

FILE

PERIHELION

Newsletter 13



Comet Class Association

COMMITTEE MEMBERS

KEITH LAMDIN	CHAIRMAN	13 Beacon Avenue, Dunstable, Beds. LU6 2AD. (0582 665194)
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NEWSLETTER NUMBER 13

WINTER 1989

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FROM THE CHAIRMAN

So here we are with the main sailing season over for yet another year, and already the winter frosts and miserable foggy days are upon us!

It never ceases to amaze me how quickly time passes by and in the Notice Board you will find the preliminary dates for next season's sailing programme which Steve Kibble has recently been organising - what a thought, only a month to the London Boat Show!

The more perceptive amongst you may recognise the style of this piece or, more obviously, the name at the bottom - yes, I am still currently your Chairman, despite my strenuous efforts to relinquish the position!

It was extremely disappointing for myself and the Committee to be faced with such a poor turnout of members for the AGM held recently at Kingsmead Sailing Club and minuted in detail in this newsletter. I know it was a poor evening weather-wise but, at the home of the largest Comet fleet, I did expect more than the dozen stalwarts to take the trouble to attend.

It is very difficult for any committee to progress a Class Association to the greatest benefit for members if those same members do not take the trouble to indicate what they require from the Association. In fact, it leaves the committee with little option other than to continue much as before and trust that our previous efforts have been acceptable to you, the members.

As a result of the low turnout to the AGM, it proved to be impossible to elect a new Chairman (and also Auditor) and the meeting asked me to remain in office until the end of this year which I agreed to do. However, for personal and business reasons, I really will not be able to continue in 1990 so, again, any volunteers please step forward!!

I was grateful to Henry Jagers of Kingsmead for agreeing to join the Committee following the resignation of Mike Crawshaw and I know that Henry will be a great asset to the management of our Class Association in the future.

I would like to sincerely thank Mike Crawshaw for the work he has done on our behalf during the past three years. Apart from being our standing representative to the Class Associations Forum during that period and promoting the Comet name among other classes, he and his family have been welcome and lively supporters of many Open Meetings and I, for one, miss their presence and can only hope that we will see them again soon, arriving late and charging at the double for the start line!

Perhaps this really will be my last "From the Chairman" but may I again plead - if YOU want YOUR association to continue to grow and be successful, do not leave it ALL to others but try to contribute a little effort yourself - it really is quite worthwhile and enjoyable, try it!

May I, on behalf of the Committee, wish you all a happy festive season and a successful sailing 1990!

Keith Landin.

AN AUTUMN SAIL

One Saturday, early in November, and, out of a lovely clear blue sky, a brisk force 3-4 southeasterly wind was blowing. This has always been my favourite wind direction down at Halton Reservoir and I couldn't resist the opportunity. I know I should have been working in the garden or, maybe, over at the gliding club but I justified my decision by thoughts that there would be no more days like this before winter.

I quickly drove over to the water and hastened around the path to the club. I was a little mortified to find a working party hard at it on the shower extension and roof. With a faint heart I offered my services, secretly hoping they would have enough hands to refuse the offer. Luckily they had although the trouble was that I would have an audience to give me very little sympathy if I should happen to fall over on the water.

I got the boat rigged onto the end jetty and cast off easing away downwind past the club. The boat immediately lifted onto a broad reach plane all the way down to the High Bank buoy where I negotiated a rather untidy gybe. Straight up onto another plane and I just had time to reflect that it was really going to be a memorable sail when I was rounding up past Cowes to start the long beat up the reservoir to Channel.

For those of you not familiar with Aylesbury, by long beat I mean at least 400 yards whilst Cowes is the mark where the cows used to water nearby and Channel is the end where we dug a ditch to launch the boats years ago!

For the next hour and a half, I sailed to all parts of the reservoir while the wind slowly veered southerly and eased to a gentle force 2. This caused the wind to become much more shifty and gave me ample short tacking practice as I tried to become more familiar with the boat after my absence from sailing recently. As the wind died I was reminded how easing the kicker makes it easier to push the boom out on the dead run.

A GP14 came and joined me to enjoy the late afternoon sun and it really was an absolutely glorious afternoon of peaceful sailing with only a few waterfowl, the odd fisherman around the bank and a few gliders from Halton overhead for company.

Then, as the day wore on, the chill began and I went ashore and derigged the boat before slowly walking back through the trees to the car and taking a pleasant drive home with the setting sun in the rear window.

