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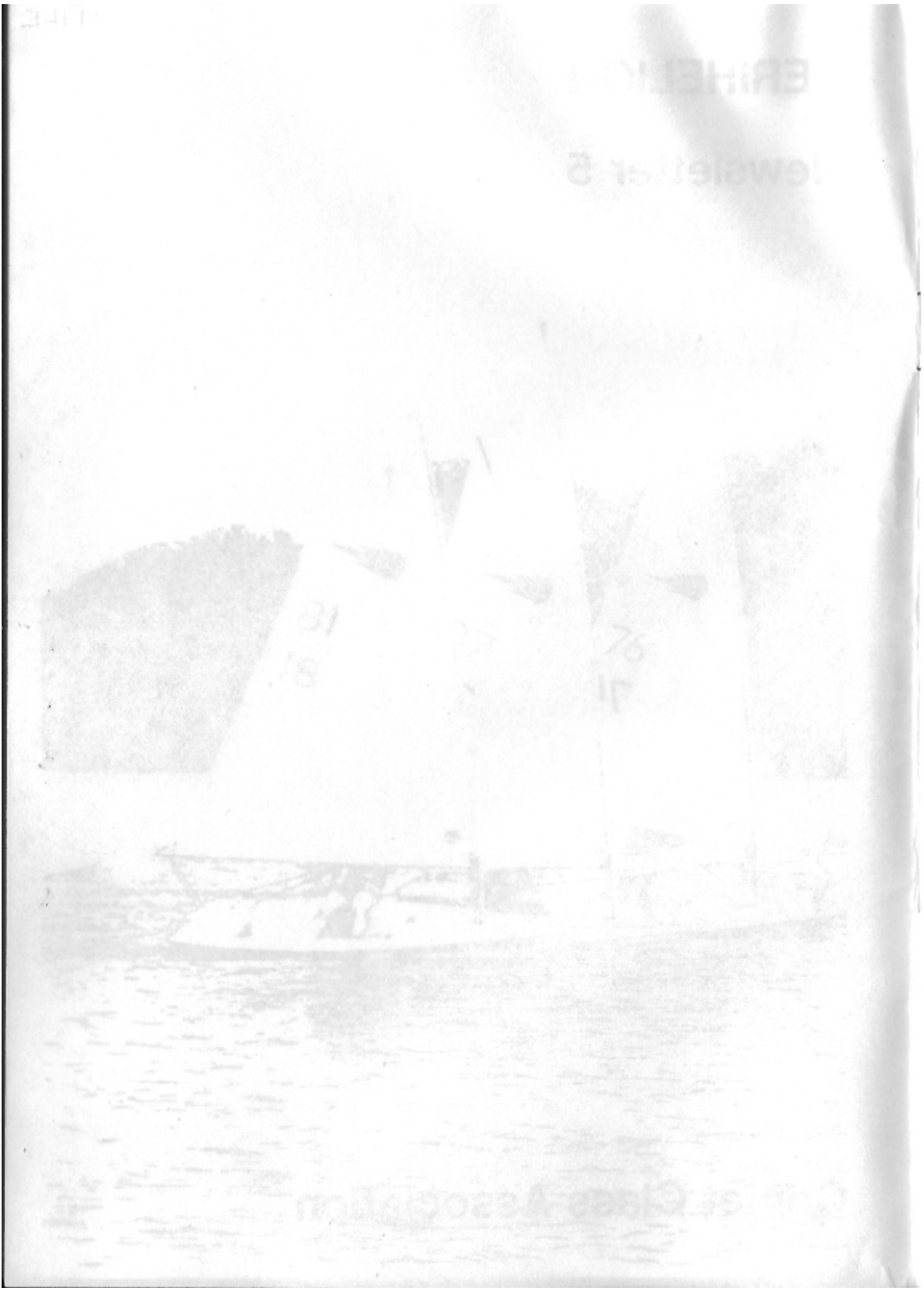
Newsletter 5

Comet Class Association



Comet Class Association

********** NEWSLETTER No 5 **********

CONTENTS: PAGE

December 1987

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RESPONSIBILITIES:

CHRIS is acting as the Open Meeting co-ordinator for 1988.

MIKE is acting as our representative to the Class Associations Forum.

CARR is considering our publicity requirements.

ANDREW is providing graphics and layouts for the Newsletter.

FROM THE CHAIRMAN

What an excellent turnout at the recent Kingsmead SC Open and what a really good way to finish our first full Association season. I know there wasn't much wind but the sun shone and it seemed that everyone was determined to enjoy the occasion even to the extent of a few demonstration capsizes at the end!

I would like to thank all the Association members who have been able to support the Open Meetings during the year - it is quite hard work to organise them but it has certainly been worthwhile.

Now it's time to look forward to the new season in 1988.

We had a Committee meeting after Kingsmead and we will be at a Class Associations Forum in December, presenting the Comet on our own stand at Sailboat '88 in March and then running a larger Open Meeting circuit around the South, Southeast and Midlands during the summer.

Your Committee has a number of ideas to further develop the aims and functions of the Association but, as always, it's your involvement that matters.

One particular area that I would like to develop is in improving the general level of the fleet. There is a small group of experienced helms dominating the results at the moment but a lot of the Comet helms at Open Meetings are relatively inexperienced and we will try to assist them with articles in the Newsletter and also with some practical training sessions during the season.

I should again enter a plea for any items of interest for the next newsletter - it really doesn't matter what it is about - anything to do with sailing and Comets, particularly non-racing items, will be most gratefully received. There is still a small prize waiting for a correct answer to the word search in newsletter 4 and the racing rules quiz in this issue will occupy some spare time on these dark winter evenings.

