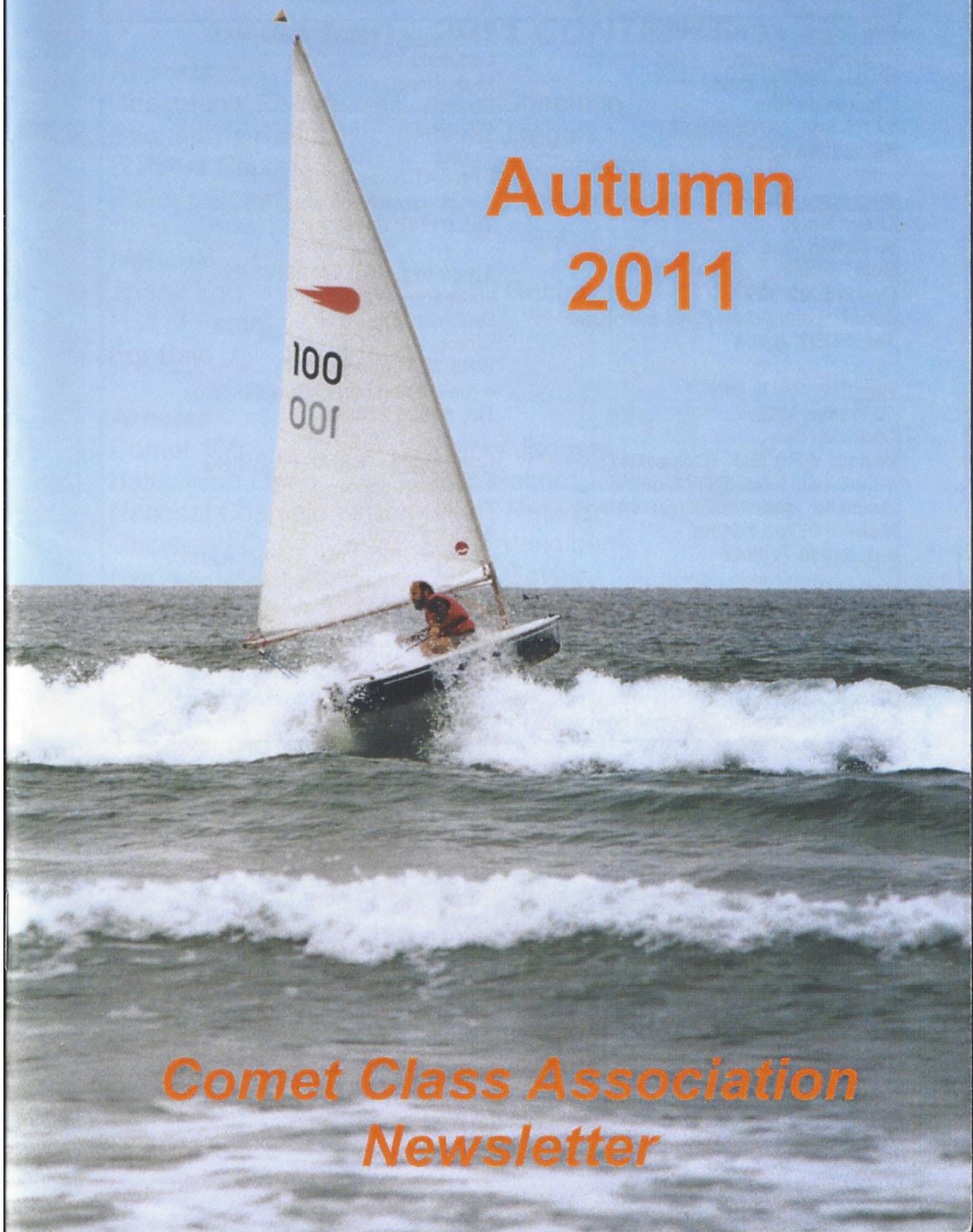


PERIHELION  **100**

**Autumn
2011**



***Comet Class Association
Newsletter***

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Racing rules Clinic to Keith Lamdin General information to Nora Jagers
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Chairman's Report

Hello

My first Chairman's report and I am honoured to accept the post. Chris and the Committee have made me very welcome and made it easy for me to take up the reins.

Chris with his eye for detail has laid an excellent foundation and I look forward to continuing the good work with the Committee. For those who have not bumped into me or my boat here is a short outline.



I am a recently retired Maths teacher and my club is Littleton S.C. Shepperton. July saw a move to Dorset and as I write this some rose thorns remind me six years of neglect in the garden is quite a challenge.

My first Nationals were at Queen Mary Sailing Club sailing C209 In 1999. C622 then followed and I now sail C704. I have sailed many different classes but my love affair with sailing is encapsulated in the Comet. A great boat but I don't have to tell you that. It is the Association i.e. you, that makes the boat even more special. Racing is always competitive but off the water it is a very friendly class.

At the Nationals there were 41 helms representing over 20 different clubs. I finished 22nd a little lower than I wanted but thoroughly enjoyed the racing. It doesn't matter what part of the fleet you sail in there is always a little battle on for a position.

I am greatly looking forward to the remainder of the Opens and meeting old and new friends. Finally a big thank you to the organisers of the Nationals and to all the Club sailors and supporters who organise and run Comet Opens so successfully.

Best regards

Clive Chapman C704

From the retiring Chairman

Thank You

It's now a couple of weeks since the Nationals at Weymouth and Portland National Sailing Academy. The initial arrangements were made about the time I became Chairman, so I've been looking forward to them for a long time. It was a very busy, but enjoyable weekend with the Anniversary Dinner and AGM as well as the sailing. It was also the biggest turnout at the Nationals we have had for a few years, and I believe everyone, from the top of the fleet to the bottom really enjoyed it. I'd like to thank everyone who attended.

At the AGM my three years as Chairman was up, and I stood down as Chairman and from the Committee. I'd like to thank the Association for the yellow polo shirts and mainsheet presented to me when I stood down. The mainsheet was particularly welcome following the spectacular failure of my mainsheet on 867 at Baltic Wharf Comet Open a couple of weeks before. I've enjoyed my three years as Chairman, and in particular visiting all the people and clubs on our Open Meeting Circuit. The Committee, and many others have made the Chairman's job straightforward and enjoyable, and I wish the new Chairman and the Committee well for the future. They have my full support.

Unfortunately, I didn't quite visit every club during my time as Chairman, so I've something to aim for over the next year. Although I've stepped down from the Committee I still intend to carry on sailing Comets, so I'll see you on the water.

Chris Robinson C63 & C867

Norah Jaggars Class Secretary

Secretary's Report

Notes from the committee:



1. Time to report "all change at the top!" Chris Robinson stood down from the Committee at the Annual General Meeting having completed his 3 year term of office as Chairman. The AGM gave us the opportunity to thank Chris for all his hard work on behalf of the organisation, including bringing the measurement rules and constitution up-to-date as well as enabling all the rigs to race together. He has also set up the standardized Notice of Race and Sailing Instructions which we now ask the clubs hosting our championships to use. We hope that he will continue in his winning ways wearing the personalized polo shirts with where presented to him.
2. Your new Chairman is Clive Chapman. Many of you will already know Clive who initially came onto the committee with Chris in 2005, and was our Trophy buyer for some time. He took a sabbatical last year and comes back to the committee fully refreshed, newly retired from employment, and having recently moved to Dorset. Welcome to your new role Clive.
3. Brian Weatherly has also joined the Committee as our Trophy Buyer. Having been asked to pick up the work recently, he was duly elected at the AGM. Brian showed that he has got the measure of the job by organizing the prizes for the National Championships.
4. John Edwards has decided to stand down as our Auditor after many years of service to the Association, having volunteered in 1996. His support and advice has been invaluable to the organisation, and the Annual General Meeting recorded a vote of thanks to him. John was not at the meeting, so a token of our appreciation will be posted on to him.
5. Michael Thompson has agreed to be our new Auditor. Michael has been a loyal supporter of the Class Association for many years, and has competed in most of the National Championships, along with his wife, son and on at least one occasion, daughter.

