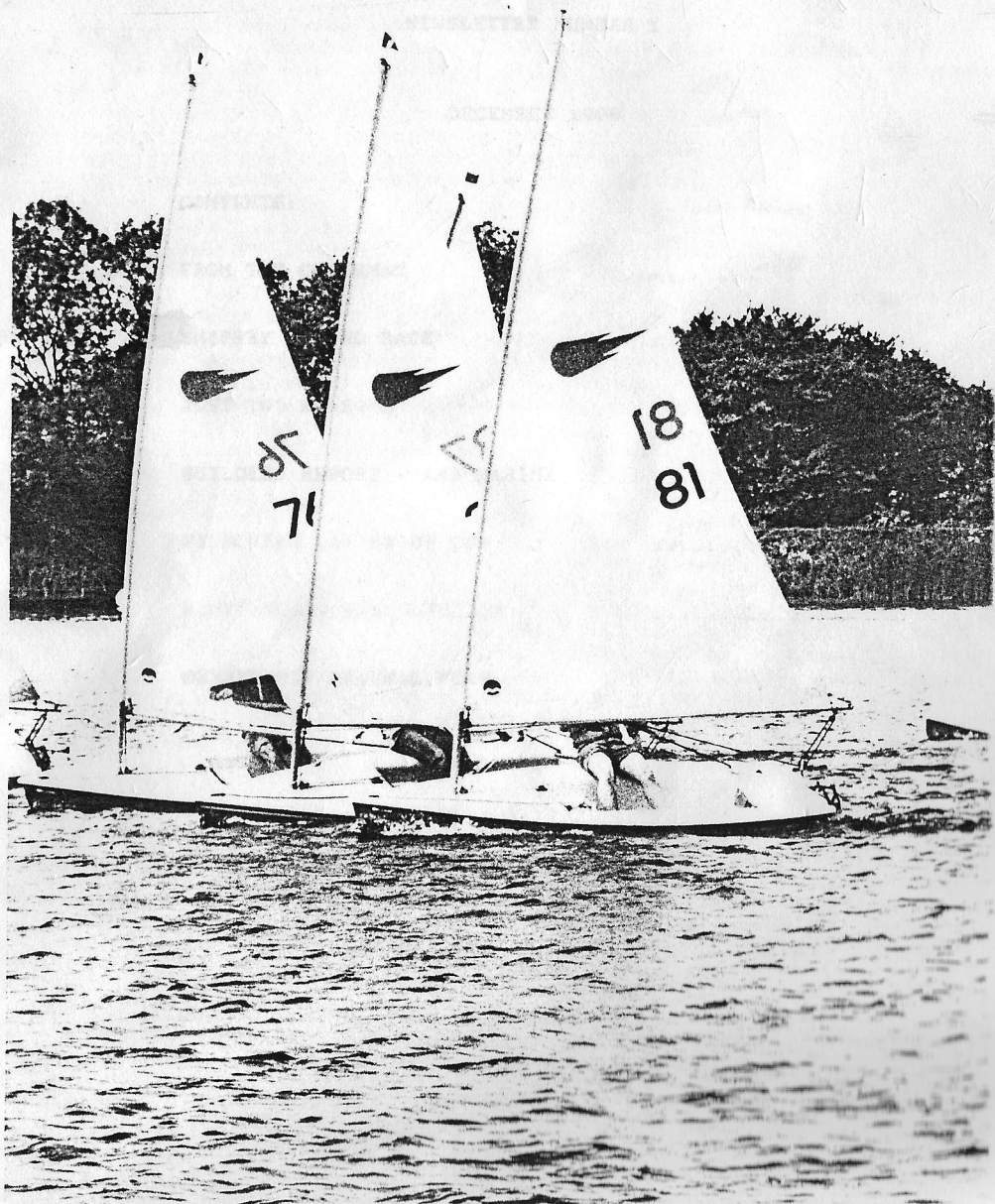


FILE

# Comet Class Association Newsletter 1



COMET CLASS ASSOCIATION

NEWSLETTER NUMBER 1

DECEMBER 1986

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I would like to see you all at the meeting on the 15th of January. It is a very important meeting and we need your input. Please let me know if you can attend.