Your submission to the next newsletter could be the answers to this quiz and think what that could do for your finishing positions for next year!

Enclosed with this newsletter is the Membership renewal form for the new year and it would help to save our administrative costs if you would complete the standing order mandate in respect of membership. Please do re-join the Association and encourage other Comet sailors at your Club to do the same in order to maintain the impetus that has been built up this year. If you have any comments or suggestions as to the progress or programme of the Association, please do not hesitate to let me or any Committee Member know and we will consider your ideas.

Finally, on behalf of your Committee, I would like to wish you all a Merry Christmas and a Prosperous New Year.

Happy Sailing!

Keith Lamdin
Chairman.

AMS Marine

BUILDERS REPORT

Well, it's been quite a year for AMS Marine and the Comet. "Busy" would be an understatement but it has been very rewarding and enjoyable. There will have been 69 Comets built this year by the time you read this so compared with previous years, 1987 has indeed been the year the Comet took off. The enthusiasm shown by you the owners, the turnouts at the Open meetings and this newsletter finally prove the Comet is a fully established class.

Down at South Molton there is still the same team with me, namely Andrew and Karen and in the New Year we are looking for some more recruits to help increase Comet production. At the moment we are preparing for London Boat Show where we will have the biggest stand yet, room for three Comets and lots of customers. On show will be videos of the Nationals, Aylesbury and Kingsmead meetings so come and see yourself on the telly!

Although Comet production stops for the London Boat Show, the Birmingham Dinghy and Caravan Show is done by Dinghy Leisure or Barrie and Margaret. As well as their Comet on display, Pool Hall Sailing Club near Wolverhampton who have Comets in the Club intend to show a Comet on their Club stand, all helping to push the Comet in the Midlands.

Do come and say hello at London, we have some interesting new Comet accessories, a telescopic tiller extension that goes a useful amount shorter and a lot longer than a standard one. There is a tactical racing compass to help spot the windshifts at Eastbourne for the 1988 Nationals. We also have a rather nice Bramber Combi trailer specially designed for the Comet.

Wishing you a Merry Christmas and a Happy New Year.

Andrew Simmons

"COMET CARE" or "HOW TO KEEP YOUR COMET LOOKING YOUNG"

Although this article is intended to show you how to deal with those little knocks and scrapes on your Comet, I would like to start by asking you to avoid them in the first place! Bit of a cheek maybe and I know some scratches can't be helped but a bit of care in handling your Comets will pay dividends.

Starting with the roofrack, even if the bars are plastic coated, they can still score a nasty mark on the side decks, as the boat is slid sideways. If the bars are covered with thick carpet this will protect the decks. When rolling over the Comet to put it on the trolley rest the gunnel on a lifejacket or something soft while the person at the back "changes hands" then lift and place it on the trolley. When launching and recovering, try and float the Comet on and off the trolley, although this really needs a helper to go and get the trolley while you hold the boat afloat.

At some inland sailing clubs, boats are moored up at pontoons in between races. A collection of Comets together shouldn't cause may marks on the gunnel, but beware of sharp nails and screws holding any fendering and tyres to the pontoon. Also look out for other dinghies alongside Comets, some have shroud plates with sharp screw heads that coincide with the Comet's gunnels.

Enough of the lecture, here are some tips on doing up your Comet.

They are actually the instructions I include with any gelcoat touch up kits I supply. The instructions are purely for gelcoat repairs rather than any extensive GRP damage repairs. "T Cut" is a very useful thing to use once a year on the hull and deck to bring up the original colour and remove any tar spots and stains.

Good Luck!

COMET GELCOAT REPAIR KIT INSTRUCTIONS

1. Make sure gelcoat chip or scratch is clean and dry. Scratch any exposed GRP with a sharp point (nail etc.).

2. Stir the whole container of gelcoat, pour out required amount, add correct amount of hardener and add MW if the repair is to be done in one coat. Stir thoroughly. The correct amount of hardener is 10cc or 10ml per 1lb of gelcoat. The MW is wax in Styrene which forms an airtight skin over the gelcoat thus making it set rock hard rather than remain tacky. If the repair needs more than one coat, add MW to the last coat and make sure this coat covers all of the previous coat. A second coat of gelcoat will not stick to a previous coat that had MW in it. The correct amount of MW is the same as the hardener and you should shake the MW before use.

3. Using the end of a screwdriver etc. drip the gelcoat into the scratch or chip making sure the level is above the original surface.

