

PERIHELION  **103**

Summer 2012



***Comet Class Association
Newsletter***

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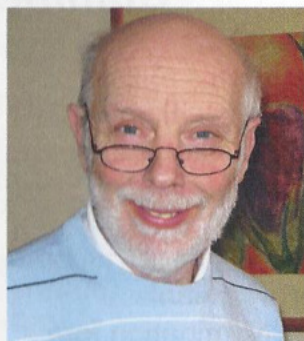
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Class Association Sue Coppenhall webmaster@cometsailing.org.uk
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Chairman's Report

Hello All

I've just returned from the Association Championships hosted by Severn Sailing Club, and the first thing I must do is to thank them for an excellent weekend. For those of you who have not visited Severn Sailing Club, it lies on a beautiful part of the River Avon near Tewkesbury. (Why isn't it called Avon sailing club I hear you ask? Well, Avon Sailing Club lies on the River Severn. It will take me too long to explain so ask a club member when you visit). The river can accommodate around 10 boats when racing, so two flights were needed for each race. One setting off 5 minutes after the other. All boats were timed and places worked out. For those of you who can't remember a course, this was easy. There were only two marks, one up stream and one downstream. I arrived on Saturday and the wind was around 12 knots. A day for the heavy weights I thought gleefully. However as the day progressed the wind eased and it favoured the lighter helms. Sunday the wind was even lighter and at times the current was stronger than the wind; so a little downstream drifting became the order of the day. Severn were able to get in six races, two of which I managed to drift over the line at the start!

I finished 13th overall with which I was pleased considering the mistakes that I made. The club did the visitors proud with excellent home cooked food from the galley, (a Victoria sponge to die for!) A band entertained us all on Saturday night plus a BBQ and a bar that never seemed to close. (Severn's secret weapon for Sunday racing the next morning?) The racing was very well run and efficiently organised. To run such an event relies on the club members generously giving of their time. This Severn did and I'm sure Paul their Commodore was very proud.



Secretary's Report

I decided to camp on Saturday night. The last time I camped was with my children, so I purchased a tent and a sleeping bag, as all my old equipment had disappeared to pop festivals around the country, never to return. I had forgotten just how many layers of clothes were needed in the British summer time to keep warm at night. A lesson learnt for the Nationals at Bewl Valley Sailing Club in August.

I have sailed five opens to date from Wiltshire to Essex to Surrey and they all have one thing in common, that is the warmth of the welcome of each individual club. My thanks go out to the people organising the Opens. I used to organise Littleton Sailing Club's Comet Open so I do realise the pressures and how we rely on the club members to help run the races; man the rescue boats, and keep the galley going.

Have my results improved with C821? No, not at the moment. My best result was at Crawley Mariners where I came 5th out of twenty boats. Fishers Green and Maidenhead were both a disaster. I've got a new sail so that might help.

I'm pleased to say I've seen several new faces at the opens but I wonder how many of you reading my report have never sailed an open. If there is one near you, or even at your club, give it a go. I can remember my first Open at Taplow Lake Sailing club. I was apprehensive but was made to feel very welcome by Norah who recognised I was a new face and by the club members. It was just as well I was near the back as I lost my piece of paper with the course on it so I was able to follow the rest of the fleet.

Best regards

Clive Chapman C704 & C821

Secretary's Report

Notes from the committee:

1 It's scary to think that we're almost half way through 2012. The last few weeks have been busy with non-Comet activities. Beer SC hosted a 3 day event for the B14 class, so we were on duty to help with boat movements and ensure that the sailors were fed and watered. It also involved making 6lb of stale bread into bread pudding.... The sailors found that there were lots holes in the wind, even at sea, and they didn't go out on the last day at all. Then there was the Jubilee weekend, with street parties, barbeques on the beach and gathering to watch the beacon being lit.



2 All that has been followed by the Association Championships at Severn. We had torrential rain and gales on the Thursday with flooding by all the local rivers, so we were glad we'd booked a B&B, although the weather wasn't quite so bad further north. Many thanks to Severn for hosting the event, and giving helms a really interesting experience in river sailing!

3 Congratulations to Stephen Lemmon who is our 2012 Association Champion.

4 The Open meetings which have already taken place have been well attended, given the current economic climate and the cost of fuel. It's been good to see some new faces, including some juniors.

5 The Facebook account is now up and running

6 Brian Weatherley has stood down as Trophy Buyer because of work commitments, so a volunteer to help us would be much appreciated. Brian has a number of ideas to pass on, and in the meantime Clive Chapman has taken responsibility for trophies.

7 I know that everyone has been concerned about water levels at some of the lakes and reservoirs. I understand that Banbury is now "back in business" and Bewl Valley has sufficient water for the Nationals. It just takes an English summer!!