FROM THE CHAIRMAN

At the end of the Nationals at Aylesbury S.C. I somehow found myself elected to the position of Comet Class Association Chairman without really knowing what was required to be done. I was relieved to find that I was not entirely alone in that Chris Robertson and Andrew Cowser were prepared to continue in office as Secretary and Treasurer respectively. Andrew Simmons was also most helpful in producing a draft Association Constitution and Class Measurement Rules.

So, what has happened in the way of progress? Firstly, this newsletter is being sent to every known owner of a Comet and is intended to mark the real beginning of the Class Association by both bringing you up to date with recent Comet events and inviting you to renew your membership!

If by any chance you are no longer the owner of a Comet as shown by our records I would be grateful if you would let me know the name and address of the new owner.

The most important news is that our application for affiliation to the R.Y.A. as a Class Association has been accepted and is effective from 1st January 1987. Our application included submitting the Constitution and Measurement Rules for RYA approval which was granted. Our letterhead and future promotions will state our affiliated status which is an important step in developing the Comet as a recognised dinghy class.

Also, our application for a stand at Crystal Palace for the Sailboat '87 Exhibition on 7th and 8th March has been accepted although final details are yet to be confirmed by the RYA. I have asked for a position in Hall 2 which is a good location above the main hall. We plan to have two Comets on the stand with display photographs and a video film of Comets in action. For those of you who are not familiar with this show it is basically non commercial and intended for Class Associations and Sailing Clubs to promote themselves to the general public. There will be a lot of work required to display a successful stand and I would be very grateful for volunteers to help man the stand on either day and to thereby help promote the Comet and its Class Association.

Talking of helping the Comet Class Association leads me to a call for volunteers! A committee of three as currently exists can find it difficult to devote the time needed to cover all aspects of a growing class and there are vacancies for positions such as Newsletter Editor, Race Open Meetings coordinator and Publicity Officer. If you think you could contribute to any of these positions or just as a general committee member please let me know.

I would like to see a few more Comet Open Meetings next year rather than just the one-off Nationals as this year and before. It

does not have to be a dedicated event solely for Comets but either a separate Comet class start or even entry into a handicap class start would give us the opportunity to race against each other and to display the Comet to advantage. If you think your own Club would entertain us in any way please ask the appropriate Club Officer and let me know as soon as possible.

Talking of handicap starts reminds me that the Comet has a provisional Portsmouth Yardstick of 125 and an interesting article by Bryan Matthews in this newsletter gives some useful comparisons to other classes. It is important that all Clubs where Comets race return their local handicap rating for the Comet to the RYA at the end of each season so that we can move to a more standard Secondary Yardstick. If your Club is in doubt as to a correct PY number I would recommend they return 125 until there is real proof that the boat sails consistently to a higher number.

From the financial aspect of the Association AMS Marine have paid the membership subscription for all new boats sold during 1986 and will continue to do so for future new owners. For those boats sold after 1st August 1986 your membership is valid through 1987 but all other owners should renew their membership from 1st January 1987 using the form provided with this Newsletter. I hope that you will feel that the fee is reasonable and that you will support us by renewing your membership and helping to promote the Comet and its Association.

Finally, I must thank Andrew Simmons for printing and posting this newsletter free of charge to the Class Association. If any of you have items of interest for the next newsletter please let me have them by the end of January and there will be a small prize for the best suggestion for a name for future issues.

If you have any comments regarding the Comet or its Class Association or are prepared to help in any way please put a note in with your renewal and I will get in touch.