6. The rest of the Committee stays the same.
Treasurer: Helen Leivers
Secretary: Norah Jagers
Results: Paul Hinde
Committee members: Rhian Bevan
Brian Herring
7. Chris Robinson rounded off his term as Chairman by becoming our National Champion 2011 after a very competitive 3 days of sailing. Rhian Bevan is our Ladies Champion again, and Peter Hall our new Youth Champion.
8. Weymouth and Portland National Sailing Academy arranged for some challenging conditions for the competitors – you will find details elsewhere in this edition. The facilities for launch and recovery were good, and the organisers kept the Comet fleets separated from the 300 Lasers which were also racing. 41 Comets entered the Nationals, including several helms who had not been to an Open meeting or Championship before. With the boats from the Combined Comet Class, the fleet of 75 Comets were an impressive sight on the slipway and the water. Andy Simmons was on the water in his new "baby boat" which gave the photographers a chance to get some good shots.
9. The Comet Anniversary Dinner, to celebrate the Comet's 30th birthday, was very successful, and enjoyed by all who attended. The food, wine and good company were a good combination, and we hope that the Trios etc make suitable arrangements to celebrate their landmark dates!
10. In terms of future plans, the Nationals in 2012 will be at Bewl Valley and at WPNSA in 2115. The AGM heard the results of the recent survey about venues for the Association Championship, and as a result, we plan to hold these at Severn SC in 2012.
11. We were very sorry not to be able to go to Littleton because of the problems with weed. As I write, Banbury is uncertain as to whether sailing will be possible because of the lack of water. I will be asking these clubs if a meeting at a different time of year would avoid these problems. The Committee recognises that cancelling an event may affect people's ability to qualify for an Aphelion, and will be making arrangements to accommodate this.

Norah Jagers Class Secretary

Builder's Report Oct 2011

Firstly, I must apologise for not writing a Builders Report since June last year! I managed a Builders Report at the Comet AGM, but I'm afraid I didn't manage a speech at the Comet Dinner but that was made up by Keith and Chris's excellent words. Our first grandchild was due at the time so I was in impatient expectant grandad mode. Verity eventually arrived early September and is doing fine.



The Nationals was a great event and I know the other Comet Class involved enjoyed it.

Back to business, our answer phone message now says the office is open Tuesday, Wednesday and Thursdays. I may well be here Mondays and Fridays and may answer the phone anyway if I'm not in the middle of a critical repair. This time of year the demand for spares etc tails off a bit although the demand for covers increases as people realise their old cover might not keep their beloved Comet warm and dry in the winter. Subtle eh!

Demand for sails and Xtra conversions have slowed up this year due to the recession etc. Talking of sails, I had notice from Hyde in August that prices were going up but I've got plenty in stock so I won't be putting up my prices until stock runs out.

I sometimes see very strange bits of rope and fittings on some Comets. People buy a second hand Comet that's been "modified" and not quite like it left the factory which can present problems when the new owner wants a rigging upgrade. Our "economy race rigging kits" are great value but sometimes its' best if the new owner parcels up all the rigging and we can have a look at it and only supply what's needed. If its posted 1st class packet post on a Monday, we can usually get it back to you, upgraded and with the kicker correctly threaded (!) by the end of the week.

As I explained in my last report, I'm only able to build Comets on my own but I might build a Zero for Grandad and Grandaughter. I've built 4 Comets so far this year with hopefully another soon to be ordered. They've gone to Severn, Hampton Pier, Crawley and most recently to Berwick on Tweed.

I don't do London Boat Show or Southampton theses days so the next one is the Dinghy Show in March.

See you there. **Andrew Simmons**

100

Comet 100

Not long home from a terribly exciting National Championships, and I think terror was the right word for it this year, and certainly my least successful for a long time (although I did enjoy Monday's racing), our Newsletter Editor asked me to come up with a few words about my very first Comet, C100. He said it seemed appropriate as this will be the 100th edition of Perihelion.

Back in 1987 I was far from new to sailing and had helmed and crewed quite a variety of dinghies. In I had been racing National Graduates on and off for about 16 years but by then had lost my regular crew and felt it time to change to a boat in which I had sole command: a single-hander.



Comet 100

The first time I had seen a Comet was at that year's Boat Show and I was impressed. I just knew I would probably get one and was especially persuaded when I found that the Comet Class Chairman was Keith Lamdin (our current President), someone I already knew and respected from the Graduate Class.

Around then I was, or was soon to be, Commodore at Kingsmead SC and I invited Margaret and Barrie Hylton of Dinghy Leisure (who at that time did the marketing for Andy Simmons - AMS Marine - now Comet Dinghies) to bring a couple of boats along for members to try. They did so on Saturday 4th April 1987 and I ordered C100 a few days later. With various extras plus a launching trolley and delivery my order came to £1153. C100, dark blue hull with silver grey decks, was duly delivered to me at Kingsmead on 2nd May! I think I named her "Forty Years On", or something similar, which seemed appropriate.

COMET	COMET	COMET	
<p>Friends of the Kingsmead Comet may (or may not) be interested to know of its performance in open competition. To date it has twice engaged in battle to uphold the honour of Kingsmead.</p>			
<p><u>Chigstead S.C., Comet Open, 27th June:</u></p>			
1st race: DNS, stuck on M25	} 15 entries		
2nd race: 2nd, ~ Force 3			
<p><u>Aylesbury S.C., Comet Open, 2nd August:</u></p>			
1st race: 2nd, ~ Force 2	} 21 entries	} 2nd overall	
2nd race: 5th, ~ Force 3			
3rd race: 1st, ~ Force 3-5			
<p>Two more Comets are expected at Kingsmead soon!</p>			
<p><u>The Kingsmead Comet</u> 5/3/87</p>			

I was not disappointed with my choice, C100 was a joy to sail right from the start. I made sure I was seen on the water as often as possible and encouraged other club members to "have a go" whenever they wanted. I almost straight away took her off to open meetings - there were only a handful in those days and mostly not too far away - did surprisingly well and posted little reports on the club notice board such as:-

In their acceptance letter the Hyltons had stated "...the Comet will appeal to the 'mature' Topper sailor, the sailor with crew problems, and those family members with father and son who would both like to helm but will never race...". How right they were, except for the never racing, and in a very short space of time we had over 20 Comets at the club, nearly all of them racing and a good number joining me away at open meetings!

Over the next few years C100 served me very well fact both at Kingsmead and on the growing open circuit. I even took her on holiday with me as you can see in the photo...I think I was more intrepid, or younger, then!

Since C100 I have owned, and still own, two more Comets: C500 "Cat's Whiskers", and C800. 500 spends her "working" life on the beach - a very harsh environment - and C800 spends most of the summer on my car roof - except when I'm racing her at events - but C100 was the boat which renewed my enthusiasm for sailing!

I sold C100 in 1991 to Colin and Heather Davies, friends then at Queen Mary SC. She then went to a Mr. Mathieson somewhere in Surrey and after him to Steve Bellamy at Winsford Flash SC, who I expect some of you will remember. I think Steve has sold her on again now but as far as I know she is still going strong!

