

JUNE 1986

HALO



NEWSLETTER OF THE MIRACLE ASSOCIATION

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EDITORIAL

My apologies to all the members whose surname begins with E or W. I unfortunately mislaid their address labels causing a delay in their receiving the last issue.

Talking of last issues, this week could be my last edition as Editor. I no longer own a Miracle and I have served the Association as both Chairman and Editor for the last six years. I must thank all the members who have sent copy and photographs. A special thank you to David T. Hudson whose photographs have been a mainstay to previous editors.

During my years on the committee I have tried to visit most clubs and meet the membership. Of all the clubs I have visited none have not made me welcome and as a result of this I have made many friends up and down the country.

I hope to be at the Nationals. In fact, I have already signed articles as crew to John Pearson. The Nationals this year promise to be a grand affair. Your committee have worked hard to get the correct blend to attract both racing and cruising types. So make an effort and support your committee and 'COME TO THE NATIONALS'.

Good Sailing.

Editor.

FRONT COVER.

DAVID AND JACKIE HUDSON.

CHAIRMAN'S NOTES

Bell Woodworking : As many of you will know, Bell woodworking are now under new management and I should like to wish them every success in the future.

GRP Miracle : In the Sailboat '86 edition of 'Yachts and Yachting', the Miracle was mistakenly listed as being available in both GRP and composite. Neither of these alternatives is available at present. Nevertheless, Bell Woodworking and Holts are seriously discussing the possibility of a GRP build. Any significant progress will probably have to wait until the new GRP Mirror has been further developed and has proved a success. As with the Mirror, the main problem is going to be in developing a hull that is close to the minimum weight.

An item is to be put on the agenda for general discussion at the AGM on the principle of whether the Association should accept a GRP boat. This will then be followed by an official postal ballot on the issue. My own view is that a GRP boat will appeal to a new spectrum of the dinghy market, including both the cruising owner, who does not want the annual maintenance, and the teaching institutions, such as sailing schools, universities etc. etc. Any means of increasing interest in the Miracle dinghy should be encouraged.

Spreaders : Spreaders have now been tried on several Miracles over the winter months. All those using the spreaders are very enthusiastic about the class adopting them, as they do significantly strengthen the mast. The Committee will be putting a proposition to the AGM for incorporating spreaders at a fixed height, with a fixed length and at a fixed angle. The objective is to strengthen the mast and not to incorporate a further tuning device. The result of the recent Nathan pursuit race where three of the four Miracles participating had to retire with broken or bent masts emphasises the need for the Class to take some action. It is envisaged that the only financial outlay will be the actual cost of the spreaders. The same shrouds and the same sails should be able to be used once spreaders are fitted. It may however be that some deck strengthening will be required on older boats and this is discussed further elsewhere in the Memo. I am afraid the advent of the spinnaker has much to answer for!

Kicking Strap : Concern has been expressed by some members, from the safety point of view, of the difficulty of applying the kicker in a seamanlike manner when the wind increases. The Technical Sub-Committee is examining this in detail and may make a proposal to the AGM. I hope an article on this item can be found elsewhere in the Memo.

Although there seems to be a sudden influx of proposals for rule changes, the Committee are very concerned that the Miracle remains a strictly one design boat, with minimum permitted exceptions. Any proposals put forward by the Committee are for safety reasons only and not as to go faster additions.

Exhibitions : The Association owned stands at both the Birmingham Boat, Caravan and Leisure Life Exhibition and the Crystal Palace Sailboat '86 Exhibition. Both were successful with plenty of interest in the Miracle. I should like to express, on behalf of the Association, my thanks to all who helped at the stands, especially Tom Pearson who organized the Birmingham show and Mike Dobbs who organized the Crystal Palace show. Thanks are also due to Mike and Andrew Smith for the loan of their boat 'Dead Ringer' at Crystal Palace.

Mike Dobbs, our Publicity Officer, has unfortunately now resigned from the Committee as he has sold his boat and moved on to another class. I should like to thank Mike for all the time and effort he has put in on the Association's behalf since last August. Jim Perkins has agreed to take over as Publicity Officer until the AGM.

