

CCYRA HANDBOOK

FORWARD

With this 1994 edition of the Comet Class Handbook the Comet Class Yacht Racing Association, Inc. celebrates its 60th anniversary. With that historic point in mind, and an abundance of not currently published Class material and information about, I have expanded and included in the Handbook materials beyond the scope of previous editions and included information scattered through out the Class Records that I feel is of interest or importance to membership of the Class. This is an on going job which will continue until the listed Table of Contents is complete.

As approved by the membership at the 1994 Annual Meeting the Specifications have been separated from the By-Laws providing for three (3) primary sections in the Handbook, Constitution, By-Laws, Specifications plus an Appendix. In addition a Section has been added titled Class Information is the above mentioned material. These added materials include; Procedures used in the past for International Qualifying, Fleet number assignments and locations, Measurement procedures and Measurement Committee Rulings and when and as time permits will also include Class Trophies and winners thereof and a listing of Owners of Record of Comet Class yachts. Some of this new material will not be available with this printing but will be foreword to the owners of this printing as it becomes available.

Because of changes of management of the Comet Class Office, differences in the computers systems, and available equipment the Handbook had to be completely re-typed from its 1991 level incorporating all 1992, 1993 and 1994 changes approved by the membership. When I began this project little did I know how much effort would be required because of the language used in the documents and the necessity to avoid any error. Many thanks must be given to the members who proof read the early versions of this project for their help. In particular Jim Walter must be acknowledged for his contributions, not only for providing the most current copy of the materials and updates but for his efforts and spotting of numerous errors and problems within the material.

As the text was re-entered and reviewed an effort was made not only to insure its accuracy but to also standardize the format used though the three major sections. In some cases this required highlighting words and in others it meant assigning paragraph identifiers. This while this changes the appearance of the text and creates uniformity in appearance this has in no way changed meaning of the text. The effort I hope makes it easier to identify specific material in the future.

During this re-entered and editing I was aware that some may find that the document is not by todays standards gender incorrect. After reviewing the situation it became apparent that to make the document gender correct it would require both an excessive expense to the Class and action by the membership. It was also apparent the the resulting document would become more difficult than it already is to read. Therefor the document retains the traditional English usage and words such as Chairman instead of Chairperson and pronouns that are in keeping with the over all document,

The most notable and I feel important change incorporated is the inclusion of Revision Dates (shown on each page) for each section and the numbering of pages of each section independently. This was done to allow each section to be printed as needed with out effecting the balance of the book. This feature, if maintained, should make it easier for the membership to insure that their Handbook is current. Another change with this edition is the expansion to a full (8 ½ by 11) page format, drilled to fit a standard loose leaf notebook. This was done for several reasons the least of which being the limited number of original size (¾ page) covers and the prohibited cost of new covers of that size, and the additional expense to the Class to maintain and print a non-standard size page..

This publication has been entered in CA-Textor and stored under MS Word for DOS. It has been formatted and updated using Microsoft Publisher (2.2a) with has two floppy backups one of which contains printer files. Each major section has its own file so that it may be up-date or printed on its own. The type face used throughout is True Type Times New Roman.

Any errors, mistakes, corrections or suggestions you have or find in this publication please bring to the attention of the Class Office as soon as possible so that they may be acted upon.

Respectfully,

Mark Garriga

Comet Class Office

March 15, 1994

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CCYRA CONSTITUTION

ARTICLE I - NAME

The name of this organization is "COMET CLASS YACHT RACING ASSOCIATION, INC.", hereinafter referred to in the Constitution, By-Laws and Specifications as the Association, CCYRA or the Class. It is a membership corporation under the laws of the State of New York.

ARTICLE II - OBJECT

The object of this Association shall be to promote and develop racing in Comet Class yachts in all parts of the world, to formulate rules governing the construction and racing of boats in this Class, and to exercise jurisdiction over all Comet Class activities and to enforce its Constitution, BY-Laws and Rules upon all Members and Fleets which are subject to its jurisdiction. It shall be the policy of this Association to keep the cost of owning and racing a Comet Class yacht within the reach of the individual of moderate means without risking neglect in conditioning the boats.

ARTICLE III - EMBLEM

The emblem of the Comet Class shall be a FIVE POINTED RED STAR WITH THREE SLIGHTLY CURVED LINES EXTENDING TOWARD THE LEECH. [Except where Article XI of the CCYRA By-Laws provides for other colors (relating to Honor Awards)].

ARTICLE IV - ORGANIZATION

1. The Association - -

1a. Shall consist of individual members, each with privileges accorded to the class of membership.

1b. Shall be governed by an Executive Committee, (See Article VII herein, for the makeup of the Executive Committee.)

1c. Shall be composed of Territories; and units within the Territories, to be known as Fleets.

2. Fleet Charters - -

2a. May be granted to any three or more members who are owners of Comet Class yachts, upon application to the Association and the payment of such charges as may be fixed from time to time.

2b. May be suspended by the Executive Committee for failure to maintain minimum membership.

2c. Each Fleet shall elect its own officers, including a Fleet Captain and Fleet Secretary-Treasurer. In all local matters the Fleet shall be self-governing, provided its rules and regulations do not conflict with those of the Association.

3. Territories - -

Shall be composed of two or more Fleets which, for purposes of administration, shall be under the direction of a Territorial Delegate. Designation of Territories shall be made by the Executive Committee. Fleets composing a Territory and the boundaries of a Territory may be changed from time by action of the Executive Committee, provided that no change be made between April 1st and October 1st in any year. Newly chartered

Fleets however, may be assigned to Territories during that period.

ARTICLE V - MEMBERSHIP CLASSES

1. Membership - -

1a. Membership in this Association shall be restricted to those who own, sail or are interested in Comet Class yachts. Members should join through the Fleets in whose waters they normally sail, except that persons situated where no organized Fleets exist, may apply for membership directly to the Comet Class Office.

1b. **Regular Membership** in the Association is restricted to those who, at the time of first becoming Regular Members, are owners, part owners or bona fide charters of Comet Class yachts. Regular Members in good standing may hold office, vote or skipper in Comet events.

1c. **Co-Owner Membership** in the Association is restricted to members of a Regular Members family or named co-owners on a Comet's Measurement Certificate as long as there is One (1) corresponding current Regular Membership. Co-Owners may skipper in a Comet Event only if the corresponding Regular Member is not a Skipper in the Event, and can vote only in place of the Regular Member. A Co-Owner Member may hold office.

1d. **Junior Membership** in the Association is restricted to members who meet the Junior Requirements as set forth by US Sailing (see appendix III). A Junior Member shall have all the rights of a Regular Member except the right to vote and hold office.

1e. **Classic Membership** in this Association shall be restricted to owners of Historic or Classic Comets as defined by the Executive Committee, (see Appendix III). They shall have all the rights of a Regular member except the right to skipper in a Championship Event, vote and hold office.

1f. **Associated Membership** in the Association is open to all who are interested in the activities of the CCYRA but who are not eligible for Regular Membership. An Associated Member shall not have the right to vote.

1g. **Honorary Life Members** shall be limited to those persons who have rendered extraordinary service to the Comet Class Yacht Racing Association. Honorary Life Members shall be elected by a majority vote of the Regular Members present in person or by proxy at the Annual Meeting, and constituting a quorum; provided that the names or names to be voted on shall have been first approved by three-quarters of the entire Executive Committee, and includes in the notice of the Annual Meeting. Honorary Life Members shall be members for life, exempt from payment of dues and have all the privileges of a Regular Member.

2. Dues - -

Dues shall be fixed by the provisions of the By-Laws and must be paid before a Member is in good standing for the balance of the Dues Year.

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CONSTITUTION

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ARTICLE VI - ELECTIVE OFFICERS

1. Term - -

The term for all elective officers shall be one year. Elective officers shall serve from Annual Meeting to Annual Meeting.

2. President - -

2a. Is the chief executive officer and shall preside at all meetings of the Association. In the absence or incapacity of the President, the duties of the President shall devolve upon the highest ranking Vice President.

2b. Shall be Chairman of the Executive Committee and ex-officio member of all other committees.

2c. Shall, with approval of the Executive Committee and unless otherwise indicated, appoint the chairman and members of the Appointive Committees as well as other offices and officers provided for in Article VIII hereof. In addition he shall appoint all special committees not otherwise provided for,

2d. Shall, with approval of the Executive Committee, appoint a manager of the Comet Class Office provided for in Article VIII hereof.

2e. Shall make all such appointments be for the balance of the Term.

2f. Shall authorize the payment of all bills.

3. Vice President Championship Regattas - -

3a. Shall be responsible for and shall supervise the planning, organizing and conduct of the International Championship Regatta, the Junior Championship Regatta, the Mid-Winter Championship Regatta, the North American Championship Regatta and such other events of similar caliber and scope as the Executive Committee may designate. He shall, subject to the Executive Committee's approval do the scheduling of all such events.

3b. Shall supervise and coordinate the scheduling of the Territorial Championship Regattas.

4. Vice President Development - -

4a. Shall be responsible for the encouragement of membership in the Class, for the development and organization of new Fleets, and the encouragement of activity by existing Fleets.

4b. Shall promote the development and organization of new regattas of the scope and type defined in Article XV hereof, Sections 2 and 3.

4c. Shall represent the Class in establishing and maintaining good relations with boat builders, suppliers, yacht clubs and sailing clubs.

5. Vice President Information and Publicity - -

5a. Shall be responsible for all Class promotion and publicity.

5b. Shall prepare and issue information and news releases concerning regattas, meetings and other matters which may be of interest to the press and public.

5c. Shall arrange for media coverage of Championship Regattas.

5d. Shall encourage the writing of articles about the Comet and the Class for publication in newspapers and magazines.

5e. Shall coordinate the preparation and distribution of informational brochures and other promotional items.

6. Secretary-Treasurer - -

6a. Shall be in charge of all secretarial work of the Association.

6b. Shall keep the financial books, records and arrange for the safe keeping of securities. He shall deposit funds in a depository approved by the Executive Committee.

6c. Shall make a report at the Annual Meeting and all Executive Committee Meetings of the Association financial condition.

6d. Shall disburse money on order of the President or Executive Committee.

7. Chief Measurer - -

7a. Shall, on behalf of the Measurement Committee and the Executive Committee, be responsible for the compliance by all Comet yachts with the Class Specifications.

7b. May, with the approval of the Executive Committee, appoint Official Measurers to assist him in carrying out his duties. These Official Measurers are not required to be members of the Association.

8. Territorial Delegate - -

8a. Shall represent his Territory and its interests in all Class Matters.

8b. Shall be responsible for the scheduling, planning, organizing and conduct of his Territorial Championship Regatta.

9. Members-at-Large - -

Shall provide input to the Executive Committee Concerning Class matters in general.

ARTICLE VII - EXECUTIVE COMMITTEE

1. Members - -

1a. The Executive Committee shall consist of the President, the three Vice Presidents, the Secretary-Treasurer, the Chief Measurer, the immediate Past President, and one Delegate from each active Territory, and three (3) Members-at-Large.

1b. Territorial Delegates may, with prior notification and approval of the President, appoint a representative, from their Territory, to attend a meeting and vote in their place.

2. Function - -

It shall function between meetings of the Association for the purpose of performing such duties as may be designated by the Constitution and BY-Laws. It shall have the ordinary powers of a board of directors with regard to the business of the Association not inconsistent with the Constitution and By-Laws.

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3. Quorum

A quorum shall consist of six (6) members of the Executive Committee who are present in person. Except as otherwise indicated, a majority of those present or, if practicable, all members polled by mail, shall decide all questions.

4. Meetings --

Notification of the time and place of any Executive Committee Meeting shall be sent to the members at least two weeks in advance. Notice shall contain an agenda of matters to be discussed.

ARTICLE VIII - APPOINTIVE OFFICERS, COMMITTEES AND OFFICES

1. Measurement Committee --

1a. Shall consist of a chairman, who shall be the Chief Measurer, and several other members as needed.

1b. Shall pass on all measurement data submitted by Official Measurers.

1c. Shall be in charge of the CCYRA Specifications, drawings and plans, and issue instructions to Official Measurers.

1d. May from time to time, be called upon to rule on some problem areas in the CCYRA Specifications or official plans. Such Measurement Committee Rulings must be approved by the Executive Committee and published in *Comet Tails*, and *Handbook*.

2. Technical Development Committee --

2a. Shall consist of a Chairman and several members as needed.

2b. Shall keep abreast of new developments in materials and construction techniques and make recommendations to the Executive Committee.

3. Finance Committee --

3a. Shall consist of a chairman, who shall be the Secretary-Treasurer, and several members as needed.

3b. Shall advise the Executive Committee on matters involving major expenditures of Class funds.

3c. Shall have the authority to invest the Class funds in a manner it deems prudent, subject to the instructions of the Executive Committee from time to time.

4. Nominating Committee --

4a. Shall consist of a chairman, who shall be a Territorial Delegate or member at large, and two members.

4b. Shall annually nominate, in time for such nominations to be included in the Notice of Annual Meeting, candidates for all elective offices and positions. Said nominations must be approved by the Executive Committee.

4c. Shall keep the President informed of eligible appointees to committees.

5. Publications Committee --

5a. Shall consist of an Editor and several members as needed.

5b. Shall publish a Yearbook and a newsletter to be known as the "*Comet Tales*".

6. Historian --

He or she shall have custody of all properties of the Association, including pictures, films and documents which have no current usefulness but which are of historical significance to the Association.

7. Comet Class Office --

7a. Shall be run by a Manager who shall be paid a fixed fee by the Executive Committee. The Manager may or may not be a member of the Association.

7b. Shall assign hull numbers, issue plans and specifications and sail tax labels and distribute membership cards. It shall also be responsible for the collection of all fees and other charges, of any, all as set by the CCYRA By-Laws or, where authorized, by the Executive Committee.