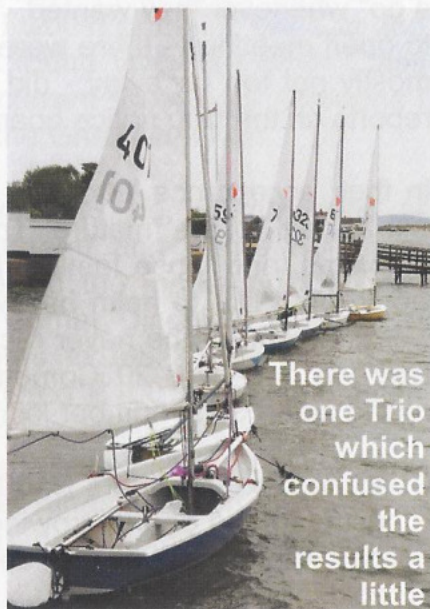
Henry Jagers C500 C800

Pictures from Mudeford

It was a beautiful day although I have not seen a report. **Ed**



Chatting between races



There was one Trio which confused the results a little



The winners #1, #2 & #4



Lunch was very good Anette was 3rd

Comet Open Baltic Warf 14th August

The 9 visitor were greeted by a cloudy and overcast day with a forecast of light winds. The day ended with the complete opposite.

The first race was set with a short beat followed by a run downwind to the city centre and back. The shift conditions in the second half of the run stretched the fleet only to compress them at the leeward mark. Brian Welham was first to the leeward mark. Local knowledge assisted Ben to make up 9 places by the SS Great Britain sailing within feet of Peter Dalton while he was stationary (leading to interesting discussions at lunch). The short laps close to the club closed the head of the fleet and allowed some changes of position. Dave Harris capsized at the gybe mark as a strong gust hit. Brian managed to hold the lead until the end with Peter Dalton second. There was very little between third fourth and fifth with Dave Harris holding off Chris and Ben. Much was discussed over lunch at the pub at the top of the slipway. Some comments were made that they did not enjoy the course only to be rescinded by the end of the day.

Second race. The course was reset to try to include a reach across the dock in front of the committee. With wind bouncing off the buildings this became a dead run or could include two gybes, resulting in some close gunnel to gunnel rolls which did not result in a capsize. Chris led the first two laps with Peter following within seconds. Eddie Pope managed to find a clear lane through to lead from the third lap until the end but was chased closely by Peter. John Coppenhall managed to take two places from the start to finish third. Close racing with Brian Welham, Chris and Ben crossing the finish almost together.

Third race. Eddie Pope capsizing on the line on top of the start mark. He managed to find his way back through the fleet to take a second place. Chris Robinson mainsheet snapped as he

crossed the line for lap 6. Those following were wondering how he capsized and were looking for sudden lulls in the wind while the committee were impressed at his ability to rethread the mainsheet and sail off and finish in fifth. Dave Harris overtook Peter on the second lap and led to the end. The OOD had to finish the race after 50 minutes as the leaders had completed 10 laps.

With the racing close at the top of the fleet second and third were on equal points and only 3 points covered the top 4 places. Eddie Won the event with a first and second, Pater Dalton took second and Dave Harris third.

Contrary to opinion the streets were not lined by crowds for Comet sailors as they left but a fly past by the red arrows as part of the balloon fiesta.

Ben Palmer C597

Helm	Sail	Club	R1	R 2	R3	Total	Place
Eddie Pope	804	Ogston SC	6	1	2	3	1
Peter Dalton	668	Frampton Upon Severn	2	2	6	4	2
Dave Harris	763	Severn SC	3	7	1	4	3
Brian Welham	711	Maidenhead SC	1	5	4	5	4
Ben Palmer	597	Baltic Wharf SC	5	4	3	7	5
Chris Robinson	867	Burghfield SC	4	6	5	9	6
John Coppenhall	532	Hunts SC	8	3	7	10	7
Henry Jaggars	800	Beer SC	7	8	8	16	8
Brian Weatherley	654	Cotswold SC	9	9	9	18	9
Denise Weatherley	843	Cotswold SC	10	10	10	20	10

Pictures from Baltic Warf



Rounding the bottom mark



On the way back to the finishing line

The photographs in this issue were printed with the kind permission from the following.

Cover	Henry Jaggars
Page 9	Henry Jaggars
Page 12 (all)	Steve Gregory
Page 15	Paul Lindord
Page 18 & 19 (all except the bottom P18)	Andrew Simmons
Page 18 bottom	Linda Welham
Page 23	Andrew Simmons
Page 25	John Windebank
Page 27 (all)	Mark Govier

National Championships 2011 Portland & Weymouth national Sailing Academy Aug 27—29

Forty one Comets sailed at the National Championships at Weymouth and Portland National Sailing Academy over the August Bank Holiday Weekend 27th-29th August. In addition to the current National Champion and three former National Champions there were a number of helms who had not competed at a Nationals before, including Tracy Neal from Sutton Bingham who had never attended any other Comet event.

On the first day the competitors were greeted by a wind of nearly twenty knots. Race one was postponed for a few minutes to avoid the sailors having to launch in the middle of a squall. The race officer set a 'Reverse P' course, with a beat followed by two reaches separated by a gybe mark, before a final run to the leeward mark.

In race one Tristan Cooper, starting from the pin end of the line, reached the windward mark first, only to capsize. Guy Wilkins took the lead down the first reach, followed by Jonathan Latham, Eddie Pope, Paul Hinde and Steve Harvey. They successfully gybed at the wing mark and reached back towards the Committee boat ready for the run down to the leeward mark. The fleet were faced with a choice of either running by the lee to this mark, or two gybes. Most of the fleet chose the latter option. Paul capsized on the second beat, allowing Steve through. Steve also caught Jonathan and Guy to win, with Eddie also gaining places to take second.

The second race was sailed back to back immediately after the first race. After the start a squall with a large windshift came through. This favoured those on the right hand side of the beat to such an extent that they overstood the windward mark. Jon Cooper was first to the mark, followed by Michael Thompson and defending National Champion Chris Robinson. The second reach was now very broad, and with the increased wind, very wild. It was made more difficult when the leaders had to pass through the tail end of a fleet of Laser 4.7s undergoing race training. Michael and Chris passed Jon, and Chris took the lead from Michael at the wing mark with a more effective gybe. The fleet were relieved to find that the wind shift allowed the run to be sailed without a gybe or sailing by the lee. On the second lap Chris began to pull away, and Dave Harris sailed up into second place. With more capsizes further down the fleet the Race Officer, Mike Johnson, took the decision to shorten to two laps. It proved to be a wise decision, because as Chris sailed the final beat to win the race, the chasing fleet struggled with the final run. Dave was unable to bear away which let Steve Harvey through, only to

capsize. Eventually Eddie Pope, followed by Phil Hossell, rounded the leeward mark and they took second and third places. They were so far behind Chris that when he arrived at the slipway, the shore crew of Sue Coppenhall, Sarah Austin and Liz Hossell were convinced he must have retired!

This concluded the first days racing. At this stage the race wins had gone to different sailors, but Eddie Pope, with two second places, was leading. The fleet retired to the Spinnakers Restaurant at WPNSA for a dinner to celebrate the 30th anniversary of the Comet, and 25 years of the Comet Class Association.

The wind had dropped slightly for the second day of racing, and the race officer settled on two laps for each race. In race three the left hand side of the first beat proved to be the best, and Paul Hinde was the first to the windward mark, followed by Dave Harris and Simon Thompson. However, they began to get caught by a large pack of boats and Alan Bennett came through to take the lead. On the second lap there were several changes in position, and by the start of the final beat Stephen Lemmon was ahead. He, along with Paul, chose to sail up the left hand side of the course, while the chasing boats led by Eddie Pope went right. Stephen tacked back to cover, and was able to cross ahead of Eddie. He went on to win, while Eddie was second and Dave beat Paul to fourth.

