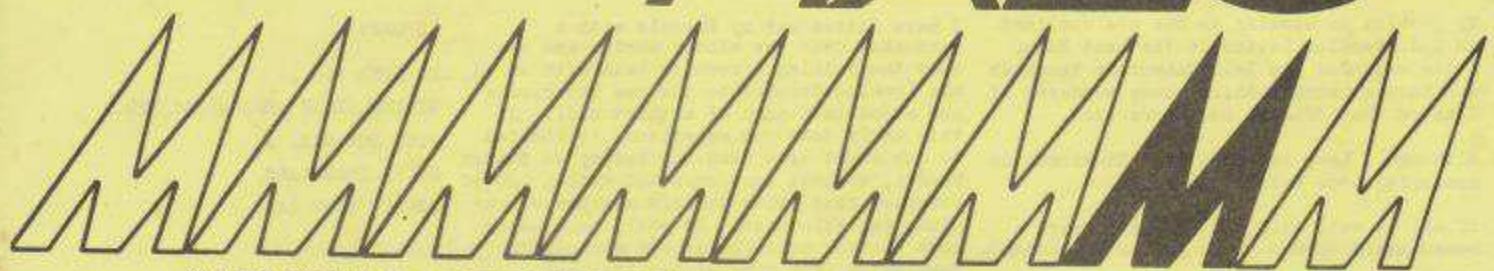


# HALO



## NEWSLETTER OF THE MIRACLE ASSOCIATION

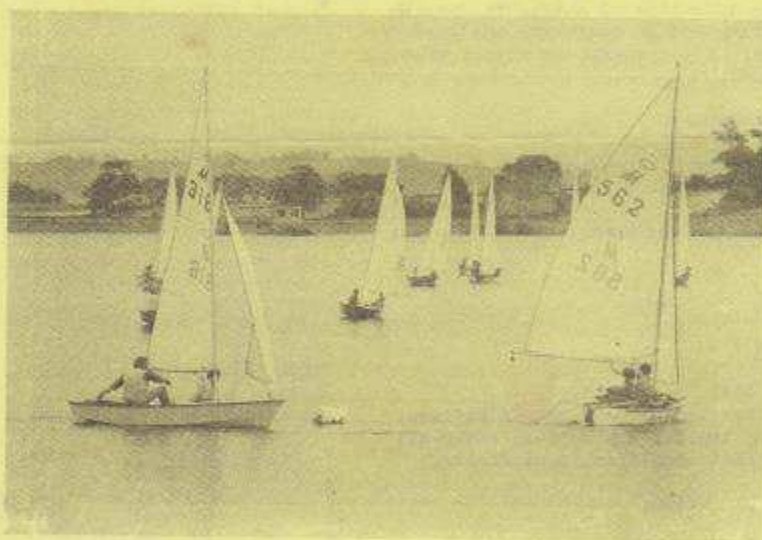
Having been to several open meetings this year, which I have thoroughly enjoyed I do have a few comments to make. Firstly, a fair number of hosts are turning out this year for open meetings which is good news although it is helpful if you send in your entry forms in advance as it helps the people who are running the meetings.

Secondly, quite a few boats are out of class, I refer to the spinnaker fittings. Elsewhere in this issue the spinnaker rules of measurement are laid out again. If it is not in the rules you can't fit or use it.

The design competition we ran earlier this year has now closed and we will be announcing the winner in the next issue of Halo, thank you all for your entries.

There was a mistake in the measurement rules printed in the last Halo, this has now been rectified in this issue.

The 1980 National Championship is not very far in the future so I hope you are getting your entry forms off. I think we will have a very high turnout this year. If you have not been to a Nationals before, come and have a go, we all have to start sometime and that includes open meetings.



I feel at the moment that HALO is stagnating, consequently this is my last editorial, as for the next issue, you will have a new editor. I set out two years ago to sort out Halo as we had had a succession of editors. Halo is now back on target at four issues a year and it is now totally independant of Mirror Group who used to publish and distribute Halo for us.



LETTERS

Dear Peter,

My problem is similar to the one outlined in C.J. Perkins letter in the last Halo. I too attended the Bell Measurers teach-in and having heard nothing since wondered if I am on the official measurers list.

Although I have assisted Alec Sinkinson in measuring some half dozen boats.

If all is well will you please forward 6 measurement forms. (See you in Llandudno).

Yours sincerely,

Frank Jones, 1a, Crasmore Road,  
Brooklands, Sale, Cheshire.

Dear Mr. Jones,

Thank you for your letter. I must apologise for the fact that you have not received any information after attending the teach-in. Enclosed are six measurement forms together with a guide to measurers booklet.

Yours sincerely,

Peter Nunn.

Dear Mr. Nunn,

I understand from recent letters in 'Halo' it is necessary for me to write and register myself as a measurer which I was under the impression this had taken place with my attendance at Bell Woodworking.

I should be able to measure boats in the West Yorkshire area and am currently a member of the Green Withens S.C.

I have to date only been requested to measure a Pacer dingy and would welcome your advice on whether my registration as a Miracle measurer enables me to measure other classes, the Pacers in particular having no measurers of their own.

I await your early comments.

Yours sincerely,

C. Rhodes, 70 Frane Park Lane,  
Allerton, Bradford, W. Yorks.

(You are only entitled to measure Miracle) (Class dinghies at the moment but for further advice, contact the relevant Class Association. B1.)

Dear Mr. Rhodes,

Thank you for your letter and I apologise for the delay in replying to you.

You will be included in our measurers list and a note of it will also appear in the next issue of Halo.

I am enclosing some measurement forms, together with a copy of the Guide to Measurers booklet.

Yours sincerely,

Peter Nunn.