8 The paperwork for the Nationals is available. As this is such a good venue, let's make it a bumper entry. We'll be joined by the Versas which will boost the number of boats on the water.

9 The Annual General Meeting will be at Bewl Valley SC on Sunday 26th August 2012 at 1830 or 1 hour after the end of the last race, whichever is later. Please send any motions to me by 29th July. All motions must be proposed and seconded by a member of the Association

10 Phil Hossell is continuing to make progress, and it was lovely to see him and Liz at Severn Sailing Club. They spent a couple of hours watching the racing and Phil was delighted to meet up with friends from the club as well as those attending the Association Championships

Norah Jagers Class Secretary

Builder's Report

I'm writing this early June just about to close for the jubilee holiday / half term.



We finished off last year with another couple of Comets for Ogston in Derbyshire and Crawley and a second-hand one to Cotswold, all were Xtras but the Crawley one had a standard rig as well.

So far this years' been a bit quiet for new boats but a highly refurbished second-hand one was sold at the Dinghy Show for a club in East Yorkshire.

Spring is always a busy time here with old Comets finding new owners who then want to upgrade them a bit. Supplies of new sails have proved to be a bit iffy for which I apologise. Despite a price rise from the supplier we managed to hold the price for this year. There was a sudden rush earlier in the spring and we were out of stock for a while, although by the time you read this we should have new stocks in.

Talking of sails, I feel I should remind everyone (myself included) of what the Xtra rig is and why I designed it. The mast is shorter (over 50cm off the bottom mast). It also uses a 25cm shorter boom. This adds up to quite a bit less weight in the bow, and of course less weight aloft for easier gybes!

The Mylar sail has a roach with battens and due to its properly shaped cut, has potentially more performance, so it was necessary to reduce the sail area to maintain a similar overall performance to the standard rig.

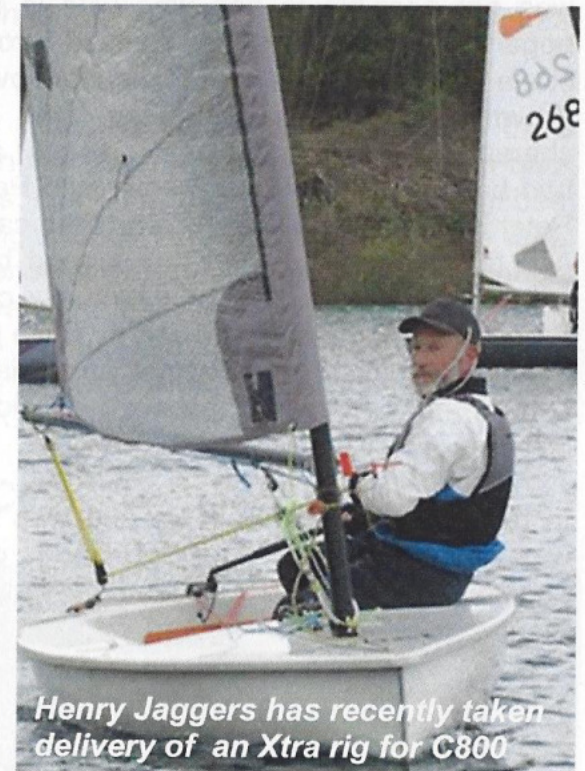
On a dead run in light airs, I admit the standard sail could be a bit quicker as literally, the Comet is just being pushed along and

for that the bigger sail area the better. On a windy run though, the shorter mast and boom should lessen the rolling tendencies! ! The Xtra boom also is much higher at the back than standard, at least 6" more headroom.

The other major change is the halyard; the sail uses a zipper on the luff sleeve so the mast can stay up with an overboom cover.

In theory, the ideal weight for an Xtra would be maybe just half a stone lighter than a standard rig but really Comets have already been very tolerant of a wide range of weight (& Shapes)

Although the rig is still in the minority at Open Meetings, I think those who have converted find the boat easier to sail and hopefully achieve better results in club racing and I think it's more enjoyable for beginners.



Henry Jagers has recently taken delivery of an Xtra rig for C800

I didn't mean this to turn this into a sales pitch, but if anybody would like more details please give me a ring. Otherwise I hope to see you at Bewl in the Summer.

Andrew Simmons

Burghfield Comet Open, 28th April 2012

Thirteen Comets arrived at Burghfield's Comet Open to find a wet and cold day, but with plenty of wind. In the first race the Race Officer set a square line and a long beat the length of the reservoir, and as the fleet quickly spread out across the water it was not possible to see who was in the lead until everyone began to converge as they passed through the islands. At this stage Ian Stone had a narrow lead over Peter Dalton, Aidan Brown and Brian Weatherley, but the race was to be characterised by many place changes, and by the first mark he had been caught by Ben Palmer and Peter. Ben was caught by Peter on the downwind legs, and then capsized at the gybe mark and fell back further. On the second beat Michael Ettershank sailed into contention, and eventually caught Peter to win. Ian Stone took third place followed by Clive Chapman, leaving those behind to hold off Ben Palmer and Brian Welham, who gained considerably by sailing the opposite side of the islands on the last beat.