Keith Lamdin  
Chairman

Chairman Keith Lamdin Dunstable (0582) 65194  
Secretary Chris Robertson Tonbridge (0732) 353138  
Treasurer Andrew Cowser London (01) 221 3030

## SHEPPEY ISLAND RACE

It's a unique feature of the Isle of Sheppey race that as you stand on the beach and look to the east, straining your eyes to see where the land stops, you feel you should be spending your time doing something a little less daunting - like marathon running! However, despite this, every year over 200 crews participate, many for the umpteenth time.

This was my second circumnavigation. Last year I did it in my Copper with hardly any wind and it took me 9 hours! This year I thought I'd try something a little faster and so I found myself launching Mums' Comet into the Thames Estuary chop.

The wind was force 3 and with a strong tide against us on a running start it was obvious that tidal tactics would be the deciding factor. I started at the far end of the line where the wind was clearest but the tide strongest. I got a good start, being in the front row, but the sound of spinnakers behind heralded the onslaught of the bigger boats. The majority of the fleet were heading off-shore so I gybed and weaved my way through them so I could stay in the shallower water close to shore where the tide was weakest. The water was very choppy and I found myself tipping all over the place but I soon settled cross-legged in the bottom of the boat.

By 1215 we rounded Warden Point and it became obvious who had stayed inshore with a Pacer in the lead at this stage. The wind freshened and the Comet was soon planing and I gained several places. The entrance to the River Swale was marked by a change in water colour from a deep blue to a muddy brown.

Thinking I was being clever by pointing high as we sailed up the river I found myself hurled across the boat as I hit a sandbar. The long stretch up the Swale is probably the most arduous part of the race as it involves an almost continuous beat of several hours duration.

But lo! there above the mud flats and power lines towers the mighty Kingsferry Bridge which acts as a beacon and morale booster for all circumnavigators. This bridge has changed racing as we know it for it has led to the development of a new skill - "boat walkies". This year I perfected my technique. Having managed to get in front of my main rival, a Miracle, I sailed towards the shore. As soon as I thought it safe I whipped up the daggerboard and jumped out of the boat. The art of fast negotiation of this bridge is to ensure that you manage to get a larger, more cumbersome boat between you and your nearest opponent. Catamarans are preferred but I found an Osprey particularly effective this year. Singlehanders are at a definite advantage here anyway because they get going more quickly. The second skill required is that of tipping your boat over enough so that the mast clears the bridge.

At this point I should like to congratulate Andrew Simmons on providing foredeck mounted burgees - I am told there are burgees caught

in the girders of that bridge that date back to the very first Island race, over 20 years ago!. The golden rule here is to tip the boat over towards you so that you can push against the mast. Suffice it to say that I managed to gain a lot of time on the Miracle at the bridge and this made the short beat up to the harbour a little less tactical.

It's only about two miles to the harbour which is uncharacteristically quaint by Sheppey standards. It's on a bend in the river so it's a pleasant run through and then off on a close reach into the Medway. By now you can see the end of the ordeal but worse is still to come. After passing the ferry terminal you enter the home straight. If you ever do this race yourself a good tip is to keep sailing out to sea until the church looks like it is on the shore, not inland, and then gybe and head towards the clubhouse. A local told me this last year and it really is the quickest route as you avoid the wind shadow from the buildings.

At this point of the race, as you approach the finish, you really fancy a screaming close reach but it's always a lolling run and there's always some sadist behind you blanketing you with his spinnaker. Before you know it though there's a hoot and you've finished, in my case to be greeted by the words of a race recorder "Ere, what sort 'o boat is that again, mate?".

So, there you have it, 5 hours 30 minutes, 35 miles, 1 bridge and a Marathon bar and you've finished the nearest thing to nautical masochism bar wave-jumping off Niagara Falls. This is one of those races where the challenge is just to finish. As it happens, I came 13th and 3rd in my class which is pretty good and has certainly proved the Comet to be competitive in handicap fleets.

For any out and out racers among you, the trophies are superb and I've been telling "if only" stories ever since seeing the one for the slow handicap class. Whatever your inclination, the Sheppey Island Race has something for everyone - try it and see.