7c. Shall be the custodian of the Association's records and documents of current usefulness, record all transfers of Comet ownership and issue duplicate Measurement Certificates when required.

7d. Shall be the custodian of all promotional and publicity material and shall be responsible for the distribution of same when required.

7e. Shall prepare and mail the Annual Meeting notices, and notices of special meetings.

7f. Shall prepare and mail the minutes of the Executive Meetings to all members thereof.

7g. Shall handle all general correspondence and phone communications necessary to the normal operation of the Association.

ARTICLE IX - HONORARY OFFICERS

From time to time the Executive Committee by a three quarters vote of the entire Committee, and subject to the approval of a majority of those present in person or by proxy at the next Annual Meeting, may elect as Honorary Officers, a Commodore, A Vice Commodore and two (2) Rear Commodores, who shall serve for life or until resignation and who shall perform such duties as may be assigned to them or any of them by the President.

ARTICLE X -

GENERAL MEMBERSHIP MEETINGS

1. Annual Meeting --

1a. Shall be held in a place designated by the Executive Committee, preferable during the month of January in each year.

1b. Shall be held upon not less than one (1) months written notice to all members in good standing.

2. Special Meetings --

2a. May be called by the President with the approval of the Executive Committee.

2b. Shall be called upon not less than fifteen (15) days written notice to all members in good standing.

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3. Quorum --

At all Class Meetings the greater of (a) twenty-five (25) Regular Members or (b) one tenth (1/10th) of all Regular Members, present in person or by proxy, shall constitute a quorum.

ARTICLE XI - FISCAL YEAR

The Fiscal Year of the Association shall be the calendar year.

ARTICLE XII - DUES YEAR

The Dues year of the Association shall begin with the close of the Annual Meeting and extend to the close of the next Annual Meeting.

ARTICLE XIII - SUSPENSION, EXPULSION, DISQUALIFICATION AND IMPEACHMENT

1. Suspension --

1a. In its sole discretion and by a two-thirds vote of the entire Executive Committee, the Executive Committee may suspend or conditionally suspend, for a period not to exceed twelve (12) months, the rights and privileges of membership of any CCYRA Member for gross violation of any part or parts of the Class Constitution, the Class By-Laws, Class Specifications, applicable racing rules, applicable sailing instructions, or for grossly unsportsmanlike conduct.

1b. In such case the aggrieved member shall have the right to appeal for reinstatement to the next Annual Meeting provided that the appeal is received in writing by the Class Office at least forty-five (45) days prior to the Annual Meeting. Such reinstatement shall require a majority vote of the Regular Members there present in person or by proxy and constitute a quorum.

2. Expulsion --

A Member may be expelled only by a three-quarters vote of those present in person or by proxy, and constituting a quorum at the Annual Meeting.

3. Disqualification --

At any Sanctioned Event, the Race Committee designated to conduct such Event, with approval of two (2) Comet Class Officers who need not be members of such Race Committee, may disqualify any member(s) for conduct detrimental to the best interest of the Association.

4. Impeachment --

Elected and Appointed Officers may be impeached by the Executive Committee for willful and unjustifiable acts of commission or omission detrimental to the best interest of the Association.

ARTICLE XIV - AMENDMENTS

This Constitution may be amended at any meeting of the Association by a two-thirds vote of those Regular Members present in person or by proxy constituting a quorum, provided notice of such amendments is sent to all Members in good standing at least one (1) month prior to the date of the Annual Meeting or fifteen (15) days prior to the date of a Special Meeting.

ARTICLE XV - SANCTIONED EVENTS

1. Championship Events --

Include the International Regatta, North American Regatta, Territorial Regattas, Mid-Winter Regatta, and such other events of similar caliber as the Executive Committee may designate.

2. Exclusive Open Comet Events --

Are those in which only Comets participate and which are greater in scope than the territory in which they are held. They must have Executive Committee sanction.

3. Non-Exclusive Open Comet Events --

Are those held in conjunction with open regattas where other classes participate. They must be sanctioned by the Territorial Delegate concerned.

4. Fleet Championship Races --

Sanctions not required.

5. General --

5a. To gain recognition and sanction a regatta must consist of at least three (3) scheduled races.

5b. Honor Awards shall be given in accordance with Article XI of the By-Laws.



NOTES

CCYRA BY-LAWS

ARTICLE I - DUES

1. Dues are payable at the beginning of the Dues Year. See CCYRA Constitution, Article XII, for dues year definition.
2. Fleet dues are optional and if required, are the property of the fleet.
3. See Appendix I for Dues Schedule.

ARTICLE II - VOTING

1. Elective Officers --

1a. Elective Officers shall be elected at each Annual Meeting of the Association by majority vote of those present in person or by proxy constitution a quorum and they shall serve the ensuing Term.

1b. Vacancies shall be filled for the balance of the Term by majority vote of the Executive Committee constituting a quorum.

1c. The Candidates for said offices shall be those nominated by the Nominating Committee and all who shall have been nominated by petition filed with the Class Office not less than forty-five (45) days prior to the scheduled date of the Annual Meeting and signed by at least ten (10) Regular Members representing at least two (2) different Fleets.

2. Voting at Association Meetings on elections and other business shall be by ballot cast in person or by proxy. Every notice of Association meetings shall include a proxy form with an optional ballot listing the Nominating Committee's candidates and petitioned candidates, and/or other matters to be voted upon by the Association.

3. Voting shall be on a boat basis, each boat being entitled to only one vote, but in no case shall any one member have more than one vote.

ARTICLE III - REPORTS

Each Fleet shall file an annual report with the Comet Class Office in such form as the Executive Committee may from time to time require. This report shall be received in the Comet Class Office not later than two (2) weeks before the Annual Meeting.

ARTICLE IV - RACING RULES, GENERAL

1. The International Yacht Racing Union Rules, as adopted by the national authority of the nation in whose water the regatta is held, shall govern all sanctioned Comet events except; (a) as they may be modified in the sailing instructions and/or (b) to the extent they may conflict with rules of the CCYRA, in which event either or both clauses (a) and (b) shall govern. Verbal instructions or unpublished rules shall not apply.

2. Insofar as it is practicable, it is recommended that the foregoing shall also govern racing at the Fleet level.

3. The following rules shall apply in all Comet Events.

3a. Except where waived by the Race Committee for good cause, a yacht must use her own sails and the numbers of sails and hull must correspond.

3b. Number of persons in a boat shall be two (2).

3c. Both crew members shall be amateurs as defined by United States Sailing Association.

3d. There shall be no change of skipper or crew during a regatta from those appearing on the entry form, except by special permission of the Race Committee.

3e. No race shall be started in winds averaging over 25 MPH.

3f. Except for penalty weights as provided for in the CCYRA Specifications, Section 3a and 3b ballast is not permitted in any form.

3g. The recipient of any Class owned perpetual trophy shall be responsible for the safe keeping of such trophy and must file a bond with the Comet Class Office. It shall be the responsibility of the recipient of such perpetual trophies to assure that said trophies are delivered to the appropriate regatta or event the following year, on time and in the condition in which they were received.

3h. The act of deliberately sacrificing one's own chances of position in a race or series, thereby substantially injuring or enhancing the position of others, is barred and shall be grounds for disqualification. Covering or luffing, providing the yacht is sailing within the racing rules and in a manner consistent with maintaining or bettering her position in the race or series, shall not be deemed team racing tactics. In flagrant cases affecting the point score of the leaders, the race Committee shall have the power, with protest, to order the race resailed, bar the offender from the resailed race and recommend his suspension from the Association to the Executive Committee.

ARTICLE V - RULES FOR THE INTERNATIONAL CHAMPIONSHIP REGATTA

1. Time and Place --

1a. The International Championship Regatta shall be held Annually at a time and place designated by the Executive Committee.

1b. It is desirable that the Regatta be rotated among the various geographic areas of Comet activity and not held in the same waters or in contiguous waters two years in succession.

2. Registration --

2a. Entry forms shall be postmarked or delivered in person at least fourteen (14) days prior to the first day of measurement. They shall be accompanied by an assessment fee payable to CCYRA (Appendix D).

2b. Entries postmarked or delivered in person less than fourteen (14) days prior to the first day of measurement will be accepted only upon payment of an additional late fee payable to CCYRA (Appendix D).

2c. No entry will be accepted if postmarked or delivered in person less than seven (7) days prior to the first day of measurement except upon approval of the Executive Committee.

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3. Measurement - -

3a. No boat shall be permitted to compete in the International Regatta whose record of official measurement is not on file with this Association. No boat shall be permitted to compete in a race whose owner(s) shall not certify that no substantial structural changes in hull or spars have been made since the last complete official measurement of the boat, except such changes that have been officially measured and approved.

3b. Hull, spars, sails and equipment must be made available for measurement and inspection before a boat can compete in the International Regatta. Any and or all boats or portions thereof may be ordered remeasured by the Measurement or Executive Committees.

3c. No more than two (2) suits of sails shall be approved for any boat and both suits must bear the same number.

3d. Any boat measured which does not comply with the CCYRA Specifications as of the time stated in the pre-race circular for the ending of measurement shall not be allowed to compete in the Regatta.

4. Racing. - -

4a. Format. The format for the International Championship Regatta, including the numbers of races scheduled, the number of days involved and the type and length of the courses to be sailed shall be determined on a yearly basis by the Executive Committee and announced at or before the Annual Meeting.

4b. Scoring. Scoring shall be the low point system (Appendix 5.2 of the IYRU Racing Rules). If a tie remains between two or more boats after applying the tie-breaker, their throw-outs, if any, shall be used solely for the purpose of breaking the tie.

4c. Prizes and Trophies. The prize for the winner of the International Championship Regatta shall be the President's Permanent Trophy and other such prizes and trophies as may be awarded by this Association or the Fleet sponsoring the Regatta. The Association is authorized to accept the donation of trophies for other places and performances.

4d. Officials. A special Race Committee known as the International Race Committee (I.R.C.) shall be appointed by the Executive Committee to supervise and conduct the International Regatta. The I.R.C. shall have supervision of the laying out of the course and general conduct of the Regatta. All other details in connection with the holding of the International Regatta such as place, shall be submitted to the Executive Committee for approval and sanction. The decision of the I.R.C. as to the conduct of the Regatta shall be final and from the period of midnight of the day preceding the first race until 24 hours after the last race the Executive Committee shall be inactive and the decisions of the I.R.C. as to all matters concerning the current regatta shall be final, but shall not extend to other matters or revoke the Executive Committee rulings. Timers, starters, and other officials may be appointed from the local Regatta Committee by the I.R.C. No member of the I.R.C. shall serve on the Protest Committee for the International Championship Regatta. Decisions of the Protest Committee are final if a United States Sailing Association Certified Judge is a member of the Protest Committee.

4e. Sailing Instructions. The Sailing Instructions shall be approved by the Executive Committee.

4f. Racing Rules. Refer to Article IV of the By-Laws for the Racing Rules that shall apply at all times.

4g. Alternate Penalties. Use of the "720 Rule" shall be solely at the discretion of the host club and must be stated within their prescribed sailing instructions. If a competitor declines to accept an alternate penalty in accordance with the prescribed rule and is later subsequently disqualified, the DSQ must be scored. It can not be dropped even if a throw-out race is allowed in the series.

ARTICLE VI - QUALIFICATION FOR THE INTERNATIONAL CHAMPIONSHIP REGATTA

1. Eligible Yachts (see By-Laws Article XIII) shall qualify for the International Championship Regatta by meeting such qualifications as have been established by the Executive Committee for that particular year and announced at or before the Annual Meeting.

2. No two skippers may use the same boat in the same qualifying regatta for purposes of qualifying for the International Regatta.

3. Only one skipper of a Co-owner membership may qualify for the International Championship Regatta.

4. A alternate boat may be substituted for a qualified boat prior to, but not during the International Championship Regatta, provided that such substitution of an alternate boat is clearly specified on the entry form for the Regatta. No boat substitution shall be made subsequent to the submission of the entry form without approval of the Executive Committee.

5. The Defending International Champion shall qualify automatically.

ARTICLE VII - NORTH AMERICAN CHAMPIONSHIP REGATTA

1. The North American Championship Regatta shall be held annually at a time and place designated by the Executive Committee.

2. It shall be open to all Eligible Yachts.

3. The 1st Vice-President shall be responsible for sending the results of the regatta, along with the assessment fee (see Appendix I) collected from each entrant, to the Class Office.

ARTICLE VIII - MID-WINTER CHAMPIONSHIP REGATTA

1. The Mid-Winter Championship Regatta shall be held annually at a time, preferably February, and a place, preferable Florida, designated by the Executive Committee.

2. It shall be open to all Eligible Yachts.

3. The 1st Vice-President shall be responsible for sending the results of the regatta, along with the assessment fee (see Appendix I) collected from each entrant, to the Class Office.

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ARTICLE IX -

JUNIOR CHAMPIONSHIP REGATTA

1. The Junior Championship Regatta shall be held annually at the time and place designated by the Executive Committee.
2. Shall be open all Eligible Yachts, provided that the skipper and crew meet the requirements of a Junior Member and the skipper is a member of the Class.
3. Any Junior skipper may charter a Comet for this regatta.

ARTICLE X -

TERRITORIAL CHAMPIONSHIP REGATTA

1. Territorial Championship Regattas shall be held annually at times and places designated by the Territorial Delegates.
2. A Territorial Championship Regatta shall be open to all Eligible Yachts in that particular Territory
3. Certain Fleets, because of their geographical location and for other reasons approved by the Executive Committee, may be designated as 'unassigned' to any Territory. In the case of such Fleets, and in cases where a particular Member in good standing resides in an area that is unreasonably far from fleet racing, he may participate in the Territorials nearest him but only after approval by the Executive Committee.
4. In exceptional cases, a skipper who is unable to sail in his own Territorial Championship Regatta may, by petition the Executive Committee, obtain permission to sail in the Championship Regatta of another Territory.
5. Territorial Delegates shall be responsible for sending the results of their Championship Regattas, along with the assessment fee (see Appendix I) collected from each entrant, to the Class Office.

