

March 1st. 1981

Issue no 20

HALO



NEWSLETTER OF THE MIRACLE ASSOCIATION



God saw everything
that he had made,
and, behold, it was
very good.

And we have spent the last few thousand years altering everything to suit ourselves! Why then should we regard dinghy designers as infallible beings?

a point of view (over) ---



PICKETS LOCK 1981

THE MIRACLE STAND

Fleet Captains are invited to provide a poster advertising their club or open meeting which can be displayed at the

PICKETS LOCK DINGHY EXHIBITION

21st. & 22nd. March 1981.

These must not exceed A4 or foolscap and should be sent by the end of FEB. to :-

Allan Batch, 67, Fisher Avenue, RUGBY, CV22 5HW

(Every effort will be made to display them but no guarantee can be given.)

DON'T GET NAILED

with no-nail decks. Report inside.

the copyright
holders

SPEAK

what you can and cannot do . . .

Miracles will be

happening in 1981 at
 Datchet in May 2nd & 3rd INLAND CHAMPIONSHIPS
 Rutland a little later 28th & 29th YOUTH CHAMPIONSHIPS
 Leigh & Sutton Bingham in June 6-7th NORTHERNS
 Eastbourne in July 27-28th SOUTH WESTERNS
 North Lincolnshire in August 29th Puddleduck
 Draycote in October 10 & 11th MIDLANDS
 Southern at Hythe and Saltwood June 13th & 14th
 and many other places



Post Secretary Peter Nuff
 66-71 Shoe Lane,
 London EC4A 3DF

HALO

articles, reports,
 dates to:

PHILIP TWINING,
 (0652) 34162

18, WHITECROSS ST, BARTON ON HUMBER,
 DN 18 5EU



NEWS & NOTES

I have been asked to make it perfectly clear that the articles, views, ideas and opinions expressed through 'HALO' are published to interest readers only. The views, etc., are not necessarily those of the ASSOCIATION COMMITTEE and the committee does not always agree with articles printed. It is always best to check with the Measurer before using unorthodox building methods or you may run the risk of being ruled 'out of class'. The technical items may not be the very best in method but are published because an association member has had some success in repairing his boat using a particular method.

DECKING

No nail decks could be ruled 'unlawful' by a competitor even though the practice of sticking without nails is fairly common. The present committee have ruled that no action will be taken over this issue until AFTER the National Championships. The whole issue will then be put before the Annual General Meeting and the members will decide. Meanwhile no-nail-decks are 'in class' for the time being.

Incidentally Bells Woodworking Company nail down the decks on their boats. They do not feel that leaving out the nails is the best way for the amateur builder. They have no plans to alter their building methods.

LONDON

After the last meeting of the Miracle Committee in London I was invited to stay overnight with our Commodore, Bob Ferguson. My wife came with me and after the meeting Bob took us to see Lloyds where he works as an underwriter. Although the building was closed for the weekend the visit was fascinating and we were able to see the 'Disaster's Book', still filled in with a quill pen, and the Lutine Bell. The bell is traditionally rung once for bad news and twice for good (or was it the other way round).

We moved on from Lloyds into the dock area where all the old sailing barges are kept. Bob managed to get us on board one of them for a look round and it really was interesting. Thank you Bob and Vera for a very enjoyable weekend.

YOUTH CHAMPS.

After a lot of discussion it was decided that the 'Youth and Junior Championships' will be renamed 'The Youth and Junior Helm' Championships. The change means that the contest is for young helmspeople and the crews are entirely optional. The idea is to encourage the younger people to compete and it was thought that many more youngsters will be encouraged to take part if an adult crew is allowed. What about it parents?

If you do intend entering please do so as soon as you have made up your mind so that Dennis Southwell, our competitions officer, can make the necessary arrangements with the host club. We (the Association) will be running the event ourselves so please, if you can help, get in touch with Dennis and volunteer your services.

NATIONALS

We are hoping for a good turn out at the Nationals this year; we were in the 50+ club in 1980 and want to be there again in 1981. If you haven't booked your accommodation yet then send for your Eastbourne guide.

Eastbourne

Britain's Quality Resort

I won't complain about the lack of articles for HALO, I only managed to send one to Alun Brown myself in all my years as a member, but if you can manage something? Short articles are very welcome. Comments about previous issues would also help. HALO is trying to cater for all Miracle owners and not just the racing men but you may think that articles on knitting are going a bit far!

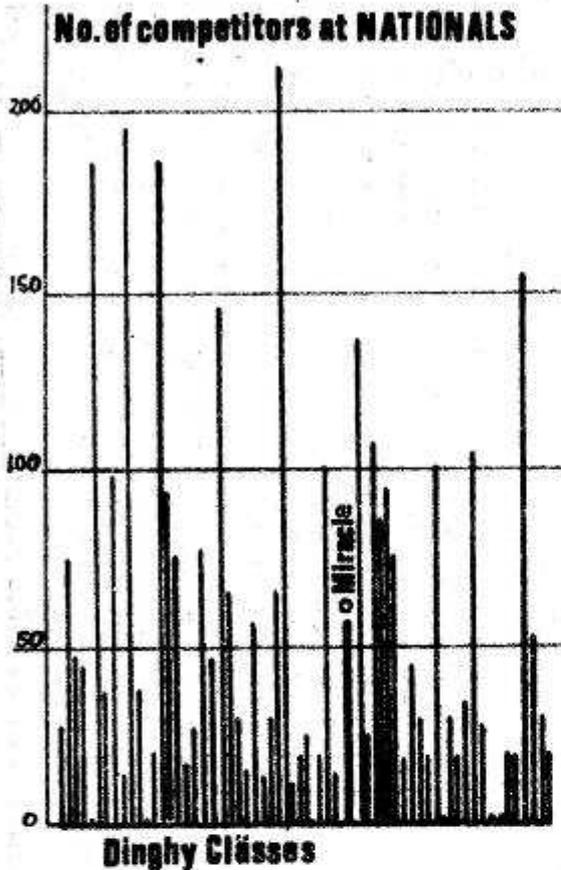
Advertisements for readers are free so now is the time to make up your lists of surplus gear and send them to me (the lists not the gear).

The season will soon be starting (Redditch Open, 11th) Good luck with your sailing.

Philip Twining.....

HOW IS THE MIRACLE DOING?

Yachts and Yachting published their Racing Classes Review in issue 883, Mid December 1980.



The MIRACLE was:

A member of the FIFTY PLUS CLUB, in other words it was one of the 23 dinghy classes that had more than 50 competitors at its National Championships. (Overall The Miracle was 18th.)