I pondered for a moment on my choice of what is always scarce leisure time and concluded without difficulty that it was much better than the garden and maybe even my new interest in gliding.

Certainly this will be an autumn afternoon of sailing which will be long remembered - roll on next season!

From the Bank.

COMETS ABROAD

It all started 15 years ago when my wife and I purchased a villa literally on the beach in a lovely little bay in Majorca, and thought what a wonderful place to have a sailing dinghy, especially when we also had a boathouse attached to the villa!

We bought a Mirror dinghy which we took out on top of an old 1965 Hillman Minx and left both of them in Majorca but that is another story. We soon got tired of looking after a wooden boat so we sold it and then decided to take out a Topper. To our surprise we managed to persuade the Air Line to take it in the hold as baggage at a cost of £20. We had great fun with the Topper for years and then last year Mike and Vera Slinn, who had purchased an adjoining villa, soon became interested in sailing. After borrowing the Topper on several occasions they decided they would like a dinghy of their own. They asked for my advice as to a suitable dinghy that they could sail together.

I am a member of Chipstead Sailing Club in Kent and we already had a Comet Class so, on my return home, I borrowed one and had a good sail. I decided it was the ideal dinghy for them and told them so. The next I heard was that he had ordered one from Margaret Hylton and taken it out to Majorca by car.

It was not long before I started to borrow it and wished that I also had a Comet instead of my Topper. Mike very kindly offered to bring one out for me and, after Vera had recovered from the shock, (great sport, Vera, and Mike loves a challenge!) I gratefully accepted and ordered one straight away from Margaret.

Mike and Vera's journey began once again - Wales, High Wycombe, Plymouth, ferry to Santander, down to Barcelona, ferry over to Palma and then drive to Porto Cristo Novo - where I was waiting anxiously for their arrival. The Comet was in perfect condition with not a scratch on it. Our holiday really started then and the Comets created quite an interest on the beach with several people asking if they were for hire and could they have a sail.

We sailed the Comet about three miles along the coast to Porto Cristo harbour, beached it, went to the Bank, did some shopping and then sailed it back. What a lovely way to go to the Bank!

If anyone is dreaming about Dinghy Sailing in the Mediterranean I can thoroughly recommend the Comet.

We found it quite easy to manage on the beach and two people could easily carry it to where we store it.

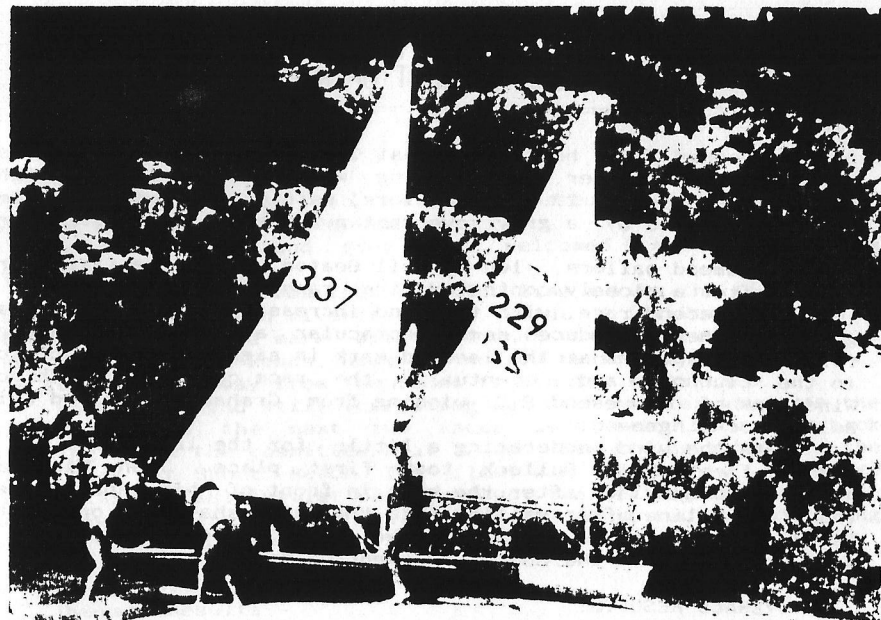
One day, perhaps Mike and Vera will tell you of their journey with the Comet, but I will leave that to them.

For myself, I cannot wait to get out there next year to sail number 337.

