

THE SEALINK SLED.

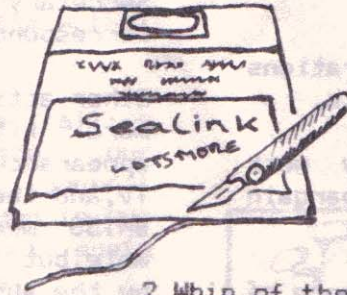


When it comes to putting on the brakes of a 5,000 ton Sealink Cross Channel Ferry, with the Sealink Sled we are fully justified in saying we have the technology.

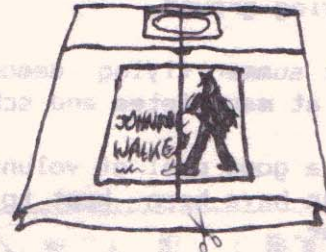
Two of these amazing flying machines, (one hesitates to call them kites) were responsible for the M.V. Senlac being all of 7.2 seconds late on our return trip from Dieppe. Aloft for well over 40 miles the two machines flew so stably that the flight crew were of the opinion that not only were they boring, they were only marginally less boring than a wet Wednesday in Wapping.



1. Lay the bag out flat.



2. Whip off the bottom....



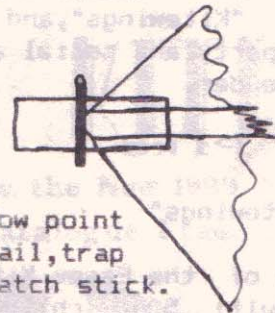
3. Cut up the middle, one layer only...



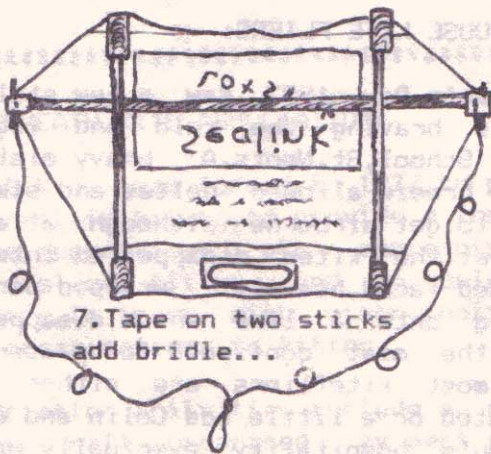
4. Fold in half and whip off the corners...



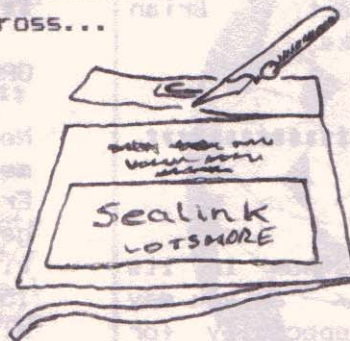
5. Lay out flat and tape across...



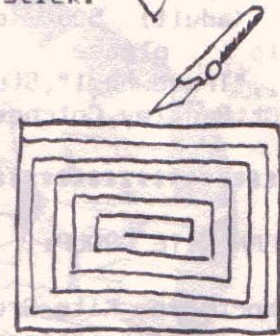
6. Tow point detail, trap a match stick.



7. Tape on two sticks add bridle...



8. For the Spendlove tail cut around bag to leave two plastic squares...



9. Each of which are cut in a square spiral and voila les cerf-volistes, ie tail.

The number of sleds you can make is dependant on how many duty free bags you can flich, coupled with how much wood you strip from the ships fittings, bearing in mind, all the while, that the rails around the deck are no longer topped with best mahogany. It will be instantly apprant that no dimensions are given for the kite, the assumption being that if the average kite loony cannot knock up a sled by eye, without measurements, then he or she should dispense with kite and take up some simple hobby such as metaphysics.

One detail is of note and this is the amazing "Spendlove MK2 Tail". From prototype to finished article the speed of development was little short of amazing, and all at a cost of three lacerated fingers and a severely gouged table top in the Hasting Bar on board the Senlac.

John Barker.