Dear Alan,

M 1174 - SKEANDHU

I have fitted out my Miracle with a spinnaker over the winter months and now that the sailing season is back with us we are looking forward to the new experience and added challenge of a third sail. At this early date our experience is limited to one short trip down the Medway on Easter Monday, without incidence and with a lot of interest from other Miracle members of our club, the Wilsonian. It would be good to have further articles in our association newsletter from some of our top rank members experienced in the art of spinnaker flying. I have a query at the moment relating to the fitting of a chute mouth flap. It seems to me that this is worthwhile especially for estuary sailing due to the flat profile of the Miracle bow and the tendency to ship water down the chute under certain wave conditions. The measurement rules state only 3 eyes and one cleat are allowed for control, but give no information on location or design. Rather than experiment by trial and error methods with the distinct possibility of finishing up with unwanted holes in the deck, it would be nice to have some detail of a suitable arrangement. I had considered that a piece of fabric split down the middle and allowed to overlap would allow the sail to be hauled through and would have the advantage of automatic opening and closing and do away with the need for controls. Any thoughts or advice would be welcome.

Yours sincerely,

George F. Harsburgh,  
25 Savington Park,  
Loose,  
Maidstone, Kent.

-oOo-

FOR SALE

Miracle 866 Bell built.  
Many extras including Elvetrom bilge, launching trolley and boom-up cover all in excellent condition, certificate.

£690.

Bob. Lear, Stone Ridge, Dark Lane,  
Chew Magna, Avon BS18 8GD.  
Tel: Chew Magna 2859.

-oOo-

NOTICE OF A.G.M.

THE MIRACLE CLASS ASSOCIATION ANNUAL GENERAL MEETING WILL BE HELD AT LLANDUDNO SAILING CLUB DURING THE WEEK OF 27th JULY/1st AUGUST.

-oOo-

CHANGE OF ADDRESS

P. SKILTON  
TREASURER,  
26, BURNSIDE,  
BROUGHTON,  
BRIGG,  
S. HUMPHREYSIDE.

STOLEN MIRACLE 2182

ANYBODY WHO SEE'S THIS MIRACLE PLEASE

INFORM:

P. NUNN ESQ.,  
MIRROR GROUP NEWSPAPERS LTD.,  
P.O. BOX 644,  
66-73 SHOE LANE,  
LONDON EC4P 4AB.

-oOo-

CLARIFICATION OF MEASUREMENT RULE 4(h)

4) Proposed to add Rule 4(h)

"Packing of space between centre-board and centrecase sides is allowed by means of a piece or pieces of any flat material of uniform thickness applied to the centreboard in such a manner that it (they) shall not protrude below the keel with the centreboard in any position, nor shall the packing piece(s) be less than 3" radius measured from the centre of the pivot pin."



## FLEET NEWS

Dear Mr. Brown,

Just to inform you I am no longer Fleet Captain at Winsford Flash S.C., Fleet No. 24. The new Captain is Phil. Bland, "The Bungalow", 13, School Road, Cadbrook, Northwich.

Our Open Meeting is 25th May. I am happy to report our membership is growing steadily, and although our season has not yet started, our Miracle membership stands at 20.

Yours faithfully,

Bill Sawyer,  
56 Harboro Road, Sale,  
Cheshire, M33 5AH.

Dear Mr. Brown,

I'd like to give you some news of the Miracle Fleet at Hovingham Sailing Club - just at the moment I don't have a note of our Fleet No. but I think it is 23, perhaps you can check from your records.

We are having an Open Meeting on 10th May 1980 at Gorton, Notts., and we shall be pleased to see all who would like to come.

The fleet has gathered strength over the last two seasons and currently numbers 12. There has been some very close and keen racing, and this has created a lot of interest from other classes. The results of both the last two seasons' class races were in doubt right up to the last day. Those of us with spinnakers haven't really settled to them yet, but this coming season should see some great improvements in handling skill.

We naturally welcome new members with Miracles, and ask that they get in touch with our Hon. Sec., Mrs. Jill Strangward, 27, Arundel Drive, Ranskill, Mr. Retford, Notts.

Yours sincerely,

Ashley Boden, Fleet Captain,  
The Limes, 3 Groby Road, Anstey,  
Leicester LE7 7PN.

P. Nunn will advise on Fleet No. Ed.

## THOUGHTS OF A RETIRING MIRACLE MAN

I am leaving - going - retiring. It's no good, you can't persuade me to stay (even if you wanted to).

Is anyone out there listening? - Is anyone out there even interested?!

No more will I be seen on the circuit (for a couple of years at least) complaining about my boat - your boat, my crew, car, kids, wife, your club - my club, passing motor boats, race officers, boat parks, club roads, club locations, race courses, starboard tackers - port tackers, bad windshifts, islands in

stupid positions, Association messengers, Association secretaries, seagulls and heavily laden rubbish barges leaving South Shields.

"This may be no bad thing", I hear you mutter - indeed not, for here, stranger, I am about to reveal to you the dark secrets of my success. Now friend if I may establish my bona fides.

I built my first Miracle in the late spring of 1977, and after a brief flurry of successes in the area championships - proceeded to the Nationals at Eastbourne, where I failed miserably - the following year I failed miserably in the Areas but did rather better in the Nationals at Ullswater.

From here, on the crest of a wave, I proceeded rapidly downhill, culminating in a disastrous last race in the Plymouth nationals.

I have built 3 Miracles, all of which are still competitive and still race at my home club - I have also participated (hindered?) in the construction of several others.

## Construction

First catch your Miracle - the natural habitat is at Balls Woodworking on the outskirts of Leicester.

A few tips:

- 1) Stick the bits together in a warm environment (the glue, resin and paint will all appreciate it).
- 2) Follow the book implicitly.
- 3) Build the plate box to minimum - this can be accomplished by fixing down the packing pieces until the slot reaches minimum.
- 4) Keep a close check on measurements - especially at beam - it may be necessary to pack out the plate box knees to reach minimum.
- 5) Buy a 20mm sheet of ply and build a thick centreboard.
- 6) Paint overall in 2 pot - this will simplify any repairs where resin is used (resin will react with 1 pot).
- 7) Stock down decks are best (see your local boatbuilder).
- 8) Throw away the plastic slot gasket and replace with sailcloth (Lawrie Smith manufactures a suitable type).
- 9) Build rudder stock down to minimum to ensure no lateral movement between blade and stock.
- 10) Discard supplied tiller extension and get an alloy one. As a guide it should be about 6" shorter than the tiller.