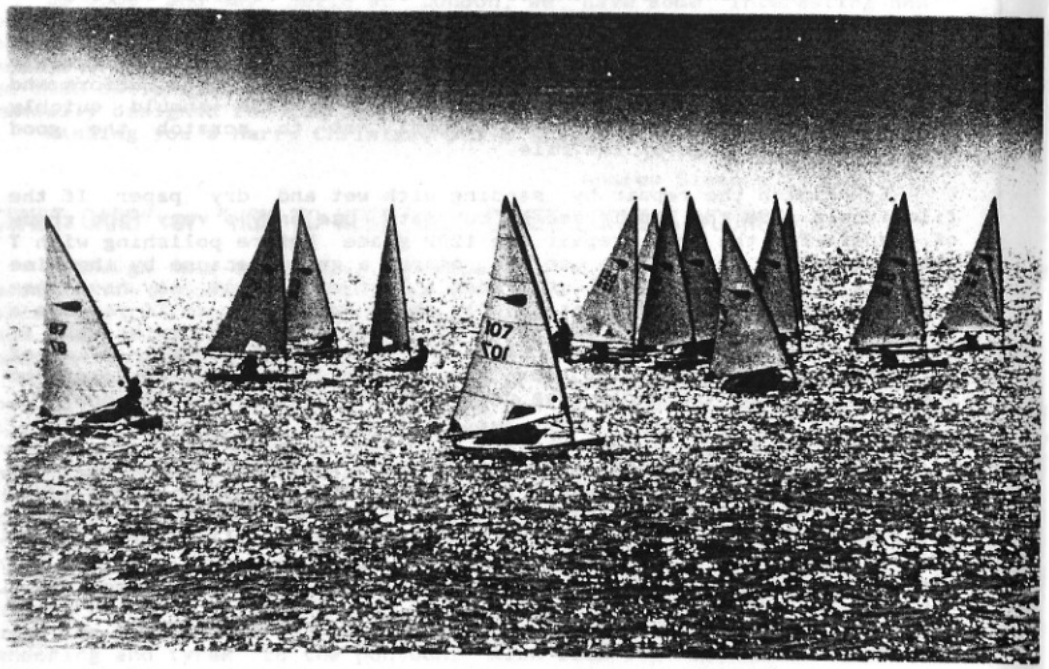
4. Whe the gelcoat has gone hard (next day) file off the surplus gelcoat until the repair is flush with surface. The file only really works if it is a coarse type like an Aven Trimatool or a Surform and the repair is on a curved convex surface. The file should quickly remove the excess gelcoat but be careful not to scratch the good surface with the edge of the file.

5. Finish the repair by sanding with wet and dry paper. If the file itself made the repair smooth but matt, use only a very fine grade of paper. For the best repair use 1200 grade before polishing with T Cut or similar. Try not to use too coarse a grade because by the time you finish with the smoothest grades a lot of gelcoat may have been removed. The original gelcoat is only about 1mm thick so if you see a darker patch appearing as you sand, it is the GRP showing through. If this happens finish with smooth paper and polish. If there is a lot of scratches in one particular area, I would only fill the deep ones and then wet and dry the whole area until all the scratches have gone.

WARNING - All the materials are highly toxic and inflammable but be very careful not to get hardener in the eyes. Even just inadvertantly rubbing your eyes after handling hardener can hurt. Bathe the eye in cold running water. Thoroughly wash hands after handling the hardener.

Andrew Simmons

.....and its still an hour before high water



The National championships at Gunfleet Sailing Club

SETTING YOUR COMET SAIL

Although there is theoretically no tuning necessary with the relatively simple una rig of the Comet, there is a wide range of boat performance possible through the proper setting of the sail by the use of the standard controls supplied.

This article is intended to help you use these controls properly and, in order to do so, it is necessary to the understand the basics of how sails work. A degree in aerodynamics is not of much use but a little knowledge of what happens when a sail deflects a stream of air will help!

Normally, the wind in the form of an air stream will flow in a straight line but, when a sail is put in the path of the wind, the air will be deflected. The wind both forms the shape of the sail, dependent on the cut of the sail panels, and flows around that shape, (figure 1).

In flowing around the shape of the sail, the air is relatively accelerated to travel further around the leeward side of the sail than the air on the windward side. This acceleration reduces the pressure on the leeward side and causes a force to act through the sail from the high pressure windward side · towards the lower pressure leeward side. Since the sail is curved, the forces at each point of the sail will act in slightly different directions but the total effect of the forces can be represented by one overall force arrow F, (figure 2).

This overall force (F) acts at right angles to the sail and can be split into two parts; that which does useful work in thrusting the boat forward (T) and that which simply pushes the boat sideways (H). This tendancy to push the boat sideways is resisted by the centreboard and, as a result, the boat heels over. In general, the greater the curve in the sail, the the greater the deflection of the air and the greater the power generated by the sail. With greater forces available the thrust T increases such that the boat goes faster but, unfortunately, so does the heeling force H until the boat capsizes! (figure 3).

As the boat bears away onto a reach and the wind comes abeam, the mainsheet is eased and the force F swings round to point in a more useful forward direction. This causes thrust T to increase and heel H to reduce so that the boat goes forwards faster and with less tendancy to heel, (figure 4).

Finally, as the boat bears away onto a run and the wind comes astern, the air can no longer flow over the surface of the sail and the effect of an air deflector is lost. It is simply the force of the air hitting the sail which pushes the boat along on what is the slowest point of sailing, (figure 5).

The air flow around the leeward side of the sail has a tendancy to break away from the sail before the leech, beginning at what is known as the "break point", and return to its normal non-deflected direction. Some separation of the flow is inevitable towards the leech but the objective is to keep this to a minimum and the flow attached as long as possible.

Normally, the "break point" coincides with the point of maximum depth of the sail shape but, without a jib to help train the air flow around the leeward side, it can occur sooner. To combat the resulting loss of drive the maximum depth is set a little further aft on a una rig boat to encourage the flow to remain attached and increase the force generated, (figure 6).

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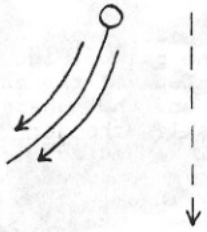


Fig 1

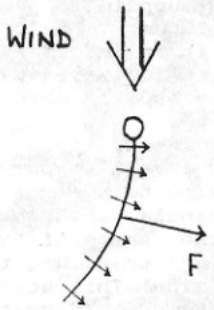


Fig 2

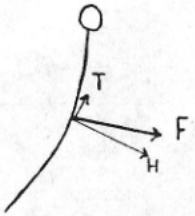


Fig 3

DEFINITIONS

Having considered the basic theory of how sails work, there are some definitions needed before looking at adjustments to the sail shape through use of the controls supplied with the boat.