Ian Hylton  
Comet 80 (my Mums')

## JUST TWO SEASONS !!

1985 was my first season with a Comet, indeed my first season back in dinghy sailing for some time and I was so looking forward to those Summer days of light winds when I could meander around the creeks of Chichester Harbour enjoying the sunshine and the gentle lap of sea water on hull. That was not to be as the conditions alternated between flat calm and howling gales, with rather more of the latter.

According to my club cruising commodore at the AGM of that year the season had been quite exceptional and could go down in history as the first season in which not a single yacht had broken loose from its moorings to end up spreadeagled on the mud or drifting on some ghostly cruise dreamt up from its own imagination. This euphoria, I'm sure, owed more to the new procedures, rigorously enforced, for the checking of ground tackle rather than to the benevolence of wide and tide in what must have been the most unpleasant season for years.

Our races became battles, not for line honours but just to stay upright, more or less, and get round the course. I very quickly discovered that a Comet is very easy to capsize especially when off the wind with any kind of a sea running, fortunately I also very quickly found just how easy it is to right again and sail on with a dry cockpit.

Once again the club AGM comes to mind. One of our most senior members recalled the day in 1931 when he was fishing off Pilsey Island, just inside Chichester Harbour, and was watching a race in progress. One competitor capsized, quickly righted only to capsize again. This happened several times before the helmsman realized that his mainsheet was snagged, once that was cleared stability returned and he was able to rejoin the race. Throughout this tale I thought "yes, I know that feeling". Don't try to right a Comet with the mainsheet coiled round the rudder blade! The object of the story was that that member wanted to present a new trophy to the crew who, in the opinion of the committee, had capsized the most often and to be called "The Ditcher's Cup". Guess to whom it was presented!!

In consolation I also managed to win the Friday Evening Points Series. Perhaps more from dogged determination to compete in every race no matter what the weather rather than from a surplus of firsts, though I did manage just a couple.

The race which I enjoyed the most was not a "hang on and battle it out" affair like most of them, but took place one glorious evening towards the end of the season. The sun was setting, the tide ebbing away and the wind no more than a zephyr. Some competitors could not even fetch the windward mark but for those who did, once round there was a gentle run down with the tide so quiet that the passing boats did not even disturb the cormorants on sentry duty atop each channel perch (perhaps the cormorants were shag, I'm afraid I'm not an expert and can't tell the difference, unless they're side by side, which on top of a perch is a bit difficult). At the leeward mark with both wind and tide against the problems began. The only thing to be done was to get as close over the mud as possible, pull up the board, raise the rudder blade to only just bite and give a little more length to the boat then trickle along with just a couple of inches under the

hull watching the shells and crabs go by to leeward. The Comet came into its own, nice and steady, no movement needed on tiller or mainsheet to upset the flow and sailing surprisingly close to what little wind there was. I won that one.

Now a few words on our 1985 Championships. That sounds like ancient history and I can't even remember the placings except that I came third, perhaps someone else will complete the picture. An excellent day, though again rather more wind than we might have wished. The Queen Mary Sailing Club was a first rate venue, easy to find and fine facilities once you're used to the rather precipitous launch. Should we go there again, and I hope we do, Newcomers might like to note that it is wise to have a trolley which floats, or a good long rope attached to it. The launch is a little steep and once beyond the water's edge we are told the bottom drops away so quickly that if your trolley goes down, it's gone until the end of the season when the club employs a diver to recover the lot. We didn't lose any so it's not as bad as it sounds!

That year we were a very select band, only seven brave souls! Although we were so small in number I rate it a very successful day and quite an education. I found the degree of aggression and sheer numbers involved in the normal club racing quite unnerving. To be in the middle of a pack of Lasers and Fireballs all converging on the leeward mark plus various other dinghies and sailboards not racing but milling around where they shouldn't be is not my favourite experience, but it certainly sharpens the wits. I'm afraid I usually just kept out of everybody's way whatever the rules, it made for a quieter life and I was having enough trouble just staying the right way up. Five capsizes in one race! Maybe we should have a "Ditcher's Cup" associated with the Championship.

