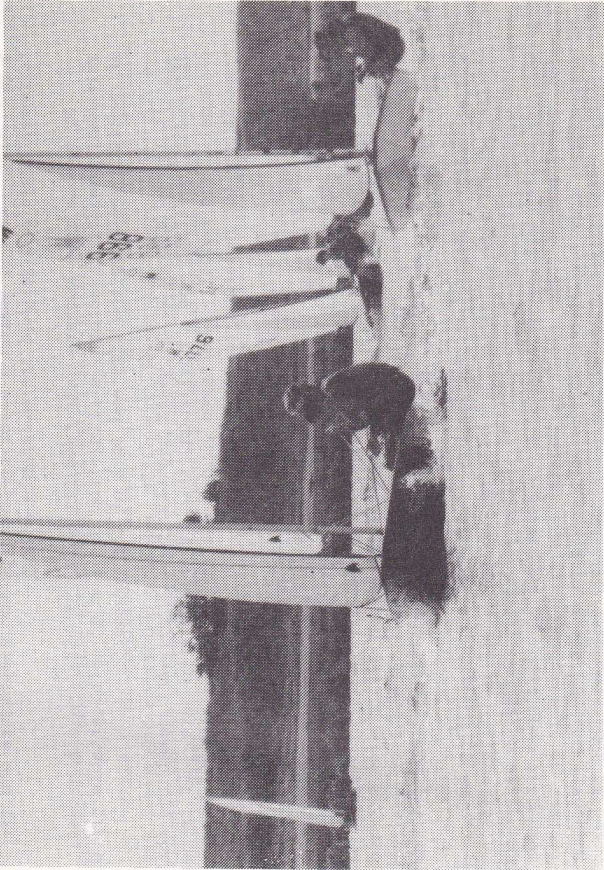
The journeys both in and out of Amsterdam were interesting. A series of locks had to be negotiated, some of them 500 yards long and 50 yards wide. At the time the Sir Winston Churchill was passing through the sea was higher than the water in the canals due to an unusually high tide.

Because of bad weather reports, we had to set sail earlier than planned and left Amsterdam on Wednesday evening full of apprehension as the forecast was for force nine gales. We recorded at the height of the gale, force eight, gusting to force nine. I can only liken a force eight gale as being inebritated, on a roller coaster, blindfolded. It was a terrifying, exhilarating experience.

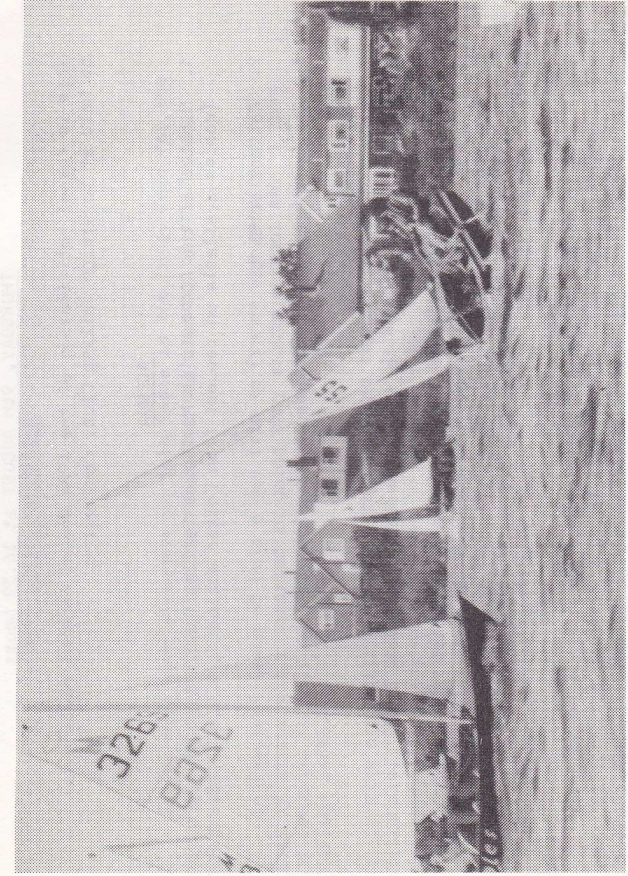
Early Thursday morning the gale was so fierce that two of the sails were ripped. The whole crew was called on deck to lower all sails to prevent further damage. The biggest task was to lower the mizzen which is the largest sail of any vessel in Europe and this proved extremely difficult on a heaving, pitching deck. The ship was heeled over to such a degree that the leeward rail was completely awash and safety harnesses were the rule.

The harsh weather continued for the remainder of the journey to London with the majority of the crew lining the rails suffering from *mal de mer* (commonly known as sea-sickness), moaning, groaning and uttering, "never, never again" and "to think we've paid for this!" Fortunately, I was not amongst the ranks of the afflicted having bought some super-duper pills called Sturgeon which proved to be worth every penny.