Aspect Ratio describes the basic proportions of the sail and is the ratio of the luff length to the foot. In general, a high aspect sail provides the highest thrust and performs best to windward whilst a low aspect sail is best for reaching. However, the low aspect sail has the centre of effort positioned lower in the sail and this helps to reduce the heeling forces generated in the sail.

For the Comet, the aspect ratio is about 1.9 which is relatively low and this is accentuated by the hollow roach of the sail. The sail area is concentrated with some 70% in the bottom half of the sail and this keeps the centre of effort low, (figure 7).

Sail Depth relates the depth of curvature of the sail to the width of the sail and at a quarter height is about 14%. The position of the greatest depth is known as the draft position and is about 40% aft from the luff, giving a complete description of the sail shape as 14% depth at 40% aft, (figure 8).

Angle of attack is a measure of the roundness of the luff. A small angle and resulting fine entry to the sail gives good pointing ability whilst a more rounded entry gives more power but at a lower pointing angle, (figure 9).

Twist is a measure of how the angle of attack gradually increases with the height of the sail and with the correct amount of twist allows the whole sail to luff at the same time, (figure 9).

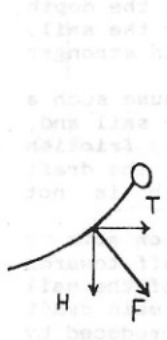


Fig 4

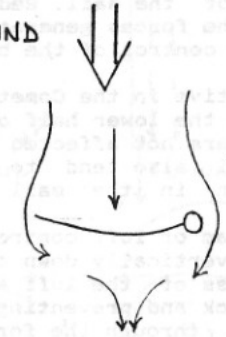


Fig 5

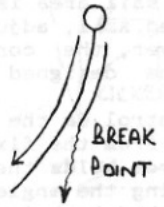


Fig 6

Fig 7

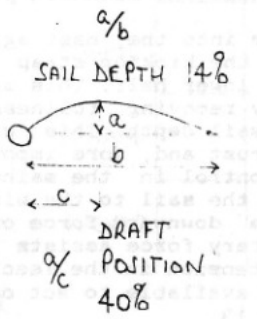


Fig 8

Fig 9

USING THE CONTROLS

The objective in using the sail controls is to adjust the shape of the sail to provide the optimum combination of high thrust and low heeling forces for any particular wind condition.

The peak of the sail is tied at the top of the mast and the luff is held in a horizontal direction as a sleeve around the mast, allowing the controls to work relative to these two fixed points.

The main control is the outhaul which produces a force acting horizontally along the foot of the sail towards the clew. This force allows the sail to be generally flattened by tightening the outhaul and pulling excess curvature or depth out of the sail. Reducing the depth of the sail in this way will reduce the forces generated by the sail, both thrust and heel, and allows better control of the boat in stronger winds, (figure 10).

The outhaul is particularly effective in the Comet because such a high proportion of sail area is held in the lower half of the sail and, with a loose footed sail, adjustments are not affected by any friction in the boom. However, the control will also tend to pull the draft position aft of the designed position in the sail which is not desirable.

The second control is the cunningham or luff control which acts by producing a force from the fixed peak vertically down the luff towards the tack. This force holds the roundness of the luff area of the sail in place, controlling the angle of attack and preventing the main draft position being pushed back in the sail through the forces produced by the outhaul and increasing wind pressures, (figure 11).

The next control is that of the kicking strap which, in acting at an angle downwards from the boom, produces a force vertically down the leech at the outer end of the boom and horizontally along the boom towards the gooseneck, (figure 12).

In holding the boom down and preventing the outer end rising excessively, the kicking strap provides tension in the leech area to keep the designed sail shape and maintain power in the rear half of the sail.

In forcing the boom into the mast against the fixed position of the mast at deck level, the kicking strap will cause the mast to bend and bow forwards in the lower half. This mast bend will complement the action of the outhaul by removing fullness from the sail towards the luff and reducing the sail depth. This will reduce the power of the sail by reducing both thrust and, more importantly, the heeling forces.

There is a final control in the mainsheet which, in addition to controlling the angle of the sail to the wind for the various points of sailing, also provides a downward force on the end of the boom when beating. This supplementary force assists the kicking strap forces in providing the necessary tension in the leech area of the sail.

The various forces available to act on the sail in different ways are summarised in figure 13.

In summary, the controls act in an inter-related manner and the resulting sail shape and sheeting position determine the total forces split into thrust and heel. The objective is clearly to maximise thrust and reduce heeling and future articles will consider this requirement for the different wind and sea conditions we encounter.

If you have got this far (!), then try to complete the table in figure 14 through using the theory outlined in this article.