## Rigging

- 1) Invest initially in the stainless

exchange package complete with short shrouds with rack adjusters.

- 2) Replace rope halliards with s/s wire and rope tails.
- 3) Bailleurs of some type are essential.
- 4) Exchange 8mm sheets for 10mm (easier on crews hands).
- 5) Fairleads should be placed as far forward on the fairlead pad as possible.
- 6) As an initial running position, place the heel of the mast about 1" aft of the stowage bulkhead, then tension the main shrouds until the front of the mast just fails to touch the front of the mast gate when pulled forward.

## Sailing the Beast

The Miracle seems virtually vice free, however, she seems to go to windward better slightly heeled in all conditions.

Roll tacking should be well practiced, it is only too easy to dip the lee gunwale, and with the slope of the side decks she will happily scoop inboard quite a few galls. of the briny.

Ensure that the leading edge of the rudder is well rounded and the blade is angled about 5° aft. This will prevent air being sucked down on a hairy reach and will increase "feel" in lighter conditions.

## Racing

Sail beyond the line and sight through the ODM to the mast of the committee boat. Pick a prominent mark on the shore and use this to stay behind the line while starting.

Reach up and down the line and pick the end that allows you to sail free, but avoid pole position at either pin or committee boat end like the plague - life is usually very interesting then when the gun fires.

Much better to reach towards the gaggle of starters on a port, tack beneath and ahead of the leader then slow down (using the shore marker to stay on the line). Attempt to create a 2-3 boat length gap in front of you, then with 10 seconds to go, sheet in and accelerate into the gap.

After the start sail hard for a few minutes to settle, then start looking for an opportunity to tack. Put in a short port when you can, but stay with the bulk of the fleet. Keep clear wind at all costs.

Aim to round on a starboard - there is nothing more frustrating than approaching on a port, then waiting for a gap in a line of starboard tackers.

On the run don't stray far from the rhumb line, however if your wind is attacked - defend it.

The Miracle seems to sail better with the weight/  
Cont'd next page, column 3.

## MIRACLE DINGHY SAILS

At Alverbank Sails we specialise in making custom built racing sails, using only the very best materials. All sails are cut using templates to ensure accuracy in reproduction on sail shape.

### MAINSAIL.

The mainsail is designed with carefully shaped sewing to give a smooth shape and correct sailcamber characteristics for a wide range of wind speeds. This type of main is intended to be cut from CYT Dacron, which has a very hard and stable finish, giving superior results in medium/light conditions upwards. Light weather sailing requires careful attention to luff tension and kicker settings to obtain the correct shape. Upwind the clew outhaul should be tight in most conditions, the foot being eased to increase power for offwind sailing. In light airs it is important to induce twist into the sail to keep the leech open. As the wind increases the kicker should be tightened to control the twist and increase the power in the rig without hooking the leech round to windward. The mainsheet should be used to vary the leech tension during the race, having first set the kicker for the conditions prevailing. Observing the relative angle of the top batten to the centreline of the boat will give a reasonable indication of correct twist. In light weather the batten should never be hooked round further than parallel to the centreline. As the wind increases to the point where you need to reduce power the upper part of the leech should open up to spill the wind. In heavy conditions at sea twist can be useful to help the boat power through the waves.

### JIB.

The Miracle rules require the jib to be sheeted in an outboard position which means that the sail has to be out on the medium/flat side in order to retain reasonable pointing ability. The fairlead position should be reasonably well forward to control the leech twist and slot shape. The slot between the jib and the mainsail should ideally be parallel and the curve in the jib leech matched to the mainsail shape. In certain conditions the correct slot shape will be achieved with a slightly eased sheet. If no jib banks are used it is important that the forestay is set up as slack as possible so that the luff of the jib and halyard support the mast at all times on the water (i.e. the forestay should always hang slack when sailing upwind). Otherwise excessive luff sag in the jib will affect the shape and efficiency of the foresail. When setting up mast rake and rig tension always use the shrouds and jib luff/halyard for this purpose.

### SPINNAKER.

The types of cloth used for the spinnaker are:- Ripstop Nylon, Polyant and Dynac. Ripstop and Polyant are the best ones for use with a chute, Dynac, being the most stable and bulky, has the best performance but should be used with bags if possible. The spinnaker is designed so that the centre seam has the minimum effect on the shape of the sail. The fullness of the sail is cut into the seams each side of the

centre. To keep good reaching ability the head of the sail is not too full and, along with careful setting of pole height to obtain maximum width in the sail, can be carried fairly close. Care should be taken to ensure that the pole height does not drop when close reaching as this makes the spinnaker luff fuller and collapses the sail.

For any further information regarding Alverbank Miracle sails please contact either Kevan Bloor or Clive Robinson at:-

Alverbank Sails Ltd.,  
47, Bridge Street,  
Derby,  
Tel. Derby 42586.

Cont'd from previous page, column 3.

weight well aft - both reaching and running.

Cover loosely on the early beats - choosing the middle of the beat if the opposition splits tacks on you.

- Back to the run, and perhaps mention should be made here of the SPINNAKER

- But I won't anyway,

which brings me back to my opening statement - I'm retiring.  
Hall and Farewell, Good Sailing.  
ANON.

## OPEN MEETINGS 1980

### JUNE

- Sat. 14th) Southern Area Newhaven & Seaford,  
Sun. 15th) Roger Smith, 38 Downs Valley Rd., Woodingdean, Brighton BN2 6RF.  
Sat. 21st) South Western Area Sutton Ervingham Sailing Club,  
Sun. 22nd) A. Brown, 73 St. Mary's Crescent, Yeovil, Somerset. BA21 5RR.  
Sat. 28th) Club Open Newhaven & Seaford,  
Sun. 29th) Roger Smith, address as above.