In race four Jonathan Latham executed the perfect port tack pin end start, crossing ahead of the entire fleet to the starboard side of the course. This was photographed by Henry Jagers stationed in Andy Simmon's motor launch stationed at the pin end of the line. His photograph showed that as the fleet crossed the line Jonathan had almost sailed out of the picture! However, unfortunately for Jonathan, the port side of the course proved to be the best side, and Alan Bennett reached the windward mark first, followed by Dave Harris and Chris Robinson. However, by the windward mark of lap two Dave and Chris had caught Alan. On the final downwind legs Alan and Chris began to close on Dave, but Alan capsized to windward on the final run. Chris just failed to get an inside overlap on Dave at the leeward mark, but caught him on the final beat. Further back Jonathan and Guy Wilkins sailed by the capsized Alan, to take third and fourth places.

After lunch the fleet found the wind had eased very slightly. Jonathan Latham reached the windward mark first, but had a large pack of chasing boats including Simon Thompson, John Windibank, Guy Wilkins and Stephen Lemmon, just behind him. Although he was unable to pull away, he did stay ahead. There were numerous place changes behind, and with Jonathan maintaining his lead to the end of the race, it was Alan Bennett who took second ahead of Guy in third and Stephen in fourth.



National Championships

National Championships Results

Name	Sail No	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total	Net
1 Christopher Robinson	867	Burghfield	5	1	7	1	-8	1	-9	1	33	16
2 Guy Wilkins	806	Chipstead	3	-7	-5	4	3	5	2	3	32	20
3 Stephen Lemmon	168	Littleton	-9	8	1	5	4	2	1	-12	42	21
4 Jonathan Latham	360	Winsford Flash	4	-10	6	3	1	3	-7	4	38	21
5 Edwin Pope	804	Ogston/Littleton	2	2	2	-6	5	4	6	-7	34	21
6 Dave Harris	763	Severn	-14	4	3	2	7	-12	4.5	9	55.5	29.5
7 Alan Bennett	126	Staunton Harold	12	DNC 42	13	-18	2	7	8	2	104	44
8 Simon Thompson	809	Crawley Mariners	11	RAF 26	8	7	6	DNC 42	12	6	118	50
9 John Windibank	858	Chipstead	10	RAF 26	9	8	9	6	-16	10	94	52
10 Paul Hinde	844 X	Severn	8	-15	4	11	-19	9	14	8	88	54
11 Jon Cooper	434	Severn	6	9	12	10	10	-14	-15	13	89	60
12 Stephen Harvey	638 X	Bowmoor	1	DNC 42	17	21	-23	8	10	5	127	62
13 Benjamin Palmer	597	Baltic Wharf	7	16	-22	14.5	18	15	4.5	-23	120	75
14 Peter Hall	48	Severn	-26	RAF 26	15	9	16	10	3	25	130	78
15 Nigel Austin	564	Cransley	15	12	10	17	15	11	-23	-22	125	80
16 Tristan Cooper	271	Severn	DNC 42	6	14	14.5	11	21	18	DNC 42	168.5	84.5
17 Michael Ettershank	84	Eyott	16	5	-23	-27.5	13	17	20	17	138.5	88
18 Phillip Hossell	870 X	Severn	DNC 42	3	11	12	22	22	19	DNC 42	173	89
19 Bob Dodds	869	Crawley Mariners	-25	20	20	13	14	-23	13	11	139	91
20 Michael Thompson	518	Crawley Mariners	13	-19	19	19	12	13	-22	16	133	92
21 Jeffrey Smith	31	Crawley Mariners	19	18	21	-23	-29	16	11	18	155	103
22 Clive Chapman	704	Littleton	17	13	16	20	-25	18	21	-29	159	105
23 Rhian Bevan	724 X	Cransley	20	14	-32	16	17	26	17	-27	169	110
24 Nigel Miller	727	Winsford Flash	18	DNC 42	18	22	21	19	-28	20	188	118
25 John Coppenhall	532	Hunts	22	11	-27	26	24	-28	24	19	181	126
26 Brian Weatherley	654	Cotswold	21	17	24	25	DNC 42	DNC 42	27	15	213	129
27 Michael Weaver	393	Crawley Mariners	24	DNC 42	29	24	28	20	26	21	214	143
28 Denise Weatherley	843 X	Cotswold	23	21	25	-33	27	27	31	-32	219	154
29 Roger Lemmon	812 X	Severn	DNC 42	DNC 42	30	32	26	25	29	24	250	166
30 Alan Todd	188	Crawley Mariners	DNC 42	DNC 42	26	27.5	DNC 42	DNC 42	25	14	260.5	176.5
31 Helen Leivers	857 X	Severn	DNC 42	DNC 42	31	29	31	24	37	28	264	180
32 Natalie Fairweather	367	Tewkesbury	OCS 26	DNC 42	33	35	30	DNC 42	33	30	271	187
33 Steve Gregory	57	Frensham Pond	DNC 42	DNC 42	35	30.5	20	29	DNC 42	DNC 42	282.5	198.5
34 Brian Welham	711	Maidenhead	DNC 42	RAF 26	28	30.5	DNC 42	DNC 42	DNC 42	DNC 42	294.5	210.5
35 Pete Sollars	501	Severn	DNC 42	DNC 42	34	34	DNC 42	DNC 42	32	33	301	217
36 Henry Jagers	500 M	Beer	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	30	26	308	224
37 Diana Thompson	649 X	Crawley Mariners	DNC 42	DNC 42	36	36	DNC 42	DNC 42	35	35	310	226
38 Carol Butcher	614 X	Hawley Lake	DNC 42	DNC 42	DNC 42	DNS 36	DNC 42	DNC 42	34	31	311	227
39 Margaret(Maggie) Hall	735 X	Severn	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	36	34	322	238
40 Tracy Neal	755	Sutton Bingham	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	336	252
40 Sarah Austin	205 M	Cransley	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	DNC 42	336	252

National Championships 2011

In race six the line was evenly favoured as Stephen Lemmon and Chris Robinson, who started from different ends of the line, reached the windward mark together. Stephen took the lead on the first reach, and Eddie Pope started to catch Chris. On the second beat Chris caught Stephen, only to lose the lead again on the second set of downwind legs. Eddie was also caught on these legs by Jonathan Latham. On the final beat Chris passed Stephen again to win, while Jonathan held off Eddie to take third place.

This concluded the end of racing for day two, and the fleet retired to the Spinnaker Room for the AGM and barbeque. With six races completed, Eddie Pope and Chris Robinson were on equal points. However, Jonathan Latham was only two points behind, while Guy Wilkins and Stephen Lemmon were a further three points behind Jonathan. However, all these contenders could win the Championship as they had low positions which could be discarded if they got good results on the last day. Dave Harris could also win if he got two very good results in the last two remaining races.

The wind had dropped a little further for the start of the final day of racing. This encouraged some of the less experienced sailors, who had remained on the bank, to venture out. In race seven Dave Harris was first to the windward mark, followed by youth sailor Peter Hall and Stephen Lemmon. Stephen moved into the lead, while Guy Wilkins and Eddie Pope caught Peter. However, on the beat Peter, with Ben Palmer following, picked up a wind shift and went to the extreme right hand side of the course. This allowed Peter to retake second place, and brought Ben into the pack of chasing boats. Stephen held on to win, and Guy passed Peter to take second. Peter took third place, which was sufficient to guarantee him the Youth Champion title. Ben tied with Dave in fourth place and Eddie took sixth. Jonathan Latham and Chris Robinson sailed discards.

Stephen Lemmon's win in race seven put him into the lead, followed by Chris Robinson, Eddie Pope, Jonathan Latham and then Guy Wilkins. There was only a four point difference between them, and depending on the last race any of them could win the Championship. Stephen needed a first or second to guarantee a win overall, but for the others a race win would not be enough to guarantee the title, it would depend on the positions of the others.