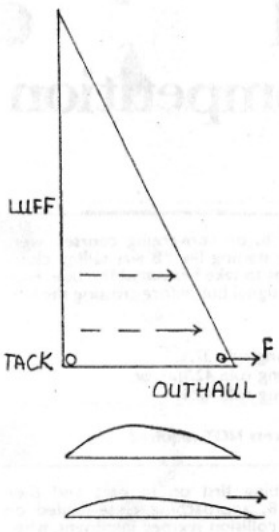


Fig 10

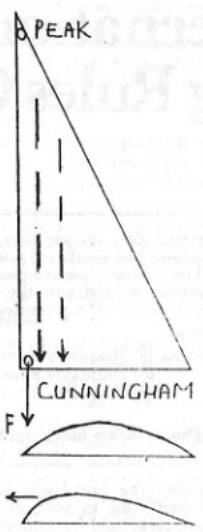


Fig 11

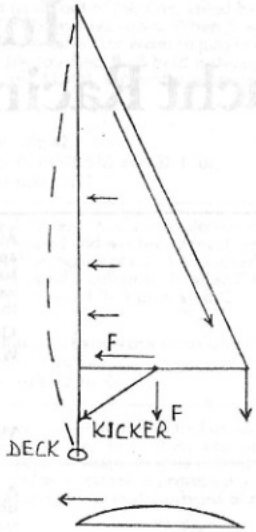


Fig 12

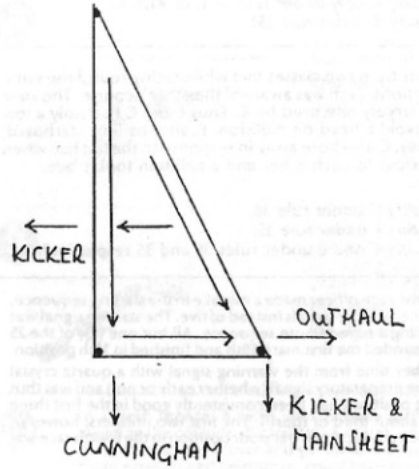


Fig 13

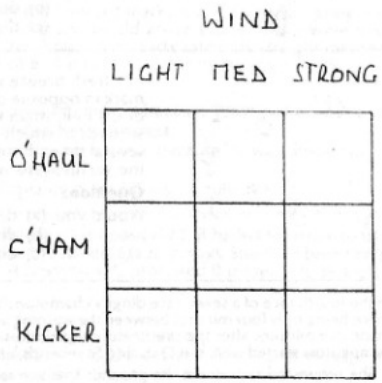


Fig 14

International Yacht Racing Rules Competition

1

At the start of a cruiser race, A and B, on converging courses, were approaching the windward end of the starting line. B was sailing close-hauled on a proper course chosen so as to take her out of the tide. Hails were exchanged and, after the starting signal but before crossing the line, the yachts collided. A protested B.

Question:

Would you (a) disqualify A for infringing rule 37.1,
(b) disqualify B for infringing rule 42.1(a), or,
(c) disqualify B for infringing rule 42.4?

Throughout, please block out the answers NOT required

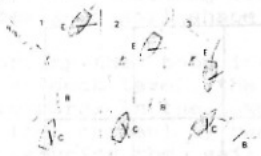
2

A rounded the port-hand mark, gybing first on to port and then unexpectedly on to starboard tack. B, approaching close-hauled on starboard tack, held her course until a collision seemed imminent, when she luffed up all she could in an effort to keep clear or at least minimise the damage. However B's bow hit A's boom end and the collision finally resulted in serious damage to both yachts.

Question:

Would you (a) disqualify A and B, A under rule 37.1 and B under rule 32,
(b) disqualify A only under rule 37.1, or 41.1, or,
(c) disqualify B under rule 35?

3



In a fresh breeze yachts from two classes met while racing round the same mark in opposite directions. Each was aware of the other's course. The view of C's helmsman was largely obscured by B. Thus E and C had only a few seconds in which to avoid a head-on collision. E, after hailing 'starboard' several times, bore away. C also bore away in response to the last hail when the yachts were very close to each other and a collision took place.

Question:

Would you (a) disqualify C under rule 36,
(b) disqualify E under rule 35,
(c) disqualify C and E under rules 36 and 35 respectively?

4

In the fourth race of a seven race dinghy championship, the race officer made a mistake in the starting sequence, there being only four minutes between the warning and preparatory signals instead of five. The starting signal was made five minutes after the preparatory signal, thus making a nine-minute sequence. All but one (Q) of the 25 competitors started well, but Q started 58 seconds late, rounded the first mark 18th and finished in 10th position.

She requested redress on the grounds that she took her time from the warning signal with a quartz crystal watch, was occupied with reefing trouble at the time of the preparatory signal (whether early or not) and was thus prejudiced by the early start. Her starts and her finishing positions had been consistently good in the first three races and she maintained that she would have finished about third or fourth. The first two finishers, however, gave evidence that Q had done well in light weather in the early races but her poor position in the fourth race was due to her poor performance in strong winds.

Question:

Would you (a) abandon the race,
(b) award Q average points, to be decided at the end of the series, or,
(c) let the results stand?

5

C, bringing the wind with her and being out of the tide, sailed between B and the shore. B hailed her that there was no room. When C was close astern of A and overlapped with B, she called for water to pass between A and B. She bore away and her sails touched B. B held a steady course throughout. B protested C under rule 42.3(b), C counter-protested, citing rule 42.1(a).

Question:

Would you (a) disqualify B under rule 42.1,
(b) disqualify C under rules 42.3(b) and 37.1, or,
(c) disqualify C under rule 37.1?

6

In a moderate to rough sea and fresh breeze, A, close-hauled on starboard tack, converged with B and C, overlapped and was broad reaching on port tack on a different leg of the course. The rigging of B and A touched, in spite of A luffing sharply in an attempt to avoid a collision. B hailed C for room although C denied hearing her. A protested B, B protested C.

Question:

Would you (a) disqualify A for allowing a dangerous situation to develop,
(b) disqualify B under rule 36, or,
(c) disqualify C under rule 42.1(a)?

7

A arrived at the starboard-hand mark close-hauled, tacked on to port and then gybed from port to starboard. B, well behind A, was meanwhile approaching the mark close-hauled on starboard. In spite of B luffing hard to pass under A's stern a minor collision occured. B protested under rule 37.1, A maintained that 42.2 applied as she was in the process of rounding the mark ahead of B.