### JULY

- 5th) Midland Area Championships Shropshire Sailing Club,  
6th) R. Clarkson 0625 531393.  
Sat. 12th) N. Lincs. Sailing Club,  
P. Skilton, 26 Burnside, Broughton, Brigg, S. Humberside.  
Aug. 2nd) National Championship. Llandudno Sailing Club.  
July 31st) Medway Yacht Club Centenary Regatta,  
Aug. 3rd) Miss Eleanor Rice, Meads Cottage, Dunn Street, Bradhurst, Gillingham, Kent. Tel: Medway 362788.

### SEPTEMBER

- 6th) South Shields Open Meeting.  
7th) E. Johnson, 14 Windermere Gardens, Whidam, Newcastle on Tyne.  
Tel: 883709.

### OCTOBER

- 4th) ICI Slough Open Meeting. 1st Race 11:00.  
Eric Jones, 106, Nursery Road, Taplow, Maidenhead, Berks.





# BG BOAT GEAR

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Bucks.

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High Quality Miracle Boat Covers made in Traditional and Modern Materials

	Flat	Boon-Up
Woven Polyethylene	£16.50	-
10oz. Nylon/P.V.C.	£26.12	£33.98
16oz. Nylon/P.V.C.	£34.88	£43.19
12oz. Canvas	£32.05	£40.89
15oz. Canvas	£35.59	£44.87

Prices above include V.A.T. & Postage

## Trailers

Miracle 200 Trailer in Galvanised Steel with Independent Suspension, Mast Support and Rubber Mudguards etc. **£134.00**

Carriage Extra at Cost

Trailer Lighting Set	£ 17.00
Trailer Holdtite Straps	£ 7.50

## Trolleys

Heavy Duty Galvanised Steel Launching Trolley - with Solid Tyres	£ 47.00
- with Pneumatics	£ 56.00

Carriage Extra at Cost

## Miracle Fittings

Kicking Strap Kit	£ 3.90
Mainsail Outhaul Kit	£ 4.50
Mainsail Downhaul Kit	£ 1.50
Jibsheet Can-Jammer (Plastic)	£ 1.76
Jibsheet Can-Jammer (Alloy)	£ 2.82
Shroud Adjusters (Per Pair)	£ 2.35
S.S. Shrouds (12' 11") Per pair	£ 7.00
S.S. Forestay	£ 3.50
S.S. Rudder Fittings inc. Screws	£ 8.00
Alloy Tiller Extension (2' 6")	£ 5.50
Elvstrom Super Mini Self Bailer	£13.76
Elvstrom Super Medium Self Bailer	£16.07
Supersuck Self Bailer	£11.00
Wire Main Hallyard & Rope Tail	£ 8.00
Wire Jib Hallyard & Rope Tail	£ 6.85
Alloy Hook Up Rack and Screws	£ 1.50
Mainsheet - 10mm. x 8 metres	£ 3.60
Jibsheet - 10mm. x 8 metres	£ 3.60
Heavy Duty Mainsheet Block	£ 1.67
Heavy Duty M/sheet Block & Becket	£ 2.00
14mm. Stainless Steel Shackles	£ .78
S.S. Slide For Mainsheet Horse	£ .85

Prices above include V.A.T. & Postage.

Most other Miracle equipment and General Sailing Accessories are also available at Competitive Prices. Send for Full Details

## Miracle Spinnakers & Kits

Our latest "Phase 2" System has now been developed to give high performance and safety in handling in all weathers and we are now also pleased to offer a new Top Quality Racing Spinnaker to meet popular demand.

Kits include Alloy Piston End Pole, Chute with Sock, Quality Fittings, Ropes, Screw and detailed Instructions with Templates for Easy fitting to existing boats.

<b>STANDARD KIT</b>	£52.00 plus £3 carriage
<b>SUPER KIT</b> with Ball Bearing Lead Blocks	£55.26 plus £3 carriage

<b>STANDARD SPINNAKER</b> (Reaching Cut)	
When ordered with Kit	£18.00
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When ordered with Kit	£28.00
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Details of other Spinnaker Options available on request

Prices above include V.A.T.

## Miracle Sails

We are continuously working with leading sailmakers on the development of Racing Sails and are pleased to offer unbiased advice based on our own successes (and failures) to offer you the best value for money combined with highest performance. Our latest developments have confirmed the advantage of the latest design in "DECK SWEEPER JIBS" from Holts & Banks Sail Lofts answering most of the old Jib problems.

Send for full details of our SPECIAL DISCOUNT OFFERS on Holts and Banks Sails

Following the cancellation of the rally at Weston S.C., a very good site has been found at Ullswater, in the Lake District, between 9th and 16th August, and the Committee has requested that I act as your Rally Officer for that week.

The Rally is taking place the week following the Mirror Championships in Scotland. The lake is very suitable for cruising, as members who have sailed there in the past will know. Racing will not interfere with the cruising and social programme.

If any member wishes to help in running the event, would they please contact me as soon as possible. As more information becomes available, it will appear in Reflections. Geoff Appleton.

### MIRROR CLASS ASSOCIATION NATIONAL CAMPING RALLY 1980.

To be held at Pooley Bridge, Ullswater (Lake District) 9th to 16th August, 1980.

Entry Forms to: Geoff Appleton, 56 Byron Gardens, Tilbury, Essex RM18 8BD.

Entry Fee: £16.00 plus £2.00 for additional boat. Cheques etc., made payable to Mirrorally '80. Please use entry form and enclose foolscap s.a.e.

This year's Rally is returning to Pooley Bridge on Lake Ullswater in the Lake District the week following the Mirror National Championship so making a most suitable week's holiday after the Championship.