In the final race the Championship contenders chose to start at a rather crowded Committee boat end of the line. However, the pin end was the favoured end, and Alan Bennett reached the windward mark first, followed by Paul Hinde and Steve Harvey. On the reaches and runs down to the leeward mark Chris Robinson and Guy Wilkins passed these two. On the second beat Alan went up the centre of the course, while Chris, with Guy following, went right. As they came together at the windward mark Chris caught Alan,

although Alan kept ahead of Guy. There were no further changes in places in the top three, and Jonathan Latham was fourth, while Stephen Lemmon and Eddie Pope both discarded the result of the final race.

Chris Robinson's win in the final race was sufficient to give him the Championship, and Guy Wilkin's third moved him to the runners up place despite not winning any of the races. One point behind him were three sailors on equal points. On count back Stephen Lemmon's two race wins beat Jonathan Latham's one race win, so Stephen was third and Jonathan fourth. Eddie Pope with no race wins was fifth.

There were eight contenders for the Ladies Champion. Only defending Champion Rhian Bevan and Denise Weatherley completed the first two races, and this gave them the advantage of having two discards available. However, with the exception of race three, Rhian finished ahead of Denise in the other races, and so retained the Ladies Champion title with Denise second.

Four clubs competed for the team prize, Cransley, Crawley Mariners, Littleton and Severn. Severn and Crawley Mariners had the advantage as they had ten and six competitors respectively, while Cransley and Littleton only had the minimum number of three helms. When the scores were added up there was only three points between the first two clubs. However, although Littleton had two helms in the top five, they were beaten by Severn who had Dave Harris in sixth, and then Paul Hinde and Jon Cooper in tenth and eleventh.

The first veteran outside the top six was Steve Harvey, although he was beaten by the first two Ancient Mariners, Alan Bennett and John Windibank.

The Newcomers prize was won by Nigel Miller from Winsford Flash SC.



25th Chipstead Comet Open 18 June 2011

Twenty five years ago in 1987 Keith Lamdin (the first Comet Class Chairman) asked Ralph Row (founder and first fleet Captain of Chipstead Comet Class) if he could organise a Comet Open meeting at Chipstead. Never one to shirk a challenge and working with the Clubs Handicap class, Ralph organised things and 14 visitors joined 7 Chipstead competitors with their brand new boats for the Open.

Damon Perrin from Aylesbury was our first winner, Henry Jaggers (the last Class Chairman) was second Ralph was 8th but a very young junior sailing his beloved yellow Comet 63, was our current Chairman Chris Robinson who was 6th on the day.

Back in the eighties and with a new class there was a lot of enthusiasm about and people were keen to test their skills racing and competing. Today Chipstead Comet Class still has about 30 boats and new people are finding out for themselves about Comet sailing and are just as enthusiastic.

For this years 25th Open there was a lot of wind forecast and for once the weather men had it right with the winds and gusts picking up through the day. Eight visitors joined eight Chipstead boats at the start and a westerly wind provided the competitors with a perfect beat to the first mark.

Race 1

Mark Wilkins established a substantial lead which he held to the finish. Competition was fierce behind the leader with Guy Wilkins just getting ahead of Chris Robinson for second place and Bob Dodds picking up places to finish 4th ahead of John Windibank. Ian Stone who at 14 years old showed all of us old veterans how to sail in the conditions was prominent throughout and finished 6th.

Race 2 An even start saw places swapped up the first beat with competitors struggling to keep their wind clear and with excellent racing Chris emerged with a win closely followed by Guy. Ian and Michael Ettershank achieved their best results of the day in 3rd and 4th with Bob 5th and Mark 6th.

Race 3 A depleted fleet started the last race with the wind stronger than ever and most competitors enjoying a capsize or two. Most of the open leaders were in a winning position before swimming but Chris who managed to stay upright emerged as the winner just ahead of Guy with his third 2nd place of the day. Mark finished 3rd, Bob 4th and Michael 5th.

Brian Welham and Annette Walter both light weights struggled in the conditions but brilliantly finished all the races and finished 8th and 9th with Richard Sammons sailing Comet 14 with the original flat centreboard finished 10th his best result of the day.

Chris as the Open winner thanked the club and remarked that in all his years of trying he had never won a prize at Chipstead and was very pleased with his win today.

Results

1.	C867	Chris Robinson	Burghfield SC
2.	C657	Mark Wilkins	Chipstead SC
3.	C806	Guy Wilkins	Chipstead SC
4.	C865	Bob Dodds	Crawley Mariners
5.	C84	Michael Ettershank	Eyott SC
6.	C152	Ian Stone	Maidenhead SC
7.	C700	John Windibank	Chipstead SC
8.	C711	Brian Welham	Maidenhead SC
9.	C704	Clive Chapman	Littleton SC
10.	C323	Annette Walter	Welling Garden City
11.	C14	Richard Sammons	Chipstead SC
12.	C555	Roger Burgess	Chipstead SC
13.	C749	Rob Ellis	Chipstead SC
14.	C525	Don Blackman	Chipstead SC
DNQ	C778	David Chesworth	Chipstead SC
DNQ	C744	Malcolm Underwood	Littleton SC

John Windibank C700



Bob Dodds, Guy Wilkins and Chris Robinson

Comet Class Open Meeting Merthyr Tydfil Sailing Club

A fresh southerly wind was blowing straight up the lake with a little drizzle in it as we arrived at Pontsticill Reservoir just north of Merthyr Tydfil. We welcomed visitors from as far afield as Ogston, Beer, Cransley, Hunts, Baltic Wharf, Cotswold and Littleton sailing clubs. By the start of the first race the wind had moderated to a force two to three; the drizzle had almost stopped and there was a good start made by all. The first beat spread out the pack a little and the further end of the first reach was in a little lull which then caused a little bunching. But the long run back towards the clubhouse followed by a dead run, evidenced by some running by the lee caused a few places to change hands before the gybe onto a fetch. Hardening up onto the long beat through the line the first half-dozen places were still relatively closely contested. But after the allotted three laps Peter Dalton (Comet 668, Frampton upon Severn S.C.) finished first, followed by Chris Robinson (Comet 867, Burghfield S.C.) and then Eddie Pope (Comet 804, Ogston S.C.).

The "galley" team then did a magnificent job of feeding the fleet at lunchtime with an excellent selection of home-made nosh. After lunch the wind had picked up slightly and moved a few degrees to the west so the course was altered. The sky was clearing and sun-cream & sunglasses were called for.

The good moderate wind conditions allowed the start of the second race to again be quite close. But crews this time took a wide variety of lines to the windward mark; some paid off, others did not. Peter Dalton completed the first lap in the lead, followed by Henry Jagers (Comet 800, Beer S.C.) and John Coppenhall (Comet 532, Hunts S.C.). As the race progressed the wind increased further to allow some exciting planing reaches. There were also a couple of capsizes as gusts caught some unawares on the run. Peter Dalton managed to stay ahead all the way to the finish but behind him several positions were fought over as the race progressed; finally Eddie Pope secured second place with Chris Robinson this time following him over the line in third.

The third race was started in similar conditions with the distance reduced to two laps. There was a good close start with a very congested "pin" end of the line. This time Ben Palmer (Comet 597, Baltic Wharf S.C.) completed the first lap ahead of Clive Chapman (Comet 704, Littleton S.C.) and Chris Robinson. On the final lap, Eddie Pope fought his way to the front, finishing ahead of Ben and Chris.

The shore crew then helped everyone quickly recover their boats and get packed away. We then enjoyed a nice selection of home-made cakes with tea in the sunshine before the prize-giving. Many thanks again to the visitors for making the effort to visit us and all those who helped who added the extra sparkle to what turned out to be an enjoyable autumn day.