Question:

Would you (a) disqualify B under rule 42.2,
(b) disqualify A under rule 37.1, or,
(c) disqualify B under rule 37.1?

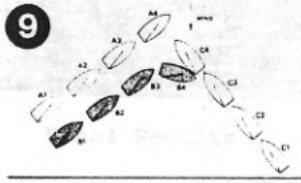
8

At half a mile from the leeward mark, A saw B slowly closing on her port quarter. A realised that she would arrive sooner if she were to sail in the weaker tide near the shore, so instead of steering straight for the mark she bore away ahead of B. B protested A for infringing rule 39.

Question:

Would you (a) dismiss the protest because B was not in such a position as entitled her to protest,
(b) dismiss the protest because A was always on a proper course, or,
(c) disqualify A for infringing rule 39?

9



A safely passed ahead of C. At position 1, B hailed for room to tack. When she got no response she hailed again, in vain. She then bore sharply away, but just grazed C at position 4. C protested B under rule 36, B protested A under rule 43.

Question:

Would you (a) disqualify A under rule 43,
(b) disqualify A and B under rules 43 and 36 respectively, or,
(c) disqualify B under rule 36?

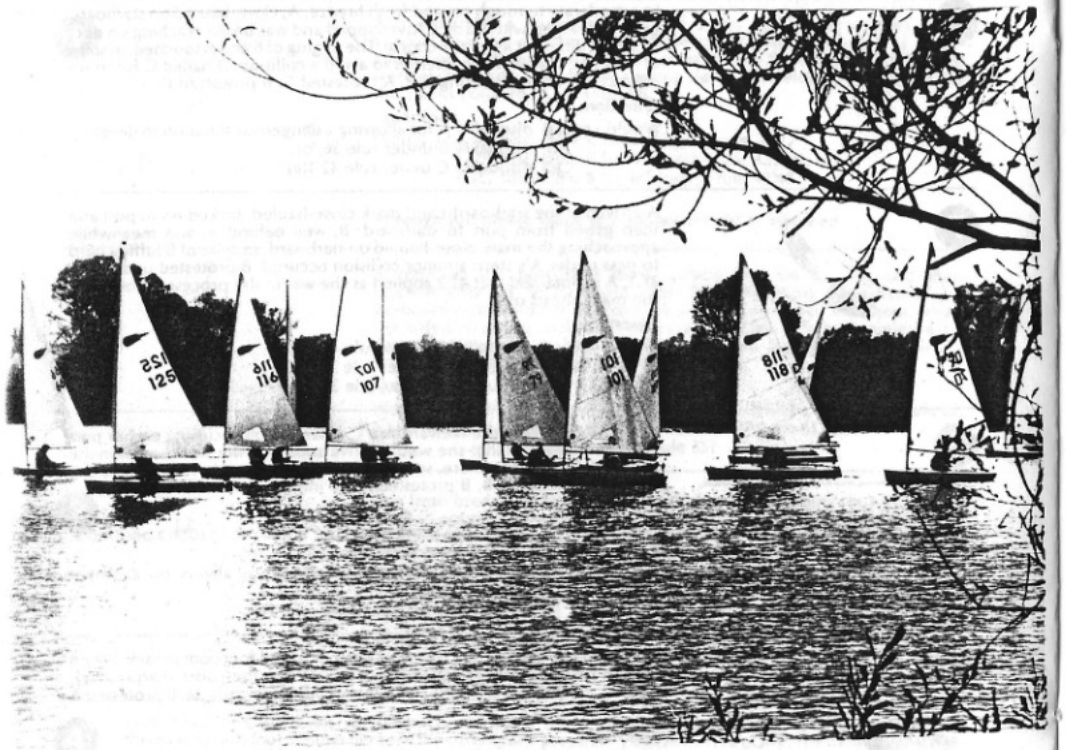
10

In a fresh breeze, A tacks unexpectedly and B, on the lay line to the windward mark, tacks to keep clear. In avoiding the collision, B capsizes. A retires, admitting that she was in the wrong. B, impeded by other yachts takes three minutes to recover and get under way again. She claims redress under rule 69(c). B, had she been sailed by a more experienced helmsman, could have avoided the capsize. The incident takes place on the fourth (windward) leg of an Olympic-type course on the 4th day of a seven-race series with a fleet of 25 yachts.

Question:

Would you give redress and, if so, what would you give and why? Would it make any difference:
(a) if the incident had been on the first or on the last leg?
(b) if the fleet had been 10 or 60?
(c) if the race had not been part of a series?

Do you have any views about the scope of 69(c)?



Kingsmead S C Open Meeting

KINGSMEAD S.C. COMET OPEN MEETING, 25 October

The final Comet Open Meeting of 1987 at Kingsmead SC drew an excellent entry of 23 boats with the 4 home boats being joined by 19 visitors from clubs as far afield as PoolHall, Birmingham and Sovereign Eastbourne.

On a fine October day with clear skies and bright sunshine the first race started in a flat calm with the lightweight Philip Robinson quickly building a lead from Henry Jaggers followed by Craig Moffett, Alec Wilcox and Damon Perrin. Although Moffett briefly gained the lead, at the finish it was Robinson, Perrin and Moffett with Peter Adlington gaining late places to finish fourth.