There will be a full programme: Cruising, Picnics, Fancy Dress and Racing. Other boats than Miracles may be brought along but one member of the family should be a member of the Miracle Class Association. Outboard motors are allowed on the lake so bring them along if you wish. Looking forward to seeing you all for a super week's holiday. Geoff Appleton.

### RALLY ENTRY FORM

To: Geoff Appleton, 56 Byron Gardens, Tilbury, Essex RM18 8BD.

Please reserve one pitch at the Camping Rally '80 at Ullswater from 9th-16th August, 1980. I agree to comply with the Sailing Instructions and buoyancy requirements and boat safety as the Rally Officer issues.

I certify that I am a member of the Miracle Class Association and agree to produce a valid Insurance Certificate and current Membership Card on entry to the campsite.

Signed..... Date..... Tel: No: .....

Name..... Address.....

Miracle Dinghy No..... Car Reg. No..... My party will consist of ..... Adults and

..... Children under 14years old. I propose to bring additional boats nos.....

I will be camping by..... Please state by tent, trailer-tent, caravan or motorised caravan.

I enclose entry fee of..... made payable to Mirrorally '80. Fee £16 plus £2 for each additional boat.

PLEASE ENCLOSE A STAMPED ADDRESSRD FOOLSCAP ENVELOPE WITH YOUR ENTRY FORM.

DRAYCOTE WATER MIRACLE OPEN

Draycote Water Sailing Club held their first Miracle Open Meeting on the week-end of 15th and 16th March, 1980.

The entrants were competing for a trophy kindly given by Bell Woodworking Limited of Leicester.

Olympic courses were set for the four race series. The Saturday afternoon race was sailed in force 2 winds. Stan Lubner in MM2270 ex. National Champion got away to a good start reaching the windward mark first, followed by Graeme Castle in MM2222 with John Wilson in MM562 third, Harry Prangnell, the National Champion, who won the practice race was down in 6th position. By the end of the 2nd windward leg Lubner and Castle had pulled out a commanding lead over the fleet. This position was held to the end with Castle crossing the line 1½ minutes ahead of Lubner. Harry Prangnell sailing well took a close 3rd position.

Sunday morning for the 2nd points race, winds were around strength 1. From the gun Harry Prangnell in MM2785 immediately took a big lead from the fleet followed by Alan Brown in MM888. After the first triangle leg Graeme Castle had worked his way to 2nd place with Trevor Smith in MM2775 3rd. No way could they catch Prangnell who won comfortably. Castle and Smith being content with 2nd and 3rd places.

The 3rd race was sailed in drifting conditions. In a closely contested race, positions changed many times. Skill and patience finally rewarding Trevor Smith 1st, Stephen Gray 2nd and local helm Peter Stewart 3rd.

A welcome breeze arrived for the final race. Just after the start the wind changed 180 degrees leaving the favourites to leeward of the fleet. Graeme Castle, Trevor Smith and Stephen Gray managed to pull through but Harry Prangnell was left in the pack. It was a nail biting finish with Castle 1st, Denis Southwell of Leigh Sailing Club 2nd and Trevor Smith 3rd.

- 1st Graeme Castle & Paul Huett MM2222  
'Duckles' Draycote Water S.C.
- 2nd Trevor Smith & Mark Parkinson MM2775  
'Thunderchild' I.P.C.Y.C.
- 3rd Stephen Gray & Ian Pearson MM3  
'Origion of the Species' Midland S.C.
- 4th Harry & John Prangnell MM2785  
'Wizard' Fishers Green S.C.

The trophy & prizes were presented to the winners by Mr. Harold Faulkner of Bell Woodworking Limited.

DRAYCOTE WATER

MIRACLE OPEN MEETING 15th/16th MARCH 1980 RESULTS

Ball No.	Helm & Crew	Club	Race 1		Race 2		Race 3		Race 4		Total Points	RESULTS
			Posn.	Points	Posn.	Points	Posn.	Points	Posn.	Points		
3	H : S.P. Gray C :	Midlands S.C.	10	10	5	5	2	2	4	4	11	3
146	H : E. Francis C : R. Gatehouse	Burton Bingham S.C.	22	22	20	20	RTD	25	-	19	61	20
431	H : K. Price C : J. Price	I.P.Y.C.	RTD	24	18	18	RTD	25	-	19	61	20
521	H : E. Willis C : J. Willis	Draycote Water S.C.	20	20	19	19	RTD	25	11	11	50	15
562	H : J. Wilson C : A. Wilson	Redditch S.C.	4	4	8	8	4	4	5	5	13	5
888	H : A. Brown C : S. Hicks	Burton Bingham S.C.	16	16	6	6	8	8	-	25	30	12
949	H : G. Huett C : M. Huett	Draycote Water S.C.	7	7	10	10	9	9	7	7	23	8
1052	H : G.J. Palmer C : A. Palmer	Redditch S.C.	6	6	13	13	7	7	10	10	23	8
1057	H : E. Davis C : S. Huron	Draycote Water S.C.	13	13	21	21	RTD	25	-	25	59	18
1487	H : D. Busnel C : M. Brooksbank	Datchet Water S.C.	17	17	15	15	RTD	25	-	25	57	17
1669	H : D. Crowe C : S. Crowe	Redditch S.C.	11	11	11	11	6	6	9	9	26	11
1776	H : J. Matherton C :	Leigh S.C.	15	15	12	12	RTD	25	-	19	46	14
1829	H : P. Stewart C : V. Stewart	Draycote Water S.C.	14	14	9	9	3	3	6	6	18	7
1955	H : F. Haywood C : C. Haywood	Draycote Water S.C.	12	12	14	14	RTD	25	-	19	45	13
2085	H : R. Costard C : J. Costard	Olton Mere S.C.	21	21	17	17	RTD	25	-	25	63	22
2222	H : G. Castle C : P. Huett	Draycote Water S.C.	1	2	2	2	5	5	1	2	3½	1
2467	H : A. Mathews C : C. Ward	Datchet Water S.C.	19	19	RTD	25	RTD	25	-	19	63	22
2553	H : A.J.E. Warr C : K. Smith	Redditch S.C.	18	18	22	22	RTD	25	-	25	65	24
2599	H : P. Twining C :	N. Lincs. S.C.	9	9	19	19	RTD	25	-	25	53	16
2713	H : D. Southwell C :	Leigh S.C.	5	5	7	7	RTD	25	2	2	14	6
2743	H : J. Daniels C : J. Daniels	Draycote Water S.C.	23	23	24	24	RTD	25	-	19	66	25
2770	H : S. Lubner C : A. Parkinson	N. Lincs. S.C.	2	2	4	4	RTD	25	-	19	25	10
2775	H : T. Smith C : M. Smith	I.P.C.Y.C.	8	8	3	3	1	2	3	3	6½	2
2785	H : H. Prangnell C : J. Prangnell	Fishers Green S.C.	3	3	1	2	RTD	25	8	6	11½	4
2183	H : J.B. Kelly C : G. Kelly	Leigh S.C.	-	-	16	16	RTD	25	-	19	60	19