Bloody Mary : John Wilson and Phil Sowden represented the Miracle Association in early January at Queen Mary in which 447 dinghies participated. This is the largest single race held in the world to date and was an amazing sight from the shore, as you can imagine. The advantage to the slower handicap boats, such as the Miracle, is apparent in that it is comparatively easy to get clear wind. John did particularly well in finishing in the thirties and I should like to thank John and Phil and their crews for participating. Incidentally, any class with six entrants gets a separate prize for the winner, so how about some more entrants for next year.

Ullswater : I look forward to seeing as many of you as possible at the Nationals at the end of July. It would be of great assistance if you are intending to come, if you would send in your entry now with a post-dated cheque. If you cannot make Ullswater, make a date now for Brixham in 1987. The Committee are also considering a new venue for 1988 of Bala. This will change the trend of the last few years for holding an inland Nationals every fourth year, so any views you may have on this will be welcome.

Association Membership : I should be grateful if everyone could check whether there are any Miracle owners in their club who do not belong to the Association and, if there are, to try to convince them to join. An effort on everyone's part will help keep the subs down for next year.

Finally, I should like to take this opportunity of wishing all Association members, whether racing or cruising, good sailing during 1986.

Richard Smale.

When I was approached by Richard Smale, our Chairman, to sail in the 'Bloody Mary', I must admit to being a little half hearted having dim memories of photographs in 'Yachts and Yachting' showing several inches of snow on the pontoons and hearing reports of frost bite victims being rushed off to the local hospital. My crew, Hilary, however, was full of enthusiasm and so there could be no saying 'no' - if Phil Souden and his crew could do it, so could we.

And so a very cold and quiet January Saturday found us speeding down the M40 towards London. We need not have worried about the navigation. As we neared Heathrow on the M25, there were boats of all sizes and shapes going in the same direction. When we arrived at the club we joined a long queue of cars and trailers being directed towards the dinghy park which by now was absolutely solid with craft of all classes being rigged for the coming race - not tens but hundreds of them. The prospect of ever getting to the shore of the reservoir to launch looked very remote.

However, we checked in and went to change and that was quite an experience in itself. Imagine some eight hundred sailors in changing rooms designed for a tenth of that number. It was certainly very intimate! We picked up what we could from the briefing and returned to our boat and after fifteen minutes or so we had managed to carve a path through the disorganised mass of boats to the slipway. Once on the water, the prospect of a good race raised our spirits and, being one of the earlier classes to start in the two and-a-half hour pursuit race, we could look back with some satisfaction at the majority of boats still on the shore.

The Lymington Scows went off, the Cadets, the Mirrors and Toppers and then it came to our turn with the Graduates and Fireflies. After starting, it soon became clear that in the light wind, we were going to stand no chance of keeping in touch with the six or so Graduates competing and with one exception they proceeded to leave us behind. I thought we might pull some of their lead back on the spinnaker legs but there just wasn't enough wind. The race between the Fireflies and Miracles was far more even.

After three legs round the edge of the 700 acre reservoir, we were leading Phil by some 100 yards but trouble was looming on the horizon. By now the rest of the 447 strong fleet had started and a solid wall of sail was rapidly approaching. We managed to complete the offwind leg before the leading bunch caught up and felt reasonably secure on the following beat as the other boats, by their sheer numbers, would be slowing each other down. Phil was less fortunate as he was caught and swallowed up by

the approaching swarm.

OPK's and Enterprises were passing us but not much else. As we turned for the second offwind leg, we were still able to protect our wind reasonably well by sailing wide and were passed by a couple of international 14's flying their enormous spinnakers. We had now completed one lap and had just passed the windward mark for the second time when, with an ear splitting bang, the finishing narrow burst and a thick pall of black smoke rolled lazily across the water from the direction of the bend which almost divides the reservoir in two.