In spite of all these trials and tribulations I thoroughly enjoyed that season and learned a lot about the sea, the weather, racing and Comets. As 1985 and 1986 saw the return of Halley's Comet and 1985 was my first Comet season, I have named my boat "Giotto" in honour of the British Aerospace spacecraft which gave us such dramatic pictures of Mr. Halley's version of our class. Actually I visited our local observatory in November of 1985 and am quite convinced that Halley's Comet pales in comparison with ours!

What of 1986? A season of more temperate nature but still those dreamt of idyllic days proved elusive. Cold and wet and conditions not really at all conducive to sailing seemed to prevail, which, I suppose, reasonably accurately describes a typical English Summer.

No dramas, but then no outstanding successes or failures either. The only near drama occurred when my dagger board split, nearly all round, when on a quite exiting plane. The effect is unexpected to say the least. As the split opens the board acts like a scoop and a brake put together and the bow starts on a course somewhere towards Davy Jones' Locker. By the time the mast has passed the water level and the sea starts to make inroads into the cockpit enough way has been lost to allow the bow to rise again and calm to return to a rather perplexed helmsman who wonders what on earth he hit in the middle of the channel with twenty feet of clear water below! My thanks to AMS for very

prompt action in supplying one of the new solid design of board in time for the following week's racing.

In my last Sunday race for the season I was first, first to retire! The equinoctual gales have been a little late this year and that against the ebb of one of the highest tides created most uncomfortable conditions, even with reefs in. My retirement was quickly followed by all except one stalwart Wayfarer sailor who on a shortened course became the undisputed winner. My solace lies in the knowledge that we always read that the art of good seamanship lies in knowing when to give up and head for home.

This year I'm afraid I shall have to relinquish the "Ditcher's Cup" to a Laser Sailor. Having invested in a wet suit after my experiences of the previous season it has been scarcely moistened! It is nice and warm anyway. How's this for a theory? - "Without wet suit one tends to worry about getting cold and wet and therefore tackle risky manoeuvres less confidently with the resulting disasters, with wet suit one's inhibitions are dispelled, panache prevails, result - no ducking!"

John Easterling

#### BUILDERS REPORT - AMS MARINE

As designer and builder of the Comet, this 'Builders Report' will be a regular item in the Association Newsletter. Its aim will be to let you know of news and developments concerning the building and selling of new Comets.

As this is being written the forthcoming year looks really promising for the Comet. The order book is already filling up, one of the London Boat Show boats has already been sold and two Comets have been ordered by Enfield Adult Education at Banbury Sailing Centre in London. These are the first Comets to go to a sailing school, the first of many I hope! There are also two Comets ordered for delivery before Easter. At the moment the latest sail numbers are in the high 80's so the magic 100 should be passed in the Spring.

You should be hearing and reading about the Comet a lot more in 1987, with more advertising and more boats shows. For the last couple of months I have been making another set of moulds to enable two Comets to be built each week. The Comet will be on show at the London Boat Show in January and at the Birmingham Boat, Caravan and Leisure Show in February. If there are any Comet owners in the London area who would like to help for a day at the London Show I would be happy to pay travelling expenses and provide an Exhibitors Pass.

Anyway for now I would like to wish you all good Comet sailing in 1987.

Andrew Simmons  
AMS Marine

Wilsonian Sailing Club  
Hoo St. Werburgh  
Kent

Laying-Up Cup Race 26th. October 1986

Conditions: open Medway estuary location, wind West force 3-5, low water approx. 12.30, little tide effect, slight chop.

Course: CBp, 31s, 30p, 25p, 23s, 19s, 20s, MYA1p, 24s, 23s, 22p, MYA1p, 25s, 26s, 27p, 30p, 29p, 31s, FIN. about 10 miles.