ARTICLE XI - HONOR AWARDS

The winning skipper of any sanctioned regatta shall be entitled to display on his sail the highest honor award that he has earned. They are listed below in declining order of importance:

International Regatta:

Winner	-Gold Comet Emblem
Second or Third	-3 Gold Chevrons
Daily First	-2 Gold Chevrons
Daily Second or Third	-1 Gold Chevron

North American Regatta

- same as above, except Blue

Mid-Winter Regatta

- same as above, except Green

Territorial Regatta

- same as above, except Silver

The following Honor Awards limitations shall apply:

- 2nd series awarded only if 4 or more entries.
- 3rd series awarded only if 7 or more entries.
- Daily 1st awarded only if 10 or more entries.
- Daily 2nd awarded only if 15 or more entries.

Other Honor Awards:

Winner

3 Red Chevrons -Exclusive Open Regatta

2 Red Chevrons -Non-exclusive Open Regatta

1 Red Chevron -Fleet Championship Series

The emblems and chevrons shall be affixed to both sides of the mainsail and located as shown on the Official Plans.

The display of Honor Awards is strongly encouraged

ARTICLE XII - REGISTRY NUMBERS

1. An official CCYRA registry number will be assigned to a Comet upon application to the Comet Class Office, certifying that the Yacht is under construction and ready for applying the number to the centerboard trunk. Numbers shall be assigned in numerical sequence and no advance assignments for future use shall be made, except reasonable blocks to commercial builders. Such application shall state the serial number of the official plans set from which the yacht(s) is (are) built, yacht name if any, and shall be accompanied by a number tax (see Appendix I) per hull for all but the first hull built from a given set of official plans.
2. Whenever a registered boat number shall have been assigned in connection with the sale of an official set of plans or upon payment of a number tax and such boat shall not have been built and so reported to the Comet Class Office within one (1) year thereafter, the Comet Class Office shall thereupon notify the person or persons to whom such number or numbers have been assigned that at the expiration of ten (10) days from the mailing of such notice the assignment of such number will be canceled and such number shall not thereafter be reassigned to any person or persons except with the consent and approval of three-fourths of the entire Executive Committee. Any persons or persons whose number shall be so canceled shall be entitled to receive a new number free of charge if and when a boat is actually constructed by or for such a person or persons.
3. If a hull is destroyed, its number shall be retired. If a hull is damaged by more than fifty percent (50%) its original number shall be retired and a new number must be assigned. A number once retired cannot be reissued.

ARTICLE XIII - ELIGIBLE YACHTS

1. A yacht is eligible to compete in Comet Class events only after she has been assigned an official CCYRA registry number and her official Measurement Certificate has been approved by the Measurement Committee, and only while she is owned or chartered by a Regular, Junior or Classic Member of the Association in good standing. A yacht shall retain its eligibility perpetually unless its Measurement Certificate is revoked or suspended by action of the Measurement Committee, or the yacht is disqualified under any provision of these By-Laws, the CCYRA Specifications or of the Class Constitution.
2. If a boat is chartered, the owner must report to the Comet Class Office the name of the charterer and length of time for which the boat has been chartered.

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ARTICLE XIV - MEASUREMENT CERTIFICATES

1. General

1a. A Measurement Certificate shall be issued to each qualified yacht by the Measurement Committee through the Comet Class Office. A copy of the document shall be permanently maintained in the Comet Class Office. Each Certificate shall state whether or not the Measurement Committee approved the yacht as a qualified Comet. The Measurement Committee shall only approve a yacht when it is satisfied that the yacht meets the CCYRA specifications.

1b. Upon the approval and issuance of a Measurement Certificate, Measurement Decals shall be issued, one each, for the mast and boom. These decals shall be affixed only by an Official Measurer, Member of the Measurement Committee or their designated representative.

1c. The replacement of a worn or damaged decal shall be done only by an Official Measurer, Member of the Measurement Committee or their designated representative.

1d. The failure to display a Measurement Decal on any spar, original or replacement, shall be cause for a yacht's Measurement Certificate to be revoked. A yacht will have until January 31, 1994 or its next International Championship Regatta, whichever comes first, to conform with the Measurement Decal system.

1e. Placement of the Measurement Decal:

-Mast: on the forward face between the deck and gooseneck.

-Boom: on the starboard side not more than 10" aft of the gooseneck.

1f. Measurement Decal fees shall be as set by the Executive Committee. See Appendix 1.

2. Sistership

2a. A Measurement Certificate may be approved by the Measurement Committee only (1) upon the actual measurement of the complete yacht by a Official Measurer of the CCYRA, or (2) upon the Measurement Committee being satisfied that the yacht has built from the same molds in which another yacht has been built, and for which a Measurement Certificate has been approved under condition 1, a "Sistership" Measurement Certificate may be issued but only after the mast, boom, rudder and centerboard have been measured by an Official Measurer of the CCYRA and subject to the restrictions of 2b below.

2b. Sistership hull approvals shall apply to glass fiber construction only. A limit of nine (9) hulls may be sistered to an actual measured hull but all must be constructed within a twenty-four (24) month period.

2c. The Measurement Committee shall have the authority to order any yacht to be actually measured prior to approval of its Measurement Certificate. In the case of a yacht whose Measurement Certificate is based on the actual measurement of a sistership, the dimensions of such sistership **shall not** appear in said Certificate but its hull number shall be stated.

3. Non Compliance.

3a. Any yacht not meeting the requirements of sections 1 and 2 of this Article XIV shall have "NOT APPROVED" stamped upon its Measurement Certificate. Such a Measurement Certificate shall not be approved or replaced until such requirements are met and the Measurement Committee is so satisfied.

3b. Waivers. From time to time the Measurement Committee may find it necessary to issue a WAIVER for a specific unique condition encountered with a boat presented for measurement. Such a Waiver shall be granted only with a two-third (2/3) affirmative vote of the Measurement Committee and approval of the Executive Committee. Such an issued waiver must be noted on both copies of said yacht's Measurement Certificate.

3c. A Comet with a WAIVER shall not have any Comet hulls sistered to her, and shall not set a precedent for future WAIVERS.

4. Alterations

If any major structural alterations, repairs to the hull, replacement of spars, rudder or centerboard are made to a Comet (sails excepted) whose Measurement Certificate has been approved, such approval shall be revoked unless and until the yacht, or such parts thereof as may have been affected by such alterations, repairs or replacements shall have been measured by an Official Measurer of the CCYRA and presented to the Measurement Committee in writing for approval. The Measurement Committee, when satisfied that the CCYRA Specifications are complied with, shall reapprove the Measurement Certificate with the new Measurement information attached and authorize the application of any necessary Measurement Decals by the Official Measurer.

5 Duplicate Certificates.

5a. Official Duplicate Measurement Certificates shall be available from the Class Office only to the owner of record of said yacht and/or only with the prior approval of the Measurement Committee. They shall be stamped "Official-Duplicate" and dated and signed by the Chief Measurer and be impressed with the Class Seal. The owner must certify that the spars and equipment listed on the Measurement Certificate are those that were on the yacht at the time of approval and that all applicable Measurement Decals are in place. The Measurement Committee may, at their discretion, require inspection or remeasurement of any yacht prior to approval of an Official Duplicate Measurement Certificate.

5b. Reference Duplicate Measurement Certificates shall be available from the Comet Class Office. Such duplicates shall be stamped "Duplicate - Reference Use Only" and dated by the Class Office.

5c. Duplicate Measurement Certificate fees shall be set by the Executive Committee. See Appendix 1.

5d. Existing Duplicate Measurement Certificates will at the owners request, be examined and up-graded to Official Duplicate status for no charge until January 31, 1994 unless remeasurement is required.

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6 Authority of Measurer.

6. The authority of a Measurer shall be restricted to the actual measurement of a yacht and the filing of a report in duplicate on the official Comet Class form with the Measurement Committee. No Measurer shall measure his own boat, except under supervision of two (2) disinterested persons appointed by the Territorial Delegate.

7. Conditions for Remeasurement.

A yacht holding an approved Measurement Certificate shall be remeasured when (1) requested by the owner, (2) required by the Measurement Committee, (3) required by the By-Laws Article V Section 3, (4) required by a measurement protest, (5) required by Section 4 of this Article XIV.

8. Measurement Protests

For a yacht to be remeasured as a result of a measurement protest, the person making the measurement protest shall deposit with his Fleet Captain or any CCYRA Officer an amount equal to the measurement fee specified in Appendix 1 of the By-Laws plus estimated Travel expenses of a CCYRA Official Measurer. At the time, the owner(s) or charterer(s) of the protested yacht shall promptly deposit an equal amount with the same Fleet Captain or CCYRA Officer. If the owner(s) or charterer(s) fail to make such deposit within reasonable time, they and the protested yacht shall be barred from participation in future Comet racing until the default is cured. If upon remeasurement the yacht is found to comply with the applicable specifications, said deposit of the challenger shall be paid to the CCYRA Measurer acting in the case. If it is found that the yacht does not comply with the applicable specifications, and the protest is sustained, said deposit of the owner(s) or charterer(s) shall be paid to such measurer, and approval of the yacht's Measurement Certificate shall automatically be revoked until such yacht is made to comply with the CCYRA specifications and remeasured. In either case, the other party's deposit shall be returned to him promptly.

9. Remeasurement.

Upon remeasurement of a yacht or any part thereof, the Measurer shall report his findings to the Measurement Committee on an official form provided by the Committee. Such form shall be attached to and made part of the yacht's Measurement Certificate. If the Measurement Committee determines upon remeasurement that a yacht does not meet the CCYRA specifications, it shall revoke its approval of the Measurement Certificate, until such time as the Measurement Committee is satisfied that said article XV has been complied with.

10. Appeals.

An appeal may be taken from an action of the Measurement Committee by lodging a protest against the same with the Executive Committee. The decision of the Executive Committee sustaining or revoking the approval of said certificate shall be final.

11. Measurement Fee.

An Official Measurer of the CCYRA shall be entitled to charge a fee at the then current rate established from time to time by the Executive Committee (see Appendix 1) for the complete measurement of a Comet when such is done for a new yacht, upon request of the owner or upon a measurement protest. He shall be entitled to proportionately less for a partial measurement. He shall also be entitled to reasonable travel expenses in connection therewith. The measurement fee and travel expense shall be paid by the owner of the yacht except as provided in Section 8 of this Article.

12. Transfer of Ownership.

Each sale of a yacht shall be recorded on its Measurement Certificate. The Measurement Certificate shall then be forwarded to the Class Office for recording who will mail it to the new owner(s).

ARTICLE XV - AMENDMENTS

These By-Laws may be amended at any meeting of the Association by a two-thirds vote of those Regular members present in person or by proxy constituting a quorum, provided notice of such amendments is sent to Members in good standing at least one (1) month prior to the Annual Meeting or fifteen (15) days prior to the date of a Special Meeting.



BY-LAWS

NOTES

NOTES

BY-LAWS

CCYRA SPECIFICATIONS

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SPECIFICATIONS

1. General.

1a. To qualify as a Comet, a yacht must conform to the latest revision of the CCYRA Specifications, hereafter referred to as the Specifications. All references to these Specifications or the Official Plans are to the latest revisions thereof, which may be revised or amended from time to time. Nothing in these Specifications or the Official Plans shall be interpreted to authorize the construction of anything other than a sound, seaworthy yacht.

1b. The Comet is strictly one-design; nothing is optional in its construction except as stated in these Specifications. Tolerances are stated solely to accommodate the usual random variations in construction. Tolerances shall not be interpreted to permit deliberate variation from the normal lines or dimensions.

1c. The intent of these Specifications is to clarify the Official Plans. All dimensions for which tolerances are not proscribed in the official plans or these specifications shall be subject to a tolerance of $\pm 2\%$. In case of conflict between these Specifications and the Official Plans, these Specifications shall govern.

2. Administration.

2a. All questions regarding the interpretation of these Specifications, the FRP Specifications, or the Official Plans, all construction questions not covered by these Specifications, FRP Specifications, or the Official Plans, shall be referred to the Chief Measurer. The Chief Measurer, at his discretion, may refer such matters to the Measurement Committee or may answer said questions without consulting the Measurement Committee. Any questions regarding these Specifications, FRP Specifications, or Official Plans

which deal with matters which are not covered by any of the foregoing, or are vague therein shall be referred to the Measurement Committee by the Chief Measurer. All such decisions made by the Chief Measurer or the Measurement Committee shall be made in the light of the spirit and intent of these Specifications, and not rest on any technical misconstruction derived from the bare text.

2b. The Chief Measurer or the Measurement Committee may from time to time issue rulings clarifying these Specifications. Such rulings may be used only for clarification of existing rules. Any changes or additions to these Specifications require a By-Law change as described in Section XV of the By-Laws. All rulings made by the Chief Measurer or the Measurement Committee must be approved by the Executive Committee prior to issue and shall be published in the Comet Class Newsletter *Comet Tales and Handbook*.

2c. The Chief Measurer, Measurement Committee, and Technical Development Committee may from time to time need to expand or revise the FRP Specifications as techniques and materials in the boat building industry change or advance. Any changes, additions, or revisions to the FRP Specifications shall be made only after approval of two-thirds (2/3) of the Measurement Committee and approval of the Executive Committee. All such changes, additions, or revisions shall be published in the Comet Class Newsletter *Comet Tales and Handbook* upon approval.

3. Hull General (all types of construction).

The only means to identifying a Comet yacht shall be her officially assigned (registry) number which shall be cut, molded, or burned into or onto the starboard side of the centerboard trunk. Said numbers shall be 2 1/2 inches high and shall not be altered, defaced or changed unless the hull is so far rebuilt that a new number is officially assigned to her.