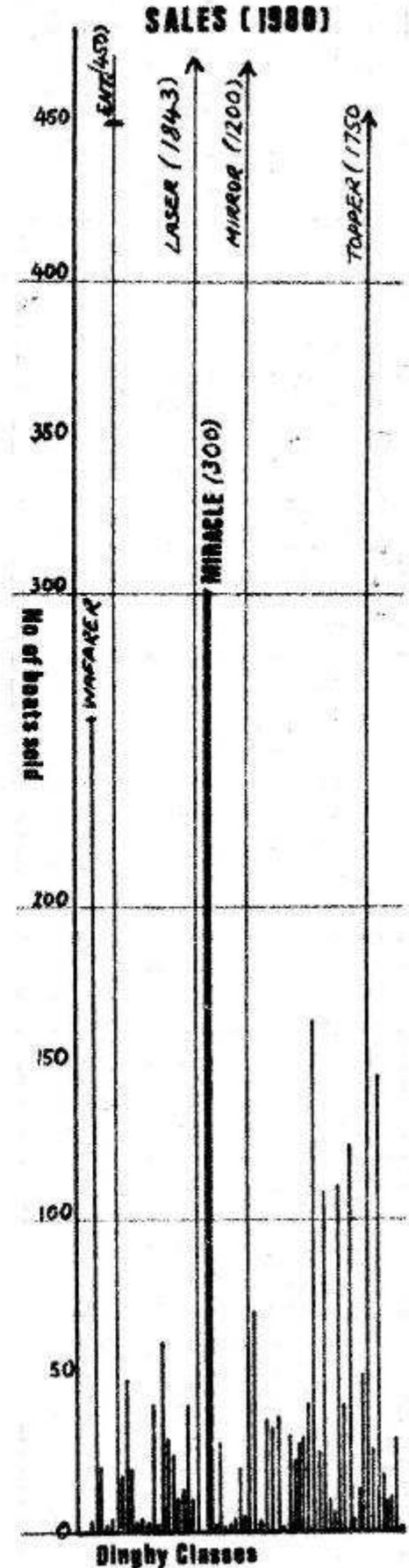
It was also the 5th. best selling dinghy of 1980 (Over 60 dinghy classes were reviewed)

It was the third best two-man boat, the second best three-sailed boat...

The Enterprise,	designed in 1956
Laser	designed in 1970
Mirror	designed in 1963
Topper	designed in 1976
Miracle	designed in 1975

The Miracle is in good company even though the Enterprise has had a 19 year start !

DON'T WORRY ABOUT THE MIRACLE, ITS DOING FINE.



MEMBERSHIP RENEWAL.MEMBERSHIP RENEWAL.MEMBERSHIP RENEWAL.MEMBERSHIP RENEWAL.MEMBERSHIP REN

 The subscription rates applicable from April 1st 1981 to March 31st. 1982 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 SUBSCRIPTION TO:
 JOHN WILSON, MEMBERSHIP SECRETARY, MIRACLE ASSOCIATION,
 151, FINSTALL ROAD, BROMSGROVE, WORCS. B60 3DD

Part of page cut out

LETTERS.LETTERS.LETTERS.LETTERS.LETTERS.LETT
 Aviemore,
 Main Street,
 Brandon,Coventry.
 8.2.81

Dear Phil,
 Enclosed are my small contribution: Tee Shirt
 and a club sticker. The sticker is to
 adorn your club house if you like. Not a
 bad idea to start swopping club badges.
 I took a long time to write my notes perhaps
 its a depressing time of the year.
 I thought if we could get a few clubs to
 send particulars concerning their sites etc.
 you could do a series (like Yachts & Yacht-
 ing) on 'where to sail your Miracle'. A
 Photograph of the Club House or water, a
 map showing the locatinn, secretary's name
 etc.
 Just a thought.
 However, look after yourself. Make sure your
 bungs are in.
 sincerely,
 Jim.

 LOUGHTON STEEPLE BAY SAILING CLUB

14,Finchmoor,
 Harlow,
 Essex.
 Harlow 26100

Dear Philip,

As the Miracle Class has grown substantially
 the Club have decided to hold an Open Meeting
 on JULY 18th. & 19th. 1981

We are running an Enterprise open at the

same time , due to shortage of available
 dates. I realise that this is only one
 week before the nationals at Eastbourne
 but if people were coming from the North
 and Midlands it could be a good break in
 their journey.

We have camping facilities for a few
 tents and there are nearby camp sites.
 Racing takes place on the River Blackwater
 Essex, opposite Osea Island. Our opens
 are popular (Fireballs + Enterprises)
 usually 30 to 50 entrants, prizes down
 to 20% of turn-out. Entry fees: £1.50
 We shall be publicising it on the stand
 at Pickets Lock. Anyone interested
 contact me at Harlow (0279) 26100

Yours sincerely,
 Alan Patfield MM 2079

 THE DATE SHOWN FOR THE MI
 NORTH LINCOLNSHIRE SAILING CLUB REGATTA
 IS WRONG

IT SHOULD BE SEPTEMBER 27th;
 and not AUGUST 27th.

 PLEASE NOTE THAT OUR

MIRACLE ASSOCIATION RACING AND
 COMPETITIONS OFFICER
 IS
 DENNIS SOUTHWELL,
 183,Flixton Road,Flixton,Manchester.
 061 748 4940

 DECKS WITHOUT NAILS further copies of
 this method can be obtained from Editor.
 (STAMPS ESSENTIAL).

B, longhill Road,
Catford, London. SE6.
24 November 1980

106, Nursery Road,
Taplow, Maidenhead.
1st. December 1980

Dear Robert,

I have just received my copy of the Dec. issue of 'HALO', and was seriously thinking that I wouldn't bother to renew for next year, when I came across your article, 'a plea from the heart'. Perhaps your last comments emphasises my own, and I am sure the majority of owners' views, in renewing their membership with the Association which may explain the editors comments in membership notes regarding the drop in renewals.

My own club, Bawl Valley, actually sports some 30 Miracles (not 10) and many are second ~~boats~~ most of the owners of which are not race fanatics but enjoy their family sailing for pleasure and certainly wouldn't bother to enter the Nationals. Like many clubs ours tends to be run by the elite few and in fact an article I wrote for our own club magazine attempting to get the Miracle owners together to establish an adopted class was never printed. Explanation: 'lost in the post?'. I feel that whatever club one belongs to, officials should realize that from the members who join for fun, will come the dedicated and serious participant. So please let us cater for them.

Like many owners I purchased the Miracle as a standard family boat, but I never realised it would change so much in its design, perhaps I bought a prototype? although, in fairness, I opted for the spinnaker as, when originally purchased from the boat show, I asked if this class would be allowed one, and was told that it would, probably at a later date. But where does it end?

As for the A.G.M. I feel sure that you are right, if the venue was centrally located, with perhaps a permanent location and date, more of us lowly subjects would attend. Even articles printed in the magazine for the more casual sailor may encourage him to feel that his opinions at an A.G.M. would be useful contributions to the Association and like me, he would make the effort.

Please feel free to forward my letter to the editor for publication if you think that it would assist your cause.

Enclosed you completed questionnaire.

I remain

Yours faithfully, D.ASHLEY MM1917

Dear Philip,

First may I add my congratulations to the many you must have received already. The December issue of 'HALO' must have taken a tremendous amount of time and effort which is much appreciated.

It would appear, however, that there were two reports of the I.C.I. (Slough) Open Meeting. The official report from Bernard Gray was of course the correct one! The report in my 'HALO' gave third place to Ian Pearson and Bernard Gray whereas in fact it was Steve and Christine Fischer who came third. Fourth place was taken by Philip and Bernard Gray in MM3 'Origin of the Species'.

Yours sincerely, Eric Jonas MM16.

Sorry, you are quite right, all is discovered...