Happy sailing.

P. Fellow.

Opposite - The first launching of Comet 337



BUILDER'S REPORT

It seems very quiet and certainly very cold here at South Molton at the moment.

We are working like mad and on target to have built 125 boats this year, which is a nice progression from 102 in 1988 and 64 in 1987.

We didn't have a demonstration Comet at the Southampton Boat Show this year, just the two Comets in the dinghy area, which certainly promoted a good response from Yachts & Yachting.

The lack of demonstrators did not seem to affect sales and a lot of potential customers came to the very windy demonstration day at Kingsmead and at Chew Valley Lake, near Bristol, where there are now 3 Comets.

Without wishing to be thought of as an armchair sailor, the Kingsmead and Gunfleet opens provided some very exciting sailing for spectators! Some of it is on video to be seen at London and Crystal Palace Boat Shows.

Another new Comet club in the Southwest is Sutton Bingham SC, near Yeovil, with 4 Comets at the last count.

We are now preparing for the London Boat Show in the New Year. Our stand has grown in size and has moved next door to the Laser stand, maybe this means something!

Andrew Simmons.

KINGSMEAD COMET OPEN MEETING

Kingsmead S.C. hosted the last Comet Open of the '89 season on Sunday 22nd October. The meeting was attended by a highly competitive fleet of 23 Comet sailors, mainly from the South East, who were greeted by a grey overcast morning with a gusty force four wind.

Kingsmead sailors, led by Neil Beaton, took the first three places after a closely contested first race.

The second race, with the wind increasing to a force 5-6 and gusting higher, produced some spectacular action. Comets managed formation capsizes at the leeward mark in sight of the spectators in the clubhouse and, eventually, the race concluded with John Windibank of Gravesend S.C. winning from Graham Butler and Keith Bullock of Kingsmead.

With the wind moderating a little for the last race and a reduced fleet, Keith Bullock took first place. John Windibank managed second place after the boat in front of him capsized near the finish line after sailing into the wind shadow of one of the islands. This incident changed the overall result in favour of John over Keith at the end of an eventful day's racing.

OVERALL RESULTS:

1st	John Windibank	Gravesend S.C.
2nd	Keith Bullock	Kingsmead S.C.
3rd	Graham Butler	Kingsmead S.C.
4th	Neil Beaton	Kingsmead S.C.
5th	Henry Jagers	Kingsmead S.C.
6th	Dennis Coleman	Kingsmead S.C.

David Hudson.

ORBITAL TRAVELLERS TROPHY RESULTS

Results of the 1989 "Orbital" Travellers Trophy series based on the best six events counting were as follows:-

Name	Club	Points	
1st	Andrew Pearce	Kingsmead S.C.	12
2nd	John Windibank	Gravesend S.C.	19
3rd	Robin Ballam	Crawley Mariners	47
4th	Henry Jagers	Kingsmead S.C.	49
5th	Tony Best	Kingsmead S.C.	63
Capsize Trophy	John Windibank		

WILSONIAN OPEN MEETING

Wilsonian Sailing Club Hoo, Kent hosted its first Comet Open Meeting on Sunday, 17th September.

A fresh breeze and grey skies welcomed Comet sailors from southern England.

The first start was from the Club line making the first leg a very fast reach down river to Folly Point. A few Comets ran into trouble at the gybe mark with wind and waves increasing against the tide in Pinup Reach. However, Andrew Pearce of Kingsmead S.C. was still going away from the fleet to win the first race.

With the wind still increasing but with smaller waves as the tide had turned, the next two races were held back to back starting from the committee boat in Hoo Bay giving a beat to the first mark in Short Reach. The fleet was divided by two large commercial vessels whilst running down the Gillingham Reach with Andrew Pearce winning both races and the next few places being closely contested among the fleet.