The official plans may be obtained from the Comet Class Office for the fee listed in Appendix I. The purchase of a set of plans shall entitle the purchaser to the assignment of only one CCYRA official hull (registry) number with out payment of the Number Tax.

3a. **Hull Weight.** The weight of the hull at all times and under all conditions shall be at least 235 pounds, which shall include the hull proper, centerboard trunk, skeg, floorboards, dam(s) flotation, mast step, penalty weights, and permanently installed hull and deck fittings and associated running rigging including the main sheet. Excluded for the purpose of determining hull weight shall be centerboard, rudder, tiller, spars, sails, standing rigging and safety equipment required by Section 16 of this Article. If an aluminum centerboard is used it may be installed in the hull during weighing and the minimum hull weight shall then be 260 pounds. If the hull weight exclusive of penalty weights is less than 235 pounds (260 pounds with aluminum centerboard installed), penalty weights shall be added to bring up the

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hull weight to 235 pounds (260 pounds with aluminum centerboard). Said penalty weights shall be located directly under the deck between the mast opening and the sheer and equally divided on either side of the mast opening and must be permanently secured using epoxy or fiberglass. Under no circumstances shall any penalty weights be removed except under the supervision of the Chief Measurer, a member of the Measurement Committee or an Official Measurer. Prior removal of penalty weight shall result in disqualification of said yacht from all races sailed without the penalty weights in place.

3b. Turning moment. The turning moment of each hull shall be tested and restricted as follows: The hull (included those parts and rigging taken into account for purposes of determining the hull weight in Section 3a above and the centerboard) shall be supported on the keel by a rigid support, such as a 2 by 4 on edge with a minimum of padding. Said support shall be placed athwartship at Station #5 (a centerline point located 5 foot 6 inches forward of the intersection of the transom and the bottom of the hull at the skeg), as shown in the hull profile on the Official Plans. The CCYRA Standard Class Spring shall be Attached to the bow fitting and the bow shall be deflected approximately 2 to 4 inches. When released, the hull shall not oscillate more than 70 cycles in 30 seconds. In the event the hull oscillates more than 70 cycles in 30 seconds, penalty weights shall be installed in the hull such that the hull will comply with the restrictions of this section. Such penalty weights shall be installed by the same means and location as described in Section 3a above and shall be governed by the same rules concerning removal. The spring used for this measurement shall be the CCYRA Standard Class Spring which shall be calibrated by the Chief Measurer or his nominee to deflect 1 inch when a weight of 20.54 pounds is attached.

3c. Cockpit / Deck.

3c1. The cockpit shall be at least 2 feet wide by 5 feet 10 inches long and have a minimum area of at least 1,680 square inches. The ends or corners may be rounded as desired as long as the 1,680 square inch minimum is preserved. The cockpit shall not exceed 8 feet in length and shall not extend aft of Station #7 or more than 6 inches forward of Station #3. There shall under no circumstances be less than 1 inch of deck and a continuous deck beam across the full width of the forward edge of the cockpit and the aft end of the mast opening (on wood deck hulls only, whose cockpit is modified or desk is replaced after January 1, 1987 this beam shall extend to the sheer). No gate or opening of any kind into the cockpit from the mast opening is permitted. There shall be at least 12 inches of deck on both sides of the cockpit for its entire length. This deck shall be measured from the inboard face of the cockpit coaming, at the elevation of the sheer line, to the sheer (excluding rub rails). Within the above limitations, cockpit shape, size and location is optional. Cockpit coaming is required all around, but design is optional.

3c2. The deck may have holes cut in it to allow rigging to pass through the deck. These holes shall have a

maximum area of 6 square inches and no more than 6 shall be cut in the deck (the mast opening is excluded). Said holes shall not be counted as cockpit area and shall not intersect the cockpit. Holes of 1 square inch or less area will not be considered deck holes if and only if running rigging such as wire or line leads through them.

3c3. The crown of the deck shall approximate a curve at all points and shall not be greater than 2 3/4 inches at Station #3.

3d. Sidetanks. The hull may be constructed with tanks under the side decks, provided that:

(a) the maximum opening at the forward end of the cockpit leading to the space under the foredeck shall be 12 inches wide (6 inches on either side of the centerline)

(b) if necessary to restrict this opening, vertical dams shall be installed from the hull bottom to the underside of the deck

(c) the minimum distance between the tanks at the cockpit floor and the centerline of the hull at the following stations shall be:

Station #3	12"	(7" from chine)
Station #3 1/2	15 5/8"	(5" from chine)
Station #4	19"	(4" from chine)
Station #5	20"	(3 1/4" from chine)
Station #6	16"	(7" from chine)

There are no maximum distances from the centerline. Provisions shall be made for access into said tanks for drainage. Such access ports should be designed and installed in such a way to assure the air tightness of the tanks.

3e. False Floor. A permanent rigid raised floor may be installed but the upper surface of said floor shall not exceed more than 7" above the surface of the outer hull. It is recommended that if a false floor is used one or more bow tanks also be installed to prevent the massive flow water into the bow. Provisions shall be made for access into said tanks for drainage. Such access ports shall be designed and installed in such a way to insure the air tightness of the tanks.

3f. Skeg. The skeg shall follow the profile shown on the Official Plans. It shall not be less than 3/4 inches thick and must be securely fastened to the keel. The rudder post may not exceed 2 1/2 inches measured aft from station B, measured parallel with the base line. It may be faired as desired along the after and bottom edges but for not more than 3 inches. At the intersection of the skeg and the keel, fairing shall be limited to a maximum of 1 inch in any direction. The fairing may at no point be convex.

3g. Rub Rails. Rub rails are required for the full length of the sheer on both sides of the hull and the material is optional. The cross section of the rub rails (except in inboard face) shall be made up of convex curves and/or straight lines and have no sharp edges. The minimum size shall be 3/4 inches high by 3/8 inches wide and a maximum size of 1 inch by 1 inch. Within the above limitations the design of the rub rails is optional. If fiber glass construction is used the rub rails may be molded

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integrally with the topsides or the deck but must otherwise comply with the above requirements.

3h. Chines. The chines may be rounded if desired but to a maximum radius of 1/4 inch.

3i. Stem. The outboard profile of the stem shall not vary more than $\pm 3/8$ inch from the full size profile shown on the Official Plans.

3j. Transom Flaps. Transom flaps may be installed if desired but the total area of the openings shall not be more than 60 square inches. It is recommended that all hulls have transom flaps installed to allow water to be drained during towing after capsizing.

3k. Dimensions. Tables I and II specify dimensions which are controlled for Comet yachts. Heights from baseline and half-breadths are to the outside of the hull.

Station #0 is a vertical plane which, as to both its vertical and its horizontal axes, is perpendicular to the baseline and located at the intersection of the fair half-breadth-of-deck lines extended forward. It is normally located 1 inch forward of the line of intersection between the forward face of the stem and the centerline of the deck extended. For purposes of building, Station #0 is the initial plane of measurement. For purposes of measuring hulls Station #4 is the initial plane of measurement (see definition below).

Station A is the vertical plane which, as to both its vertical and its horizontal axes, is perpendicular to the baseline and located at the intersection of the fair keel and stem profile (the knuckle), normally it is located 15 inches aft of Station #0. In the event that Station A (the knuckle) is not well defined, it shall be determined using the Official Stem Template.

Station B is the vertical plane which, as to both its vertical and its horizontal axes, is perpendicular to the baseline and located at the intersection of the fair keel and the transom, normally it is 15 feet 6 inches aft of Station #0.

Station #4 for measurement purposes, is a vertical plane which, as to both its vertical and its horizontal axes, is perpendicular to the baseline and located as follows: Measure horizontally aft from Station A, parallel to the baseline, 6 feet 9 inches, to a point called X. Measure horizontally forward from Station B, parallel to the baseline, 7 feet 6 inches, to a point called Y. Station #4 lies midway between X and Y with the following exceptions; points X and Y may coincide but not overlap, Points X and Y may not be more than 1 inch apart. For purposes of measuring the hull, but not for building purposes, Station #4 as thus located becomes the initial plane of measurement.

4. Hull-Wood.

4a. General. Hulls shall use frame and plank construction except as stated in section 4b of these Specifications. Lumber shall be used throughout (that is solid wood; not plywood, particle board, hardboard, etc. except as allowed in section 4b of these Specifications) and shall have a density not less than 23 pounds per cubic foot (cedar). The hull shall be framed

with the number of full-lapped type frames shown on the Official Plans. The minimum dimensions of the athwartship frame members shall be as follows:

Bottom Frames	3/4" thick X 1 1/2" high
Side Frames	3/4" thick X 3" at Chine
	3/4" thick X 2" at Sheer
Deck Beams	3/4" thick X 1 1/4" high
Transom Cheeks	3/4" thick X 1 1/4" high

The inboard edges of all frames may be rounded if desired but not more than 1/4 inch radius. Each bottom frame may have up to 4 limber holes for drainage purposes. Said limber holes shall be no larger than 3/8 inch deep by 1 1/4 inch long.

The underside of the keel shall be a fair curve. Chine logs are required the full length of both chines and may be any shape but they must have a cross sectional area of at least 1 square inch. Minimum planking thickness shall be 3/8 inch for the deck, 5/8 inch for bottom, sides and transom.

4b. Plywood Deck Option. In lieu of a planked deck, plywood may be used. Plywood shall have a minimum thickness of 0.236 inch or 6 mm. The plywood shall have laminations with a density equal to or greater than Douglas Fir. Douglas Fir is used strictly as a reference and is not necessarily recommended. The preferred types of plywood for decking are: Bruynzeel Mahogany, Occume Mahogany, and Philippine Mahogany. These types of plywood have proven exceptionally strong and have good resistance to checking.

4c. Floorboards. All wood hulls are required to have floorboards. They must be at least 3/8 inch thick and have a total minimum area of 1,000 square inches. The wood used for floorboards shall have a density of at least 23 pounds per cubic foot (cedar). Floorboards shall always be in place when racing. Failure to have floorboards in place during racing shall result in disqualification from all races sailed without the floorboards.

4d. Coatings. Any or all parts of the outer surfaces of a wood hull may be covered with a coating of plastic, or reinforced plastic, so long as the outside dimensions of the hull do not exceed those listed in these specifications.

5. Hull - Fiberglass

5a. General. Hulls may be constructed of molded plastic reinforced with glass fibers. In such case the entire hull must comply with the requirements of section 3 of these Specifications and the Comet FRP Specifications as maintained by the Measurement Committee. The Comet FRP Specifications are available from the Chief Measurer upon request by prospective builders.

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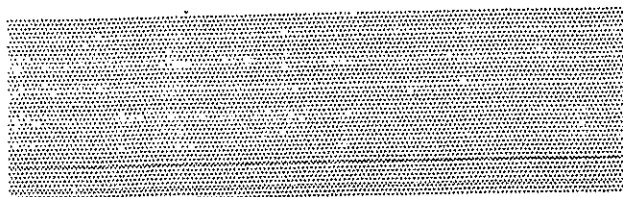


TABLE I

<u>MEASUREMENT ITEM</u>	NORMAL	TOLERANCES	
	<u>DIM'S</u>	<u>PLUS</u>	<u>MINUS</u>
Length overall (Sta. 0 to intersection of deck and transom on centerline)	16'-0"	1"	1"
Horizontal distance between Sta. 4 and Sta. A.....	6'-9"	1/2"	1/2"
Horizontal distance between Sta. 4 and Sta. B	7'-6"	1/2"	1/2"
Overhang of Transom			
Horizontal distance from Sta. B to intersection of deck and transom at centerline of hull disregarding transom rubbing strake.....	6"	3/8"	3/8"
Overhang of Stem. Horizontal distance from Sta. A to Sta. O	15"	3/8"	3/8"
Height from baseline to centerline of deck at stem face	26 1/2"	3/8"	3/8"
Skeg, length of bottom edge.....	3'-7"	1 1/2"	1/2"
Skeg, length of after edge	6 1/4"	1/4"	1/2"
Centerboard pivot pin location			
Sta. 4 to centerline of centerboard pivot pin.....	14 1/2"	1/2"	1/2"
Centerline of centerboard pivot pin from bottom of fair keel	2 3/8"	1/4"	1/4"
Length of centerboard slot at bottom of keel.....	39 1/2"	1"	1"
Inside width of CB trunk and width of CB slot in keel.....	3/4"	0"	1/2"
Height of CB trunk above upper surface of keel, at any point.....	13"	any	0"
After end of CB trunk at keel.....	Must be forward of Sta. 5 frame, which may not be cut		
SEE SECTION 3k FOR DEFINITIONS OF STA. 0, STA. 4, STA. A, STA.B			

TABLE II

MEASUREMENT STATIONS DIMENSIONS and TOLERANCES

<u>MEASUREMENT</u>	<u>STA. A</u>	<u>TOL</u>	<u>STA. 2</u>	<u>TOL</u>	<u>STA. 4</u>	<u>TOL</u>	<u>Sta. 6</u>	<u>TOL</u>	<u>Sta. B</u>	<u>TOL</u>	<u>TRANS</u>	<u>TOL</u>
Heights to Baseline												
KEEL	10"	±0*	5 1/2"	±1/4"	2 5/8"	±3/8"	4"	±1/4"	7 7/8"	±0*	—	—
CHINE	—	—	6 7/8"	±3/8"	5 3/4"	±1/2"	7 3/4"	±3/8"	—	—	12"	±1/2"
Width of Topsides **	—	—	18 1/8"	±3/8"	16 3/4"	±3/8"	14"	±3/8"	—	—	11 1/8"	±3/8"
Half-Breadths												
CHINE	—	—	18 3/8"	±1/4"	23 5/8"	±1/4"	23 5/8"	±1/4"	—	—	18"	±1/4"
SHEER ***	—	—	20 5/8"	±1/4"	29 1/2"	±1/4"	28 7/8"	±1/4"	—	—	21 3/4"	±1/4"