In race two the favoured pin end was crowded and Ian Stone was pushed over the line. Bob Dodds got clear away from this end to take the lead, followed by Peter and Chris Robinson.



Chris caught Peter, and as the distance between the three gradually increased no further changes in position seemed likely until Bob almost capsized at the leeward mark and ended up in irons, letting Chris catch up. Chris caught Bob on the beat, and then Bob sailed towards the wrong windward mark and lost further places. Chris had his own problems on the final lap when his mainsheet frayed badly and jammed in the blocks. However, he was able to stay ahead, while Ben caught Peter to take second.

In race three Chris led from the start, followed by Ian. Chris appeared to be faster on the beat, while Ian kept catching back up on the downwind legs. However, by the start of the final beat to the finish Ian had caught Chris, and went on to win the race, while Chris had to contend with Bob and Peter who had caught up. A tacking duel developed between Chris and Bob, while Peter attempted to slip through on the far side of the beat. However, Chris held on to second place ahead of Bob, which was sufficient to win the Open one point ahead of Ian.

Chris Robinson C63



FISHERS GREEN COMET OPEN SATURDAY 21 APRIL 2012

Weather unpredictable, storm or calm challenged the sixteen sailors setting their rigs for the FGSC Comet Open in the Lea Valley Park. Wind conditions aside, the temperature above the waterline was definitely chill. Some were perturbed at the survival chances should they be immersed (a major criterion in finalising their rig!).

There was a potential call for the sailing secretary to exercise her tape measure as one unsuspecting newcomer to the sport had been sold an illegal battened sail made for an Xtra mast. Luckily, there was also an Xtra sail to hand and this was used instead.

The race officer, Nick Yannakoyorgos, tested but not beaten by capricious airs, expertly set a start line that provided the desired beat to the first mark. All sixteen Comets started, with the race breaking out into two packs by the third leg. Menacing thunder clouds passing over Holyfield Lake whipped up the airflow in mini-cyclones across the water, favouring some ahead of others. Luck played a part but of course there are those Comet Sailors who are able to manage their luck better than others!

With fairly gentle breezes, gusting Force 3, the morning finished with the lighter sailors leading the field as follows:

Over lunch a squall swept across the lake. The sailors favoured by heavier conditions ribbed, bantered and mocked their lighter peers who had lead the field. We all eagerly anticipated the stonking conditions to face us for Race 3 whilst hurriedly checking the seals on our drysuits!

Disappointing some and a relief for others, the storm soon abated. The calm that had preceded it returned. Getting to the start line was a contest in itself. Fortunately the Race Officer

timed the restart well, and a brisk air was in abundance for the finishing race. The wind continued to veer and back as the clouds hovered. On balance it was a day for the lightweight crowd (physically!) as well as for a home RS200 sailor who borrowed a Comet and gave the Class leaders some unexpected grief.

Karen O'Brien C178

Race 1

Rank	SailNo	HelmName	Club
1	711	Brian Welham	Maidenhead SC
2	611	Annette Walter	WGCSC
3	532	John Coppenhall	Hunts SC

Race 2

Rank	SailNo	HelmName	Club
1	152	Ian Stone	Maidenhead SC
2	611	Annette Walter	WGCSC
3	869	Bob Dodds	Crawley Mariners SC

Race 3

Rank	SailNo	HelmName	Club
1	152	Ian Stone	Maidenhead SC
2	800	Henry Jagers	Beer SC
3	41	Mo Allen	FGSC



From left to right—Clive Chapman 10th, Mo Allen 8th, Annette Walter 2nd, Ian Stone 1st and Bob Dodds 4th

Following is some correspondence from Keith Bullock, who is a man after my own heart in that he comes up with new ideas to make Comet sailing easier. This time it is a device that should not slow the boat or interfere with the sail aerodynamics but which should prevent an inversion after a capsize. Ed

Dear Ed

Seeing Keith Lamdin's letter in the last Perihelion issue reminds me of the time at the inland championships at Grafham Water in 1991 (I know it was that year because I still have the pottery mug) when Keith and I took a different tack to the rest of the fleet and I found myself in the lead with Keith behind me, not knowing where to go he told me and I finished 1st with Keith second.

I have just sold Comet 300 ("Num Bum") after 24 years for which, I paid £1,000 then, but I have got Comet 397, which has been hardly used from another Kingsmead member. I have transferred my old design ring and kicker modifications to it, as published in perihelion issue No 29. (I have enclosed a picture if someone wants to copy it).