Overall Result Table

Sail	Helm	Club	R 1	R2	R3	Total	Position
668	Peter Dalton	Frampton SC	1	1	4	2	1
804	Eddie Pope	Ogston SC	3	2	1	3	2
867	Chris Robinson	Burghfield SC	2	3	3	5	3
597	Ben Palmer	Baltic Wharf	6	5	2	7	4
532	John Coppenhall	Hunts SC	5	4	7	9	5
800	Henry Jagers	Beer SC	4	7	16	11	6
426	Rhiain Bevan	Cransley SC	12	6	5	11	7
704	Clive Chapman	Littleton SC	8	9	6	14	8
460	Mark Govier	Merthyr Tydfil SC	7	12	8	15	9
317	Kevin Morris	Merthyr Tydfil SC	11	8	12	19	10
654	Brian Weatherly	Cotswold SC	10	11	9	19	11
420	Alun Bevan	Merthyr Tydfil SC	9	10	11	19	12
843	Dee Weatherley	Cotswold SC	13	13	13	26	13
581	Mark Webber	Merthyr Tydfil SC	14	14	DNF	28	14

Mark Govier, C 460



Burghfield Comet Open Saturday 1st October

Fifteen sailors arrived at Burghfield's Comet Open on Saturday 1st October to find very little wind on the reservoir, but plenty of sun and the temperatures breaking the record for October.

A wind change shortly before the start prompted the Race Officer to change the course at the last minute, but the line was still biased and the first beat turned into a close hauled sail to the first mark. Ian Stone took the lead followed by Ben Palmer and John Coppenhall. The second leg had turned into a long beat the length of the reservoir, and Ian Stone quickly pulled away, sailing into the tail end of the Solo fleet. Behind him John Windibank worked his way up to second place by the end of the beat. After a short reach, the fleet began the long run down the lake. Following the Solos, the fleet didn't take the most direct route to the leeward mark. A couple of tailenders saw this, and took the shorter direct route, but failed to make up any distance. Starting the second lap John Windibank moved into a safe second position. Third place was fought over by Brian Weatherley, John Coppenhall, Ben Palmer and Carol Butcher, but by the end of the beat Brian Welham had got through. As the wind dropped the Race Officer shortened the course at the end of the run. Ian Stone and John Windibank took first and second places, but the rest of the fleet became becalmed in a bunch at the top of the run, and the race for third was wide open. This time the majority of the fleet took the shorter route through the islands. However, Carol Butcher and Henry Jagers opted for the longer route, and as the wind finally filled in a little they pulled ahead to take third and fourth places respectively. The tailenders finally finished after two hours of racing.

Races two and three were sailed back to back, and the Race Officer opted for a shorter course at the far end of the reservoir, where there was more wind. Over the lunch the wind had filled in, providing a pleasant sail. Again the pin end was favoured, and Ian Stone starting on port from this end sailed straight into the lead followed by Brian

Welham. These two pulled away from the boats behind that were led by John Coppenhall. At the end of the first lap Brian Welham got alongside Ian Stone at the leeward mark, but during lap two Ian Stone pulled away again and was never caught. John Coppenhall hung onto third, but was finally caught by Annette Walter and then Ben Palmer on the final beat to the finish.

A similar course was set for the final race. The majority of the fleet opted for the left side of the first beat led by Clive Chapman. However, Ian Stone initially went right. As he tacked back to the centre of the course he ended up behind Clive Chapman in second place, but by the first mark he had got past to take the lead, followed by Annette Walter. These two pulled away from the rest of the fleet, followed by John Windibank. Annette Walter caught Ian Stone to win, and this gave her second place overall behind Ian Stone, who had already won overall with his two firsts. John Windibank's third place in the last race gave him third place overall.

Chris Robinson C63

Rank	SailNo	Helm	Club	R1	R2	R3	Total	Nett
1st	152	Ian Stone	Maidenhead	1	1	-2	4	2
2nd	611	Annette Walter	WGCSC	-8	3	1	12	4
3rd	858	John Windibank	Chipstead	2	-9	3	14	5
4th	711	Brian Welham	Maidenhead	-7	2	4	13	6
5th	614	Carol Butcher	Hawley Lake	3	-13	7	23	10
6th	532	John Coppenhall	Hunts SC	5	5	-9	19	10
7th	800	Henry Jagers	Beer SC	4	7	-10	21	11
8th	84	Michael Ettershank	Eyott Sailing Club	-9	6	5	20	11
9th	597	Ben Palmer	Baltic Wharf SC	-9	4	8	21	12
10th	63	Chris Robinson	Burghfield SC	6	-8	6	20	12
11th	704	Clive Chapman	Littleton	(16 DNF)	10	13	39	23
12th	400	John Sturgeon	Hawley Lake	-13	12	11	36	23
13th	654	Brian Weatherley	Cotswold SC	-12	11	12	35	23
14th	843	Denise Weatherley	Cotswold SC	11	(16 DNC)	15	42	26
15th	57	Steve Gregory	Frensham	(16 DNF)	14	14	44	28

Comets at Hawley Lake July 9th

Two home boats joined thirteen visiting helms at the Hawley Lake Comet Open Meeting on July 9th, two weeks earlier than the customary weekend. The weather was bright with a few light showers, a reasonable wind, but seemingly without the wilder wind shifts normally found. The first race provided an additional challenge with some novice youth windsurfers, showing expected levels of unpredictability, operating near the start area.

For the first race of three, Ian Stone quickly moved to the head of the field and stayed there for the full five laps. Henry Jagers moved up through the field from fifth on the opening lap to establish himself in second by the end of the third lap but unable to make a significant impression on the leader. Brian Welham slipped from second when passed by Henry but maintained third place to the finish.

The second race saw Ian Stone leading at the end of the first lap of a changed figure of eight course with Chris Robinson in second and Michael Ettershank in third, but taking the lead in the second and third laps, but falling back to second behind Ian on the last lap. Chris fell away to finish fifth with Annette Walter moving into third place and John Coppenhall taking fourth place to repeat his first race position.

Following an abandoned race at the end of the 1st lap when the training group took away the last mark as they cleared up the restarted 3rd race began with Ben Palmer quickly moving into a lead he never relinquished. Second place was a close duel between Annette and Brian, the latter coming out ahead with Annette in third. Chris Robinson moved up from a poor start to finish in fourth ahead of Michael and Ian.

Ian Stone's two wins secured the overall first position and junior prize, This was his first win in only his seventh Comet open meeting. Brian Welham took second place with Annette Walter taking the ladies prize in third. Ben Palmer was fourth with Michael Ettershank in fifth.

- 1 Ian Stone (Maidenhead SC),
 - 2 Brian Welham (Maidenhead SC),
 - 3 Annette Walter (Welwyn Garden City SC),
 - 4 Ben Palmer (Baltic Wharf),
 - 5 Michael Ettershank (EYOTT).
- Junior – I. Stone, Lady – A Walter.

Dave Gilbert

The "other" Hall of Fame

Each year we publish the Comet Hall of Fame which lists the winners of the Aphelion, Association and National series race results BUT we also award trophies to other Comet Association members for endeavours other than winning racing series. So here is the Hall of Fame for the other trophies. The only one already decided so far is the Team Trophy which has gone to Severn again.

Ed

F.A.T.E. Plate

The Hossell Plate was donated in 2002 by Liz and Phillip Hossell to the person judged by the committee to have made the greatest contribution to Comet sailing, and to enhancing the membership of the Comet Class Association.

2004	Catherine Bellamy
2005	Robin Ballam
2006	Jenny Lemmon
2007	Severn Sailing Club
2008-2009	John Sturgeon
2010	Derek Coleman

Hossell Plate

The FATE plate was presented by Peter and Wendy Hayes in 2004, for Endeavour in the Face of Adversity. The plate is awarded annually by the Committee from nominations are made by members.