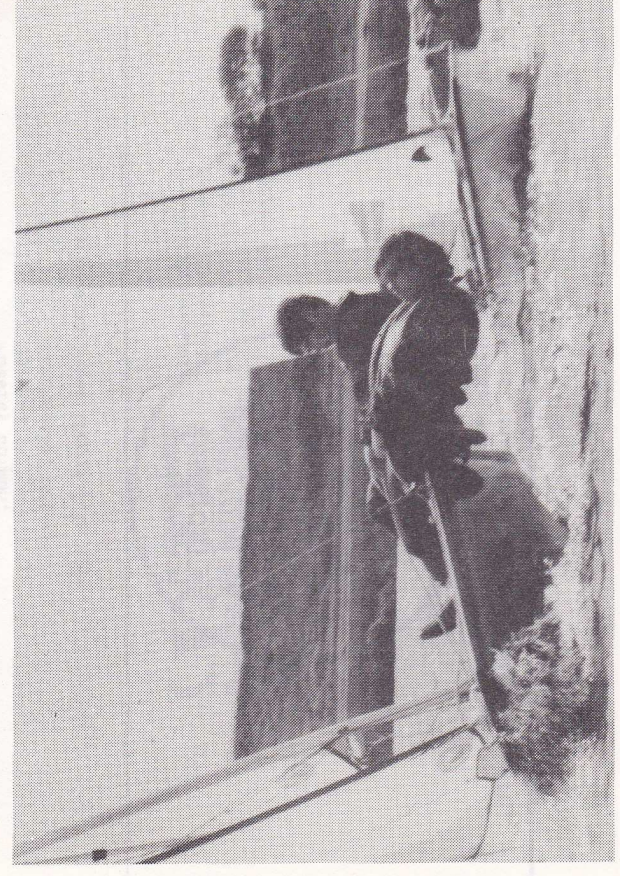
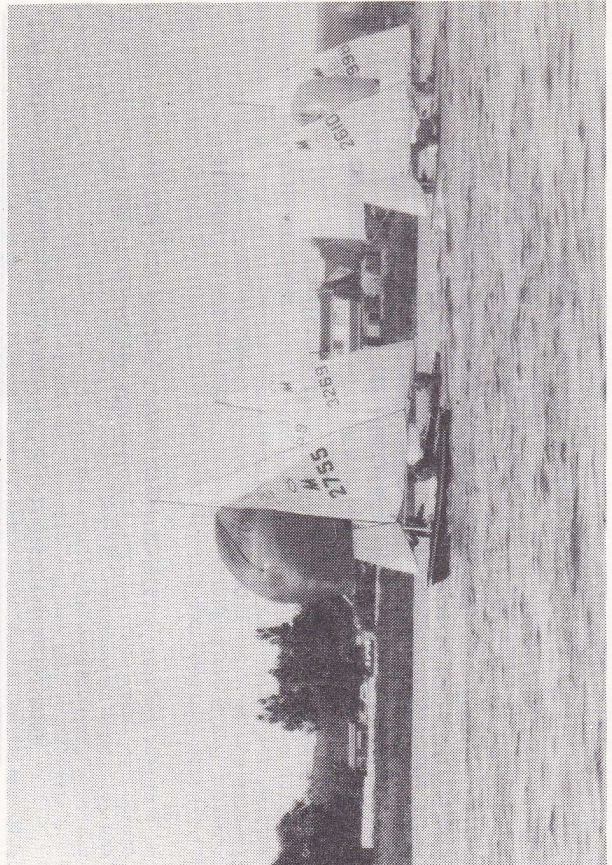
We docked in London at 8.00p.m. on Friday, 2nd March, lining the yard arms as is the tradition of the Sir Winston Churchill whenever she comes into her home port.



Small text caption, likely describing the sailboat or the person in the photo.



Small text caption, likely describing the sailboat or the person in the photo.



ANNUAL GENERAL MEETING

THURSDAY, 9th AUGUST at 16.30 hours

This is formal notification of the 1984 Annual General Meeting to be held at Sovereign Sailing Club, Eastbourne.

AGENDA

1. Minutes of the AGM held at Mayflower Sailing Club, Plymouth (copies available on request from Editor enclosing s.s.e.)
2. Matters arising.
3. Chairman's and Officers' Reports.
4. Treasurer's 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 (7g).

Proposals to be sent to: Mrs. Angela Williams,
28 New Row,
Moseley Common,
Walsley,
Manchester, M28 4BE.

To arrive no later than 5 July 1984.