I was sent a report which had been put together by a visitor to the Open at my request. (For some reason I was finding it difficult to contact Bernard). I held onto the article for a time but then began to get anxious about getting 'HALO' out on time. I was half way through when Bernard's article arrived so I finished off the printing with his (Bernard's) report. By attempting to send the 'right' report to the 'right' people I hoped that the mistake would go unnoticed and I would save on paper, stencils and ink. Obviously it was the wrong thing to do and I'm sorry. Perhaps the printing of the correct results below will help to put the record straight:

I.C.I. (Slough) Open Meeting Results:

- 1st. Graeme Castle and Paul Hætt
Draycote Water Sailing Club.
- 2nd. Peter and Philip Sowden
I.C.I. Slough Sailing Club.
- 3rd. Steve and Christine Fischer
I.C.I. Slough Sailing Club.
- 4th. Philip and Bernard Gray
I.C.I. Slough Sailing Club.
- 5th. John and Adrian Wilson
Redditch Sailing Club.
- 6th. Harry and John Prangnell
Fishers Green Sailing Club.
- 7th. C. and A. Palmer
Redditch Sailing Club.
- 8th. Gordon and Mary Jonas
I.C.I. Slough Sailing Club.



SHOULD WE LEAVE THINGS AS THEY ARE?

I remember, as a child, seeing lorries being driven around the streets without cabs or bodies but each with a large block of concrete fastened to the chassis. The idea was to drive the vehicle before its completion to make sure that the various parts could stand up to the stresses involved when loaded. Design mistakes and other faults could be ironed out before the lorries were sold. I understand that Ford motors spend years developing each new car and do not put new models into the showrooms until they have got everything just right. Even then mistakes are made. Recently Lada cars have needed to be called in to check their steering and there have been a few problems with Lancia cars. How much testing and development goes into the design of a plywood 'stick-it-together-yourself' dinghy costing just a few hundred pounds? And I mean the dinghy itself NOT the machinery for its production. I'm convinced myself that the snags and flaws of all dinghy designs are discovered and rectified by class associations through the hard sailing of association members. If something is wrong, awkward or unnecessary you can bet your life that it will be spotted and a proposal for change will go before the next class A.C.M. And this should happen. The design work that should have gone into any dinghy, if it were financially possible, has to be continued by owners through their associations. It's the only way that small, cheap dinghies can be made.

"WE ALL APPLAUD YOUR SUCCESS ON SUNDAY IN THE MIRACLE POINTS RACE, MR FERGUSON, BUT I DOUBT IF IT WARRANTS THE RINGING OF THE LUTINE BELL!"

The Miracle is a super boat. I have photos of the first Miracle Nationals when they were all 'simple' boats. Comparing an early boat with one of the latest reveals no real difference - they still look exactly the same even though marginally improved. (Incidentally so have the early helmsmen!) How many people could manage without bailers? Who would prefer to tie on their sails with pieces of string rather than use a simple track? Who would prefer rigging that has no adjustment? Who would prefer a sloppy centreboard? Who would prefer not to have inspection hatches so that their boat can be dried out properly after a capsize?

MIRACLES IN A FORCE NINE Bob Fitzpatrick - Sue Rylands MM1999 E.L.O.

Sixty boats were due to take part in the Thirtieth Burnham Icicle on the 3rd. and 4th. of January 1981.

I doubt if conditions have ever been so bad since the Icicle was first raced in 1951. However, the practice race did start because conditions were very good up to the ten-minute gun which was a massed start for all classes. However, the wind came with a vengeance from the North West as was forecast 5 to 7. During the morning it had been force 4 to 5, maximum temperature 10°C. As soon as the start signal was sounded the race was abandoned, there were some ten to fifteen boats capsized at that time. Rescue boats were kept busy but not stretched at any time only problem was the strong ebb in the same direction as the wind. Although conditions were bad for sailing, it was only the strength of the wind, it wasn't cold and there was strong sunlight and a bright blue sky. That evening the Royal Corinthian put on a dinner in their large Dining Hall with lots of waitresses and wine waiters. A little expensive and there could have been a bit more to eat as my crew, Sue, and I had worked quite hard to recover our boat E.L.O. from the mud off the end of the slipway.

At one time Sue was shouting something to me, I couldn't hear so I said "PULL, PULL, come on Sue, pull" - She turned her head round to me and said, in a very unamused tone and loudly, "You're standing on my foot!" In the mud I could not feel this of course.

Next day dawned bright again with little or no wind visible. We had breakfast at our Hotel and then made our way to the Corinthian Yacht Club. The wind had picked up now - about force four plus. The forecast was for snow showers later and gales were forecast for the Thames area and all across the Irish Sea. The race started on time in three separate groups, our group was second start. I made a terrible start. First of all we were over the line in the last minute so we had to round the end of the distance mark. When I tried to tack I couldn't and I went into irons. By the time we started we were last but one over the line. However, we caught up the other Miracle helmed by Sam Henderson and his son, Neil, who sail at Loughton and Steeple Bay S.C., MIRACLE 2870, on the last leg of the first lap. I think that at this stage Sam had had enough and he very wisely retired. I asked Sue several times if she was warm enough and if she

wanted to continue but she wouldn't hear of retiring. Getting to the windward mark took all my knowledge and strength and faith in the boat. The wind on the second downwind leg was really something to take part in, we were both totally committed to keeping the boat upright and planing as fast as possible without sailing too far to the windward side of the next mark which was of course a jibe mark. As we approached the mark all we could see through the spray was upturned boats everywhere. I called to Sue that we wouldn't be able to get off the plane very easily and I thought it best to tack round as the next leg was a beat towards the clubhouse and round the inner distance mark. This we did and came out at the distance mark just right. I could have touched this mark easily which I thought at the time was too good to be true. This distance mark is a continuation of the start line and about a third the way across the river so therefore very much in the full stream of the tide. We tacked and then our problems began, the wind was ever increasing and to add to it all, on the distance and approaching at thirty knots at least was black heavy cloud. Cloud that one associates with snow at this time of the year. We knew what we were in for, you don't have to be a weather expert, just a pair of daft sailors. Need I say any more? we didn't make the windward mark again though we did really try - there wasn't many boats left in the race we could see that, which made us very determined to finish.

When the squall hit us we just sat there and wondered what we could do, both jib and main were freed off but we were still sailing. The mast was shaking from top to bottom, (I like and always have sailed with slack rigging). I can remember thinking how big the mast slot looked and whether the boat would be out of class after this race.

We decided to call it a day, very much to our disgust of course. So we started to take the main down. Waves were now breaking over the foredeck and filling the boat. Plus the fact that it was heaving heavily. The only other boat which I saw upright at this time was a Lark. I wished we had carried on because we later learnt that a Lark had in fact finished. The next thing that happened baffled me and still does because the boat just rolled over. Whether it was a combination of waves plus wind on the hull and the fact that we were full of water by now as well, I don't know. Has anyone else done this I wonder?

We now need assistance, our race was over, poor E.L.O. drifted past the clubhouse again undoing all our hard work. Almost

Miracles in a force nine (continued)

getting caught up in two mooring buoys which did some damage to our main and broke one batten. Poor Sue slipped off the hull twice. I had to use brute strength to pull her back up again - but she seemed to be still enjoying herself. After a nice shower and warm clothes and a cup of hot soup, the sun came out again. At the prizegiving we learnt the worst, only eleven boats finished, if only we could have just..... Well never mind perhaps next year. Sue and I both said afterwards that we wouldn't have missed it, but I don't think the race would have been held in anything over force 6 as it was much colder on Sunday, down at least 5° on the previous day.

When I reached home and after having a big meal and talking things over, I phoned Garrison point which is the P.L.A. Radar and Coastguard Station for the Thames and Medway Entrance.

I asked them what was the maximum recorded wind strength for that day Sunday 4th January. After a few minutes he came back and said that I shouldn't have been sailing at all that day. At 12.30 and 1500 they measured 46 knots which when I looked up Reeds says : UPPER LIMIT OF FORCE NINE-STRONG GALE.

