SUPERNOVA

** HIGH PERFORMANCE*
** SUPER RIG*
** HIGH BOOM*
** DUAL SAIL CONTROLS*
** SELF DRAINING*
** ROOMY COCKPIT*
** EASY TO RIGHT*
** BALL BEARING BLOCKS*
** LOW WEIGHT*
** SENSATIONAL STYLE*
** ONE DESIGN*
** SEALED MAST*

Length:	***4.3 m***
Beam:	***1.5 m***
Hull Weight.	***62.5 Kg.***
Sail area:	***8 sq. m.***
Mast length:	***5.6 m***

CONSTRUCTION: All Glass Fibre and Polyester resin with sandwich construction in large areas and uni directional glass cloth with internal stiffening ribbed structure.

One of the very fastest single handed dinghies without a trapeze or wings Supernova combines performance with exceptional ease, style and comfort. The dragger board does not foul the boom when up. The mainsheet does not catch on the transom. The cockpit is large and genuinely self draining and the boom is high. Though quite powerful the superb mylar sail on a light sealed mast is not so large that it overpowers most helms. The Supernova is suitable for average and larger sailors when racing and one or two people cruising.

GILES REINFORCED PLASTICS LIMITED
1 Hatch Way, Kirtlington, Oxford OX5 3JS. Tel. 01869 347801
(Works at Steeple Aston)

The Supernova is now established as a class and its association arranges open meetings and championships for those owners wishing to participate.

Experience with the boat has shown that it is equally at home on the sea or inland. The dagger board creates few problems launching or landing in shallow waters because it is possible to raise it almost completely without fouling the boom. The sealed mast has proved a great success and while the boat can invert it shows much less tendency to do so than most classes. Downwind Supernova is unusually stable for a single hander and this combined with little or no tendency to nose dive helps considerably in tricky conditions.

When tested by Yachts and Yachting the report on Supernova was exceptionally favourable describing the boat as steering superbly both up and down wind. Supernova's hull form is very efficient even with widely differing loads. It passes through the water with very little fuss and there is virtually no "hump" to get over when starting to plane. This makes it noticeably smoother than most other types in marginal conditions.