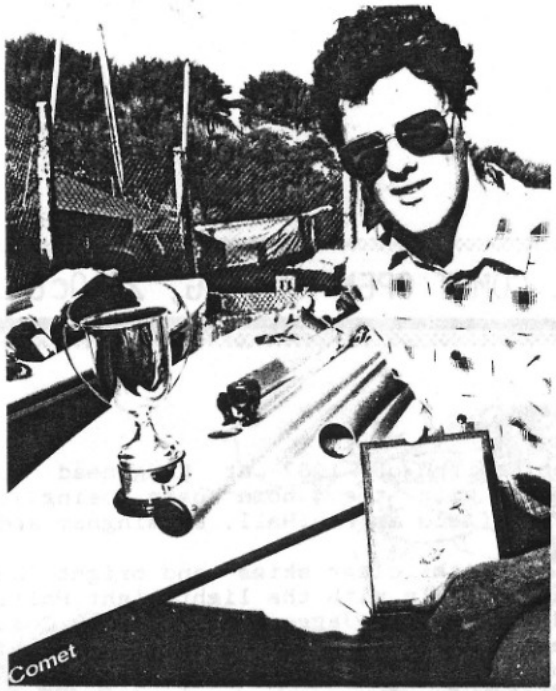
With the second race starting in a light and patchy southerly wind, Adlington was quickly clear from a port tack start followed by Wilcox, Moffett and James Withall. Moffett was quickly through to the lead, followed by Jaggers and Perrin, recovering from a poor start. These positions remained to the finish with Robinson, his brother Chris Robinson and Adlington taking the minor placings.

The third race started with the wind fading and four boats in contention for first place overall. Perrin and Philip Robinson were well away from the centre of the line but Moffett started in clear wind from the leeward end of the line and then tacked to clear and cover the fleet in first position. With Jaggers joining the leading group, the four contenders were in position to claim the newly presented Kingsmead Shield. Moffett held the lead for two laps with Perrin dropping back to allow Jaggers and Robinson to pressure and then pass Moffett as the wind died on the run to the finish.

All in all, an excellent days racing to finish off the first season of Comet Open Meetings.

Final Results:

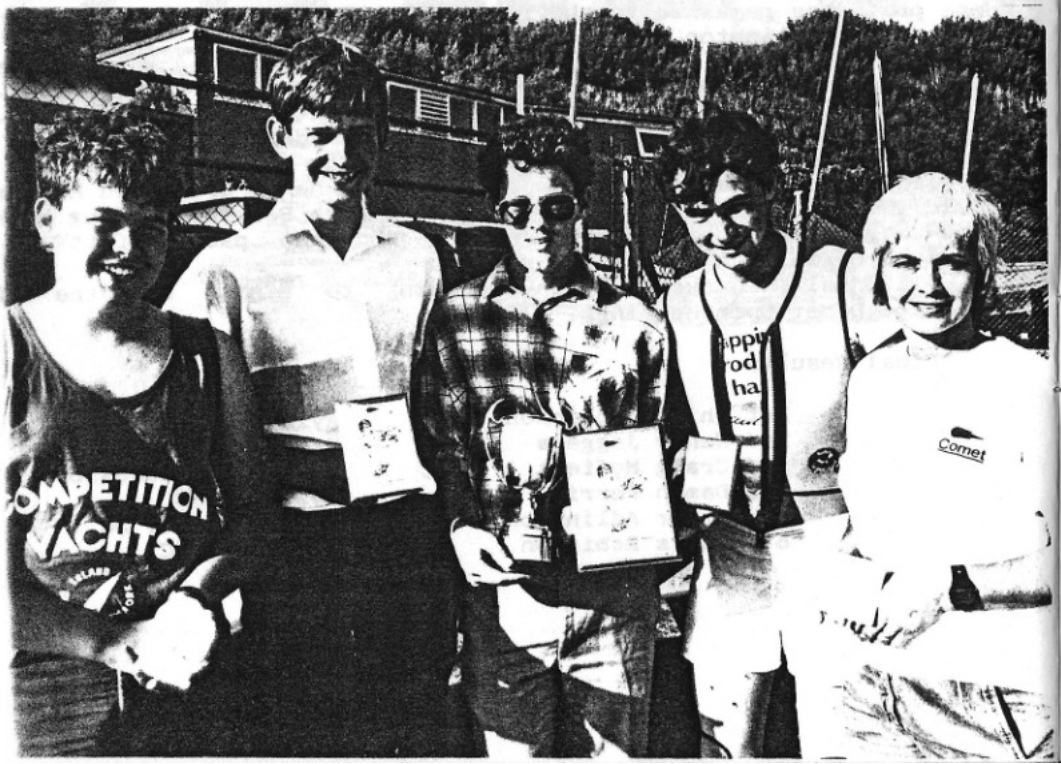
1st Philip Robinson	Aylesbury SC
2nd Henry Jaggers	Kingsmead SC
3rd Craig Moffett	Walton on Thames SC
4th Damon Perrin	Aylesbury SC
5th Peter Adlington	Kennet Valley SC
6th Chris Robinson	Aylesbury SC