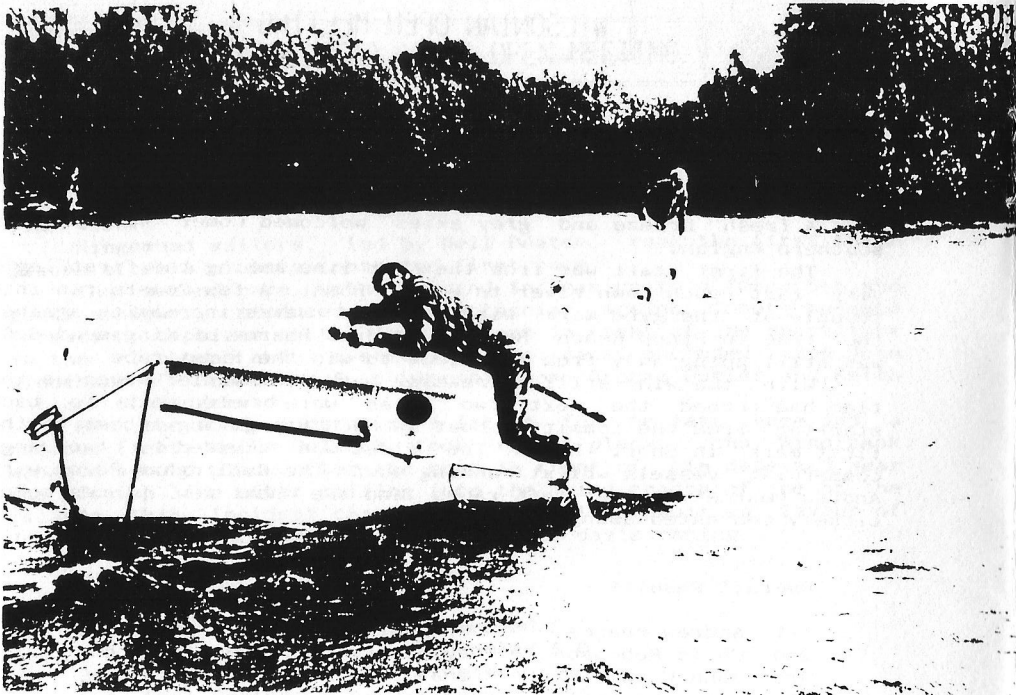
Overall Results:-

1st	Andrew Pearce	Kingsmead S.C.
2nd	Chris Robinson	Aylesbury S.C.
3rd	John Windibank	Gravesend S.C.
4th	James Withall	Aylesbury S.C.
5th	Bryan Matthews	Wilsonian S.C.
6th	Robin Ballam	Crawley Mariners Y.C.
7th	David Hudson	Wilsonian S.C.
8th	Jackie Hudson	Wilsonian S.C.
9th	Robin Penn	Chipstead S.C.

David Hudson

PERIHELION

The next issue of Perihelion will be distributed in March. If you have an article, story or any other contribution, please send it to Stuart Lines by the end of January. What better way to blow away the post-Christmas blues than by reflecting on your successes (or failures) in the past season.



Capsize drill - Kingsmead Open

Kingsmead prize winners

Keith Bullock, John Windibank, Graham Butler



ANNUAL GENERAL MEETING MINUTES

Minutes of the Annual General Meeting of the COMET Class Association held at Kingsmead Sailing Club on Saturday 22nd October 1989.

APOLOGIES FOR ABSENCE: Mike Crawshaw and family, Andrew Pearce.

MINUTES OF THE PREVIOUS AGM: The section covering AOB was read to the meeting with the remainder of the minutes being taken as read. The minutes were agreed to be a fair record, proposed by Margaret Hylton and seconded by Neil Beaton. The minutes were signed by Keith Lamdin.

MATTERS ARISING FROM THE MINUTES: It was understood that Peter Francis had now left Calshot and that the Comets are up for sale. New members had joined as associate members in order to take part in the Inland and National Championships this year. Grab rails were still under review and discussion took place on the means of fixing with the builder to check the class rules. Henry Jagers requested that a standard specification be agreed to avoid any subsequent abuse of this modification. Andrew Simmons suggested that a change to rules 16/17 was required.

SECRETARY'S REPORT: The Class has continued to grow strongly since the last AGM in July 1988. The Committee have held five meetings over the last 15 months and, in December, Mike Crawshaw attended the annual Class Associations Forum in London on behalf of the Association.

At the present time there are 352 boats on the association register being an increase of 137 since the last AGM.

This year we have organised a total of 10 open meetings, using 8 lake, 1 sea and 1 river venues, the events being held in Cambridgeshire, Buckinghamshire, Berkshire, Kent, Staffordshire and Essex. Attendance at these events has been down by around 40% over last year. An Inland Championship was held at Grafham Water and our National Championship was held on the South Coast at Shoreham S.C. Again both events failed to attract the numbers we expected.