Start Time 11.45 hrs.

#### Finishing Times (copied from Race Officer's logbook)

	time in	sail number	class	elapsed time	correct time(s)	place
1	14.32.08	2113	Hornet	2.47.08	9550	
2	14.34.15	9120	F'ball	2.49.15	9859	
3	14.34.30	257	Tasar	2.49.30	9779	
4	14.39.40	11988	F'ball	2.53.40	10117	
5	14.40.12	103175	Laser	2.55.12	9219	1
6	14.42.35	126252	Laser	2.57.35	9347	3
7	14.44.17	120168	Laser	2.59.17	9435	5
8	14.46.30	10744	F'ball	3.01.30	9553	
9	14.47.04	41749	Laser	3.02.04	9579	
10	14.48.22	102552	Laser	3.03.22	9597	
11	14.48.46		Laser	3.03.46	9621	
12	14.50.29	72363	Laser	3.05.29	9762	
13	14.51.40	68729	Laser	3.06.40	9821	
14	14.52.02	77750	Laser	3.07.02	9841	
15	14.52.20	11866	GP14	3.07.20	9443	6
16	14.52.29	11789	Laser	3.07.29	9868	
17	14.52.34	1240	GP14	3.07.34	9457	7
18	14.53.12	10958	GP14	3.08.12	9486	
19	14.54.30	11020	GP14	3.09.30	9554	
20	14.57.37	1259	Streaker	3.12.37	9321	2
21	14.57.40	2761	Wayfarer	3.12.40	9967	
22	14.58.49	20056	Ent'prse	3.13.49	9858	
23	15.00.42	76	Comet	3.15.42	9471	8
24	15.00.56	1257	Solo	3.15.56	9641	
25	15.06.00	206	Miracle	3.21.00	9800	
26	15.07.49	1329	Miracle	3.22.49	9897	
27	15.10.56	5153	GP14	3.25.56	10387	
28	15.12.01	302	Miracle	3.27.01	10093	
29	15.33.19		Mirror	3.48.19	9379	4

Five boats retired

Av. corr. time first 7 boats = 9371s  
Divide by 2 gives 4686s av. against 1hr.38m (1hr37m51s) elapsed for Comet = FN125 at worst.

Av. corr. time all boats = 9679s  
Divide by 2 gives 4839s av. against 1hr.38m elapsed for Comet =

FN122  
Change ~~(122)~~ to 122) is less than 3 therefore no alteration to PN.

Bryan Matthews

## COMET CLASS CONSTITUTION

### 1. TITLE.

The full title of the Association shall be the "Comet Class Association".

### 2. OBJECTS.

The objects of the Association are to promote and further the interests of the Comet Class and to represent the interests of owners of Comets as follows:

- a. To keep members informed of developments concerning the class and any proposals concerning class rules.
- b. To organise British Open Championships and to co-ordinate the programme for other Open Meetings for the class in the British Isles.
- c. To promulgate information on technical development within the Comet Class.
- d. To keep a National Association Register.

### 3. TERMS AND DEFINITIONS.

Throughout these rules the following defined terms will be used:

- a. "The National Association" shall mean the Comet Class Association.
- b. "The Committee" shall mean the Committee of the National Association consisting of duly elected committee members.
- c. "The National Association Rules" shall mean the rules governing the conduct of the National Association.
- d. "The National Association Register" shall mean the register of owners of Comets with their addresses, name and number of boat to be kept as hereinafter provided.
- e. "The Class" shall mean the class of sailing dinghies designed by A. Simmons and made in accordance with his drawings and specifications and known under the name Comet.
- f. "The Measurement Rules" shall mean the rules relating to measurement, construction and racing conditions of the class and governing the building of each Comet and its rating as a recognised boat within the class.
- g. "The Registered Number" shall mean the sail number allocated to the boat.
- h. "The National Class Secretary" shall mean the duly elected Honorary Secretary or duly appointed Secretary as the case may be of the National Association.
- i. "Certificate" shall mean a certificate to be issued, ratified and endorsed as hereinafter provided and recording:
  - i. The registered number and initial ownership of a Comet and any changes in ownership.
  - ii. The fact that such Comet originally complied with the class rules on completion of construction together with any such particulars as may be required by the class rules.
- j. "Valid Certificate" shall mean a certificate in which:
  - i. The particulars of ownership are up to date and entered on the Class Register of the Comet Association.