Results:

- 1st. 505 Dave Pitman & Dougal Henshall
- 2nd. 420 Neil and Duncan McDonald.
- 3rd. Merlin Rocket Graham Pike and Tessa Godfrey

LETTERS.LETTERS.LETTERS.LETTERS.LETTERS.L

Barton upon Humber,
January 31st. 1981

Dear Phil,

I am writing to you regarding the referendum that I held in the last issue of 'HALO' at the suggestion of the Committee at the last A.G.M.

Two points emerge very clearly from the exercise:

- (1) There are lies, damn lies and statistics. A statistical analysis of the returned forms that I received show that 100% of them were in favour of holding the A.G.M. in a central location - such as Leicester. The sting in the tail is that I only received two replies - including my own!

- (2) The vast majority of members don't seem to care about the location of the A.G.M. (One wonders whether they care whether the A.G.M. is held or not irrespective of location.)

Apathy is the enemy of any organisation, and the response was certainly apathetic. Does this mean that most of the members are in only because they cannot obtain measurement certificates, and race at open meetings otherwise?

Or is it just that what with Christmas etc, and boat and house maintenance , people have been just too busy to make a mark on a piece of paper, and put it in the post? Can I make one last appeal? I know you are out there - all 600 of you, so lets be hearing from you.

Bob Platts MM 253

P.S. Now that postage rates have been increased exorbitantly - it will cost you a little more - moral - never put off till tomorrow what you can do today - tomorrow you wont be able to afford it!

OPEN MEETING

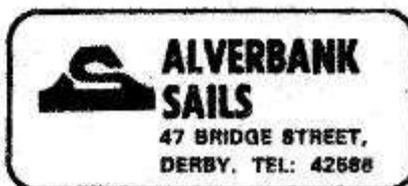
JULY 4TH—5TH

WORTHING YACHT CLUB,

Marine Walk, Eirine Road, Worthing.

Mid March to late October. SEA

**F/C Robin Mugridge, (Slow handicap Class Captain),
7, Idenhurst, Hurstpierpoint, Hassocks, West Sussex.
Hurstpierpoint B34117**



KEEPING WARM - Olive Twining



As an eight-stone, middle-aged Mum, not blessed with unusual strengths, whose passion for sailing is a dream of cruising in the Q.E.2 (with perhaps a following wind) and whose experience of boating is limited to a quick dash across the Humber on the British Rail Ferry, I have not the slightest interest in Miracle Racing! I am, however, enthusiastic about my family and since, for reasons that I cannot begin to understand, they wish to spend their time racing around a small puddle of water in a box made of a few sheets of thin plywood, I am prepared to do my bit. My 'Holiday' each year is spent at the 'Nationals' where I am expected to spend my time counting the family dinghy round each blessed mark so that I can make reassuring statements like, "You were well up on the first beat but..." and "Your spinnaker went up faster than anyone else in your group on the run." Why it should matter is beyond me! After five years of 'Nationals' I actually stick with my knitting only occasionally asking surrounding wives, "How's Phil doing?" and then preparing a suitable story for when he returns.

Mind you I am involved. For all my apparent weakness my family are not too ashamed to ask Mum to 'give us a lift on, or off, the trailer; in, or out, of the workshop etc. I also forego fashionable dresses and warm winter coats for a Javelin Jacket (much too large for me but it has to be available for my son to borrow while his is soaking in terps!) and the odd low-cut jib! During two-pot painting sessions I have often been left to apply the third coat at exactly 2.30p.m. while enthusiasts husband and son clear off to the Boat Show. My daughter is perhaps wiser than I being totally 'femmine' in all respects and to such an extent that no one would expect her to perform even the simplest boating function with any reliability.

But I do enjoy knitting and this particular interest is sorely needed if my family are to keep warm through what is often a very cold and wet season. Jumpers are always welcomed and everyone is full of compliments if I can knit them with the boat's name blazoned across the chest. Perhaps for 'HALO' readers who are not totally involved with $\frac{3}{4}$ and 2's etc and are interested in 'purl 1, and K2 I can pass on one or two of 'my' ideas and one or two of other people's. Usually I buy a pattern for a plain or polo knecked jumper. I knit the back as per

PATTERN. I then know how many rows to the arm holes and how many stitches there are at the completion of arm hole shapings. If the sleeves are raglan care must be taken to ensure that you have sufficient stitches to complete the top of the lettering. The pattern for the lettering should now be worked out on squared paper, one square per stitch, and one per line. You will then know how many stitches for each line of pattern remembering to count one stitch for the space between each letter and four stitches for spacing between each word if necessary. Next you plan how to fit it on your knitting. Take the number of stitches across your jumper and subtract the number of stitches in your pattern, this will help you to place the name in the centre of the jumper. Adult male jumpers usually need lettering about thirteen rows deep.

If the name is a long one, as ours is, and the boat number is to be included you will most likely need three banks of lettering as illustration:



As our boats are dark blue I knit the main jumper in dark blue then approximately forty-six rows below arm hole shaping change to white and work two rows. Then on next row commence working in letters remembering to start following the pattern from the bottom right hand corner on the first pattern row and the left hand side on second and each alternate row. When the bottom section of lettering is completed I work two more rows in white and then change to main colour and work two rows and then work in the numbers, this time in white on blue. On completion of the numbers work two more rows in blue then change back to white so that you can then work the rest of the name as before. If the name has only one word and the number is wanted (see illustration) start working twenty eight rows before arm hole and work as before. I hope that this explanation

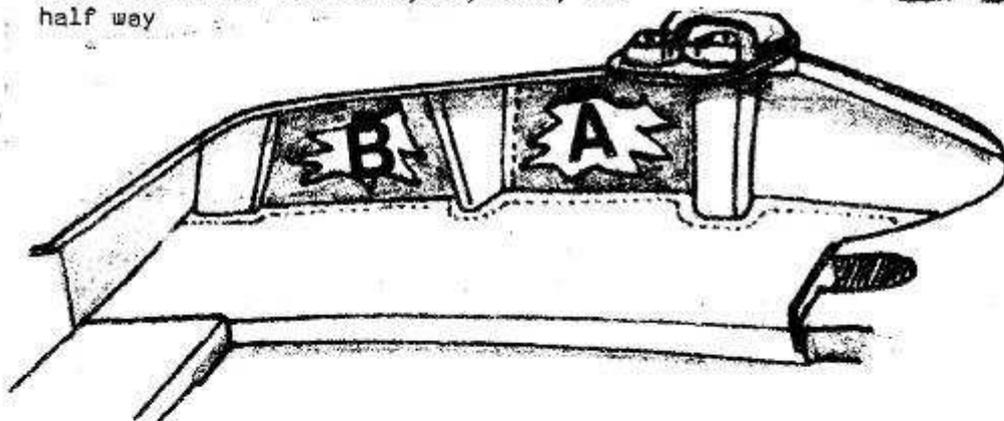
HOVERINGHAM S.C., Girton, North of Newark.

OPEN, MAY 9th

March to October. LAKE F/C Jonathan Ward, 96, Lincoln Road, Newark, Notts. T. Newark 78437.