I have been sailing with an Extra rig for a couple of years now and think its great especially in strong winds, but a couple of times that I have capsized it turned "turtle" very quick although perhaps I am not as quick as I used to be, I seemed to have solved that problem by using a ballcock drilled through with a small hole and passing the burgee through it sealing the hole with silicone. You need to extend the burgee to be able to see it passed the ball, the sail seems to lay on the water a bit longer before going down.

It is great to see a lot of the sailors from those early days still going strong and I wonder where my 1st Comet 169 is and has it still got some of my original design mods on it? I have tried other boats over years but nothing beats the Comet thanks Andrew for a great boat.

I wrote back to Keith asking if he had a drawing of the ballcock and suggested a name for it. Here is his reply. Ed

Hi Brian

Thanks for your letter. I have enclosed a drawing of the "Bullocks ballcock" (brilliant name), I think it is self explanatory, although not a very good sketch perhaps you are better than me. I assume you do not want a drawing of the kicker arrangement as it would be hard to draw.

Another thing I have done is sealed the top and bottom of the mast and boom by making a plug out of that white dense material you get in packing boxes and pushing it about 6" down but I don't know what it is called. In fact I have drilled a small hole in the top mast cap and I push my burgee down that into the foam.

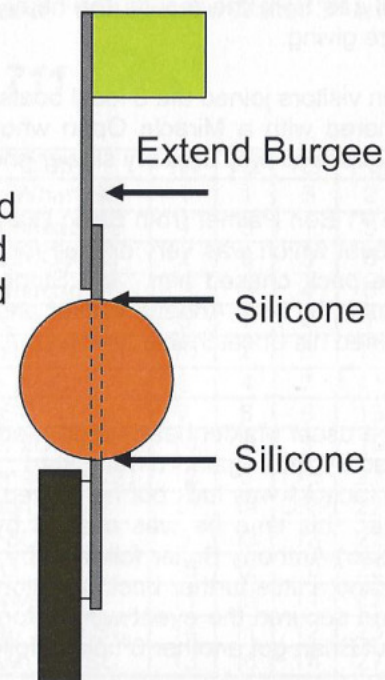
Overall I do not find the Extra rig has any disadvantages especially in a blow I can hold my own against the Solos at the club and you do not get that dreaded death roll on a dead run. Good luck with editing these new bits in my original letter.

cheers

Keith Bullock C397 (Num Bum 2)

Here are photos of Bullock's Ballcock and Keith's kicker modification which allows you to put it on even when hiked out. The drawing of Bullock's Ballcock is from Brian Welham.

Drill a 3mm hole
top and bottom of the
ballcock and pass an old
burgee rod through and
secure to the masthead



"BULLOCK'S BALLCOCK"



Maidenhead Comet Open Saturday 5th May 2012

If people used the weather forecasts to decide whether to go to an open for strong winds or gentle winds then it was possible to miss two good events this spring. At the Hunts Open on April 22 the forecast was for wind of 10 mph but they were closer to 20 for most of the day. It was just the opposite for the Maidenhead open with f/c winds of 12 to 14 mph when we had about 6 or less for the whole day. Those of us who revel in light winds were delighted but as you will see from the results the heavy weather sailors were less evident at the prize giving.

Thirteen visitors joined the 3 local boats on a dry but cool morning. The water was shared with a Miracle Open who went off first but as they were very similar in speed only the very slower ones were caught by the Comet fleet.

In race #1 Ben Palmer from Baltic Warf established a commanding lead after a first beat which was very difficult for all the helms to read. Ben got it right and the pack chased him. Ian Stone lead on the first lap but was slowly overhauled by both Annette Walter and Brian Welham. At the end, Ben had maintained his uncatchable lead with Annette coming home 2nd, Brian 3rd and Ian 4th.

After the usual Maidenhead home made lunches and puddings, the race #2 was lead by Ben again from the start. The rest of us thought his brilliant first beat in race #1 was luck but he proved us all wrong by streaking away again. However, this time he was chased by a new member of Maidenhead (ex Chipstead) Anthony Butler followed by John Coppenhall, Brian Welham, Bob Dodds and a little further back Ian Stone. Needless to say Ben stayed out in front and secured the event win, Antony followed him and was impossible to pass but Brian got another 3rd place followed by John and then Bob.

The last race saw Ben relinquish his dominance allowing Ian Stone to get away at the windward mark. However, at the second mark the rest of the fleet all came together making it very challenging. Brian Welham just managing to sail away from the pack by making a wide rounding and leaving the rest to fight out who was in the right. He then set about catching Ian with Bob Dodds and Annette Walter chasing them both. Eventually Brian passed Ian only to have the lead snatched back by Ian who then sailed away from Brian. This then brought Brian back into the influence of Annette and Bob. Both managed to pass Brian before the end giving Bob 2nd place and Annette 3rd. Ben Palmer did manage a respectable 5th but it did not matter at that time.