## COMET CLASS CONSTITUTION

- ii. Any endorsement required by the Measurement Rules has been duly entered.
- k. "Fleet" shall mean three or more registered Comets not under the organisation of an already existing Comet class fleet normally located sufficiently near to each other to permit regular racing between them.
- l. "Owner" and "Joint Owner" shall mean any person or persons, corporation or association entered on a certificate as owner or joint owner of a Comet.

### 4. MEMBERSHIP AND VOTING RIGHTS.

- a. The following classes of membership shall be recognised:
  - i. Full Membership.
  - ii. Associate Membership.
  - iii. Honorary Membership.
- b. Full Membership shall, upon payment of the prescribed annual subscription, be open to any owner of a British Registered Comet or, in the case of joint owners, to any one of them or, in the case of a British Comet owned by a corporation or association, to a nominated representative of that organisation.
- c. Associate Membership shall, upon payment of the prescribed annual subscription, be open to any owner of a British Registered Comet not being a full member or to all individuals or clubs interested in the Comet class in Britain.
- d. Honorary Membership shall be open to any person having an interest in the National Association in Britain who is proposed by a Full Member and seconded by at least one member of the Committee and is elected by Members of the National Association at any General Meeting of the National Association.
- e. Members shall be bound by the National Association Rules and Class Constitution.
- f. Members entering Comets in Class or Handicap racing whether organised by the National Association or by an RYA Affiliated Club shall implicitly be bound by the provisions of the Measurement Rules.
- g. Each Full Member shall be entitled to one vote at a General Meeting of the National Association or in a postal ballot. Associate and Honorary Members shall be entitled to attend and speak at any General Meeting but not to vote. A Full Member who is unable to attend a General Meeting may appoint a Proxy by notice in writing to the Class Secretary prior to the meeting.

### 5. MANAGEMENT.

- a. The affairs of the National Association shall be managed by the Committee which shall be the only body empowered to make recommendations to the members of the Comet Association for changes in the Measurement Rules.
- b. The Committee shall consist of six full members of the Association elected annually at a General Meeting of members, or by postal vote, as Committee Members.

## COMET CLASS CONSTITUTION

- c. The Committee may co-opt additional members if deemed necessary and need not fill a vacancy arising in the Committee unless the total number of Committee Members has dropped below six.
- d. Within the Committee there shall be the following positions of Office elected annually at a General Meeting of Members:
- i. CHAIRMAN.  
The Chairman shall whenever possible preside at meetings, represent the Association at functions and discussions, and generally guide the policy and operations to achieve the objects of the Association.
  - ii. SECRETARY.  
The Secretary shall receive all correspondence addressed to the National Association and shall keep correct minutes and records of all Committee and General Meetings. The Secretary shall also keep the National Association Register and be responsible for communicating the decisions of the Committee or General Meetings to the Members of the National Association.
  - iii. TREASURER.  
The Treasurer shall be responsible for the funds and finances of the National Association, shall pay all amounts directed by the Committee, keep proper books of account and endeavour to collect all monies due. He shall prepare and present an annual financial statement at each Annual General Meeting.
- e. At meetings of the Committee four members of the Committee shall form a quorum.
- f. The Committee shall have power to make recommendations to the Members in General Meeting or by post for alteration in or additions to the National Association Rules.
- g. The Committee may arrange an Annual National Championship of the class and shall co-ordinate such Regional Championships as may be required.
- h. At least three weeks notice of the date, place and agenda for any Committee Meeting must be given in writing by the Secretary to each Committee Member. Any business conducted by correspondence shall always be circulated through the Secretary and any Committee Member not answering a motion communicated to him in writing within three weeks of the date of sending shall be deemed to have abstained from such a motion.
- i. Acceptance of a Certificate by an owner or joint owners shall ipso facto render him or them subject to the jurisdiction of the National Association or the Committee in any matter pertaining to class measurement rules or constitution.