TECHNICAL HINTS FROM ROY SMITH

A hefty smack during the closing stages of the winter series left Miracle 2599 with a splintered hole above the cut-away seats and the seat support and butt strap. The tape around this area was also looking very sick having changed from clear and glass-like to a milky white. Certainly the hole would have to be repaired and the area retaped; not too difficult but the repair would almost certainly show. Since the boat is almost new and in very good condition it was decided that an invisible repair would be well worth the extra trouble. The whole of the outer skin was cut away following a line drawn about one inch below the rubbing bead, one inch BELOW the top of the seat that covers the small buoyancy tank, and half way



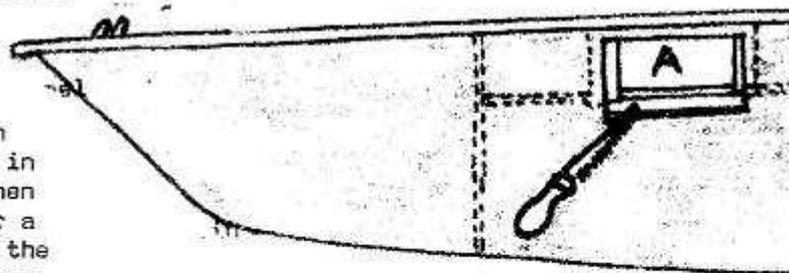
From behind the seat support and half way across the butt strap. This left quite a large empty space which was a bit frightening! The seat top was cleaned of all tape and resin so that the whole section could be retaped. The varnish was stripped from the inside ply and paint removed from the edge of the hole cut in the outer skin. Cutting a hole in the skin of the boat is simple enough but it is difficult to cut all the edges dead straight and the corners square, this does not matter provided that you are able to cut the replacement panel that will fill the hole to the correct shape. Dead reckoning may be possible but I always use the 'brass rubbing' technique: I cover the hole with thin white paper stretching and fixing it in place with adhesive tape. The area then rubbed with a crayon (on its side) or a very dirty finger! The exact edge of the hole will then be outlined on the paper and can be transferred to a new piece of ply and cut out. A few scrapes with a file should finish off the shaping.

A strip of ply, about two inches wide was then glued, using Araldite Rapid, (remember that there is paint on the inside of the skin which can't be removed only roughened) and this strip is fixed to the inside of the skin with half of it protruding into the cavity. I use screws to hold the strip in

place and remove them when the glue has set. Again, using Araldite, the panel is fixed into place after all the surfaces that touch have been coated with glue. This means that there is a butt joint between the new piece and the skin below the rubbing bead, the bottom edge is butt jointed to the lower edge of the hole but there is also the ply strip on the inside of the tank for extra strength and support. The ply is also joined behind the seat support and the original butt strap. The new panel can be nailed and/or screwed from the outside into the ply strip, seat support and butt strap.

I purchased some of the fine weave tape from Bells to tape the inside (the sort that is

used on the Mirror tank tops). I then resin and taped all the joints inside and out making particularly sure that the joint along the seat top was well filled with resin. The outside was then faired in using Elastic Plastic Padding and repainted. The inside panel was primed and varnished and blends nicely with the surrounding ply. The same technique could be used to repair 'A' or 'B' or even both at the same time with



a new panel stretching from the butt strap right through to the chainplate blocks. If a hole is punched further forward I would suggest that it is patched on the inside and fill the torn ply on the outside; removing a large panel and replacing it is more than I would dare attempt because there are no stringers to fix the panel to. This also goes for repairs to the floor of the boat although damage here is rare.

LETTERS.LETTERS.LETTERS.LETTERS.LETTERS.LET

st hold the Nationals in various parts of the country in order that we give all our members the opportunity of competing and not have the excessive travel each year. This also gives us a boost in publicity countrywide which theoretically should attract members to the class. An important point is the fact that the Miracle is a family boat and the part of the family that are not sailing feel their priority is to be at a venue that has entertainment and good inexpensive accomodation. One final point that needs to be made, and this the most important, is safety. A remark that has been made is, do I consider that enough rescue boats are being provided at the sea venues? The answer to that question is, can you ever provide enough rescue craft in order to cover the all eventualities? Because of rising costs are the rescue facilities likely to be affected?by clubs making the minimum requirement rather than the maximum? The safety requirements obviously work strongly in favour of inland clubs, but it is safety that concerns our membership and I can assure you that as an association we always bear this factor in mind when arranging the Nationals.

The material has been provided for plenty of discussion and Phil's postbag ought to be over flowing, please write and give your views.

DENNIS SOUTHWELL
COMPETITIONS AND RACE SECRETARY
MIRACLE ASSOCIATION.

LETTERS.LETTERS.LETTERS.LETTERS.LETTERS.LET

3, Limmer Close,
Wokingham,
Berkshire.
January 14th. 1981

Dear Mr Wilson,

I am the third owner of MM 26, my predecessor was a chap named Peter West also of the Island Sailing Club, Reading. The boat has been raced for a full year now by me and is in superb condition.

I noticed from your latest news letter that the Island Sailing Club is only credited with 3 Miracles, in fact we have 8 but six of these never seem to be sailed. I have changed classes from a G.P.14 to Miracles so have not, until 1980, taken an interest in the other Miracles in the club, but this year I am going to go all out and find out who the owners are, and organise some sort of get together. When I have some information I will write again.

TERS.LETTERS.LETTERS.LETTERS.LETTERS.LETTERS

It does seem to me that although we have one of the best 12' one designs in the business the majority of first time buyers are not really competitive owners but people who want safe pottering boats. Now I know that you haven't even put my membership through yet but can I make the comment that you ought to have some camping rallies and non-competitive family activities if you want to increase the association membership. I say all this as a committed racing man, but on reading my first edition of the news letter it was obvious that you are a race oriented association (not that that in itself is bad).

LETTERS.LETTERS.LETTERS.LETTERS.LETTERS.LET

c/o B E I Ltd.,
P.O.Box 8401,
Riyadh,
Saudi Arabia.
January 17th. 1981

Dear John,

Please find enclosed cheque for £4 as fee for Miracle Association 1981.

Working in Riyadh which is near the centre of Saudi Arabia does nothing to improve ones sailing technique but despite being 300 miles from the Arabian Gulf I have managed to sail a Wayfarer for an afternoon courtesy of the local sailing club of B.A.C.'s at Al Khober.

The club has very kindly invited me to join them whenever I have the opportunity and time but unfortunately I wont be able to accept their invitation very often but I am certainly looking forward to my next visit.

I was not able to take part in last years Nationals but I hope to rectify this in 1981.

Best wishes to all in 1981
Regards,
J.Ferguson.

**YOUR MIRACLE
ASSOCIATION
SUBS FOR 1981
ARE DUE ON
APRIL 1ST.**



BG BOAT GEAR

SPECIALISTS IN MAIL ORDER SUPPLIES FOR SMALL BOATS AND SAILING DINGHIES
(Please telephone before calling)

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High Quality Miracle Boat Covers made in Traditional and Modern Materials

	Flat	Roof-Up
Woven Polyethylene	£18.00	-
10oz. Nylon/P.V.C.	£30.25	£38.80
16oz. Nylon/P.V.C.	£43.63	£45.31
12oz. Canvas	£32.05	£40.89
15oz. Canvas	£35.59	£44.87

Prices above include V.A.T. & Postage

Trailers

Miracle 200 Trailer in Galvanized Steel with Independent Suspension, Mast Support and Rubber Mudguards etc. **£124.00**

Carriage Extra at Cost

Trailer Lighting Set	£ 17.00
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Heavy Duty Galvanized Steel Launching Trolley - with Solid Tyres	£ 47.00
- with Pneumatics	£ 56.00

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Kicking Strap Kit	£ 4.10
Mainsail Outhaul Kit	£ 4.80
Mainsail Downhaul Kit	£ 1.50
Jibsheet Can-Jammer (Plastic)	£ 1.90
Jibsheet Can-Jammer (Alloy)	£ 3.05
Shroud Adjusters (Per Pair)	£ 2.70
S.S. Shrouds (12' 11") Per pair	£ 7.00
S.S. Forestay	£ 3.50
S.S. Rudder Fittings Inc. Screws	£ 8.75
Alloy Tiller Extension (2' 6")	£ 5.00
Elvetron Super Mini Self Bailer	£13.76
Elvetron Super Medium Self Bailer	£16.07
Supraco 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	£ 2.75
Jibsheet - 10mm. x 8 metres	£ 2.75
Heavy Duty Mainsheet Block	£ 1.80
Heavy Duty Jibsheet Block & Becket	£ 2.17
14mm. Stainless Steel Shackles	£ .84
S.S. Slits for Mainsheet Horns	£ .90

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.