It was good to see at least one new face on the circuit which was David Waller from Queensmede SC who has just purchased Comet 286. David managed a respectable 10th place for his first event although he was seen at the Fishers Green open but came by motorcycle so had no boat then. The other feature was the first appearance of Comet 800 with an Xtra rig sailed by Henry Jaggars. At times Henry looked menacing but in the end was no threat in those light winds. There was one puzzle that we still don't understand and that was 2 capsizes, one from John Coppenhall and the other from Michael Ettershank!

The event was won by Ben Palmer who holds the Taplow Tankard for this year. Ian Stone with his 4th and 1st was 2nd with Annette Walter 3rd and Brian Welham 4th.

Brian Welham Comet 711

Helm	Sail	Rig	Club	R1	R2	R3	Pts	Place
Ben Palmer	597	Std	Baltic Wharf SC	1	1	5	2	1
Ian Stone	152	Std	Maidenhead SC	4	5	1	5	2
Annette Walter	323	Std	Welwyn GC SC	2	9	3	5	3
Brian Welham	711	Std	Maidenhead SC	3	3	4	6	4
Bob Dodds	869	Std	CMYC	5	7	2	7	5
Anthony Butler	481	Std	Maidenhead SC	16	2	8	10	6
John Windibank	858	Std	Ouse A SC	6	4	7	11	7
Micheal Ettershank	84	Std	EyottSC	7	8	6	13	8
John Coppenhall	532	Std	Hunts SC	10	10	9	19	9
David Waller	286	Std	Queensmede SC	12	6	15	21	10
Tony Best	801	Std	Littleton SC	8	14	DNF	22	11
Henry Jaggars	800	Xtra	Beer SC	9	13	13	22	12
Andrew Keynes	299	Std	CMYC	15	12	10	22	13
Clive Chapman	821	Std	Shearwater	11	15	11	22	14
Carol Butcher	614	Xtra	Hawley Lake SC	14	11	12	23	15
Phil Walter	611	Std	Welwyn GC SC	13	16	14	27	16



Winner
Ben

Crowded
first mark !





**Bowl Valley Sailing Club
BVSC Comet Nationals 2012
Notice of Race**

Venue: Bowl Valley Sailing Club, Bowl Water, Lamberhurst,
Kent TN3 8JH.

Date: Saturday 25 August – Monday 27 August 2012

Organising Authority: Bowl Valley Sailing Club, Sailing Sub-Committee

Rules: The regatta will be governed by the rules as defined in the Racing Rules of Sailing, the prescriptions of the Royal Yachting Association, the Comet Class Association, and by the Sailing Instructions.

Entries: The regatta is open to all members of the Comet Class Association on completion of registration (entrants may join the Class Association on the day).

Entry Fees: £40 on line or £50 on the day (to cover prizes provided by the Class Association and tea and cakes)

Registration: Registration will take place on line at www.bowlvalleysc.co.uk or at BVSC prior to briefing on the am of the event.

Briefing: On the Saturday at 10h30

Schedule of Races: It is hoped to hold nine races, seven to count.

First Start: No earlier than 11h30

Sailing Instructions: Sailing Instructions will be available on the day or from the Bowl Valley Sailing Club website: www.bowlvalleysc.co.uk

Prizes: The numbers of prizes will depend on the number of entries plus Lady Helm, Veteran Helm, Ancient Mariner, Youth Helm, Committee Prize and Newcomer's Prize.

Social: Club facilities open to all competitors and their families throughout the week-end. Camping facilities for a small fee will be available over the week-end – pre-booking essential. Bar-B-Q and entertainment provided on Saturday evening in the Clubhouse - bookable in advance on line. Evening meal available in the clubhouse on the Sunday with enough interest. The Class AGM will be held at 18h30 on Sunday 26 August in the Clubhouse.

Further information and contact:

Mike Wilcock Tel. 01892 512207; mike.wilcock@ukgateway.net Or www.bowlvalleysc.co.uk/sail/open-events

Comet Class Association

Affiliated to the Royal Yachting Association

2012 AGM

NOMINATION FORM

FOR OFFICERS & COMMITTEE MEMBERS

- Notes:** 1. Nominee must be a Full Member of the Class Association.
Proposer & Secunder must be Members of the Class Association.
2. Print names and sign in spaces below.
One nomination only per form.
Blank forms may be copied.

Nomination for (delete as required):

CHAIRMAN SECRETARY TREASURER COMMITTEE

Nominee:

Print name.....Signature.....

Proposer:

Print name.....Signature.....

Secunder:

Print name.....Signature.....

COMET CLASS ASSOCIATION ANNUAL GENERAL MEETING

held at **Weymouth and Portland National Sailing Academy**
On Sunday 28th August 2011

The meeting was attended by 37 members and the Builder

Apologies:

Apologies were received from Brian Herring, Ros Stevenson, Jonathan Latham, Nigel Millar, Guy Wilkins, Mark Wilkins.