This was unfortunate because having just passed one finishing line, we had to sail on for two more legs before getting to the next finishing line. As it turned out, we passed two Cadets and a Mirror and were caught by two Lasers and several other boats so our overall position only dropped by three or four places after the finish signal. We were a little disappointed not to have had enough wind to allow our spinnaker to pay dividends and perhaps we might then have improved on our 42nd place. Though it is gratifying to reflect that no Fireballs, Merlins, 420's, 470's, 505's etc. got past us. The boats in front were mainly Cadets, Mirrors, Graduates, GP14's and Enterprises and only two Lasers out of a fleet of 80 odd. The Thames 'A' Rater had sailed serenely past us on the last but one leg though with her 60 foot high rig, she didn't seem to be bothered by the puny little boats around her.

When it was all over we began to realise how cold we were and set to derigging the boat in the now torrential freezing cold rain. All in all, a memorable experience sailing in the largest dinghy race ever held in the world, but I'm not sure about next year!

John Wilson

HOVERINGHAM SAILING CLUB

The Club was formed about fifteen years ago as a section of the Sports and Social Club of Hoveringham Gravela Ltd. A few enthusiasts started sailing on one of the nearby lagoons at Hoveringham until the site was ready to be restored for agricultural use. Then an alternative lagoon was offered at Girtan, alongside the Trent in North Nottinghamshire and the Club has sailed there ever since.

The first boats sailed were Bonitos, followed by Mirrors which were brought into the Club when nearby residents at Cottingham who had seen the activity at Girtan asked to be able to join, and a special category of membership was created to cater for those who were not employees of Hoveringham Gravela. Over the years the membership of Hoveringham employees has dwindled to zero so that now the Club is a fully independent body.

One of the Club's main objectives has been to foster a friendly family atmosphere, and although it was racing which held the Club together and provided the main driving force, the organisation wasn't in the early years too professional. This, we pride ourselves, is no longer the case, but at the same time we continue to preserve the family atmosphere.

In the beginning our Clubhouse was an old cricket pavilion with no sanitation, no water, and no electricity. This wasn't too much of a problem at first, with the major emphasis on sailing, but as membership grew and more people spent more time on shore the inadequacies started to become embarrassing and something had to be done. The solution involved the purchase of two post war prefabricated houses that were being dismantled by the local council, and hours of dedicated hard work by Club members, both the talented and the willing, the result being a Clubhouse and facilities that anyone would be proud of.

SAILBOAT '86

The Crystal Palace Dinghy Exhibition

The Association are indebted to Mike Dobbs, who spent a lot of time and effort arranging and organising the stand, and to the following for manning the stand over the two days.

Richard and Janet Smale, Mike and Andrew Smith,
Peter Baverstock, Richard and Simon Raish, Joanna White,
Stewart Reed, Mike Dobbs.

Special thanks must go to Mike and Andrew Smith for bringing their fine example of a Miracle, 'Dead Finger', all the way from Hoveringham Sailing Club.

We had a fine location for our stand and as a result had at least 400 people showing an active interest in the boat and The Association.

Prince Andrew, who opened the show, admired the boat, albeit from a distance, as he was hurried on by officials.

As well as the boat advance details of the Nationals were displayed with entry forms and accommodation lists being available.

Following both the N.E.C. and Crystal Palace shows it is interesting to note the number of letters and telephone calls that I have received enquiring about second hand boats for sale. It is obvious to me that members of the Association have noted our intention to keep a register of second hand boats for sale. Unfortunately, only three members have advised me that they are selling their boats. Please let's see if we can improve on this. I am prepared to include non members boats on my list if people will only let me know of them.

Finally, it is with great regret that your Committee have to announce the retirement of Mike Dobbs from the post of Publicity Officer. He will be much missed.