STANDARD KIT £52.00 plus £3 carriage

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STANDARD SPINNAKER (Reaching Cut)	
When ordered with Kit	£18.00
When ordered Alone	£21.98

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When ordered with Kit	£28.00
When ordered Alone	£31.00

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 SWEEPEN 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

STOP PRESS - HOT CUT LEECH JIB - TRANSOM FLAPS - HIGHFIELD LEVERS NOW AVAILABLE

PRODUCTS DEPARTMENT, MIRROR GROUP NEWSPAPERS LTD., PO BOX 644, 66-73, SHOE LANE, LONDON.
JANUARY 29 TH 1981

Mr. Peter Nunn,
Secretary Miracle Association,
Athene House,
London.
Dear Peter,

Thank you for your letter dated 21st January outlining the Rule Changes proposed at the last Miracle Class Annual General Meeting. I have discussed this and approve the suggested changes which will read as follows:

Rule 5(a) be amended:-

The mast and boom section shall be constant over their main lengths. The mast shall have grooved track for the mainsail luff. The mast must have two contrasting bands not less than 10 mm wide painted on it as per the measurement form. The mainsail shall not extend above the lower edge of the top black band. The mainsail tack shall not extend below the top edge of the lower band.

Rule 5:-

Measurement 80 of the measurement form. It is proposed that the maximum weight of the mast be 7 kg.

Rule 8(p) :-

'Two single row hook up racks may be fitted to the mast for attaching the main and jib halyards. These to be in addition to the standard cleats. Alternatively the jib may be tensioned by a highfield lever'.

LETTER TO PETER MUNN CONTINUED...

Rule 8(z):-

Transom flaps are permitted and holes cut into transom shall have no dimensions greater than 14 cm. (14cm being adjustable as deemed necessary by the A.G.M.).

Amended rule 11(a) to read:-

'The mainsail and foresail should be of white polyester fabric, edged in red. The red tape may be omitted from the leach of the foresail. Class insignia and sail numbers shall be in red. The foresail may be fitted with one transparent panel which shall not exceed a rectangle 60mm x 250 mm nor less than 100mm from any edge of the sail.

SPINNAKER RULES OF MEASUREMENT

All items under "Mast Fittings" with the exception of "All fittings must be fitted in such a way as not to extend out beyond the deck plywood where it joins the outer gunwale".

Delete: Items (a) and (b) under 'Halyard Controls on Boat'.

Add : Spinnaker fittings shall be optional

Add : Apart from the halyard, no spinnaker controls may pass within the mast.
The number of spinnaker poles to be optional.

Delete: "Retaining clips" from "Pole stowage retaining clips optional".

You may inform your committee that as official Representative of the Copyright Holders I have now firmly ratified these rule Changes and they may be enclosed in the Rules of Measurement for the Miracle Class Association with immediate effect.

Yours sincerely,

signed:

VICTOR S SHAW
Products Co-ordinator.



" THE NEW RULES HAVE BEEN RATIFIED — OFF YOU GO! "

THE SPIRIT OF THE RULES.....

Bernard Grey comments on the changes.

Following my previous article about adherence to the spirit of the 'One Design' class rules I have been asked to comment on the suggestion that the decking of a Miracle is better if fixed entirely by glueing without the use of nails.

My first reaction was to suggest that this must be 'out of class' as a Miracle built this way is structurally different from the 'standard' Bell built boat however, before coming to a conclusive opinion I tried to establish two important points.

First, what is the real objective of those who wish to promote and use this method and second what is the actual effect on the finished boat?

My understanding of the first point is that nails driven through the deck surface result in a weak area around each nail where the varnish is likely to crack very slightly and allow water to penetrate into the deck plywood. This I know is the case as, not only have I seen the effects of this on many Miracles but I suffered from this problem on my own boat and the resulting blackened areas are both unsightly and also the premature rotting of the wood. It is therefore important to consider any ways in which this situation can be prevented.

As to the effect on the finished boat with glued on decking I believe that this is very much dependent upon the standard of workmanship in applying this method. At best there is little doubt that that the boat will be structurally just as strong as when nails are used and the high standard of fitting and glueing will also help to reduce potential buoyancy tank leakage problems which are not uncommon particularly at the transoms. There appears to be no reason

to think that the boat would be any different from a stiffness point of view as the joint is also glued when nails are used and this indicates that that no boat speed advantage can be gained by the proposed method. The only problem area is connected with the need for a very high standard of craftsmanship if a really good glue joint is to be securely made completely around the decking and if the standard falls short the result is likely to be lifting of the decks with both loss of buoyancy and a return to the old problem of cracking varnish and water penetration.

On reflection I therefore have come to the conclusion opinion that this method of fitting decks can be said to be within the 'Spirit' of the One Design Rule and since in cases where the required skills are available the result will be a better example of a Miracle this will enhance the reputation of the class and help to attract new owners who take a particular pride in owning a good looking 'Piece of Furniture' type boat. On the other hand if this method is tried by someone with less than average craftsmanship the result will be quite the reverse.

The above is clearly only my own personal opinion and before adopting any alternative building methods to those as set out in the standard building instructions it is essential to obtain the written ruling from the class secretary who is in the best position to advise on rulings made by the association committee and the copyright holders.

LETTERS.LETTERS.LETTERS.LETTERS.LETTERS.LETTERS FOR SALE.FOR SALE.FOR SALE.FOR SALE.FOR SALE

14,Ashwell Avenue,
Camberley,Surrey.
10,February 1981.

MIRACLE DINGHY 2303

Dear Mr.Twining,
We wrote to you recently asking you to place 'For Sale' advert in the March issue of HALO. It was for our Miracle dinghy and trailer. However,we have now sold the dinghy and if its not too late, can we replace that advert with another for the trailer/launcher, which was not sold with the boat. If this is possible then, please could our advert read:

for sale including a little-used combination trailer and brand new cover.
£600.00 or nearest reasonable offer.
also:

NEW COMBINATION TRAILER/LAUNCHER WITH MAST SUPPORT, GALVANISED, SUIT DINGHY UP TO 14'6" LOAD 250 lbs.
4 PLY TYRES, WITH LIGHTING BOARD.....£230.0
PHONE: CAMBERLEY 66766.

LASER No 77700 with cover.
as new.....£720.00
Telephone Wootton (Humberside) 200

Julian and Sue Hargreaves.

Many thanks indeed.
Yours sincerely,

SAILING IN CHICHESTER HARBOUR by Bob and Vera Ferguson M1597

Although Vera and I spend most weekends racing, we do like to get away from the racing scene for a change and enjoy a quiet cruise.