JEFF PENFOLD
1987 Comet National Champion
Winner in boat 99, Sovereign S C

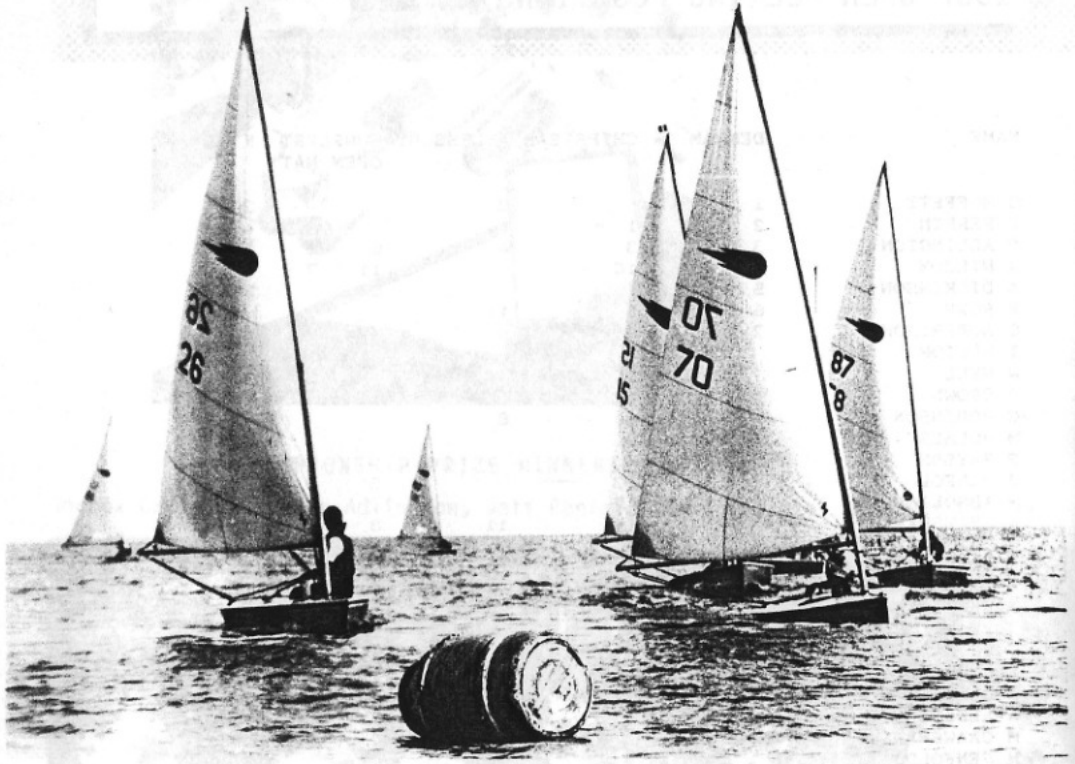
1987 CHAMPIONSHIP PRIZE WINNERS

Andrew Crawshaw, Peter Adlington, Jeff Penfold, Simon Clarke, Margaret Hylton



1987 OPEN MEETING POSITIONS

NAME	DENHAM	CHIPSTEAD	AYLESBURY	GUNFLEET OPEN	GUNFLEET NAT	K'MEAD
C MOFFETT	1		3			3
D PERRIN	2	1	1			4
P ADLINGTON	3	3	4	6	2	5
A WILCOX	4	10		11	7	8
A DICKINSON	5			2		
R ROWE	6	8	10			
C ROBERTSON	7	7	9	12	8	14
I HYLTON		2	6			
W NELL		10		10	6	
C BROWN		15				
C ROBINSON		6	8			6
M HOLMES		5				
P RAYSON		4				
J PENFOLD		12		5	1	
P ABSOLOM		12				
A CRAWSHAW		14	11	8	4	13
H JAGGERS		9	2			2
R ROGERS			20			
P ROBINSON			5			1
J HAWKINS			15			
J FRANKLIN			18	17	12	
J WITHALL			16	16	11	7
J HUDSON			17	15	10	15
R CRAWSHAW			21	18	13	22
A LESLIE			12			
M CRAWSHAW			19			
H PENFOLD			13			16
W TURNER			7			
B ROBINSON			14	13	9	
C WILCOX				3		
M LAITY				1		
A SIMMONS				4		
S CLARKE				7	3	
M HYLTON				9	5	
T WESTON				14		
I QUELCH						10
M HARDING						17
C WILLIAMS						11
M MASON						21
B MASON						12
F COWERN						19
D EDGAR						18
D ROBSON						20
M TWELFTREE						23
M MAY						9



William Nell and Jackie Hudson at the leeward mark, Gunfleet Sailing Club, at the National Championships

NOTICE BOARD

1988 OPEN MEETING PROGRAMME:

Cam S.C.	mid April tbc
Kennet Valley S.C.	15th May
JCB Uttoxeter S.C.	4th/5th June tbc
Denham S.C.	19th June tbc
Sovereign S.C.	23rd/24th July

WANTED

A COMET FOR KINGSMEAD SC

Do you have a Comet that needs fresh sparkle in it's life?

A keen sailor at Kingsmead Sailing Club is looking for a good Comet to join a fast growing fleet there.

Write with full details of your boat to:-

Neil Beaton,
24 Priors Road
Windsor
Berkshire SL4 4PD

Or telephone Windsor (0753) 862945 (day) 863339 (evening)

RECOMMENDED READING (or Christmas presents !)

FURNHURST BOOKS - "SAILS" BY JOHN HEYES £5.95

ADLARD-COLES - "SMALL BOAT SAILS" BY JEREMY HOWARD-WILLIAMS £7.95

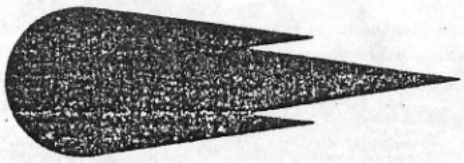
"START TO WIN" - BY ERIC TWINANE £10.95

THANKS

Many thanks to David Hudson for all the splendid photos included in this issue.

Any readers with photos, drawings or cartoons of sailing or social events related to Comets please send to Andrew Cowser.
All articles or views you would like to see included with the Newsletter please send to Keith Lamdin. Addresses in front section.

.....yes, the Comet is a single handed dinghy, but Jackie is getting plenty of assistance here at Gunfleet S C !



Comet Class Association

Affiliated to the Royal Yachting Association