The minutes of the 2010 AGM held on 29th August 2010 had been circulated prior to the meeting and were agreed.

Proposed by John Coppenhall. Seconded by Denise Weatherly.

Reports by Officers:

The Chairman, Chris Robinson reported on another successful year. A copy of his report is retained with these minutes.

The Secretary, Norah Jagers, once again thanked all the clubs which have hosted events over the past year. We were sorry not to go to Bexhill but hope to be back there before too long. Sutton Bingham was back on the agenda after an absence of several years. Unfortunately the weather forecast, a clash with Winsford Flash and a high entry fee resulted in poor attendance. Littleton and Banbury have both reported problems which may result in cancellation – Littleton has weed problem, and Banbury is low on water.

It was good to see new faces at the Association Championships at Cransley – and more new ones this weekend.

The Results Officer, Paul Hinde, spoke to his report, a copy of which is retained with these minutes.

The Newsletter Editor, Brian Welham, although not an officer of the Committee, gave a short report asking members to tell him what they want to see in Perihelion. He noted that the newsletter continues to be expensive to produce. Brian asked for more reports on events, not just the results. The next edition will be No 100 and he plans to make it extra special.

Builder's Report: The Builder, Andrew Simmons, was pleased to see several new, younger, faces racing in the Nationals, and to see the latest boats on the water. He has built 3 new Comets in the last year and will be building another one next week. He noted that 2 of the new ones have gone to previous Comet owners. Andrew has sold several new sails, and sold several second-hand Comets, including some Xtras. He decided not to do the London or Southampton Boat Shows, and concentrated on the Dinghy Show which is THE show which focuses on dinghies. Andrew has plenty of repair work and has a good stock of spares and accessories. He is now working on his own, building Comets, while looking for a suitable builder for the bigger dinghies. So far he hasn't found the right person. In the meantime, the office is open on Tuesday, Wednesday and Thursday, when Karen is working.

Adoption of Accounts:

The Treasurer, Helen Leivers, spoke to the accounts, and explained the continued impact of falling membership and other incomes along with the increasing costs, particularly those of Perihelion. Helen thanked John Edwards for all his sterling work in supporting the Treasurer. The accounts were adopted. Proposed by Keith Lamdin and seconded by Rhian Bevan.

Consideration of Motions:

That the annual subscription be raised from £15 to £17 per year, with Associate Membership also rising to £17 and Family Membership rising to £23 (from £21). After discussion the motion was passed.

Proposed by the Committee and seconded by Clive Chapman.

Election of Officers and Committee

Chris Robinson is standing down as Chairman, after his 3 year tenure, and is also standing down from the Committee. Keith Lamdin took the chair and thanked Chris for his chairmanship which had seen a number of changes to the class, including an update of the constitution and measurements as well as having all the Comets racing as one fleet.

Clive Chapman was elected as Chairman, proposed by Chris Robinson and seconded by Michael Ettershank.

The rest of the Committee was prepared to stand and was re-elected en bloc. Brian Weatherly was also elected. Proposed by Norah Jagers and seconded by Brian Welham.

Officers:	Chairman	Clive Chapman
	Secretary	Norah Jagers
	Treasurer	Helen Leivers
Committee:	Results	Paul Hinde
	Trophies	Brian Weatherly
	Members	Brian Herring Rhian Bevan John Sturgeon

Appointment of Auditor:

The meeting recorded a vote of thanks to John Edwards for all his work as our Auditor. He has decided to stand down from this meeting.

Michael Thompson has agreed to act as **Honorary Auditor**.

Proposed by Helen Leivers. Seconded by Chris Robinson.

Any Other Business:

The meeting noted that people are not re-joining the association and requested that a further reminder is sent out via email in April.

There being no other business, the meeting closed with a vote of thanks to Weymouth and Portland National Sailing Academy.

Chris Robinson was presented with a small gift in recognition of his time in office as Chairman, and his contribution over a longer period as a member of the committee.

Norah Jagers 15/10/11

Sutton Bingham Comet Open 5 & 6 May

For those not familiar with Sutton Bingham Sailing Club, the reservoir is located on the Somerset / Dorset border a few miles south of Yeovil. The reservoir is T shaped and supports sailing in all wind directions, although a northerly wind always creates a challenging environment.

Saturday 5 May was attended by the Wanderers and Kestrel class, while Sunday 6 May was attended by the Wanderers, Kestrels and the Comets. With enough Comets in attendance we were able to have our own start 5 minutes after the combined Wanderer and Kestrel start.

The first race on Sunday morning saw all boats working hard with some fluky gusts and wind shifts ready to catch the unwary. The first 2 laps saw close and some exciting racing with the first 4 boats fighting for the lead. As a result of moving from first to fourth position at one gybe mark I have now learnt how to maintain boat speed and not let 3 Comets steal wind and positions. Most Comets overtook 2 Wanderers and 1 Kestrel even with their 5 minute head start. The second race after lunch was reduced to 2 laps due to a fading wind.