If you are an inland sailor and want to make your first trip on the briny the following information may be of interest to you.

For the past seven years we have spent the Spring Bank Holiday camping at Wicks Farm, West Wittering and sailing daily from Itchenor Hard to various destinations around Chichester Harbour. You are not allowed to leave your boat on the hard so you have to tow it down each day from the camp site, just a short distance. There is a camp site at Cobnor Point -nearly opposite Itchenor -from which there is easy access to the shore, but I have not tried staying there. There are several other access points to the Harbour and they all have one thing in common- easy launching with no breakers but beware the strong tide! I do advise you to buy a local tide table and study it well. It is a long way to paddle back from East Head. Also, a small chart of the harbour is a great help.

Our club, Crawley Mariners Yacht Club, usually try to make for East Head for the first sail. East Head is the sandy spit on the east entrance to the harbour. This gives those who are not sailing time to drive cars to the car park at West Wittering and walk over the dunes to East Head and meet up for a picnic. There is plenty of sand for the kids and the swimming is safe unless the tide is very low. If the wind and tide are against the sailors it can be a very exciting sail down, especially for the novice. It certainly gives them confidence to push further afield. If the wind and tide are right, a quick dash over to Hayling Island for a snack or a drink at the yacht club is worth while. Do ask permission from the club officials to use their facilities and sign the 'book'. Also, keep out of the way of the many yachts racing. For the novice its time to return to Itchenor and you will be back on the Hard there around 4.00 p.m. For the experienced the Harbour Bar Light is worth a visit. If the wind is right and it often is, a run down to Emsworth can be attempted. We have had many exciting beats out of the Emsworth Channel. A broad reach across the centre of the harbour with a final run back to Itchenor. The Thorney Channel which you pass on your starboard hand going down to East Head gives very similar conditions to the Emsworth Channel. If the tide is falling fast - beware of the mud! There is a small island at the entrance to the Thorney Channel called Pilsey Island with a small lagoon at the rear which if you land up at the far end will improve your tacking! It looks from the chart as if you can sail right round the island but it can only be done during a very high Spring Tide. Bosham is a delightful place to cruise to and only a very short distance from Itchenor. The family can

easily drive round there but there is not a good beach, mainly mud and saltings. The Anchor Bleu, one of the local pubs, does a good cheap lunch. Dell Quay, at the north end of the harbour is a good venue if there is a strong S.W. wind or at any other time. Again there is a good pub. on the sea wall.

Should you get tired of sailing, or the family rebels, the walks around the harbour are delightful. The Roman remains at Fishbourne, which are under cover, should be left for a rainy day.

We will be down there over the Spring Bank Holiday. Our sail is 1597. Please come and join us.

BOB AND VERA

THE DAY WE WENT TO WINSFORD FLASH...

Last year with my dad and uncle we set out to Winsford Flash for a Miracle open meeting. When we got there we looked at the map. There were few markings. We came to the roundabout and went straight up the hill. We went for a few minutes to no avail. We turned round and asked at a garage. "Turn left at the roundabout," we were told though he didn't look so sure. We turned left and found ourselves on a large road with no pond. We asked people at the bus stop but nobody knew and had ever heard of Winsford Flash. We parked in a car park and looked at a map. Then dad went down a small lane. We came to a house where a lady bred Alsatians. The dogs barked and frightened us to death. She told us to go to the roundabout and go straight on. We went to the roundabout, and went straight on. Then we came to a housing estate with a fork. We asked a girl which way but she didn't know. Then a man came by and asked if we wanted to go to the sailing club. We said, "Yes" so we followed him and we soon came to

WINSFORD FLASH.
Matthew Smith (10)

**YOUR MIRACLE
ASSOCIATION
SUBS FOR 1981
ARE DUE ON
APRIL 1ST.**

I wonder if the following anecdotes will strike a chord in the hearts of female members of the households of 'Miracle' owners.

During a wintry spell recently I was struggling to de-ice my car at 8 a.m. before going to work, when a passing neighbour (recently moved to the area and not realising that our family was boat orientated!) remarked, "Why don't you put your car in the garage then you wouldn't have all this bother?" He looked nonplussed at my reply, "I can't there's a boat in there."

In winter Miracle 562 reposes in snug comfort in the garage, while the cars stand outside! 562 is much too precious to be left at the dinghy park during the wintry weather, so after each Sunday's sail, it is brought back and dried off and lovingly tended before the next weekend. John doesn't seem to mind getting into a freezing cold car in the mornings - but being a cautious woman driver I tend to fuss over iced up windscreens and the time it takes the heater to work! Even if I cover my car overnight, the windscreen still ices over the minute the covers are removed, if the weathers very cold. In spite of all my requests, my car has not yet seen the inside of the garage - and I have decided that I might as well give up and put up with the icy conditions - no way is 562 going to be exposed to the elements!!

Another aspect of 562's hold on the garage during winter, is the fact that I dread the arrival of the meter men! Unless the representative of the gas or electricity boards is a slim midget contortionist, he is unable to read the meters on the garage walls without risk to life and limb. Our garage is not over spacious and when the Miracle is in side, there is hardly room to move and it is impossible to squeeze between the boat, workbench, and other assorted household junk without risking a serious injury! After one recent occasion when the Gas man got stuck between the boat and the workbench, and went away muttering about "...danger money" I am relieved if we are out when the meter men call and leave a card - so that John can have the pleasure of doing acrobatics round the boat to read the meter !!

Another consequence of the loving care lavished on 562 when it is too cold and wet to dry the sails outside is that a visitor to our house, entering the hall, is immediately struck by the dim, yellowy light - which turns out to be caused by sails and spinnakers dangling delicately from the bannisters "drying out"!

My mother-in-law (who has never really understood John's passion for sailing) is always telling me that I am very long suffering - but I have come to the conclusion that the best attitude is - "If you can't beat 'em, - join 'em," - after all sailing is a healthy, family hobby - and it has

certainly brought much entertainment to our family - in spite of certain drawbacks!

JESSICA WILSON *****



IF THE NAME ON THIS MIRACLE IS ANYTHING TO GO BY IT WOULD SEEM THAT THE OWNER FOUND HIS NEW MIRACLE RATHER EXPENSIVE. SUCH ARE RISING COSTS THAT HE DOES HAVE A POINT. HOWEVER A NEW ENTERPRISE COULD HAVE COST HIM AROUND £2400.00 and a SOLO £1500.00. PERHAPS THE MIRACLE ISN'T SO EXPENSIVE AFTER ALL!

**YOUR MIRACLE
ASSOCIATION
SUBS FOR 1981
ARE DUE ON
APRIL 1ST.**

INLAND CHAMPIONSHIPS

DATCHET WATER S.C., Queen Mother Reservoir, Horton Road, Colnbrook, Middlesex

All year round RESERVOIR (400 acres) F/C David Russell, 8, Little Huntings, Clewer Hill Road, Windsor, Berks.

T: home Windsor 60267, business Windsor 65080

MAY 2ND. & 3RD.

YOUTH & JUNIOR HELM CHAMPIONSHIPS

RUTLAND S.C. LTD., Edith Weston, Oakham, Rutland. LE15 8HJ TEL: Stamford 720292

MAY 28 & 29 TH.

NATIONAL CHAMPIONSHIPS

SOVEREIGN S.C., EASTBOURNE. Entries to: M. J. Harker Esq., 1, Willows Rise, Framfield, East Sussex.

JULY 25 TO 31 ST.