For 1990 we have already confirmed a National Championship to be held over three days in July at Ardleigh S.C. Essex plus a tidal championship to be held at Weston S.C. Southampton on May 12/13th. This latter event will be shared with Europes plus Optimists on the 12th. The programme for 1990 will be organised over the next few weeks and comments are always welcomed from the membership. 1989 has been a year in which the Comet class has grown in several clubs, let's hope that 1990 sees a renewed growth in the Open circuit.

TREASURER'S REPORT: Neil Beaton outlined the additional expenditure regarding advertisements and newsletter costs previously paid by AMS Marine, together with the cost of handbooks and the Inland Championships.

The question of interest on deposits was raised and Neil explained that the bank had agreed to run the Class account free of all charges but neither would any interest be paid. In considering our balance and current bank charges, he felt that this was a better deal.

It was confirmed that members joining after 1st August each year did not have to renew again until after the following year, i.e. an initial 17 month period.

The accounts are included with the minutes and were proposed for acceptance by Brian Hunt, seconded by Margaret Hylton and passed unanimously.

CHAIRMAN'S ADDRESS: At this, our third AGM, I would like to review the progress made during the 15 months since Eastbourne.

Our membership stands at a record 279 out of around 350 boats sold which is an amazing 80% and up considerably on last year. This is helped considerably by the new boat memberships but it is essential to retain these members after the first year and, again, Carr Withall has done an excellent job in promoting this aspect and contacting all non-renewing owners - thanks, Carr.

We have maintained contact with the Class Associations Forum although it is not easy to identify any specific relevant activities at this point. It was irritating to be told at the Forum that there were no changes to our YN only to find out early in 1989 that it had come down one point without the courtesy of the Association being advised in advance. I do not think we can deny that the YN is generous inland although not so for more open waters and it is important to encourage all clubs sailing Comets to return a number to the RYA. My thanks to Mike Crawshaw for being our representative at the Forum.

Sailboat '89 was again a successful exhibition for our good looking stand in Hall 2 with my new boat 241 on the stand with a good photographic and video display. It was again a very busy weekend with a great deal of interest being shown in the boat. There is no question that the Comet scores on value, looks and quality but, once again, lack of a large second hand market does put off those people unable to buy new. My thanks to Andrew and the Hylton's for their support in arranging and manning the stand as well as those Committee members who helped through the weekend. It was a tiring exercise packing up and driving home!

Buoyed up by the record turnout at Kingsmead last year (16 on Saturday and 42 on Sunday) we embarked on a rather more ambitious sailing programme for 1989. We had 12 Open Meetings scheduled for the Travellers Trophy, including an Inland and National Championships as well as a small number of regatta or invitation days plus training sessions and a holiday week at Chichester. Indeed, above this programme there were other offers that we reluctantly turned down.

Regretably the response to the programme has been patchy and rather disappointing. In the best summer for years we have had our fair share of wind - notably Cam, Shoreham, Aylesbury, Gunfleet and here at Kingsmead - which may have deterred some entrants.

We did have a reasonable turnout for the new venue of ICI Slough for a successful day and Chipstead was another popular venue with an entry of 25 rewarded with an interesting day of windshifts.

It was particularly disappointing to have less than 30 at Grafham which was an expensive but excellent location for our first Association Trophy championship. It was a superb weekend of sailing thoroughly enjoyed by those who attended.

It was also a shame that the Nationals entry to Shoreham was down on 1988 at 27 and, although the Saturday was rather heavy going, the Sunday gave an excellent day's racing on the sea.

It should be said that, although only 4 boats sailed at Gunfleet in a force 5-6, the local club were impressed by the seamanship shown on the water and the effectiveness of reefing was well demonstrated.

We had small but worthwhile turnouts for Saturday training at Kennet Valley and JCB and, although this is a difficult activity to arrange, I hope that the Association will persevere in providing this service to members. My thanks to Brian Hunt, Geoff Adlington and Will Turner for arranging these sessions.

My thanks also to the Clubs and local Comet members who work so hard to provide facilities for our events and I hope you found the effort worthwhile. Also to those people who took the trouble to send a report to Y&Y and ensure that the Comet name remains regularly in print.

Most especially my thanks to Jackie Hudson for her sterling efforts in providing "prizes with a difference" to the Championship events and some Opens. Our prizetable already looks quite impressive and some of the more novel prizes are really inventive.