Technical Publications
Technical Illustration
Litho Printing
Photo Retouching
Graphic Design

Chris Poolton
Proprietor

35 LONDON ROAD, COVENTRY, 102031 22263

VERY COMPETITIVE RATES FOR YOUR CLUBS PRINTING
INCLUDING SCORE CARDS, NUMBERED & PERFORATED ETC. ETC.

RACE OFFICERS REPORT

As you will note elsewhere in this issue is the Entry form for the Nationals to be held at Eastbourne, along with a copy of the Social Programme.

In the last issue of *Hold a Day* trip to France was mentioned and that if anyone was interested in going they should contact me. I have no response to this so I can only assume no one wants to venture to foreign parts.

Talks are still going on with Llandudno regarding the 1985 Nationals. Costs still being the stumbling block. If we are not successful in bringing this down to what we feel is a reasonable figure, we will have to go elsewhere. It is easier said than done to find somewhere suitable at a price we want to pay.

I will bring you up to date on the situation for all events at the Annual General Meeting in August.

Ivor Williams



Post Bag.

109 Morningside Avenue,
Aberdeen, AB1 7HP.
13th February 1984.

Editor,
Halo Magazine,
127 Yarmingale Road,
Millenhill Wood,
Coventry CV3 3EN.

Dear Mr. Perkins,

I enclose your questionnaire which I have completed but I feel that this note may explain the situation at our club better.

Aberdeen and Stonehaven Yacht Club sail at two separate pieces of water. The first of these is Loch of Skene, a small artificial loch, situated 12 miles west of Aberdeen. The club sails on this very shallow loch from March-May (the weather is too cold before March to sail at all). The club has very limited changing and club facilities there. In mid-May we move to Stonehaven, 16 miles south of Aberdeen, to our main base where we have a recently renovated clubhouse. This clubhouse has excellent changing, showering, club and social facilities.

The sailing at Stonehaven is rather different from the inland peace of Loch of Skene. The sea conditions often provide large waves and being fairly exposed, relatively high winds are often experienced.

The main activities of our club are centred round dingy racing arranged into various series. The club has a reasonably sized Laser fleet and all other boats presently sail as a handicap fleet divided into PV 110 and PV 114. The predominant classes in this handicap fleet being Wayfarers, Enterprise, Fireballs (my own class at the moment), Contenders and WACA 5.5 catamarans.

There are at present only 2 Miracles at our club (2726 and 3007) neither of which are members of the class association despite pressure from myself. One of these Miracles, 2725 'Banaharems' formerly 'Tomato Ketchup', is my old boat in which I competed at the Ullewater Nationals 1982.

I myself now sail a Fireball, K12059 'Grot Boy' but I would like at some stage to return to the Miracle. My reason for having changed boat being to obtain some experience of racing boat for boat instead of on handicap. The Miracle proved very successful in handicap racing on the sea especially in very wild conditions when the larger boats became overpowered.

I would like to thank the contributors and producers of the Halo Magazine for making it such an enjoyable and informative publication. As (I think) I am the most northerly Miracle Class Association member (although I am keen to be deposed from that position), there is no other way that I can find out the goings on and developments in the Miracle Class without this newsletter.

Yours faithfully,

Brian D. Cruickshank

SOCIAL PROGRAMME

Saturday	4th August	20.00 hours	Championship Briefing
Sunday	5th August	20.00 hours	Commodore's Reception
Monday	6th August	19.30 hours	Treasure Hunt
Tuesday	7th August	19.30 hours	Civic Reception Congress Theatre Restaurant
Wednesday	8th August	19.30 hours	Games Night
Thursday	9th August	16.30 hours	Miscellaneous ACM
		19.30 hours	Disco
Friday	10th August	19.30 hours	Championship Prizegiving

SAILING PROGRAMME

Saturday	4th August	20.00 hours	Championship briefing
Sunday	5th August	10.30 hours	Practice Race
		14.30 hours	1st Championship Race
Monday	6th August	10.30 hours	2nd Championship Race
		14.30 hours	Single Handicap Race
Tuesday	7th August	10.30 hours	3rd Championship Race
		14.30 hours	Crews' Race
Wednesday	8th August	11.00 hours	4th Championship Race
Thursday	9th August	11.00 hours	5th Championship Race
Friday	10th August	11.00 hours	6th Championship Race

Discards:

Six championship races are on the programme. A single race discard will be allowed if four to six races are held. If three championship races are held, all will count. If less than three are held, no championship will be declared.

Midlands Area Championship 12-13 May at Hoveringham S.C.

SATURDAY PRACTICE-RACE 1300. 1st RACE 1500.

SUNDAY 2nd RACE 10 30, 3rd RACE 13 00, 4th RACE 15 00.

CAMPING, SATURDAY NIGHT BAR-B-QUE & DISCO

CONTACT ANDREW OR MIKE SMITH NEWARK 76421.
ENTRY FEE £4-00.