NORTHERNS

LEIGH S.C., 1/c Ivor Williams, 28, New Row, Mosely Common, Worsley, Manchester.

JUNE 6 & 7 TH.

SOUTHERNS

Hythe & Saltwood, Entries to: Rob Thomas, 2, River Court, Chartham, Nr Canterbury, Kent.

JUNE 13 & 14 TH

SOUTH WESTERNS

SUTTON BINGHAMS S.C., Nr Yeovil, Somerset

JUNE 27 & 28 TH

MIDLANDS

DRAYCOTE WATER S.C., Kites Hardwick, Rugby

OCT 10 & 11

PUDDLEDUCK CHAMPIONSHIPS

NORTH LINCOLNSHIRE S.C., Barrow Mere, Barton on Humber, South Humberside

AUGUST 29TH entry forms: Bill Cox, Faulty Towers, Brigg Road, Barton on Humber

The 1981 Association Programme

- APRIL 11th. OPEN MEETING AT REDDITCH S.C.
 Contact:
 John Wilson Esq.,
 151, Finetall Road, Bromsgrove,
 Worcestershire B60 3DD
 Telephone: Bromsgrove 76487
- MAY 31st. OPEN MEETING AT WINSFORD FLASH
 Contact:
 P.R. Bland Esq.,
 13, School Road, Gadbrook,
 Northwich, Ches.
 Telephone: Northwich 6133
- MAY 2nd & 3rd INLAND CHAMPIONSHIPS AT DATCHET
 Contact:
 David Russell Esq.,
 8, Little Buntings, Clewer Hill Rd.,
 Windsor, Berks.
 Telephone: Home, Windsor 60287
 Business, Windsor 65080
- JUNE 6th & 7th NORTHERN AREA CHAMPIONSHIPS
 AT LEIGH S.C.
 Contact:
 Ivor Williams Esq.,
 38, New Row, Moseley Common,
 Worsley, Manchester. M28 4BE
 Telephone:
- MAY 9th. OPEN MEETING AT HOVERINGHAM S.C.
 Contact:
 Jonathan Ward Esq.,
 96, Lincoln Road, Newark, Notts.
 Telephone: Newark 76437
- JUNE 13th & 14th. SOUTHERN AREA CHAMPIONSHIPS
 AT HYTHE AND SALTWOOD S.C.
 Contact:
 Rob Thomas Esq.,
 2, River Court, Chartham,
 Near Canterbury, Kent.
 Telephone:
- MAY 10th. OPEN MEETING AT CROSBY S.C.
 Contact:
 Robert Miller Esq.,
 2, Somerset Road, Waterloo,
 Liverpool. L22 2BJ
 Telephone: 051 931 2132
- JUNE 13th & 14th. BLACKPOOL TOWN REGATTA
 Contact:
 Barry T. Livingstone Esq.,
 16, Wyvern Way, Carleton,
 Near Poulton La Fylde,
 Lancs. FY6 7LR
 Telephone 0253 890352
- MAY 10th. OPEN MEETING WILSONIAN S.C.
 Contact:
 Martin Jessop Esq.,
 7, Phoenix Drive, Keston, Kent.
 Telephone: Farnborough 58579
- JUNE 21st OPEN AN NORTH LINCOLNSHIRE S.C.
 Contact:
 Bill Cox Esq.,
 Faulty Towers, Brigg Road,
 Barton upon Humber,
 South Humberside.
 Telephone: 0652 33021
- MAY 17th. OPEN MEETING AT RUSTON S.C.
 Contact:
 Derek Bummage,
 5, Woodpecker Close, Skellingthorpe,
 Lincoln. LN6 0SQ
 Telephone: Lincoln 681046
- JUNE 21st OPEN AT WIGAN S.C.
 Contact:
 Malcolm Lunn Esq.,
 7, Wilcove, Skelmersdale, Lancs.
 Telephone: Skelmersdale 25898
 First Race 11a.m.
- MAY 17th. OPEN AT KINGSMEAD S.C.
 Contact:
 Terry Cherrill Esq.,
 14, The Highlands,
 Rickmansworth, Herts.
 Telephone:
 First Race 11a.m. Entry Fee £2.
- JUNE 27th & 28th. SOUTH WESTERN AREA
 CHAMPIONSHIPS AT SUTTON BINGHAM
 Contact:
 E. Francis Esq.,
 7, Keens Close, Street,
 Somerset. BA 16 0MQ
 Telephone: Street 43554
 First Race: 11.40a.m.
- MAY 24th. & 25th. OPEN REGATTA AT CROSBY S.C.
 Contact:
 Robert Miller Esq.,
 2, Somerset Road, Waterloo,
 Liverpool. L22 2BJ
 Telephone: 051 931 2132
- JULY 4th. & 5th. OPEN MEETING AT WORTHING S.C.
 Contact:
 Robin Mugridge Esq.,
 7, Idenhurst, Hurstpierpoint,
 Hassocks, West Sussex.
 Telephone:
 Hurstpierpoint 834117
- MAY 28th & 29th. YOUTH AND JUNIOR HELM AT
 RUTLAND WATER.
 Contact:
 The Secretary, Rutland S.C.,
 Edith Weston, Oakham,
 Rutland. LE15 8HJ
 Telephone: Stamford 720292

The 1981 Association Programme

JULY 4th & 5th. OPEN MEETING AT SHROPSHIRE

Contact:
R. Lyth Hudson Esq.,
78, Woodfield Road, Shrewsbury,
Shropshire.
telephone: Shrewsbury 62117

AUGUST 29th PUDDLEDUCK CHAMPIONSHIPS AT
NORTH LINCOLNSHIRE S.C.

Contact:
Bill Cox Esq.,
Faulty Towers, Brigg Road,
Barton upon Humber,
South Humberside,
Telephone: 0652 33021

AUGUST 27th OPEN REGATTA AT NORTH LINCOLNSHIRE S.C.

Contact:
Philip Twining, (Sailing Sec.),
18, Whitecross Street,
Barton upon Humber. DN18 5EU
Telephone: 0652 34162

JULY 25th. NATIONAL CHAMPIONSHIPS

20.30 hours Briefing*

JULY 26th. NATIONAL CHAMPIONSHIPS

10.30 hours Practice Race*

14.30 hours 1st. Championship Race
Commodore's Reception

JULY 27th. 10.30 hours 2nd Championship Race*

14.30 hours Single Handed*

Treasure Hunt

JULY 28th 10.30 hours 3rd Championship Race*

14.30 hours Crews' Race*

Civic Reception

JULY 29th 11.00 hours 4th Championship Race*

Disco Evening

JULY 30th 11.00 hours 5th Championship Race*

Games Evening

JULY 31st 11.00 hours 6th Championship Race*

Prizegiving buffet with
background music*

(*Provisional programme only).

OCTOBER 3rd OPEN MEETING AT I.C.I. SLOUGH S.C. OCTOBER 10th & 11th. MIDLAND AREA

Contact:
Eric Jonas Esq.,
106, Nursery Road, Taplow,
Maidenhead, Berks
Telephone: Burnham 62751

CHAMPIONSHIPS AT DRAYCOTE S.C.

Contact:
Ted Willis Esq.,
21, Sedlescombe Park,
Dunchurch Road, Rugby.
Telephone: Rugby 815173.



OPEN, SEPTEMBER 4 - 5

SOUTH SHIELDS S.C., River Drive, South Shields, Tyne & Wear.

April - October (inc.) SEA F/C Ernie Johnson, 14, Windermere Gardens, Tyne & Wear. T.883788