The third race can best be described as a 1 lap drifter. Wind appeared in different parts of the race course randomly. Some sailors were in the right place at the right time while others seemed to be consistently on the wrong part of the course. The final results (2 from the 3 races to count) roughly followed the results from the individual races as follows:

Glassware was awarded to the first 3 Comets and hats to the fourth place Duo (me). I am pleased Sam my 14 year old crew had a prize for his efforts and for putting up with me for the day! Thank you to the visiting Comets for supporting this event and based on the feedback from the Wanderers, Kestrels and Comets an event is highly likely to be run again at Sutton Bingham next year. It was a shame the Comets were not able to enjoy the Saturday evening BBQ, however that may explain why the Comets were able to catch up with the other classes.

	Class	Sail	Club	Helm Name	R1	R2	R3	Nett
1st	Comet	668	Frampton	Peter Dalton	1	2	1	2
2nd	Comet	800	Beer SC	Henry Jaggars	2	1	2	3
3rd	Comet	597	Baltic Wharf	Ben Palmer	3	3	3	6
4th	Duo	42	SBSC	Andy Huntley	4	4	5	8
5th	Comet	821	Shearwater	Clive Chapman	5	5	4	9
7th	Comet	307	SBSC	Barry Burden	7	7	6	13

Andy Huntley (Comet Duo 42)

Chipstead Comet Open 16th June

Chipstead's Comet Open took place on Saturday 16th June with forecast winds of over 20 mph and gusts of almost 40 mph! Seventeen boats, including 6 visitors, started the first race in gusty conditions. The race officer had set a start at the far end of the lake which provided a challenging long beat to the first mark. Chris Robinson and Guy Wilkins were the early leaders and when Guy dropped back, Chris lead the race to the finish. Early front runner Ian Stone suffered gear failure and had to sail back through the fleet to finish 3rd. Bob Dodds and Michael Ettershank had a close race and finished 4th and 5th respectively. At the end, there were only 9 finishers.

Only 9 boats started the second race, several were reefed and some had changed rigs. With white horses starting to appear, Guy Wilkins, having changed to a Mino rig went into the lead with Chris Robinson and Ian Stone close behind. Whilst the Mino rig was faster on the beats, the standard rig had the edge downwind. Guy and Chris pulled away when Ian capsized and at the finish, it was Chris who crossed the line with a narrow advantage to win the race and the event. Ian finished 3rd with only five finishers in all.

With competitors tiring, the race officer took pity and set a short course in front of the clubhouse. This pleased the spectators who, by now, outnumbered those on the water. This time only six started in the blustery sunshine, with two helms electing to use the smaller Mino sail. At the first mark it was the usual suspects at the front with Chris leading. However, by the end of the race, the Mino was leading approaching the finish line. Suddenly all three leaders found themselves blown over during a sustained gust and it was Ian who righted fastest to take the line honours. Guy was second and Chris elected to retire with two firsts already in the bag.

Overall results:

- 1st Chris Robinson – Burghfield Sailing Club
- 2nd Ian Stone – Maidenhead Sailing Club
- 3rd Guy Wilkins – Chipstead Sailing Club
- 4th Bob Dodds – Crawley Mariners Yacht Club
- 5th John Coppenhall – Hunts Sailing Club
- 6th Michael Ettershank – Eyott Sailing Club

First lady - Meg Warren - Chipstead Sailing Club

Endeavour Award - Ben Wilkins - Chipstead Sailing Club

Mark Wilkins C657

Crawley Mariners Open 13th May

Five visitors joined fourteen home boats for the annual Comet Open on 13th May. The forecast light SW wind proved accurate enabling a Committee boat start with an initial beat diagonally up the full length of the lake. The port bias line spread the fleet along the start line. Brian Welham started at the Committee boat end and found better wind up the right-hand side of the course to lead round the windward mark. The chasing group had started further along the line and rounded the first mark ten lengths behind. For three laps Brian held a good lead but Simon Thompson had broken clear of the chasing group and began to close the gap. By the second gybe mark on the last lap the gap was down to a boat length. On the following broad reach Simon sailed higher and then with better boat speed passed Brian before the next mark. Approaching the line to finish, Simon chose the leeward end and crossed the finish line just 4 seconds before Brian crossed at the biased windward end. Some way back the next three boats finished in close order: Clive Chapman in third, Ian Stone fourth and Bob Dodds fifth.