YOUTH & JUNIORS CHAMPIONSHIP MAY 19 AT REDDITCH S.C.

First Race 1100, Briefing 10 30. Entry Fee £2.50.
Contact Sid Bagshaw on Redditch 401940.

STOP PRESS

Helms who wish to try out the GP14 entered by the Miracle Association for the Southport 24 will be able to do so at Hoveringham S.C. during the Midlands Area Championships. Malcolm Lunn hopes to hold a practice sail after the 1st Race on Saturday.

SUBSCRIPTIONS FOR 1984 ARE NOW DUE.

HAVE YOU SENT YOURS TO JOHN WILSON YET?

11th February 1984.

Dear Jim,

Enclosed please find the questionnaire, duly filled in. Would you please note that the Winsford Flash S.C. Miracle Open Meeting is on Sunday, 3rd June, 1984. There will be three races, the first to begin at 11a.m. The entrance fee will be £2.50, lunches and refreshments will be available. Would all interested Miracle sailors please contact the Fleet Captain, H.J. Cassar, 8 Cartledge Close, Cuddington, Cheshire (0606 882682).

I would be grateful, Jim, if you would insert this letter in the next issue of "HULLO".

With best wishes,

Hemming.

1, Squirrel Close,
Killingdon.

Niddx. UB10 9NY.
25th February 1984.

Dear Jim,

Sorry about the delay in replying to your questionnaire. As you can see there is no Miracle fleet at Queen Mary. Although after seeing your association advert in Yachts & Yachting that could all change.

You may not have noticed that the Miracle Nationals are the same week this year as the Enterprise Worlds which means that Chris and Mark will not be able to come to Eastbourne and I shall be with them at Littlehampton with the Ent's. In view of this they have sold their Miracle.

Maybe they will be back sometime, I know they enjoyed the competition in the class among so many friends from the Mirror days.

Best wishes for a successful season.

Yours sincerely,

Arthur Sidey.

"DIMEBROOK"

110 Mount Pleasant Lane, Bricklet Wood, St. Albans, Herts. AL2 3XD.

Dear Jim,

May I, through Halo, thank all concerned with helping at the Crystal Palace Dinghy Exhibition, especially Tony Best, Peter Hatenam and Philip Scauen.

Although we had some busy periods at the show, my overall impression was not good. I think we suffered from being in the Small Hall when most of the activities were in the Main Hall.

Nevertheless, Tony's boat was a hit with all who saw her, and hopefully we persuaded a few people to buy one and join the Association !!

Yours sincerely,

Cerek Beere.

THE MIRACLE ASSOCIATION HAVE ENTERED THIS EVENT

COME AND JOIN US AT SOUTHPORT

YOU WILL ENJOY THE BREAK

AND WE WILL ENJOY YOUR COMPANY AND SUPPORT

WANTED

One Secretary to serve on our Committees. Present Secretary took on this role on a 'temporary' basis in June 1981 and now wishes to "retire" in August 1984.

Portable electric typewriter, along with a cardboard box of files inherited from the previous Secretary available on request. Access to a photocopying machine, preferably at no cost to the Association is a must.

Would be required to attend Committee Meetings - usually one at Manchester, one at Coventry, one at Hove and a pre-meeting at the Nationals prior to the Annual General Meeting. Minutes of these meetings to be typed and circulated to all committee members. Dealing with letters from people interested in joining the Association etc. and usual secretary's duties.

Any offers ?

SEE YOU AT SOUTHPORT - SEPTEMBER 8th & 9th

SOUTHPORT 24 HOUR RACE

SEPTEMBER 8&9 1984

WANTED

HELMS, CREWS, BOAT REPAIRERS,
ONSHORE CO-ORDINATORS, SUPPORTERS.

FOR FURTHER INFORMATION

CONTACT

TEAM MANAGER

MALCOLM LUNN,
7 WILCOVE,
SKELMERSDALE,
LANCS.

Report of meeting held on 17th March 1984.

At Redditch Sailing Club

Name of Event Miracle Open Meeting

Number of Entries 16

Weather Conditions W/E Force 3. Cold.

Comments on the Race:

All three races were won by Dave Fitton of Leigh Sailing Club capitalising on good starts in each race. In the first race the first three boats, Dave Fitton, Dave Southwell, both of Leigh Sailing Club, and John Wilson, Bartley Sailing Club, pulled well ahead of the rest of the fleet after an exciting first windward leg.

On the last leg of the second race Southwell very nearly beat Fitton over the line but was just held off by a matter of inches. John Wilson again finished third just to prove that his first two victories were not flukes. Dave Fitton comfortably won the third race from H. Barlow, Draycote Sailing Club. John Wilson again came in third.

With three firsts - Dave Fitton took 1st place

Dave Southwell 2nd place

John Wilson 3rd place.