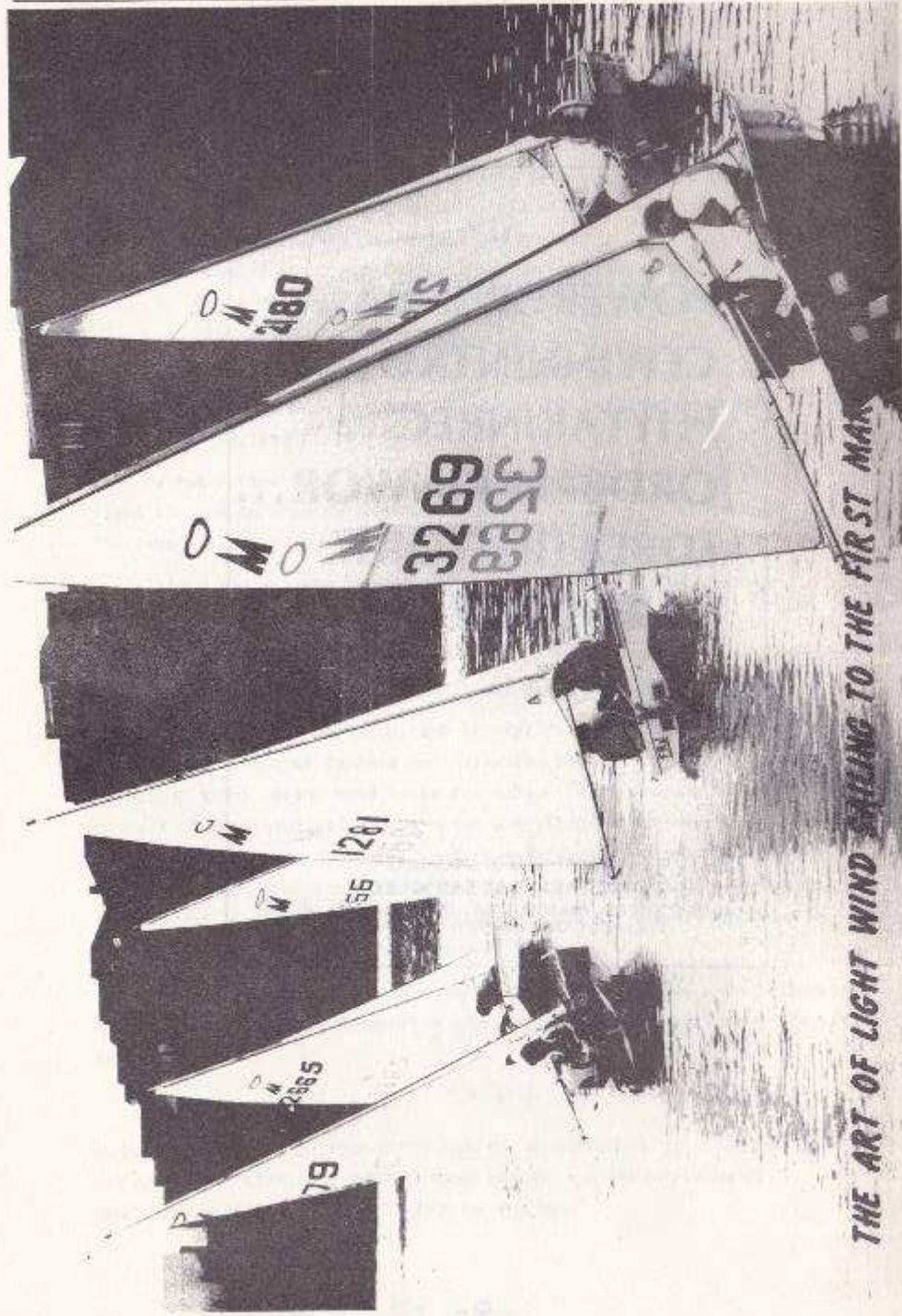
Peter Gibbs. Class Secretary.

P.S. WHY NOT SEND IN YOUR ENTRY FOR THE NATIONALS, WITH A POST DATED CHEQUE IF YOU WISH, AND THEREBY SAVE YOURSELF £1 ON THE ENTRY FEE. THIS WILL ALSO EASE ADMINISTRATION ON THE DAY.

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THAMESMEAD "MIRACLE OPEN" 27-4-86



THE ART OF LIGHT WIND SAILING TO THE FIRST MARK



START OF A SPINNAKER RUN

THAMESMEAD SAILING CLUB

MIRACLE OPEN

SUNDAY, 27th APRIL 1986

Nine boats faced the rain and light airs for the Thamesmead Sailing Club Miracle Open at Southmere Lake. Local helm Dave Hudson managed to obtain a substantial lead at the beginning of the first race and held off the opposition to take first place with Ted Burren second. The wind increased slightly for the second race. P. Smedley worked his way from fourth position after the first lap to take the honours with Dave Hudson in second position. The wind died again for the final race and with a number of boats in contention for overall first place, the leading boats tussled in fluky winds with Paul Absilon taking first and Ted Burren second.