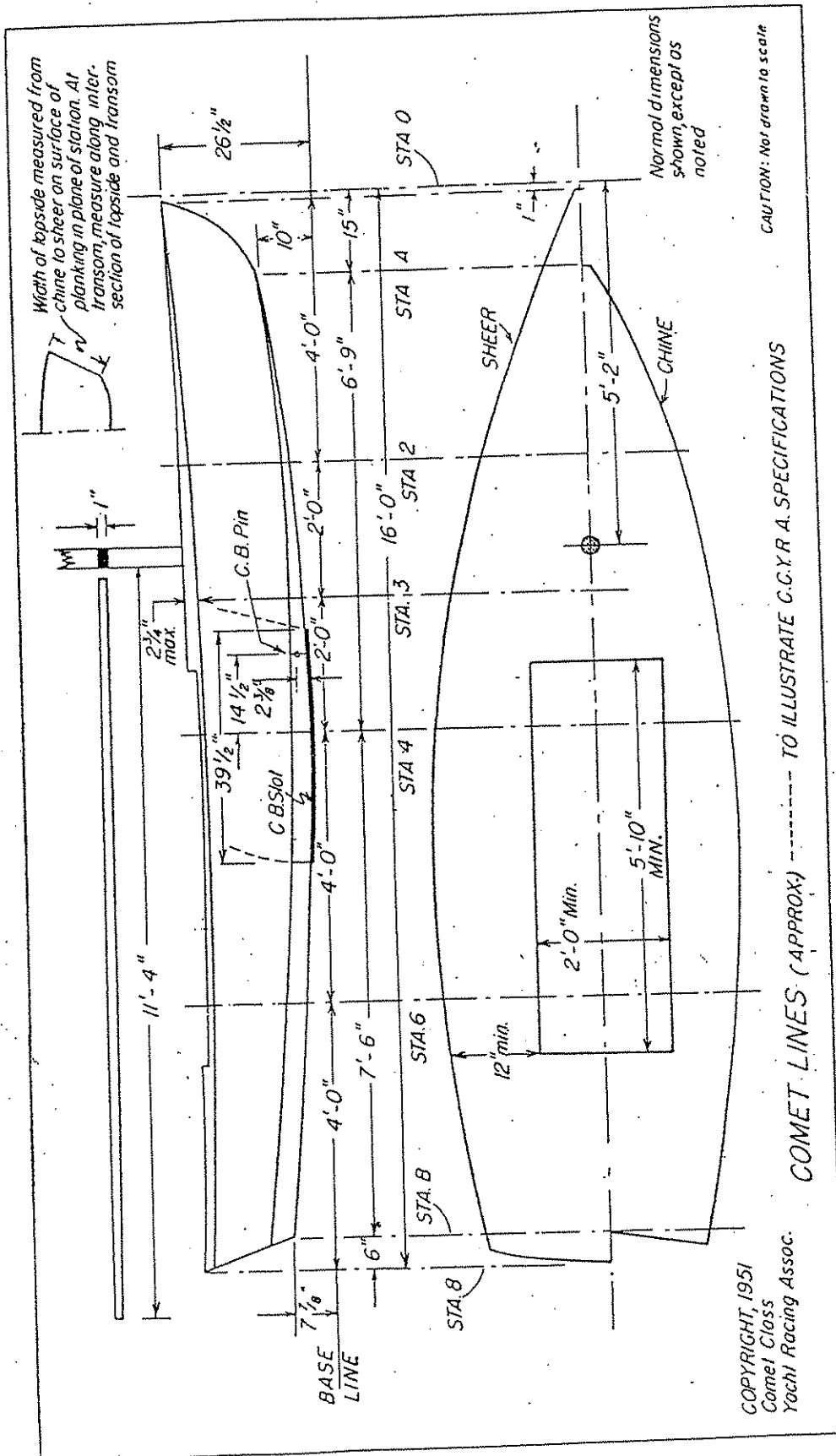
* For purposes of measuring the hull, keel heights at Sta. A and Sta. B are fixed.

** Topside width at Sta. #2, #4, and #6 is measured in a vertical athwartship plane; which is perpendicular to the baseline; at transom it is measured diagonally along intersections of topside and transom.

*** Disregarding rubbing strake

TABLE III
CENTERBOARD TABLE

<u>DIMENSIONS</u>	<u>NORMAL</u>	<u>PLUS</u>	<u>MINUS</u>
Center of pivot hole, perpendicular distance from bottom and forward edges of centerboard	2 3/8"	1/4"	1/4"
Radius of curvature of forward lower corner of centerboard	2 3/8"	1/4"	1/4"
Radius of curvature of all corners of centerboard except forward lower corner	2"	None	Any
Radius, center of pivot hole to after edge of centerboard	36 1/2"	1"	1"
Perpendicular distance from bottom edge of centerboard to intersection of after and top edges extended	30"	None	1/2"
Distance between intersection of bottom and forward edges extended and intersection of top and forward edges extended	18"	1/2"	1/2"
Angle between bottom and forward edges of centerboard	105°	2°	2°



SPECIFICATIONS

(Continued from page 3)

5b. Molds. The molds from which reinforced plastic (FRP) hulls and decks are produced may be made from either a Comet yacht used as a plug or a specially built plug. The Construction details of a builders FRP hull shall be approved by the Executive Committee prior to the production of his hulls or decks. It is strongly recommended that builders have their plugs measured prior to producing molds.

5c. Stiffeners. All panels and other structural members must have suitable stiffness, either inherently or by means of molded in members of foam, foam tubing, honeycomb, wood, etc. All FRP hulls and decks must have suitable strength in areas of high stress such as, but limited to, centerboard trunk, chines, transom corners, mast opening, mast step, and cockpit coaming. Special attention should be given to bracing the centerboard trunk to prevent cracking at the base of the trunk.

5d. Flotation. All FRP hulls shall contain enough flotation to support the hull (fully outfitted and rigged) on a substantially even keel when full of water including flooding of any air tanks. Said flotation shall be permanently located inside the hull and shall be other than air tanks. Foam slabs or a foam core is acceptable and may located as desired.

6. Rudder

6a. General. The official rudder shall be the deep draft rudder shown on the Official Plans; it shall be one piece and shall not pivot. The rudder may not be hollow and must be between 3/4 inch and 7/8 inch thick along a continuous line extending from the rudder head to within 7 inches of the bottom arc. Subject to the above requirement the rudder may be streamlined as desired. The design and construction of the rudder head and tiller are optional. The rudder shall weigh at all times, including pintles, rudder head and fittings, at least 5 1/2 pounds.

6b. Rudder - Wood. The Rudder may be constructed of solid wood having a density of no less than 23 pounds per cubic foot (cedar). A wood rudder may be covered with fiberglass if desired; however the thickness limitations given above will still be in effect.

6c. Rudder - Fiberglass. The rudder may be constructed of reinforced plastic (FRP) if desired. FRP rudders must be produced from a female mold. The rudder may be cored using any core material. Special attention should be paid to assuring that the rudder has adequate strength especially in the area just below the head and lower pintle. Construction details of all FRP rudders are subject to approval of the Executive Committee prior to fabrication.

6d. Measurement. The profile of a rudder blade below the waterline shall not vary more than $\pm 1/2$ inch from the full size profile shown on the Official Plans. The rudder shall hang on the rudder post such that the break point of the rudders leading edge shall lie on the prolongation of the bottom edge of the skeg, subject to the tolerance of $\pm 1/2$ inch vertically.

For purposes of measuring a rudder, the break point of the rudder shall be a fixed point as shown on the Official

Plans. In measuring the rudder, its leading edge above the break point and below the waterline shall be placed parallel with and directly above the corresponding portion of the rudder profile as shown on the Official Plans or Rudder Measuring Template. The break point shall then lie on a line which bisects the break point angle on the Rudder Measuring Template or Official Plans. The Shaft axis of the pintles shall be parallel to the leading edge of the rudder above the break point and below the waterline, and the socket axis of the gudgeons shall be parallel to the rudder post.

6e. Shallow Draft Rudder. The Executive Committee may approve upon request of a fleet (for local use only), the shallow draft rudder as shown on the Official Plans.

7. Centerboard

7a. Materials. The centerboard shall be entirely of metal (alloys of aluminum*, steel, and copper only), except for protective coatings, which, if used, may be any material. Laminated or stiffened centerboards are prohibited.

*It is recommended that Aluminum Alloy 6061-T6 be used.

7b. Coatings and Thickness. The centerboard thickness shall be 1/4 inch within commercial tolerances for the board plus 1/32 inch of optional protective coating on each side. The board shall not be perforated except for the pivot hole, lanyard hole, and if desires a hanging pin hole.

7c. Dimensions.

7c1. The dimensions of the centerboard are as shown in TABLE III, CENTERBOARD TABLE.

7c2. The centerboard shall be pivoted in the trunk, the pivot hole being concentric with the pivot and small enough to allow no appreciable play. The board may be carried at any desired angle while racing. The design of the lanyard is optional

7c3. The bottom, top and forward edges of the centerboard shall be straight lines. The after edge shall be the arc of a circle which has the pivot pin as its radius point.

8. Spars

8a. General.

8a1. Spars may include only a mast, a boom and whisker pole(s). Spars shall be made entirely of wood or aluminum except for fasteners and fittings. Composite spars are not permitted (part wood and part aluminum) except as stated in Section 9c of these Specifications. The lengthwise profile of a spar shall not be concave at any point.

8a2. Each mast and boom shall have either an integral, straight, lengthwise groove (not more than 5/8 inch in diameter) for the mainsail boltrope, or a straight, lengthwise track for mainsail slides. Each such groove or track shall be on the after face of the mast or the upper face of the boom, as the case may be.

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8b. Spars - Wood.

8b1. The species of wood is optional, except that neither balsa nor any other freak, excessively light, artificially lightened or otherwise insecure wood may be used. Sitka spruce is the recommended wood for spars.

8b2. Masts and booms of wood shall be solid but each may be made from either a solid stick or flat-stack laminated stock having the following characteristics: (1) Each lamination shall be a flat plank of solid lumber of any thickness with its grain lengthwise in the spar. (2) all laminations shall be united over substantially their entire mating surfaces by a waterproof bonding agent. (3) Individual planks need not extend the full length of the spar, but if they do not, scarf joints shall be used and shall be staggered. (4) Except for flat-stack laminated spars, no hollow, laminated or otherwise built-up wood spars are permitted. No plywood, particle board, etc., may be used in spars. Broken spars may be repaired by wooden splices or scarf joints.

8b3. All sail tracks on wood spars shall meet the following requirements: (1) Be straight and rigid and permit no transverse movement of the boltrope in relation to the spar. (2) Be securely fastened to the spar either directly or on a batten no more than 1/4 inch thick. (3) Be continuous but need not be a continuous piece of material. (4) May be of any material which is strong enough for the purpose. (5) May be of any cross section suitable for holding sail slides or boltrope.

8c. Spars - Aluminum.

8c1. Hollow section aluminum masts and booms may be used. An aluminum spar may have flotation inserted. Yacht owners are encouraged to provide drainage of water from each spar.

8c1. Before any aluminum section may be used for a spar, the manufacturer's printed specifications for that spar must be submitted to the Chief Measurer. When he is satisfied that the section conforms to the specifications set forth in Sections 9 and 10 of these Specifications, He shall approve it for use. The Chief Measurer shall maintain a file of Manufacturer's specifications on all aluminum sections submitted to him for approval.

8c1. Modifications such as etching, drilling (for purposes of changing the bend characteristics of the spar), milling or grinding, performed on aluminum spars which result in the section no longer matching the manufacturer's specifications will not be allowed and will result in that spar being declared illegal and ordered destroyed by the Executive Committee. A yacht shall be disqualified from all races sailed with a modified spar.

9. Masts.

9a. General.

9a1. The main halyard at the truck shall pass over the top of or through the mast by means of a passage which may be a sheave, tunnel or slot. The mast shall step below deck level at a point not more than 8 inches above the outside of the hull at the centerline of the hull substantially as shown in the Official Plans. Rotating masts are not permitted. The most forward point of the mast, at deck level, shall lie 5 foot 7 inches to 4 foot 11

inches aft of Station #0. The mast may be raked as desired. Except when round or square, the mast shall be stepped with its minimum through thickness athwartship.

9a2. The highest elevation of the bottom of the halyard trough of the main halyard shall be between 20 foot 4 inches and 20 foot 5 inches above the top of the deck at the intersection of the forward side of the mast and the centerline of the deck. The mast shall carry a 1 inch wide contrasting band painted around it. The upper edge of the band shall be 19 foot 3 inches below the highest elevation of the bottom of the trough of the main halyard passage, subject to a tolerance of 0 (zero) over and 1/4 inch under. A positive stop for the gooseneck shall be placed on the mast, located and constructed so that no part of the mainsail including the boltrope can drop below the upper edge of said colored band while racing.

9b. Wood. A wood mast shall be of solid construction as specified in Section 8b of these Specifications. The maximum fore and aft thickness of a wood mast, measured perpendicular to its length, shall at all points not exceed 1.60 times its athwartship through thickness at the same point. Neither sail track or track batten shall be included in measuring the mast's through thickness

Controlling Dimensions for Wood Masts

Control Point	Minimum Thickness	Minimum Area
(above deck)		
0 ft. - 6 in.	2 1/2 in.	4.90 sq. in.
10 ft. - 0 in.	2 in.	3.14 sq. in.
19 ft. - 6 in.	1 3/8 in.	1.51 sq. in.

9c. Aluminum. An aluminum mast may be uniformly tapered upward. An aluminum Mast may have a wood bolster or masthead extension not more than 6 inches above the topmost point of the aluminum shaft of the mast. If used said wood bolster shall comply with Section 8b of these Specifications.