Miracle Class Association Northern Area Championships, May 31st & June 1st, 1980

Perhaps the most extraordinary characteristic of the Miracle Northerns was the lack of enthusiasm for the championships. An all-time low turnout of only sixteen boats left the home club wondering if the reservation of two days sailing was justified. Only three visitors entered and a large part of the fleet was made up of novice helmsmen. Fortunately the visitors from Draycote were amongst the ablest sailors and they provided a little zest to a meeting that could have been a disaster.

The weather conditions were light to moderate putting the heavier crews at a disadvantage. The variable and shifting winds proved so difficult to read that ex National champion Stan Lubner sailed so badly on the Saturday that no one expected him to reappear on Sunday! Being the fine competitor he is, however, he turned up cheerful and optimistic and, without too much effort, won all the Sunday races allowing himself to discard and forget Saturday's fifteen point retirement.

The rest of the North Lincolnshire Fleet, having a long established pecking order, were thrown into complete disarray by a couple of boats crewed by youngsters. Harry Yule-Smith and Julie Dennis confounded everyone by sailing brilliantly to the head of the fleet in every race sailing often from bad starts with clever spinnaker handling by Juliet, to take the lead on many occasions. Not to be outdone the young Kernon brothers, sailing the Miracle for the first time in an open, sailed equally well and as consistently as Stan Lubner to pick up three fourth placings in a row.

Young Smith could have taken the title if Geoff Huett's challenge for first place in the last race had succeeded. Terry Castle also had no intention of allowing the North Lincs. Sailors to have it all their own way and, having by this time sorted out the geography of the club, pushed his way to the front of the fleet. Geoff finished the day with a well-earned second with Terry following along behind making sure that the Draycote boats didn't pass unnoticed!

Final Results

1.	S. Lubner	D. Lubner	M2770	North Lincs.	15	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$2\frac{1}{4}$	points.
2.	H. Y-Smith	J. Dennis	M1202	North Lincs.	$\frac{3}{4}$	2	2	4	$4\frac{3}{4}$	"
3.	T. Castle	P. Huett	M2222	Draycote Water	3	5	15	3	11	"
4.	T. Kernon	N. Kernon	M 580	North Lincs.	4	4	4	6	12	"
5.	P. Twining	R. Twining	M2599	North Lincs.	5	3	5	8	13	"
6.	P. Skilton	E. Waite	M1998	North Lincs.	6	6	3	5	14	"
7.	G. Huett	M. Huett	M2905	Draycote Water	7	7	6	2	15	"
8.	D. Smith	J. Dear	M2851	North Lincs.	10	8	7	10	25	"
9.	M. Ashley	D. Ashley	M2233	North Lincs.	12	10	9	7	26	"
10.	W. Cox	S. Dennis	M3001	North Lincs.	9	12	8	9	26	"
11.	E. Hardman	J. Hardman	M 883	North Lincs.	8	11	11	16	30	"
12.	C. Oston	S. Oston	M2423	North Lincs.	11	9	10	16	30	"
13.	P. Taylor	M. Dove	M2301	North Lincs.	2	16	16	16	34	"
14.	S. Maccloud	A. Maccloud	M1123	North Lincs.	14	14	15	11	39	"
15.	D. Watson	E. Meadows	M2751	Ovenham	13	15	15	15	43	"
16.	R. Platts	M. Ashley	M 253	North Lincs.	16	13	15	15	43	"

Mirror/Miracle Open Meeting, Crosby Sailing Club, 11th May 1980

Fifteen Miracle dinghies, thirteen of whom were visitors, competed on Crosby Marine Lake in a new Open Meeting for the class on Sunday 11th May. In view of the turnout, which in view of a Midlands Club also holding an Open Meeting on that day, which was considered to be pleasing it was unfortunate that the forecasted South Easterly winds force 3 to 4 turned out to be force 5 gusting 7.

Due to what became increasingly atrocious conditions as the day progressed spinnakers were not much in evidence although two helms bravely flew them in the first race. This was won by C. Maxfield from Winsford Flash sailing "The Other Woman". Only six dinghies finished.

The second race saw three Miracles aground before the starting signal had gone, and all but two subsequently capsizing, all providing fine entertainment for the spectators who lined the sheltered club balcony. Three dinghies were towed in behind the clubs' committee boat - an unusual shot for camera freaks on the lakeside! As both the finishers had sailed the wrong course and therefore disqualified the race was voided.

Of the five starters in the third race of the day, one capsized and, having had enough, allowed himself to be towed in, and the clubs' own Bob. Miller lost his mast when it snapped above the goose-neck, leaving only three finishers - "Luff Is" being the winner. The meeting would have been won by C. Maxfield but for his disqualification following a protest in the last race.