2002	Diana Thompson
2003	Roger Lemmon
2004	Karen Symonds
2005	Tony Ellison
2006	Alan Bennett
2007	John Edwards
2008	Henry Jagers
2009	John Windibank
2010	Brian Weatherley

Team Trophy

For the best 3 results at the national from one club

1998	Chipstead
1999	Chipstead
2000	Chipstead
2001	Severn
2002	Winsford Flash
2003	Severn
2004	Severn
2005	Staunton Harold
2006	Winsford Flash
2007	Hunts
2008	Hunts
2009	Littleton
2010	Severn
2011	Severn

Pingewood Trophy

For the most Open meetings attended that year

2006	John Coppenhall
2007	John Coppenhall
2008	John Coppenhall
2009	John Coppenhall
2010	John Coppenhall

COMET CENTRE MAINSHEET CONVERSION

There is no evidence from the racing results that there are advantages from either the rear or centre mainsheet arrangements but as many of our younger sailors are more used to centre mainsheets they will be more comfortable with this arrangement. (Just as I am more at ease with the rear main) **Ed**

FITTING CENTRE MAINSHEET FITTING TO COMET DECK

If you do not have a hatch in the front of the cockpit then you will have to fit one so you can reach inside the hull to hold and bond the backing plywood for the centre main block.

Remove bin from the hatchway.

Position the eye plate centrally at top of bulkhead behind daggerboard slot, with $\frac{3}{4}$ " (18mm) between the top edge of plate and the seat top.

Mark the position of the 4 holes.

Drill through holes with $\frac{3}{16}$ " (5mm) drill. Without fitting the eye plate, hold the plywood piece through the hatch and check that the screws can get through holes in deck and fit the predrilled holes in the plywood. There may be some excess filler around the rear top of the daggerboard case that stops the plywood sitting snug inside. If there is, sand the filler or shape the top of the plywood to fit.

Lightly sand the area where the plywood touches the GRP deck.

Mix the hardener and filler together, stir well and coat the plywood side with the holes in.

Screw the eye plate on through the bulkhead and into the plywood.

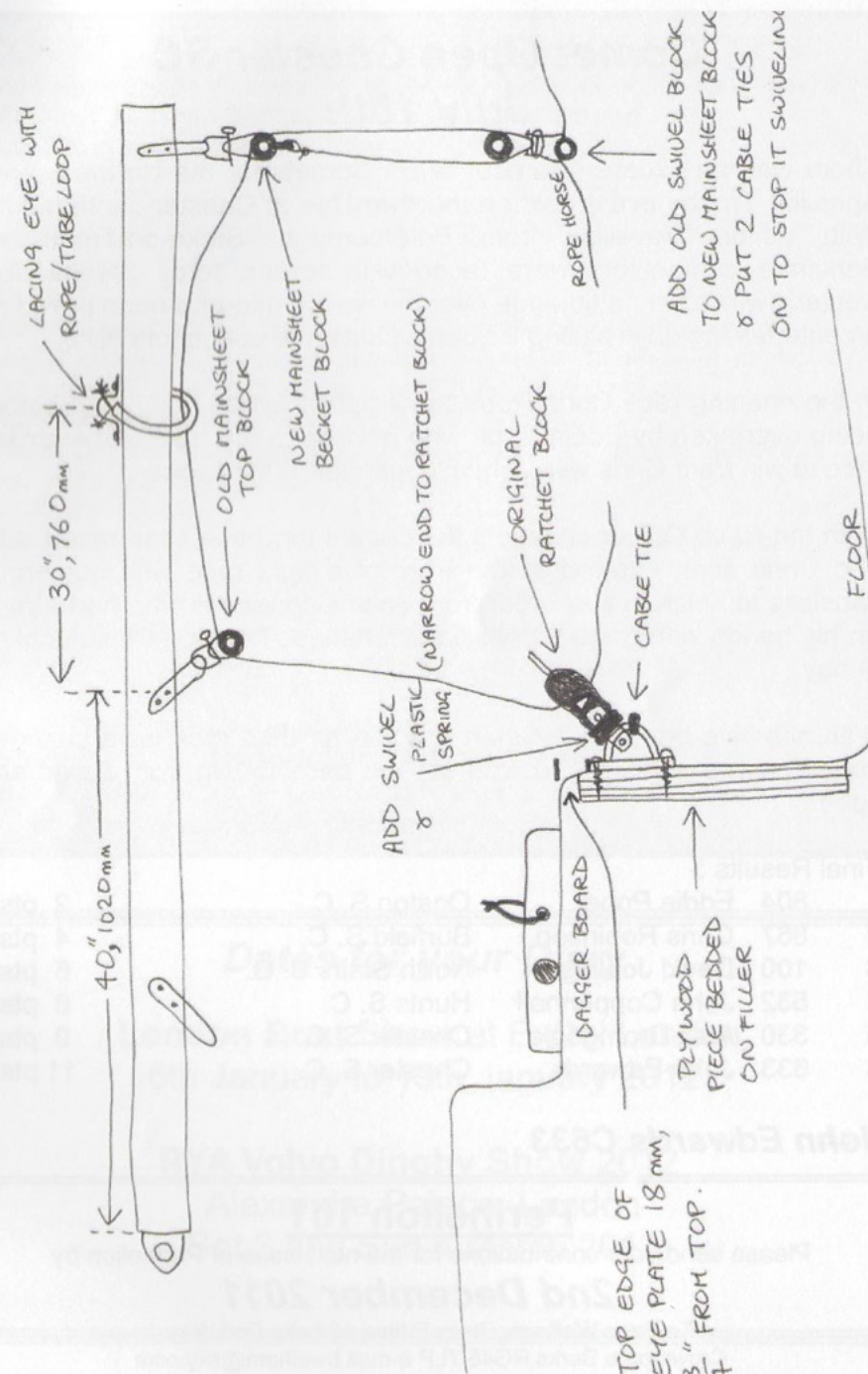
CENTRE MAINSHEET BOOM CONVERSION

Measuring from the front of the boom tube, rivet on the centre boom strap, with short rivets, angling it backwards.

Rivet the lacing eye on top of the boom with the short rivets fore and aft.

Tie the black rope and plastic tube on as shown in diagram.

COMET CENTRE MAINSHEET CONVERSION — STANDARD RIGGING



Comet Open Chester SC July 16th

There was an excellent turnout of six Comets for the Northern Area Aphelion Trophy event held on the river Dee at Chester on 16th July. With visitors travelling from Peterborough, Stoke-on-Trent and Berkshire competitors were faced with testing force 3/4 variable westerly winds with a tide due over the weir in mid-afternoon providing an entertaining days sailing for participants and spectators alike.

In the opening race Chris Robinson established an early lead before being overtaken by Eddie Pope who held on to the lead of the six lap race to win from Chris with John Coppenhall in third spot.

With the Race Officer changing the course for the second race Eddie and Chris soon showed at the front of a tight race with numerous capsize to finish in that order from John Coppenhall who had a race on his hands with frequent positional changes keeping David Jobling at bay.

With only five boats at the start line for the third race on a changed course it was again Eddie who set the pace to win from David and John.

Final Results :-

1	804	Eddie Pope	Ogston S. C.	2 pts
2	867	Chris Robinson	Burfield S. C.	4 pts
3	100	David Jobling	North Staffs S. C.	6 pts
4	532	John Coppenhall	Hunts S. C.	6 pts
5	330	Alex Dromgoole	Chester S. C.	9 pts
6	633	John Edwards	Chester S. C.	11 pts

John Edwards C633

Perihelion 101

Please send your contributions for the next issue of Perihelion by

2nd December 2011

To Brian Welham, Class Editor, 19 Lake End Way
Crowthorne Berks RG45 7LP e-mail bwelham@sky.com

COMET SPARES, REPAIRS AND ACCESSORIES

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To continue to be able to sail as a Std Comet you will need

a shorter Xtra bottom mast £155

(The original top mast may fit, and can have a block shackled on and still be used for a Std Comet Sail) If it doesn't fit then

(An Xtra top mast £85

A shorter Xtra boom £125 *but the std boom can be used.*

These prices include VAT at 20%

Repairs

Accident damage and refurbishing gladly undertaken.