We have continued the practice of supplying an Owner's Handbook with each new boat containing copies of technical articles, constitution and rules. This does differentiate us from other classes and appears to be well received by new owners.

Whenever anyone (usually Andrew Pearce!) rings me up on the Saturday evening for directions to the club open next day, I refer him to the appropriate section of the Handbook - we still have some internal marketing to do for the older boats!

At the beginning of the year we arranged a Class Association insurance scheme through Noble's who offer comprehensive cover at competitive rates and have a good name with class associations. I hope that this facility is of use to members and you will use it not least because a small commission comes back to the Association.

The newsletter Perihelion has been issued quarterly through the year and seems to be well received by members. I would like to thank Stuart Lines for taking over the layout and artwork so successfully and the 2% of members (Jackie and others!) who have contributed such varied items - think what we could do with the other 98%! We desperately need your copy to maintain and enhance the newsletter.

We also spent some of our money on advertising jointly with AMS and Dinghy Leisure in half page format in Y&Y but this is an expensive option to spread the word about the Comet and it is difficult to quantify the benefit of this expenditure. However, as a class we still suffer from a general lack of visibility among dinghy sailors and it is essential to keep promoting the name and picture of the boat in order to raise our profile in the dinghy sailing world.

Finally, I would again like to thank, on your behalf, both Andrew Simmons of AMS Marine and Margaret and Barrie Hylton of Dinghy Leisure for their continued support of the Association and the class during the past year.

I know they have a vested interest but the close relationships we have always enjoyed with them can only be of benefit to the Association in the long run and I hope it will be maintained in the future.

As I said in the last newsletter, I only bought my Comet 55 primarily as a holiday boat for sailing on the sea at Clacton - somehow it all escalated!

During the past 3 years we have established the Comet Class with a successful Association structure and now it is a matter of consolidation and steady expansion of the class and it's activity.

I would like to stand down as your Chairman at this point - I have always believed that long tenure of positions such as chairman leads to repetition and stagnation and I trust that new people will come forward to the Committee and provide the new ideas and energy needed to promote and expand the class into the future years - and I wish them every success!

Thank you.

ELECTION OF OFFICERS: The following were elected as Officers for the year 1989/1990.

Office	Nominee	Proposed	Seconded	Voting
Chairman	None	Keith Lamdin	to stand until 31.12.89.	
Secretary	S.Kibble	M.Hylton	D.Hudson	Unanimous
Treasurer	N.Beaton	H.Jaggers	C.Dann	Unanimous
Auditor		To be co-opted by the Committee.		

ELECTION OF COMMITTEE MEMBERS: The following were elected unanimously "en-bloc" as Committee members.

Nominee	Proposed	Seconded
J.Hudson	M.Hylton	B.Hunt
C.Withall	M.Hylton	B.Hunt
H.Jaggers	M.Hylton	B.Hunt

ANY OTHER BUSINESS: Proposed by Keith Lamdin and seconded by Steve Kibble that Andrew Simmons be invited to become an Honorary Member of the Class Association in gratitude for his invaluable assistance to the Association and carried unanimously.

Steve Kibble invited discussion on the date of the Class AGM, suggesting that it should be held during the three day Nationals. The meeting was undecided and it was proposed to include a brief questionnaire in a future newsletter.

Brian Hunt suggested that a list of all Comets and where they are sailed be circulated to all members once a year. This would be quite a large document and alternatives will be considered by the Committee.

It was also suggested that consideration be given to the Office of Vice Chairman on the Committee.

Questions were then raised concerning sail makers for the Comet. There are currently three sailmakers, Westaway, Banks and Morrison with the latter being the preferred supplier. It was felt that, whilst the pros and cons were considerable for alternative sailmakers, the Class should follow the AMS recommendations and the basics of the One Design characteristics of the boat.

Measurement of new sails was also discussed and Andrew stated that, as all sails were from one supplier and he makes regular quality measurement checks, this was not necessary.

Following a question from Henry Jaggers, it was confirmed that there was no direct connection between boat certification and Class Association membership.

There being no other business the meeting closed at 1945 with 18 members present.

Steve Kibble,
Secretary.