Controlling Dimensions - Aluminum Masts

Exreusion	Min	Max
fore and aft	2.5 inch.	3.0 inch
athwartship	2.0 inch.	2.5 inch
circumference*	7.125 inch	10.0 in.
weight per foot	0.60 lbs.	1.10 lbs.
Through thickness		
at 15'-3" fore and aft	2.5 inch.	3.0 inch
at 15'-3" athwartship	2.0 inch.	2.5 inch
at tip	0.625 inch	Section
*external circumference at deck		

10. Booms

10a. General. Sliding booms and roller reefing gear are permitted. Each boom over 11 foot 4 inches long shall carry a contrasting band, 1 inch wide and painted around it, with the bands forward edge 11 foot 4 inches from the aft face of the mast. A boom may be cut away at either or both ends for not more than 8 inches in length to accommodate the gooseneck or outhaul fitting or to provide boltrope access to the groove.

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10b. Wood. A wood boom shall be of solid construction as specified in Section 8b of these Specifications. It may be of any shape in cross section.

Dimensions for Wood Booms			
Item	Normal	Over	Under
Length			
Aft face of mast to extreme aft end	11 ft. 4 in....	6 in.....	1 in.
Depth			
at midpoint	3 in.....	None...	1 in
at ends	3 in	None...	1 1/2 in.
Width			
at midpoint	1 3/4 in.	Any	None
at ends	1 3/4 in.	Any	1/2 in.

10c. Aluminum. Aluminum booms shall be subject to the same length requirements as wood booms and shall not contain welded tapers. The aft end of the boom may be sawed off on the bottom side forward to a point not more than 12 inches forward of the forward edge of the contrasting band.

Dimensions for Aluminum Booms		
Item	Min.	Max
Through thickness		
Vertical	1 15/16 in.....	3 1/2 in.
Horizontal.....	1 3/4 in.	2 3/4 in.
Extrusion weight/foot.....	0.60 lbs.....	1.10 lbs.

11. Whisker Pole. The whisker pole design and construction is optional subject to the provisions of Section 8 of these Specifications if constructed of wood. The whisker pole may be made of aluminum.

12. Rigging.

12a. Standing Rigging. Generally as shown in the Official Plans. The position of the stays is optional. There must be at least a 1/16 inch minimum diameter head stay, a jib stay or jib luff wire, and two shrouds. The head stay and jib stay or jib luff wire must terminate in a positive way at both the stem and front of the mast. At deck level they must terminate to a chain plate or wire/rope lead to a cleat. Shock cord is not considered a positive termination. Back stays, lower shrouds, jumper stays, diamonds may be used if desired. It is recognized that on some spars the head stay does not extend all the way to the mast but is connected to the jib stay or jib luff wire a short distance from the mast. The executive committee does not recommend this attachment method for safety reasons but it is considered legal.

12b. Spreaders. Spreaders are optional. they may be of any material, any size and any number desired. They may be fixed or hinges.

12c. Jib Intersection. The jib stay or jib luff wire and the head stay shall lead to the stem. The line of the jib stay or jib luff wire shall intersect the front of the mast at a point no more than fifteen foot three inches above the deck measured from the intersection of the front of the mast and the deck at the centerline. This measurement shall be taken with the wire extended to the head of the stem.

12d. Traveller or Bridle. There shall be either a rigid traveller or a flexible bridle by which the main sheet is rigged to the aft deck. Said traveller or bridle shall be located on the aft deck between the transom/deck intersection and Station #7 and shall lie substantially in one athwartship plane. A rigid traveller may be of any construction but shall not extend beyond the sheer line and shall at no point extend more than 6 inches above the deck. A flexible bridle may be of any material and configuration. It shall be anchored to or pass through the deck at two points which lie in one athwartship plane.

12e. Halyards. There shall be a main halyard and a jib halyard. They may be internal or external. Halyard latches are optional but, if used, may be of any design at any location. Halyards must lead straight down the mast and may not be used as stays.

12f. Hiking Aids. Except for foot holds or hand holds rigged inboard of the cockpit coaming, no outrigger, rope, wire sling, grab rail, or other device may be installed or used for supporting the weight of the skipper or crew.

13 Sails

13a. General. The only sails permitted are a mainsail and a loose footed jib, as shown on the official plans. Only one mainsail and one jib may be above deck at any one time. The jib may swung out on a whisker pole as needed. One mainsail and one jib constitute a suit of sails. Clewboards and tackboards are prohibited on all sails.

13b. Cloth. Sail shall be of woven synthetic material such as Dacron weighing not less than 2.7 ounces per yard 28 1/2 inches wide. Materials such as Kevlar, Mylar, Spectrum are prohibited unless authorized by the Executive Committee for experimental use.

13c. Measurement. All sails measurements shall be made on a flat surface, with or without battens, and smoothed out to wrinkles. No other tension shall be applied during measurement.

13d. Sail Tax Labels. A sails shall display a Sail Tax Label. Sail Tax Labels are non-transferable. Said labels may be obtained from the Comet Class Office for the fee listed in Appendix I.

14 Mainsail.

14a. Class Emblem. The mainsail shall carry on each side, in the position shown on the plans, the Official Class Emblem. The star of the emblem shall be about 6 inches high and the emblem shall be as described in Article III of the Constitution.

14b. Sail Numbers. Sail numbers shall be placed on both sides of the mainsail in the general location shown in the Official Plans and they must be red. Sail numbers shall be between 10 and 12 inches in height.

14c. Honor Awards. The displaying of honor awards is optional but their use is strongly encouraged.

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14d. Battens. The mainsail shall carry three (3) battens. The upper shall be between 23 1/2 inches and 24 inches long. The lower two battens shall be between 29 1/2 inches and 30 inches long. Battens may be of wood (ash is recommended) or fiberglass. They may be of any thickness or width. The three battens shall be installed in the leech of the mainsail roughly perpendicular to the leech. The battens shall roughly divide the leech into four equal sections.

14e. Windows. The mainsail may have any number of windows located as desired as long as the total area of all windows does not exceed four (4) square feet. The windows shall be made of pliable plastic sheet.

15f. Boltrope / Slides. The mainsail shall be bent to the mast and boom using a boltrope within an integral groove or grooved track on the aft face of the mast and the top face of the boom. In the event that slides are used there shall be at least ten (10) on the luff and eight (8) on the foot. They shall travel on the mast and boom on tracks. Slides shall be approximately evenly spaced the entire length of the luff and foot. The slides may be of any material or construction. (Refer to Section 8a these Specifications if using slides.)

14g. Headboard. The mainsail may contain a headboard if desired. It may be of any material but may not be more than 5 inches across at any point perpendicular to the mast nor may it be more than five 5 inches in height measured parallel to the mast. It shall contain a hole or holes for attaching the main halyard.

14h. Measurement. The mainsail shall be of the following size exclusive of pigtails or pendants. The corner to corner dimensions shall include the boltrope and shall be measured in straight lines.

14h1. Luff Length: Between the highest point of the headboard and the lowest point point of the luff at the tack. The tack is defined as the intersection of the luff and the foot extended. If the tack corner is cut away the tack measurement point shall be the intersection of the extensions of the luff and the foot. This dimension shall be 19 foot 3 inches maximum.

14h2. Foot Length: Between the forward most point of the tack and the aftermost point of the clew. The clew is defined as the intersection of the foot and the leech. If the clew corner is cut away the measurement point shall be the intersection of the extensions of the leech and the foot. If the tack corner is cut away the tack measurement point shall be the intersection of the extensions of the luff and the foot. This dimension shall be 11 foot 4 inches maximum.

14h3. Leech Length: Between the clew (see definition above) and the highest forward point of the headboard. This dimension shall be 20 foot 4 inches maximum.

14h4. Midgirth: The boltrope is included for this measurement. The midpoint of the luff is determined by folding the sail upon itself with the topmost point of the headboard even with the tack as defined above. The midpoint of the leech is determined by folding the sail upon itself with the topmost point of the headboard even with the clew as described above. The midgirth of the mainsail is the straight-line distance between said

midpoints of the luff and leech. This dimension shall not exceed 6 foot 10 inches. The mid point of the leech shall lie on or outside a line drawn between the two points on the leech which lie at the upper and lower battens.

14i. Other Limitations. The mainsail when bent to the mast and boom shall at no time extend beyond the limiting edges of the colored bands placed on the spars as described in Section 9a and 10a of these Specifications. Such limiting edges are the upper edge of the mast band and the forward edge of the boom band.

The mainsail tack cringle shall be carried in the gooseneck fitting while racing. The gooseneck fitting shall lie within a 2 inch radius of the intersection of the extension of the top of the boom and the aft face of the mast.

15. Jib

15a. Battens. The jib shall not carry more than two battens. The upper shall be 10 inches long or less and the lower 12 inches long or less. Battens shall be installed approximately perpendicular to the leech and should divide the leech into three sections of about the same size. Jib battens are not required but are recommended.

15b. Window. The jib may contain one window of pliable plastic sheet. It shall not exceed 2 square foot in area and may not be closer than 3 inches to any edge of the sail.

15c. Luff Wire. The jib may have a wire within the luff if desired. If a jib luff wire is not used then a jib stay must be used (see Section 12a of these Specifications). Jib hooks or clips are optional as to design, number and use.

15d. Headboard. Headboards are prohibited in the jib.

15e. Measurement. For purposes of measuring the jib leech, luff and midgirth a pattern is used as described below.

15e1. Head Triangle:

A right triangle pattern measuring 14 1/8 inches on the luff, 13 1/2 inches on the foot, and 19 1/2 inches on the leech shall be used. The sail shall be placed over the triangle pattern with its luff lying in the same vertical plane as the luff of the pattern. The sail shall then be adjusted up or down until the leech intersects the pattern at any point. The head of the pattern shall now serve as the head of the sail for measuring the luff, leech, and midgirth.

Corner to corner dimensions shall be measured in straight lines as follows. Refer to Section 14h of these Specifications, for definitions of 'tack' and 'tack measurement point' as they apply to this Section 15e.

15e2. Luff Length: Between the head of the pattern and the lowest point of the luff at the tack. If the tack has been cut away use the tack measurement point. The measurement shall be 13 foot 2 inches maximum.

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15e3. Leech Length: Between the head of the pattern and the lowest point of the sail at the clew. If the clew is not well defined it shall be determined for measurement by bisecting the angle between the foot and the leech at the clew cringle. The measurement shall be 10 foot 11 inches maximum.

15e4. Midgirth: The midgirth measurement shall be determined by intersecting the luff and the leech with a 6 foot radius swung from the head of the pattern. The measurement between these two intersections is the jib midgirth, and shall not exceed 3 foot 5 inches. The mid point of the leech shall lie on or outside a line drawn between the two points on the leech which lie at the two battens.

15e5. Foot Length: The length between the tack and the clew as defined above. The measurement shall be 5 foot 5 inches maximum.

15e6. Foot Roach: The foot roach shall be measured using the points used for the foot measurement and measuring downward. The maximum dimension shall be 7 3/4 inches measured downward from the line between the tack and the clew as defined above.

16. Safety Equipment.

16a. General. For the safety of the yacht and her crew, it is mandatory that in addition to carrying any equipment required by law (local or national), each yacht carry the equipment described in this Section 16. All safety equipment must be in usable condition, readily at hand, and of serviceable design and condition. Failure to carry any of the required items will result in disqualification from all races sailed without the proper equipment.

16b. Anchor. At least 4 pounds in weight, Any standard type or style of yacht anchor is acceptable.

16c. Anchor Line. At least 50 feet in length and 1/4 inch minimum diameter of synthetic fiber such as Dacron, or polypropylene is required. The anchor line shall be of one piece line and shall serve no other purpose on the boat except as a tow line.

16d. Paddle or Oar. Shall be of a size and design such that it can be used not only for propulsion but for a rudder in the event of an emergency.

16e. Personal Flotation Devices (PFD's). Two (2) PFD's shall be carried at all times. They shall be wearable and non-inflatable. They shall conform to the requirements specified by the IYRU and any requirements set forth by the national authority which has jurisdiction. In the US this would be the US Coast Guard and US Sailing.

PFD's shall be worn by the skipper and crew upon display of the code flag J or other signal prescribed in the racing instructions. Failure to comply with this signal, displayed before or with the Preparatory Signal, shall result in disqualification from the race. If the signal is displayed after the Preparatory Signal, any yacht not complying with the signal may not be disqualified.

17. Ballast. Except for penalty weight as provided for in Section 3a and 3b of these Specifications, ballast of any for is not permitted.

18. Prior Construction. Any yacht which was constructed prior to February 1, 1987 which has a plywood hull or a proud keel (a keel which is raised above the adjacent planking) may apply to the Chief Measurer for a Waiver. The Chief Measurer will then issue a Waiver which will be attached to all copies of said yachts Measurement Certificate.

19. Shock Cord. Shock cord is not considered a violation of the US Sailing's stored energy rule.



NOTES

NOTES

SPECIFICATIONS

APPENDIX I - FEES

	Member	Non-Member
1 Regatta Assessments		
International Championship Regatta	\$10.00	
International Registration Late Fee	\$25.00	
North American Championship Regatta	\$ 5.00	
Territorial Championship Regatta	\$ 5.00	
Mid-Winter Championship Regatta	\$ 5.00*	
2. Membership Dues (Annual)		
Regular Member	\$30.00	
Co-Owner (each)	\$15.00	
Junior Member	\$10.00	
Classic Member	\$15.00	
Associate Member	\$15.00	
3. Fleet Charters	\$20.00	
4. Handbook (Constitution, By-laws & Specifications)		
Pages only	\$10.00	\$20.00
with Binder		
5. Plans, Specifications, & Registry Numbers		
Official Plans & Specifications (includes one registry number)	\$30.00	\$55.00
Specifications (loose pages)	\$ 5.00	\$10.00
Additional Registry Numbers (each)	\$15.00	
6. Measurement		
Measurement Certificate - Official Duplicate*	\$25.00	\$40.00
Measurement Certificate - Reference Duplicate	\$10.00	\$18.00
Measurers Fee (Full Measurement)	\$50.00	
Measurers Travel Expense (per mile)	\$ 0.20	
Sister Boat Certificates (each)	\$30.00	
Spar Decals (each mast and/or boom)	\$ 5.00	
7. Sail Tax Labels (main and jib each)	\$ 5.00	

*Re-Measurement fees (if any) are not included

APPENDIX II - ADVERTISING RATES

<u>AD SPACE / SIZE</u>	<u>YEARBOOK</u>	<u>COMET TALES</u>
FULL PAGE.....	\$90.00	\$100.00
HALF PAGE.....	\$60.00	50.00
THIRD PAGE.....	\$30.00	33.00
QUARTER PAGE.....		25.00
SIXTH PAGE.....		20.00
EIGHTH PAGE.....		15.00
BUSINESS CARD.....	30.00	10.00
PATRON.....	10.00	
BOOSTER.....	5.00	
BOAT AD - MEMBER.....		5.00
BOAT AD - NON-MEMBER.....		10.00

1. The payment schedule above is for the contracted space as listed for photo ready copy delivered to the Comet Class Office. The schedule does not include any charges for artwork which if necessary is billable by and payable to the Manager of the Comet Class Office.