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Comet Dinghies : Horsepond Meadow

South Molton, Devon EX36 4EJ

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Fax 01769 574358

e-mail cometdinghies@btconnect.com

Dates for your Diary

London Boat Show at ExCel London

6th January to 15th January 2012

RYA Volvo Dinghy Show 2012

Alexandra Palace, London

Sat 3 and Sun 4 March 2012

Editorial

Hi everyone

This is the 100th edition of Perihelion in the 25th year of the association and I would like to thank all the previous editors for their contributions in keeping the magazine going. I would also like to thank all those members who over the years have provided numerous articles of interest and more especially help in sailing, rigging repairing and racing this most delightful little boat that if allowed to have its way will bite you, as I discovered at the recent Nationals! Please continue to support your current editor with stories, anecdotes, reports and anything else that you think might interest our members and I will do my best to ensure they are published.



As you will have seen on the cover there is a picture of Comet 100 which from the article provided by an ex chairman, Henry Jagers was originally purchased by him many years ago. I am not sure where this boat is at the moment but if you have any news of it then please let me know. I thought that C100 was appropriate for Perihelion 100.

I had planned to put in some tips that might make Comet sailing easier with photos but I could not find the right pictures so here are some of the modifications that I have seen that you might like to copy on your boat.

- 1 So that the blocks are always in the same place as you tighten the outhaul make the fixed end of the line fast to a hook that you either clip onto a becket or to the Kicker strap. The boom can then be marked to show how much outhaul has been applied
- 2 The outhaul can have as much purchase as you require. An extra block can be used down the boom which makes it much easier to adjust even when hiked out.
- 3 If sail on the sea or any deep water then a line tied to the rope strap on the dagger board which is too short for the board to fall out can be clipped to the front of the toestraps. This will prevent the loss of the board in a complete inversion.
- 4 When you capsize does the mast and sail sink quickly. If so then you slow the process up by reducing the rate that water can get into the mast and boom by sealing the "hole" with insulating tape. All the fittings on the spars are pop riveted into place and the centres of each rivet will let water into the spar. Tape every rivet hole and round the plugs at the ends with tape. This will give you precious seconds to execute that fast dry capsize everyone keeps telling you about!

- 5 As a shorter than average helm, I find the Comet cockpit too wide to kick off from when I need to hike quickly. If your cockpit floor is smooth there is nothing to push against. However, the rules allow you to add a half inch square bar to the centre line. This can be made of plastic but wood can be used as it need so bend very slightly to match the contour of the floor. The best method for securing the bar is to alternate keelband screws with extra long screws ones. If you have no keelband then screw through the skin and cover the heads with gel coat. Don't forget to use mastic sealant under the bar.
- 6 Does you cover only last a couple of years? I have found that keeping the the UV rays from sunlight off the cover doubles or trebles its life. A simple way to achieve this is to first replace the current cover before it has completely disintegrated. Then always put the old cover (properly secured) over the new cover every time you sail the boat. My current cover from Sail Register. Is now 6 years old and is still looking like new. Up till the middle of this year it has been protected from UV by my old Banks cover which sadly ripped down the middle after providing 5 years extra service after I replaced it as the primary cover for C711.

I will now not sail another Open this year as Banbury (one of my favourite venues) has been cancelled and I will not be able to get to Staunton as I have to attend a grandson's first birthday. This year started well for me but as it progressed I seemed to do less well. However, this may be due to my skill (or lack of it) when the wind blows. The Association Champs produced far too much wind on day one with no races completed by me but was benign on day two. I came 18th! I hoped that the Nationals would be kinder but this proved even more challenging with no races completed on day one, only one race completed on day two and none on day three. I came 34th! It did not get any better the following week at Severn SC where the wind was again strongish and I found it difficult to beat up that narrow stream.

At my club Maidenhead we continue to suffer from low water and weed. At the moment there is a debate about whether we stop club racing for a month and concentrate on weed clearing.

Best wishes for good winter sail at your own club (assuming you have a winter series) and I hope to see you next year.

Brian Welham Comet 711
01344-761642 bwelham@sky.com

COMETS FOR SALE

For sale

Double Stack Easy Load Road Trailer has an easy lift winch mechanism for second boat; on top of this is the spar store like a roof rack system. Suitable for Byte/Comet/Europe/ Topper type sized dinghies It could also be used for Surf boards/windsurf equipment and a storage box could be put on the top fixed rails where we stored spars. Trailer has driven 20 miles from new and stored inside out of UV light **£450** Photos available Call Nik on 01934 823250 or email nikkilinfild@yahoo.co.uk

Comet 236 Green hull, white deck, sail, rudder, dagger board, blue top cover and launching trolley **£600 ono**
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- All lines replaced beginning of the season with 4mm excel pro performance (dyneema core) - Also comes with home built spar holder (prevents wear and tear when towing) - Registration booklet (including measurement certificate etc.) Contact - Tristan Cooper - tristancooper@live.co.uk

Comet 362. 1990 Grey hull, white top decking, keelband, toe strap, inspection hatch/storage bin. New race rigging, telescopic tiller extension, praddel, little hawk. Folding launch trolley, two covers. In good condition, little used over the last few years. Berthed at Littleton Sailing club. **£995.00.** 077 47 11 86 80 or 01344 845728.

Comet 601 Grey Hull, good condition, not used for last three years, 2 sails, under/over covers, foil bags, launching trolley. Photos available.
Price: £900 Name: Hector Cisneros, hectorcisneros@o2.co.uk
Ph. no: 07836 760381; 01494715954

Comet 780 - Just add water! **£1700** Midlands Area
Contact Dave Jobling 01782 502933

COMETS FOR SALE

Comet 685 Blue hull, white deck, 2 sails (one hardly used), top-cover, folding launching trolley, excellent condition. **£1,100**
Location: Hythe, Kent. Geoff Burrell - Tel: 01303 230591
geoff.burrell@btinternet.com

Comet 702 Built 1996, Red hull with white deck, very good condition only slight usage marks. Launch trolley, Praddle, Foils, Top Cover. 3 owners from new, original handbook and registration. Located at Carsington Water, Derbyshire
Price 1250.00 o.n.o.
Contact: Dean Leonard 01332-781031 / leonarddprc@aol.com

Comet 433 Blue hull & white deck, full keel band, front hatch, 2 main sails, self bailer, launch trolley & blue cover. Dinghy has had little use over the past 4 years. **£775.00 ono.**
Call Jason on: 07985772806 Or Chester (01244) 571131

Comet Mino 823 New in 2004 - hardly used. With launching trolley, new cover in 2009. Red hull, with integral small storage bin, praddel, padded toe strap. **£2250 ono.** Tel 023 9246 0935 or 07814 668 212 or e-mail kenosborne34@googlemail.com.

Comet 376 Mauve hull with silver grey deck and top cover. Bamber Combination Trailer and launching trolley Full documentation dagger board padded bag Extending tiller handle
All in good condition with Mino rig and sail
Location Chichester Richard Tully 01243 573028
richard.tully@talktalk.net **£850 ono**

Wanted

Mino Rig for Comet, My Daughter is just starting off in a Comet and needs to get hold of a Mino set up for her Comet in Sussex.
ANDREW@acgibson
01444 413169 Andrew, Sandy

Standard Rig and Bottom mast section for Comet (or complete standard rig)
as my wife wants to sail standard rig as well as an Xtra!!
contact theweatherleys@btinternet.com
tel 07949 718640, 07810 141713, 01285 861472.
Brian & Dee Weatherley, comet's 843 & 654



Comet Class Association

Affiliated to the Royal Yachting Association