COMET CLASS ASSOCIATION

RECEIPTS AND PAYMENTS ACCOUNT

FOR THE FIFTEEN MONTHS FROM 1ST JULY 1988 TO 30TH SEPTEMBER 1989

26 August 1987
to
30 June 1988

RECEIPTS

Membership subscriptions	822	378
A.M.S. Marine - Builders fee	730	270
National Championship entry fees	155	90
Open meeting proceeds	145	-
T-Shirts and Sweat Shirts, net proceeds	65	-
Handbooks	66	-
	<u>£1,983</u>	<u>£738</u>
	=====	===

PAYMENTS

Advertising	262	-
Newsletters	656	-
RYA affiliation fee, course fee	30	21
Stationery	100	-
Postage and telephone expenses	96	39
Bank Charges	10	25
Sailboat 89 expenses	69	139
Prizes -		
National Championships	212	179
Inland Championship	149	-
Open Meetings	73	32
Association handbooks (1/3 cost)	239	-
	<u>£1,896</u>	<u>£434</u>
	=====	===

SURPLUS FOR PERIOD	87	304
BALANCE AT BANK, beginning of period	610	306
BALANCE AT BANK, end of period	£697	£610
	===	===

Audited and certified to be in accordance with the books of the Association.

N. Beaton

N. Beaton
Hon. Treasurer

C. Moffett

C. Moffett
Hon. Auditor

12/10/89

3rd October 1989



Follow the clues to complete the table below:

	C1	C2	C3	P1	P2	P3	F1	F2	F3
N1									
N2									
N3									
F1									
F2									
F3									
P1									
P2									
P3									

KEY:

N1	Mr P Raddel
N2	Mr T Rolley
N3	Mrs C Leat
C1	Aylesbury S.C.
C2	Kingsmead S.C.
C3	Chipstead S.C.
P1	Cleats & Blocks
P2	Launching Trolley
P3	Comet Sail
F1	Barrie's Boats
F2	Dinghy Leisure
F3	Margaret's Marine

Name	Sailing Club	Purchase	From
Mr P Raddel			
Mr T Rolley			
Mrs C Leat			

- Mr P Raddel (who is not from Aylesbury S.C.) ordered some new cleats & blocks and received them by return from Dinghy Leisure.
- Mrs C Leat (who didn't buy the Comet sail) sails at Chipstead S.C. and could not find either the Barrie's Boats or Margaret's Marine stands at the Earl's Court Boat Show, where she made her purchase.
- Dinghy Leisure was the only dealer able to supply accessories specifically for the Comet.

Illogical? - We don't think so!

For a by return service from our full range of spares and accessories contact:

Margaret Hylton
The Comet Dealer

Sales, Demonstrations
Spares and Accessories

6 Wychwood, Little Kingshill
Great Missenden, Bucks HP16 0EJ
Tel Great Missenden (02406) 3082

NOTICE BOARD

COMET CLASS SAILING PROGRAMME 1990 (PROVISIONAL)

DATE	VENUE	COUNTY	EVENT
April 29th	Cam S.C.	Cambs	
May 6th	Kennet Valley S.C.	Berks	
May 7th	ICI (Slough) S.C.	Bucks	
May 12/13th	Weston S.C.	Hants	Tidal Champ's
May 20th	Sutton Bingham S.C.	Somerset	
June 9th	Chipstead S.C.	Kent	
June 16th	Paxton Lakes S.C.	Cambs	
June 29th-1st	Ardleigh S.C.	Essex	Nationals
July 29th	Aylesbury S.C.	Bucks	
September 2nd	Gunfleet S.C.	Essex	
September	Redditch S.C.	Warks	
September 23rd	Wilsonian S.C.	Kent	
October	Bowl Valley S.C.	Kent	
October 21st	Kingsmead S.C.	Berks	

FOR SALE

COMET DINGHY 27 (as new)
 Light Blue deck, Dark Blue hull.
 Keelband, hatch, coachlines, top cover, wind indicator.
 Folding launching trolley

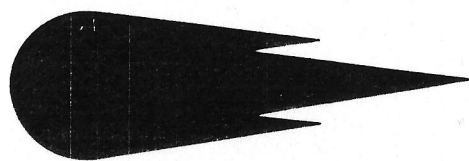
£900 o.n.o. - contact Rod Evans on 0603 715309

FOR SALE

Ex-Comet 141

Snipe Combi trailer and trolley,
 AMS folding launching trolley.
 Mint condition.

Contact Mr. Egan on 01 866 1527 (Pinner)



Comet Class Association

Affiliated to the Royal Yachting Association