OVERALL RESULTS

1st	2078	Holy Mackerel	Dave & Jackie Hudson	Thamesmead S.C.
2nd	2100	Rondo	P. Absilon & S. Compton	Wilsonian S.C.
3rd	1201	F.R.2	Ted Burren & Diana Waite	Redoubt S.C.
4th	3269		P. Smedley and crew	Loughton & Steeple Bay S.C.
5th	3266	Sloane Ranger	Simon Hadley & Carl Willson	" " "
6th	2665	Aloha	Mike Riches & Gordon Winship	Thamesmead S.C.

DAVID HUDSON

HAZE SAILS

AREN'T JUST SAILS TALK



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COME CRUISE WITH US

Segas Sailing Club invite Miracle Sailors to their Club at The Strand, Gillingham, Kent, on the 6th July to cruise on the River Medway.

The Club will be open from 09.00.

High tide is at 13.30 with launching at any state of the tide.

Cruises all day and see how far up river you can get, past the old Chatham Dockyard and past Upnor Castle - where the Dutch did nasty things to the British fleet. Through the Port of Rochester and under the bridges, past Rochester's Castle and Cathedral and on up the reach where the Short Seaplanes took off and landed (now that was a Miracle!). Under the M2 Motorway bridge and further if you have the time.

Or sail down river in the morning, exploring the islands and creeks, have a restful lunch at the clubhouse and go up river in the afternoon. The choice is yours, but those who wish to go up river all day should be on the water by 10.30 or the best of the tide will have past.

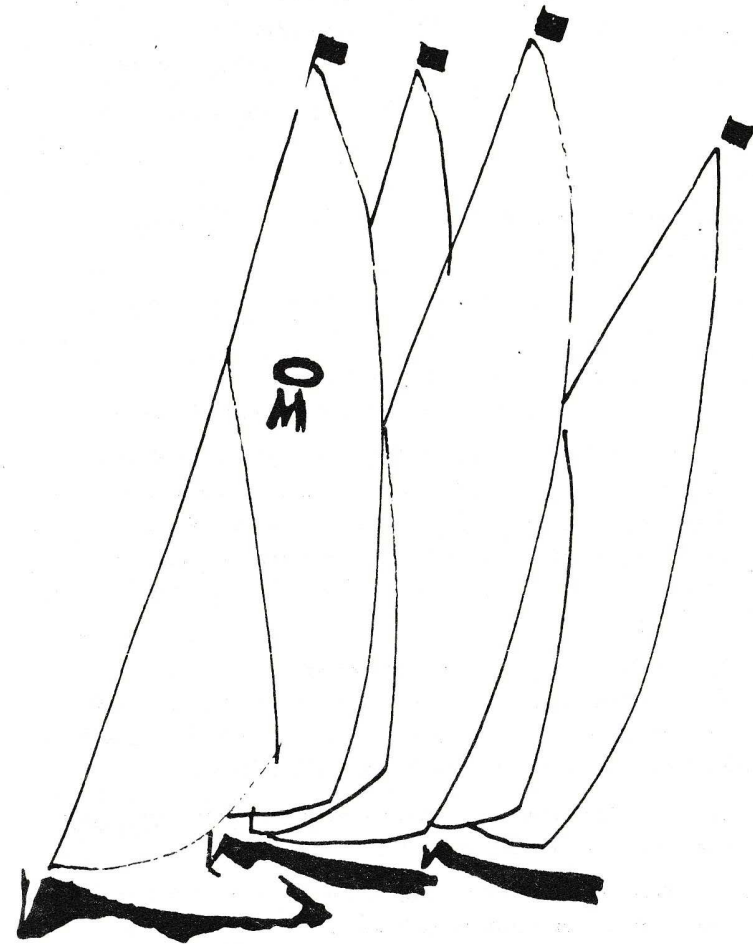
Segas Sailing Club is next to The Strand, Gillingham, just east of Chatham Docks. You can't really miss us - we are the Club with two giant gas holders (gasometers) next to the dinghy park!!