2. The Comet Class and the Comet Class Office reserves the right to edit or reject any Ad.

3. Yearbook advertisers who contract to subscribe to advertise in at least 75% of the issues of *Comet Tales* within a twelve month period, with ads of at least one-half (1/2) the size of the Yearbook ad, will be discounted 25% on all advertising covered by the contract. Ads will be billed on publication and are payable promptly. Copy is allowed to be changed or substituted with each issue. There will be no discounts for cash payments nor for Agency Commissions.

4. Advertisers who contract to subscribe to advertise in all the issues of *Comet Tales* published within a twelve month period with an ad of Third Page or larger will be discounted 15% on all advertising covered by the contract. Ads will be billed on publication and are payable promptly. Copy is allowed to be changed or substituted with each issue. There will be no discounts for cash payments nor for Agency Commissions.

Send copy, with layout to: Comet Class Office
4 Cedar Trail
Kinnelon, NJ 07405-2828

The Class Office can be reached at: 201-838-7175

APPENDIX III - DEFINITIONS & PROCEDURES

DEFINITIONS

JUNIOR - A Junior is defined both Membership and competing in the Junior Nationals as any sailor who does not reach his nineteenth (19) Birthday during the calendar year.

CLASSIC Comet - In order for a Comet to qualify its owner(s) for Classic Membership the yacht must have been built prior to 1965 (hull # 3769); still retain its original brass, bronze or steel centerboard; been issued a CCYRA Measurement Certificate. The spars, equipment and hardware may have been updated or upgraded. A Classic Member may not compete in a Championship event such as a International, Territorial, North American, or Mid Winter Event but is eligible to enter all other sanctioned Comet Events.

PROCEDURES

International Championship Regatta Qualification

The below listed Qualification Procedures are not CCYRA rules but are methods used in the past under Article VI, Paragraph 1 of the By-Laws or were at one time By-Laws of the CCYRA. They are listed for reference only and are not the only methods of qualification the Executive Committee may chose from or employ for qualification to participate in the Comet International Championship Regatta

Procedure I

1. The current International Champion shall automatically be eligible for the next International Regatta without qualifying. He may however take part in any or all qualifying regattas.
2. All Eligible Yachts (see By-Law Article XIII) owned or chartered by Regular or Junior Members of the Class in good standing as of August 1st of the year or at the completion of their own Territorial Championship Regatta, which ever is later, are eligible to compete in the International Championship Regatta.

Procedure II

1. The current International Champion shall automatically be eligible for the next International Regatta without qualifying. He may however take part in any or all qualifying regattas.
2. Eligible Yachts (see By-Law Article XIII) shall qualify for the International Championship Regatta

by competing in at least one of the following regattas: their own Territorial Championship Regatta or the Mid-Winter Championship Regatta. A Yacht starting at least one race shall be considered as having competed in that particular regatta.

Procedure III

1. The current International Champion shall automatically be eligible for the next International Regatta without qualifying. He may however take part in any or all qualifying regattas.
2. Eligible Yachts (see By-Law Article XIII) shall qualify for the International Championship Regatta by competing in at least one of the following regattas: their own Territorial Championship Regatta or the North American Championship Regatta. A Yacht starting at least one race shall be considered as having competed in that particular regatta.

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Procedure IV

1. The current International Champion shall automatically be eligible for the next International Regatta without qualifying. He may however take part in any or all qualifying regattas.
2. Eligible Yachts (see By-Law Article XIII) shall qualify for the International Championship Regatta by competing in at least one of the following regattas: their own Territorial Championship Regatta, the Mid-Winter Championship Regatta, or the North American Championship Regatta. A Yacht starting at least one race shall be considered as having competed in that particular regatta.

Procedure V

1. The current International Champion shall be eligible for the next International Regatta without qualifying. He may however take part in both his own Fleet Elimination Series and Territorial Regatta. His boat shall be counted in determining the number of boats qualifying but shall not be charged against the nor displace boats qualifying.
2. Qualification to compete in the International Championship Regatta shall be through the Territorial Championship Regatta or Mid-Winter Championship Regatta. If deemed necessary by the Territorial Delegate, participants in the Territorial Regatta may be selected through a Fleet Elimination Series of at least five (5) races.
3. Boats from each Territorial Regatta shall qualify for the International Regatta in the order that they finish in the final point stands for the regatta, and lower ranking boats in the standings may take the place of higher ranking boats if they elect not to compete in the International Regatta.
4. The number of boats qualifying from each Territorial Regatta shall be determined by the following formula:

$$X(T/N) = \text{Territory Qualifiers}$$

where:

X is the number of boats to sail in the International Regatta as set by the Executive Committee

T is the number of dues paid boats in the Territory as of August 1st of that year.

N is the total number of dues paid boats in the Class as of August 1st of that year.

5. When a Fleet Elimination Series is deemed necessary the above formula is to be used at the Territorial level where:

X is the number of boats to sail in the Territorial Regatta as set by the Territorial Delegate

T is the number of dues paid boats in the Fleet as of date set by the Territorial Delegate

N is the total number of dues paid boats in the Territory as of date set by the Territorial Delegate

6. Eligible Yachts (see By-Law Article XIII) may qualify through the Mid Winter Championship as follows:

- If ten (10) or more Comets compete the highest placing skipper shall qualify
- If fifteen (15) or more Comets compete the two (2) highest placing skippers shall qualify
- If twenty (20) or more Comets compete the three (3) highest placing skippers shall qualify.

If qualify skippers cannot compete in the International Championship their places may be taken by lower ranking qualifiers in the order of their finish.

FLEET INFORMATION

- | | | | |
|----|--|----|---|
| 1 | Stone Harbor Fleet
Yacht Club of Stone Harbor
Stone Harbor, New Jersey | 14 | St. Clair River Comet Fleet
Sr. Clark, Michigan |
| 2 | Potomac River Fleet
Washington, DC | 15 | Maumee River Comet Fleet
Toledo, Ohio |
| 3 | Raritan Yacht Club Fleet
Raritan Yacht Club
160 Water Street
Perth Amboy, New Jersey | 16 | Algonquin Yacht Club Fleet
Algonquin Yacht Club
Point Pleasant, New York |
| 4 | Keyport Yacht Club Fleet
Keyport Yacht Club
Keyport, New Jersey | | Newport Yacht Club Fleet
Newport Yacht Club
Rochester, New York |
| | Atlantic Highlands Yacht Club Fleet
Atlantic Highlands Yacht Club
Atlantic Highlands, New Jersey | 17 | Lake Candlewood Fleet
Fairfield County
New Fairfield, CT
1/1/37 |
| 5 | Medford Boat Club Fleet
Medford Boat Club
West Medford, MA | 18 | Owasco Fleet
Owasco Yacht Club
Owasco Lake
Auburn, New York
7/15/36 |
| 6 | Richmond County Yacht Club Fleet
Richmond County Yacht Club
Great Kills, Staten Island, NY | 19 | Beach Point Club Fleet
Mamaroneck, New York
7/30/36 |
| 7 | Barnegat Bay Yacht Racing Association
Barnegat Bay, New Jersey | 20 | Talbot Fleet
Tred Avon Yacht Club
Oxford, MD
8/18/36 |
| 8 | Shawnee Bend Fleet
Lake of the Ozarks, MO | 21 | Mecox Yacht Club Fleet
Mecox Yacht Club
Bridhampton, LI, NY
9/9/36 |
| 9 | Otsego Lake Fleet
Cooperstown, New York | 22 | Rocky River Comet Fleet
Cleveland, Ohio
10/23/36 |
| 10 | Princess Bay Yacht Club Fleet
Princess Bay Yacht Club
Staten Island, New York | 23 | Lorain Yacht Club Fleet
Lorain Yacht Club
Lorain, Ohio
3/23/37 |
| 11 | Red Bank Yacht Racing Association
Monmouth Boat Club
Red Bank, New Jersey | 24 | Huntington Bay Comet Fleet
Huntington Yacht Club
Huntington, LI, NY
3/9/37 |
| 12 | Delaware River Yacht Club Fleet
Delaware River Yacht Club
Philadelphia, PA | 25 | Lake Delta of Rome Fleet
Lake Delta Yacht Club
Rome, New York
4/6/37 |
| 13 | Skaneateles Fleet
Skaneateles, New York | | |

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(Continued from page 1)

- 26 4/12/37
Riverton Yacht Club Fleet
Riverton Yacht Club
Riverton, New Jersey
- 27 5/12/37
Leatherlips Yacht Club Fleet
Leatherlips Yacht Club
Powell, Ohio
- 28 5/25/37
Cayuga Lake Fleet
Ithaca Yacht Club
Ithaca, New York
- 29 6/11/37
Grosse Ile Comet Fleet
Grosse Ile Yacht Club
Grosse Ile, Michigan
- 30 6/23/37
Lake Carey Fleet
Tunkhannoch, PA
- 31 7/9/37
Cazenovia Lake Fleet
Cazenovia, New York
- 32 7/28/37
Ninigret Pond Fleet
Charlestown, RI
- 33 8/2/37
Wilmette Harbor Comet Fleet
North Shore Boat Club
Wilmette, IL
- 34 8/11/37
Great South Bay Comet Fleet
Great South Bay, NY
- 35 8/31/37
Shrewsbury Comet Fleet
Shrewsbury Handicap Racing Assn.
Shrewsbury River, New Jersey
- Shrewsbury Comet Fleet
Shrewsbury Sailing & Yacht Club
Oceanport, New Jersey
- 36 8/31/37
Ocean City NJ Comet Fleet
Ocean City Yacht Club
Ocean City New Jersey
- 37 9/7/37
Bayside Yacht Club Fleet
Bayside Yacht Club
Bayside, LI, NY
- 38 9/13/37
Eastchester Bay Comet Fleet
City Island, NY
- 39 9/23/37
Crescent Athletic Club Comet Fleet
The Huntington Crescent Club, Inc.
Huntington, LI, NY

- 40 1/10/38
Severn River Fleet
Indian Landing Boat Club
Millerville, MD
- Severn River Fleet
Severn Sailing Association
Annapolis, MD
- 41 4/13/38
English Bay Flee of Vancouver, BC
Vancouver, B.C., Canada
- 42 7/12/38
Seneca Comet Fleet
Seneca Yacht Club
Geneva, New York
- 43 9/2/38
Beverly Yacht Club Fleet
Beverly Yacht Club
Beverly, New Jersey
- 44 9/2/38
Conesus Lake Fleet
Conesus Yacht Club
Genesco, New York
- 45 9/2/38
Genesee Yacht Club Fleet
Genesee Yacht Club
Rochester, New York
- 46 9/6/38
Lake Hopatcong Comet Fleet
Lake Hopatcong Yacht Club
Lake Hopatcong, New Jersey
- 47 8/23/38
San Juan Blue Fleet of Comets
San Jaun, Puerto Rico
- 48 8/30/38
Green Pond Sailing Club Fleet
Green Pond Yacht Club
Green Pond, New Jersey
- 49 2/12/39
Ponce Fleet
Ponce Yacht Club
Ponce, Puerto Rico
- 50 6/1/39
Guanajibo Yacht Club Fleet
Guanajibo Yacht Club
Mayaguez, Puerto Rico
- 51 3/8/39
Little Egg Harbor Y. C. Fleet
Little Egg Harbor Yacht Club
Beach Haven, New Jersey
- 52 3/27/39
Alton Lake Fleet
Alton, Illionis

(Continued on page 3)

(Continued from page 2)

- 52 Alton Lake Fleet
Valley Sailing Association
Portage des Sioux, MO
- 53 2/25/39
North East River Y. C. Fleet
North East Yacht Club
North East, MD
- 54 4/14/39
Corinthian Sailing Club Fleet
Corinthian Sailing Club
Camden, New Jersey
- 55 4/10/39
Red Jacket Y. C. Comet Fleet
Red Jacket Yacht Club
Cayuga Lake (North End)
Seneca Falls, New York
- 56 West River Comet Fleet
West River Sailing Club
Galesville, MD
- 57 Sunset Comet Fleet
Greater Wildwood Yacht Club
Wildwood Crest, New Jersey
- 58 7/19/39
Dutchman's Point Comet Fleet
Normandy Beach Yacht Club
Normandy Beach, New Jersey
- 59 7/31/39
Fair Haven Fleet
Lake Ontario
Fair Haven, New York
- 60 Absecon Island Y. C. Fleet
Absecon Island Yacht Club
- Absecon Island Fleet
Margate City Yacht Club
Margate City, New Jersey
- 61 8/1/39
Shennecossett Fleet
Shennecossett Yacht Club
Eastern Point
Groton, CT
- 62 8/24/39
Otisco Fleet
Otisco Lake
Marietta, New York
- 63 9/30/39
Cincinnati Sailing Club Comet Fleet
Cincinnati Sailing Club
Henry's Harbor
Cincinnati, Ohio