Results

1.	Wizzard	D. Southwell/I. Southwell	2713	Leigh S.C.	4 pts.
2.	Ladybird	P. Fitton/M. Southwell	2186	Leigh S.C.	8 "
3.	Bananabird	N. Reddecliffe/S. Reddecliffe	1355	Dolph S.C.	10 "
4.	Luff Is	A. Catto/N. Catto	2779	Leigh S.C.	$15\frac{3}{4}$ "

Puddleduck Championship 1980 at Redditch

The Puddleduck Championship was first held two years ago and was introduced to recognise those special skills required when sailing on the small lakes and reservoirs where many of our sailing clubs are based. B.C. Boat Gear kindly presented a fine trophy for this event which has so far been won by two 'puddle' sailors. This year, however, the winner was from a water which could hardly be regarded as a 'puddle' but her certainly displayed the required skills in considerable measure.

There were twenty entries for this years event hosted by Redditch Sailing Club most of whom arrived on time - an indication that the rapidly changing Redditch road network of the last few years is finally settling down - in fact becoming quite direct!

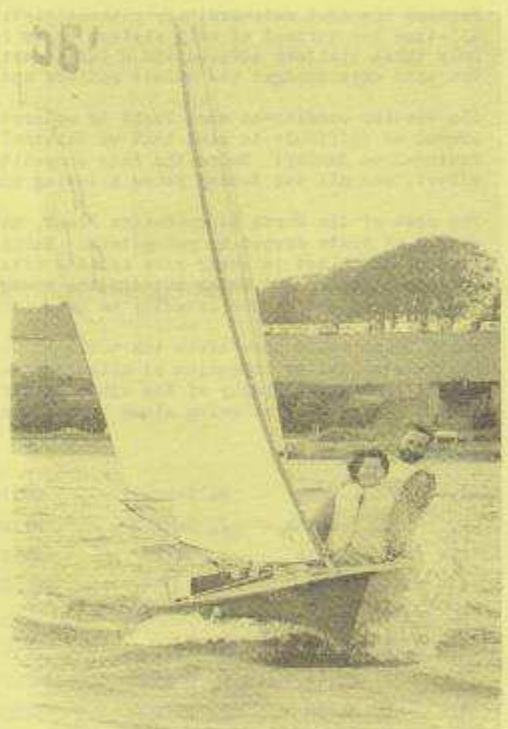
Weather conditions looked quite hopeful as the first race started with glorious sunshine and an increasing force 1-2 from the north east - one of the better directions at Redditch. Stephen Gray had an excellent start (though he did modestly admit to an element of luck after the race) and reached the windward mark well clear of the rest of the fleet. Next to round was John Wilson closely followed by Graeme Castle. Harry Prangnell, current National Champion had a poor start and rounded some way behind together with Dick Clarkson and Peter White. Following a good beat, the course provided a short reach and beat followed by a spinnaker reach which became a little too close, a gybe and a broad spinnaker reach. Those who tried to fly their spinnakers for the whole of each leg soon discovered the weaknesses in their gybing technique. Graeme soon passed John when he ran aground following gybing difficulties and held this position to the end of the race. Stephen had made too much ground to be caught however and at the end of the race he was still in the lead with Graeme second. Harry passed John on the last beat only yards from the last mark and crossed the line amidst applause from the bank in recognition of the ground which he had regained. Fourth place went to John and fifth to Graham Miller.

The second race suffered a general recall when half the fleet ended up at the port end of the line with nowhere to go but over after a sudden increase in the wind. Slight confusion followed as some competitors, who perhaps had not had time to read their sailing instructions, expected a five minutes after the next signal rather than the previous start. The next start was good with John Wilson getting to the windward mark first closely followed by Stephen Gray and Graeme Castle. Dick Clarkson, Harry Prangnell and Ken Price were not far behind but after two laps the race looked like a replay of the first with John having lost his lead with the order becoming the now familiar Stephen, Graeme, Harry and John. David Southwell, after having to retire in the first race with spinnaker trouble, was recovering well from a bad start lying fifth. After a close battle at the front, Graeme picked up an enormous lift to give him line honours with Stephen, Harry, John and David following over the line.

The wind, which had freshened all day, provided an exciting last race with some changes in the order. Graeme made no mistake in this race taking the lead early and holding it throughout though closely challenged by John at times. Stephen and Harry started badly rounding the windward mark in sixth and seventh place preceded by Dick Clarkson, Peter White and David Southwell. It took them just one lap to take third and fourth place which they held to the finishing line. David finished fifth with Peter sixth. Overall points gave Graeme the Championship with Stephen second. Third place required the toss of a coin as John and Harry had the same points with the same discard and the Sailing Instructions were not explicit as to how a tie should be resolved. (We will have to make sure this is put right before next year!).

Overall Results:

Sail No.	Helm	Club	Race 1	Race 2	Race 3	Pt.	Pos.
2222	G. Castle	Draycote Water	2*	2	2	14	1
3	S. Gray	Midland	3	2	3*	23	2
562	J. Wilson	Redditch	4*	4	2	6	3=
2785	H. Prangnell	Pistons Green	3	3	4*	6	3=
2713	D. Southwell	Leigh	19*	5	5	10	5
63	G. Miller	Shropshire	5	8*	8	13	6
1052	C. Palmer	Redditch	7	6	9*	13	7
889	R. Clarkson	Shropshire	6	13*	7	13	8
302	P. White	Redditch	12*	9	6	15	9
429	V. Rygreaves	Redditch	10	7	13*	17	10
1829	P. Stewart	Draycote Water	8	11	14*	19	11
888	A. Brown	Sutton Bingham	11	12*	10	21	12
431	K. Price	I.P.C.Y.C.	13*	10	11	21	13
1669	D. Crowe	Redditch	9	19*	12	21	14
49*	G. Perkins	Mid. Works.	14	15	16*	29	15=
323	A. Eley	Mid. Works.	16*	14	15	29	15=
1354	R. Whitby	Redditch	15	17	19*	32	17
1067	C. Back	Sutton Bingham	DNS	16	18	34	18
1344	S. Bagehaw	Redditch	DNS	18	17	35	19
2685	R. Costard	Olton Mere	DNS	DNS	DNS	-	-





# MIRACLE CLASS ASSOCIATION



# 1980

## NATIONAL CHAMPIONSHIPS

TO BE SAILED UNDER THE BURGEE OF LLANDUDNO

SAILING CLUB

26th JULY — 1st AUGUST 1980

## ENTRY FORM

Please complete in BLOCK CAPITALS.