And finally, a word of warning - please don't part with any money to the car park attendant at the Strand - just say you are going to Segas Sailing Club and do just that for a day's cruising on the 6th July - see you then.

Contact Richard Paish on 0474 872783 for any further information.

RICHARD PAISH.

INSURANCE



THE MIRACLE ASSOCIATION recommend
NEWTON CRUM

Write for Proposal Form to:

NEWTON CRUM (INSURANCE)

Dinghy Dept: **57 BROADWAY,**
LEIGH-ON-SEA, ESSEX SS9 1QQ

IMMEDIATE

QUOTATIONS: Telephone 0702 710041

2 Bassett Close,
Lower Earley,
Reading.
Berks. RG6 4JL.
1st April 1986.

Dear Peter,

I expect you've heard of our sad attempts at the Draycote Water Invitation Pursuit Race.

The event was very well attended, with around 200 entries reading like a who's who of sailing!

The Miracle class was represented by Paul Huett and Andrew Parkinson of the host club, and Dave Fitton and myself as guests.

The weather, true to forecast, could have been kinder - probably averaging around force six. This should have given us some hope over the non-trapeze boats, as ours can at least be handled in this weather. However, it was not to be, as, just after rounding the windward mark on the first lap, our leader, Paul Huett decided to fly his spinnaker.

Almost immediately his mast snapped, broken, I believe, in two places. I had followed, and fifty yards later noticed that my own mast had buckled at deck level. We dropped our sails, and have a good view of the race while waiting 20 minutes for the rescue boat.

Sadly, half a lap later I witnessed Andy Parkinson's fate, again with spinnaker up, the mast snapping.

Shortly after the three of us had beached, Dave Fitton sensibly bowed out - the only one of our fleet to go home with a complete mast.

Reluctantly I have to admit that this is a good argument for spreaders to be introduced to the class. Other classes had suffered breakages, but not on the embarrassing scale of our own.

It was good to see Harry Prangnell there, with his young son Tony representing the Topper class as their National Champion, although the very cold water forced him to pull out, having survived a good portion of the race.

Unfortunately, the great honour of being selected had by now been succeeded by the disappointment of a day's preparation for a 10 minute race.

Maybe next year

Yours sincerely,

Phil Sowden (M 3220)

ANNUAL GENERAL MEETING

Thursday, 31st JULY 1986 at 20.00 hours

This is formal notification of the 1986 Annual General Meeting to be held at Ullswater Yacht Club.