### 6. POWER OF THE COMMITTEE.

- a. Subject to the provisions of these rules, and in particular to the object of the National Association as expressed in Rule 2, the Committee shall be empowered to perform all functions of management and administration.
- b. The making of payments shall be validly evidenced only by the signature of the Treasurer and the Secretary or Chairman.

## COMET CLASS CONSTITUTION

### 7. CONDUCT OF MEETINGS OF THE NATIONAL ASSOCIATION.

- a. The Annual General Meeting shall be held annually in a place judged by the Committee to be the most convenient to the majority of members of the Association. The precise date, time and place to be at the Committee's discretion.
- b. A Special General Meeting shall be called by the Chairman or Class Secretary upon receipt by the Class Secretary of a written request signed by not fewer than fifteen full members of the National Association.
- c. At least six weeks written notice shall be given to members of any General Meeting.
- d. Any motion to be put to a General Meeting shall be proposed by two full members and shall be submitted to the Secretary in writing at least four weeks prior to the meeting.
- e. At any General Meeting or Committee Meeting decisions shall be limited to matters on the agenda and, with the exception of those concerning measurement rules, shall be carried by a majority vote. decisions concerning changes and or additions to the measurement rules shall require a majority vote of two-thirds. Voting shall be by a show of hands unless a poll is demanded by not fewer than three of the full members present.  
At any meeting the Chairman shall have a casting vote. The Secretary shall be responsible for circulating all members or in the case of Committee Meetings, all Committee members, with the result of any voting. In the event of a postal ballot all returns shall be made to the Secretary within two weeks of the date of posting the ballot paper.
- f. At any General Meeting of the National Association a quorum shall be formed by one-third of the current membership of the National Association. If a quorum is not formed the meeting may proceed but any decisions will be put to a postal ballot of the full membership.

### 8. SUBSCRIPTIONS AND REGISTRATION FEES.

- a. Subscriptions payable for all classes of membership of the National Association shall be payable annually and shall be decided at the Annual General Meeting. Subscriptions shall become due on 1st January of the following year. A member joining the National Association after 1st August, whose subscription has been paid for that year, shall not be liable to pay his subscription for the ensuing year.
- b. Unless otherwise determined by the National Association at the Annual General Meeting, the annual subscription for full members shall be £5, and for associate members £3.
- c. Any member whose subscription has not been paid within three months of the date due may have his name removed from the list of members of the National Association by the Committee. A members name may be restored to the National Association Register at the



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discretion of the Committee on payment of any subscription due.

9. ACCOUNTS.

- a. The Committee shall cause true accounts to be kept giving full particulars of:
  - i. All monies, assets and liabilities of the National Association.
  - ii. All monies received and expended by the National Association and the reasons for such receipts and expenditures.
  - iii. All sales and purchases by the National Association.
- b. The Committee shall cause the annual financial statement to be prepared and presented at every Annual General Meeting of the National Association.
- c. A copy of the annual financial statement, duly audited, prepared for presentation at the Annual General Meeting shall, together with the minutes of such meeting, be sent to every member.

10. PROTECTION OF 'ONE DESIGN' OF THE CLASS.

- a. The National Association shall endeavour to maintain the one-design character of the class.
- b. No dinghy shall be entered on the National Association Register as a Comet unless a certificate has been issued in respect of such dinghy in accordance with class measurement rules.

11. DATA PROTECTION.

Membership of the National Association and acceptance of the rules by the member will be deemed to constitute consent to the holding of relevant personal data for the purposes of the Data Protection Act 1984.