PLEASE ENTER MY MIRACLE DINGHY FOR THE NATIONAL CHAMPIONSHIPS.

Sail No. \_\_\_\_\_ Name of Boat \_\_\_\_\_

Name of Helm \_\_\_\_\_ Club \_\_\_\_\_

Address of Helm \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name of Crew \_\_\_\_\_

"I AGREE TO BE BOUND BY THE RACING RULES OF THE IYRU. THE PRESCRIPTIONS OF THE RYA, LLANDUDNO S.C. RULES AND THE CLASS RULES UNDER WHICH THESE RACES ARE SAILED.

I AGREE TO PRODUCE ON ARRIVAL A VALID CERTIFICATE OF MEASUREMENT. EVIDENCE OF INSURANCE COVER WITH A MINIMUM OF £100 000 THIRD PARTY INDEMNITY AND MEMBERSHIP OF THE MIRACLE ASSOCIATION"

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

Cheques and Postal Orders should be made payable to:

**LLANDUDNO SAILING CLUB**

and sent with the completed entry form to:

MRS. C. HILLER, COED-Y-CASTELL, GANNOCK PK WEST, DEGANWY, CONWAY, LL31 9HQ  
Closing date for entries is 18th July 1980. A late entry fee of £2.50 is required with entries received after this date. On receipt of the entry form, acknowledgement, sailing instructions will be sent to you.

ENTRY FEE: £23

1st July 1979

## SPINNAKER RULES OF MEASUREMENT

### Spinnaker Measurement Rules

One spinnaker only shall be carried on board during a race. The same spinnaker must be used for all races in any Association event. Replacement spinnaker at discretion of Race Committee. The spinnaker shall be symmetrical in form and construction. Colours of spinnaker are optional.

The sail to be constructed in two identical halves with a centre seam. Each half to be constructed using no more than four panels, i.e., three joining seams in a general horizontal direction (approximately right angles to luffs). The edges of the sail shall be bound with tape. Headboards are not permitted, but cloth reinforcing patches are permitted on head and clews. Up to two downhaul patches are permitted. The sail must conform to the measurements as stated in these rules.

Sail number to conform to I.Y.R.U. Rules (i.e., sail numbers to minimum height 12" in contrasting colour on leeward side of spinnaker).

### Mast Fittings

Positions optional - but see guide lines.

Max. 1 Spinnaker pole attachment bracket with double or single eye.

Max. 3 Eyes or cleats for attaching pole vang. Rope and/or shockcord only.

Max. 2 Sheaves for internal halyard.

Distance from centre of shroud and forestay tang eyes to top of spinnaker sheave max. 250mm.

### Boat Fittings

Sheet Guy Controls.

(a) Max. 6 Fairleads or Lead Blocks (Ratchet Blocks not allowed).

(b) Max. 2 Jamming Cleats.

(c) Max. 2 Reaching Hooks which may each have a jamming device.

All fittings must be fitted in such a way as not to extend out beyond the deck plywood where it joins the outer gunwhale.

### Halyard Controls on Boat

(a) Max. 3 Lead Blocks or Fairleads.

(b) Max. 2 Jamming Cleats.

Pole max. length 1525mm. Pole stowage retaining clips optional. A through deck chute and sock optional but if fitted must be in such a way as to retain normal buoyancy requirements.

A fabric chute mouth flap may be fitted, using not more than three eyes and one cleat for controls.

Not more than two spinnaker bags, nets or buckets with fixings may be used providing all fittings are forward of a line between the two shroud tangs.

A spinnaker shall be measured folded along its centred line with luffs together lying as flat as possible on the floor with sufficient tension to remove wrinkles. All measurements are taken to the edge of the sail. All spinnakers will have a serial number marked on one of the clews for identification purposes.

(a) The length of the luffs shall not exceed 3650mm.

(b) The length of the centre fold measured around the curve shall not exceed 3935mm.

(c) The half width of the foot shall not exceed 1250mm.

(d) The half height cross measurements shall not be greater than 1230mm, nor less than 1140mm. To find this position, fold the peak to the clew and measure across the fold.

(e) The length from the clew of the half height centre seam shall not exceed 2150mm.



# MIRACLE. ASSOCIATION MEMBERSHIP

The revised subscription rates applicable from 1st January 1980 are as follows:

- £4 Full Membership.
- £4 Associate Membership (for those who do not own a boat).
- £5 Family Membership (for those families who own more than one boat).

Send your subscriptions to:

John Wilson,  
Membership Secretary,  
Miracle Association,  
151, Finstall Road,  
Bromsgrove,  
Worcs. B60 3DD.

.....Date

Please \*  enrol me  renew my membership in the Miracle Association as a

\*  Full  Associate  Family Member for the year to 31st March 1981. Remittance of \*  £4  £5 enclosed.

Your Name:		Sail No:	
Address:		Boat Name:	
		Telephone No:	
Name of your sailing club:			
Its locality:			
Are you the boats first owner: *		<input type="checkbox"/> Yes	<input type="checkbox"/> No

\* Delete as inapplicable.

12/79

ANNUAL GENERAL MEETING - POSTPONEMENT

Due to unforeseen circumstances the A.G.M. will not be held at this year's Nationals. An informal discussion will be held during the week of the Nationals on the subject of the Miracle Associations.

In accordance with Association Rule 7C Notice of A.G.M., this will be included in the next issue of Halo which will be issued following the National Championship.