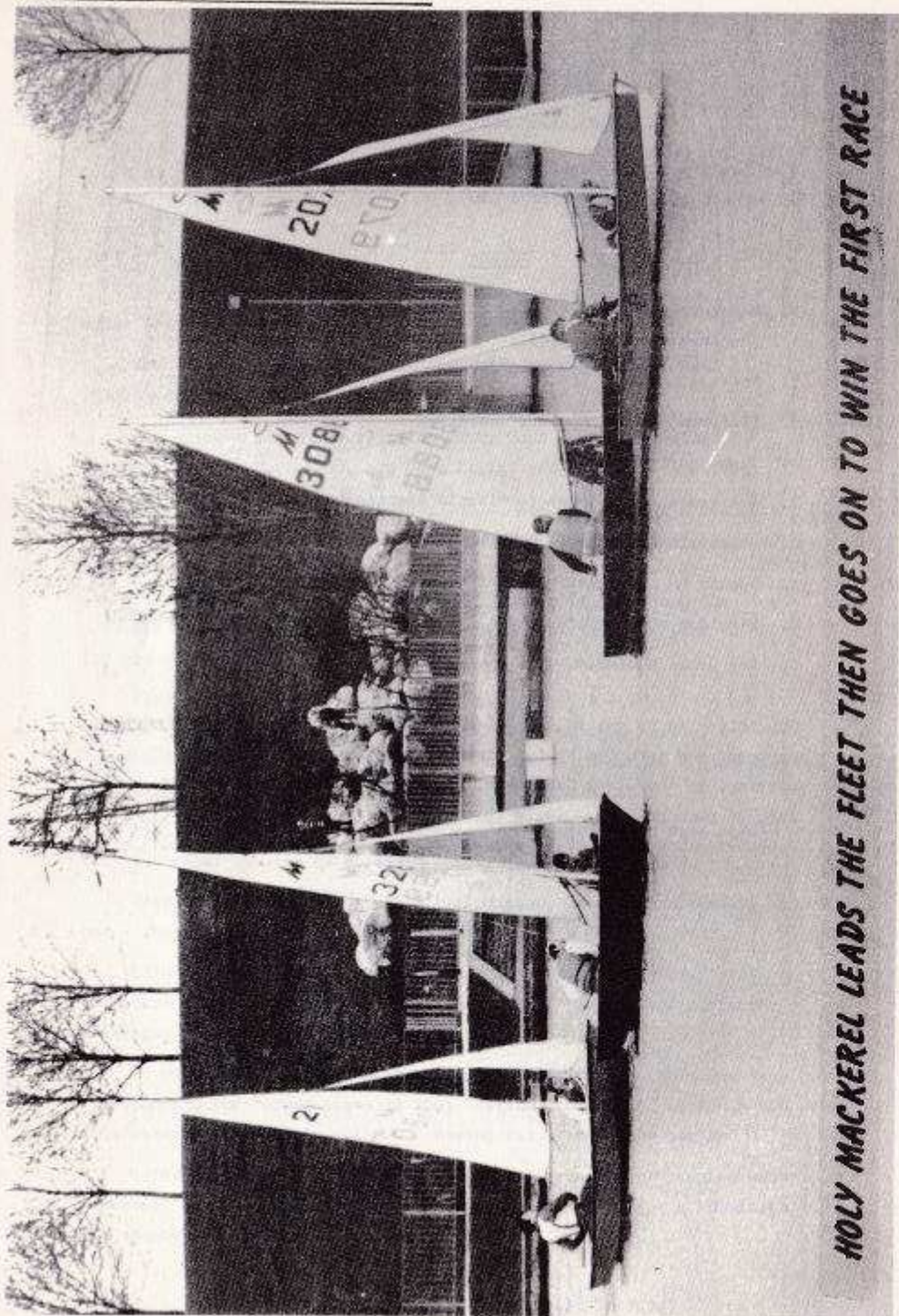
AGENDA

1. Minutes of the A.G.M. held at Llandudno Sailing Club on Thursday 25th July 1985. (Published in 1986 Year Book).
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. Debate on possible introduction of G.R.P. hull.
8. Election of Committee.
9. Any other business.

Any motion to be put to the A.G.M. of the Association shall be proposed and seconded by full members and shall be submitted, in writing, to the Class Secretary, at least FIVE weeks before the date of such meeting. (Rule 7g)

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

To arrive not later than 26th June 1986.



HOLY MACKEREL LEADS THE FLEET THEN GOES ON TO WIN THE FIRST RACE



'THERE WAS A GOOD FILM ON THE TELLY THIS AFTERNOON HARRY'

RACE OFFICER'S REPORT

With the 1986 season well underway and plenty of open meetings and area championships to attend, all we need is some sailing weather.

My thoughts go forward to 1987 and the racing programme, and as always, I am on the lookout for venues for Area, Inland, Youth and Junior and Puddleduck Championships. I and your Association Committee, are very grateful to those clubs who host these events on a regular or semi-regular basis, but maybe your club would like to hold one of these events; so have a think about it, give me a ring to discuss the requirements and put your club's name forward for consideration. It is always nice to sail somewhere different.

Two events, with a difference, have been brought to my attention. The Royal Sovereign Race hosted by Eastbourne Sailing Club on the 6th July, start 10.00, and the Round Sheppy Race which is early in September. Miracles will be sailing in both events. More information from me on 0474 872783.

Good sailing, good luck and kind wind shifts for the rest of the season.

Richard Paish.

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