- 64 5/10/40
Rochester Canoe Club Comet Fleet
Rochester Canoe Club
Irondequoit Bay
Monroe County, New York
- 65 1/15/40
Payne Beach Y. C. Comet Fleet
Payne Beach Yacht Club
Lake Shore Drive
Pyne Beach (Lake Ontario)
Hilton, New York
- 66 7/13/40
Red Dragon Canoe Club Comet Fleet
Red Dragon Canoe Club
Edgewater Park, New Jersey
- 67 Lake Pymatuning Comet Fleet
Jamestown, PA
- 68 7/13/40
Old Cove Yacht Club Comet Fleet
Old Cove Yacht Club
Cutchogue, New York
- 69 9/1/40
Solomons Island Y. C. Comet Fleet
Solomons Island Yacht Club
Solomons, MD
- 70 Gibson Island Squadron Fleet
Gibson Island, MD
- 71 Fairfield Comet Fleet
(Southport & Westport)
Southport, CT
- 72 9/1/40
Thames Yacht Club Comet Fleet
Thames Yacht Club
Pequot Avenue
New London, CT
- 73 9/30/40
Alexandria Bay Comet Fleet
Alexandria Bay on the St. Lawrence River
Alexandria Bay, New York
- 74 2/15/41
Lakanoo Comet Fleet
(on the Delaware River)
Burlington, New Jersey
- 75 2/15/41
Lake Mohawk Y. C. Comet Fleet
Lake Mohawk Yacht Club
Sparta, New Jersey
- 76 2/25/41
St. James Comet Fleet
(Stony Brook Harbor)
St. James, LI, New York

(Continued on page 4)

(Continued from page 3)

- 77 7/25/41
Quaker Fleet
Ouaker Lake
Hawleyton, New York
- 78 9/1/41
Orchard Lake Country Club Fleet
Orchard Lake Country Club
Detroit, Michigan
- 79 2/4/42
Willow Bank Comet Fleet
(originally on Lake Owahgena)
Willow Bank Yacht Club
Lake Cazenovia
Cazenovia, New York
- 80 5/25/42
Sandy Bay Fleet
Sandy Beach Yacht Club
Buffalo, New York
- 81 1/1/43
Echo Bay Fleet
(western Long Island Sound)
New Rochelle, New York
- 82 7/29/43
Yacht Club of Sea Isle City Fleet
Yacht Club of Sea Isle City
Sea Isle City, New Jersey
- 83 8/3/43
Cedarhurst Yacht Club Fleet
Cedarhurst Yacht Club
Lawrence, LI, New York
- 84 1/15/44
Sandusky Bay Comet Fleet
Sandusky Sailing Club
(Sandusky Bay & Lake Erie)
Sandusky, Ohio
- 85 9/5/44
Metedeconk River Fleet
Metedeconk River Yacht Club
Metedeconk, New Jersey
- 86 2/27/45
Oakmont Boat Club Fleet
Oakmont Boat Club
(Allegheny River)
Oakmont, PA
- 87 9/20/45
Maple Bay Yacht Club Fleet
Maple Bay Yacht Club
(Maple Bay)
Duncan, B. C., Canada
- 88 7/29/45
Windjammers Sailing Club Fleet
Windjammers Sailing Club
Milford, CT

- 89 1/14/46
Nanaimo Comet Fleet
(Nanaimo Harbor)
Nanaimo, B.C., Canada
- 90 4/30/46
Lake Winola Fleet
Lake Winola, PA
- 91 1946
Avalon Yacht Club Comet Fleet
Avalon Yacht Club
Avalon, New Jersey
- 92 5/14/47
South Bay Fleet
Great South Bay
South Side, LI, New York
- 93 8/9/46
Canandaigua Yacht Club Fleet
Canandaigua Yacht Club
Canandaigua, New York
- 94 9/25/46
Corsica River Comet Fleet
(Corsica River)
Centreville, MD
- 95 9/25/46
Glen Wild Lake Comet Fleet
(Glen Wild lake)
Bloomington, New Jersey
- 96 11/14/46
Cooper River Comet Fleet
Cooper River Yacht Club
(Cooper River)
Collingswood, New Jersey
- 97 11/30/46
Seaside Park Yacht Club Fleet
Seaside Park Yacht Club
Seaside Park, New Jersey
- 98 2/17/47
Little Bay Comet Fleet
(Long Island Sound)
Beechhurst, LI, New York
- 99 5/14/47
Weekapaug Y. C. Comet Fleet
Weekapaug Yacht Club
Weekapaug, RI
- 100 5/26/47
Conneaut Lake Fleet
(Conneaut Lake)
Conneaut Lake, PA
- 101 8/7/47
Blossom Cove Racing Assn. Fleet
Blossom Cove Racing Association
(North Shrewsbury River)
Red Bank, New Jersey

(Continued on page 5)

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|---------------------------------------|----------|------------------------------------|----------|
| 102 | 8/8/47 | 114 | 3/25/48 |
| Bay Head Comet Fleet | | Spray Beach Yacht Club Fleet | |
| Bay Head Yacht Club | | Spray Beach Yacht Club | |
| (Upper Barnegat Bay) | | (Little Egg Harbor Bay) | |
| Bay Head, New Jersey | | Spray Beach, New Jersey | |
| 103 | 8/7/47 | 115 | 6/27/48 |
| Chautauqua Comet Fleet | | Barnegat Light Yacht Club Fleet | |
| Chautauqua Lake | | Barnegat Light Yacht Club | |
| Chautauqua, New York | | (Barnegat Bay) | |
| 104 | 8/7/47 | 116 | 7/8/48 |
| Mattituck Yacht Club Fleet | | Surf City Comet Fleet | |
| Mattituck Yacht Club | | Surf City Yacht Club | |
| Great Peconic Bay | | (Lower Barnegat Bay) | |
| Mattituck, LI, New York | | Surf City, New Jersey | |
| 105 | | 117 | |
| Queens City Yacht Club Fleet | | Carolina Y. C. Comet Fleet | |
| Queens City Yacht Club | | Carolina Yacht Club | |
| Toronto, Ontario, Canada | | Wrightsville Beach, NC | |
| 106 | 7/25/47 | 118 | 8/2/48 |
| Keuka Yacht Club Fleet | | Pocono Lake Preserve Comet Fleet | |
| Keuka Yacht Club | | Pocono Lake, PA | |
| Lake Keuka | | 119 | 8/30/48 |
| Penn Yan, New York | | Mile High Boating Assn. Fleet | |
| 107 | 7/25/47 | Mile High Boating Association | |
| Middlebury Comet Fleet | | Denver, Colorado | |
| Lake Quassapaug | | 120 | 1/25/49 |
| Middlebury, CT | | Pond Hill Yacht Club Fleet | |
| 108 | 8/27/47 | Pond Hill Yacht Club | |
| Lavallette Yacht Club Fleet | | Lake Wesauking | |
| Lavallette Yacht Club | | Towanda, PA | |
| Lavallette, New Jersey | | 121 | 12/30/48 |
| 109 | 8/19/47 | Centerport Harbor Yacht Club Fleet | |
| Northern Lake George Yacht Club Fleet | | Centerport Harbor Yacht Club | |
| Northern Lake George Yacht Club | | Centerport, LI New York | |
| Hague, New York | | 122 | 1/6/49 |
| 110 | 10/17/47 | Put-in-Bay Comet Fleet | |
| Kapasiwin Yacht Club Fleet | | Put-in-Bay, Ohio | |
| Kapasiwin Yacht Club | | 123 | 1/11/49 |
| Lake Wabamun | | Royal Victoria Yacht Club Fleet | |
| Edmonton, Alberta, Canada | | Royal Victoria Yacht Club | |
| 111 | 3/25/48 | Cadboro Bay | |
| River Pirates Fleet | | Victoria, B. C., Canada | |
| Island Heights Yacht Club | | 124 | 5/9/49 |
| Beachwood Yacht Club | | Coguac Yacht Club Comet Fleet | |
| Toms River, New Jersey | | Coguac Yacht Club | |
| 112 | 3/12/48 | Coguac Lake | |
| Connecticut River Comet Fleet | | Battle Creek, Michigan | |
| Middletown Yacht Club | | 125 | 3/24/50 |
| (lower Connecticut River) | | Les Cheneaux Comet Fleet | |
| Middletown, CT | | Les Cheneaux Club | |
| 113 | 3/25/48 | Straits of Mackinac, Michigan | |
| Shore Acres Yacht Club Fleet | | | |
| Shore Acres Yacht Club | | | |
| (Barnegat Bay) | | | |
| Osbornville, New Jersey | | | |

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- 126 6/14/50
Narragansett Bay Comet Fleet
Narragansett Bay, MA
- 127 6/13/50
Shoremont Yacht Club Fleet
Shoremont Yacht Club
Lake Ontario
Rochester, New York
- 128 9/7/50
Annapolis Comet Fleet
Annapolis Yacht Club
Severn River
Annapolis, MD
- 129 9/7/50
Manhasset Bay Comet Fleet
Port Washington Yacht Club
Port Washington, LI, New York
- 130 10/28/50
Highland Lakes Comet Fleet
Highland Lakes
Vernon, New Jersey
- 131 4/12/51
Black Caesar Comet Fleet
Coconut Grove Sailing Club
Biscayne Bay, FL
- 132 1/25/52
Packanack Yacht Club Comet Fleet
Packanack Yacht Club
Packanack Lake
Wayne, New Jersey
- 133 3/17/53
Pontoosuc Comet Fleet
Pontoosuc Sailing Club
Pontoosuc Lake
Pittsfield, MA
- 134 1/26/52
Miles River Yacht Club Comet Fleet
Miles River Yacht Club
St. Michaels, Maryland
- 135 6/15/53
Namequoit Comet Fleet
Namequoit Sailing Association
Pleasant Bay
Orleans, MA
- 136 5/26/54
Greater Cleveland Comet Fleet
Cleveland, Ohio
- 137 10/6/54
Columbia Lake Comet Fleet
Columbia Lake Sailing Club
Columbia, Connecticut
- 138 3/15/55
L. W. S. A. Comet Fleet
Lake Wallenpaupack Sailing Assn.
Paupack, PA

- 139 3/15/55
Pines Lake Comet Fleet
Pines Lake Sailing Club
Pines Lake
Wayne, New Jersey
- 140 12/55
Devon Yacht Club Comet Fleet
Devon Yacht Club
(Gardners Bay, Eastern Long Island)
East Hampton, New York
- 141 5/15/56
Cuba Lake Comet Fleet
Cuba Lake, New York
- 142 5/15/56
Shark River Comet Fleet
Shark River Hills, New Jersey
- 143 11/8/56
East Hampton Yacht Club Comet Fleet
East Hampton Yacht Club
Lake Pocotopaug
East Hampton, Connecticut
- 144
Atwood Yacht Club Comet Fleet
Atwood Yacht Club
Dellroy, Ohio
- 145 11/12/58
Susquehanna Comet Fleet
Susquehanna Yacht Club
Wrightsville, Pennsylvania
- 146 11/20/58
Bayou Comet Fleet
Baton Rouge, Louisiana
- 147 1/18/59
Cavalier Comet Fleet
Broad Bay
Virginia Beach, Virginia
- 148 7/1/59
Middle River Comet Fleet
Baltimore, Maryland
- 149 8/16/59
Harvey's Lake Comet Fleet
Harvey's Lake Sailing Club
Harvey's Lake, Pennsylvania
- 150 4/29/60
Greenwood Lake Y. C. Fleet
Greenwood Lake
Passaic County, New Jersey
- 151 4/25/60
Corinthian Y.C. of Cape May Fleet
Corinthian Yacht Club of Cape May
Cape May Harbor
Cape May New Jersey

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- 152 5/17/61
Cooper River Plaza Sailing Assn.
Pennasauken, New Jersey
- 153 1/27/64
Narrasetuck Comet Fleet
Narrasketuck Yacht Club
Great South Bay
Amityville, LI, New York
- 154 6/15/64
Lake Wallenpaupack Comet Fleet
Lake Wallenpaupack Yacht Club
Paupack, Pennsylvania
- 155
Hoover Lake Comet Fleet
Hoover Yacht Club
Westerville, Ohio
- 156 1/15/66
Ohio River Comet Fleet
Parkersburg, West Virginia
- 157 5/1/66
Nutbush Creek Comet Fleet
Carolina Sailing Club
Kerr Reservoir (Buggs Island)
Durham, North Carolina
- 158 12/5/68
Shelter Island Sound Fleet
Shelter Island Yacht Club
Shelter Island Heights, New York
- 159 6/28/69
West End Sailboat Club Fleet
West End Sailboat Club
(Great Sound)
Sandys, Bermuda
- 160 2/2/70
East End Mini-Yacht Club Fleet
East End Mini-Yacht Club
(St. George's Harbor, Bermuda)
Convict Bay, St. George's, Bermuda

- 161 4/71
Mid-Atlantic Comet Fleet
Mid-Atlantic Boat and Sports Club
(Atlantic Ocean)
North Shore Road
Devonshire West, Bermuda
- 162 9/25/71
Seneca Comet Fleet
Lake Hartwell
Georgia-South Carolina
- 163 7/13/73
Southern Adirondack Fleet
Camp Timlo
(Trout Lake & Lake George)
Dimond Point, New York
- 164 6/8/75
Marsh Creek Fleet
Marsh Creek Lake
Lyndell, Pennsylvania
- 165 1/31/76
Lake Shawnee Comet Fleet
Lake Shawnee Yacht Club
Lake Shawnee
Jefferson Township, New Jersey
- 166 6/16/81
Granite State Sailing Association
Newfound Lake
Bristol, NH
- 167 4/16/90
Spofford Lake Fleet
Spofford Yacht Club
North Shore Road
Spofford, NH 03462

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NOTES