At the start of the second race several sailors were too eager to get going in a better breeze resulting in a General Recall. Even at the restart two boats were over the line and had to go back. At the windward mark Simon Thompson led from a group of the leading boats from the first race. For three laps Simon maintained a good lead but Ian Stone, who had moved to the front of the chasing group on the second lap, closed up on the last lap so well that once again the gap between first and second was 4 seconds. Bob Dodds finished third, Michael Ettershank fourth and Brian Welham fifth.

The course was changed for the afternoon as the wind had increased and backed significantly so that the usual Club start line was used. Bob Dodds led around the first windward mark closely followed by Ian Stone. Perhaps unfortunately for Ian he gained the lead before the gybe mark and so lead the way to the following mark but unfortunately rounded the wrong way, the course had been changed for the afternoon races! By the time he had corrected his mistake Mike Thompson and Clive Chapman had passed him. Bob Dodds lead after the first lap with Clive Chapman, Ian Stone, Mike Thompson and Simon Thompson not far behind. During the second lap Ian Stone moved into the lead with the next six places changing positions every lap. On the last lap Simon Thompson sailed into second spot to finish 15 seconds behind Ian Stone with Brian Welham third.

The wind increased to force 3-4 for the last race with occasional gusts of F5 mid way through it. Ian Stone made an excellent start at the Committee boat end with good boat speed and kept in front to lead after the first lap. The order of the following group was Bob Dodds, Mike Thompson, Brian Welham, Simon Thompson and Dave Monk. The order remained the same until on the

third lap when Brian Welham had the misfortune to capsize just after rounding the last gybe mark, and as it took him some time to get sailing again, he decided to retire. This left Simon Thompson in fourth place needing to gain a place to win overall but he didn't quite make it. At the finish, Ian Stone had a considerable lead over Bob Dodds, Mike Thompson, Simon Thompson, with John Coppenhall in fifth after working his way up from eleventh on the first lap.

On overall points it was a tie between Ian Stone and Simon Thompson so the result was decided by their positions in the last race.

Keith Hiscock

Overall results:

1 Ian Stone	Maidenhead SC	11 Dave Monk	CMYC
2 Simon Thompson	CMYC	12 Alan Todd	CMYC
3 Bob Dodds	CMYC	13 Ray Suomi	CMYC
4 Brian Welham	Maidenhead SC	14 Andrew Keynes	CMYC
5 Clive Chapman	Shearwater SC	15 Jim Dracup	CMYC
6 Michael Thompson	CMYC	16 Diana Thompson	CMYC
7 John Coppenhall	Hunts SC	17 Matt Stannard	CMYC
8 Michael Ettershank	Eyott SC	18 Katy Smith	CMYC
9 Jeff Smith	CMYC	19 Amy Gibson	CMYC
10 Mike Weaver	CMYC		

Dates for your Diary

Championships

August 25th – 27th National Championships
at Bewl Valley SC

Meetings

August 26th Annual General Meeting

Shows

Sept 14^h—19th PSP Southampton Boat Show

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

Cover	Brian Welham
Pages 9 & 17	Brian Jones
Pages 10 & 11	Alan Glenville
Page 12	Melonie Lodge
Page 15	Keith Bullock

COMET OPEN AT WINSFORD FLASH S.C. May 19th 2012

Thirteen helms including three visitors took part in the Winsford Flash Comet Open. The day was overcast with a light northeast breeze. No contestant elected to use Mino or Xtra rigs so all used the Standard rig. Throughout the day success was determined by avoiding holes in the wind on the NE bank and making use of the many small wind shifts elsewhere. (Although there was a small problem with fishermen who disputed the water to begin with - *am told - Ed*)

Eddie Pope (Ogsten, 804) established a lead in the first race and won followed by Jonathan Latham (Winsford, 349). 3rd, 4th and 5th positions were hotly contested during the race. Dave Jobling (North Staffs, 579) took 3rd place and John Coppenhall (Hunts, 532) managed to hold 4th by 50mm at the gun.

Most competitors had a difficult start in the second race. A wind change left many boats at a disadvantage on the port end of the line and Andy Cush (Winsford, 321) took advantage of this leading the fleet round the windward mark. Eddie Pope (Ogsten, 804) soon recovered his lead and went on to win with Dave Jobling (North Staffs, 579) 2nd and John Coppenhall (Hunts, 532) 3rd.

A short line provided a challenging start to the third race but Eddie Pope (Ogsten, 804) developed another commanding lead being followed home by Dave Jobling (North Staffs, 579) and Jonathan Latham (Winsford, 349).

Results:-

- 1 Eddie Pope. (Ogsten SC, 804)
- 2 Dave Jobling. (North Staffs SC, 579)
- 3 Jonathan Latham. (Winsford Flash SC, 349)
- 4 John Coppenhall. (Hunts SC, 532)
- 5 Roy Symmers. (Winsford Flash SC, 115)
- 6 David Harrison. (Winsford Flash SC, 815)
- 7 Nigel Miller. (Winsford Flash SC, 727)
- 9 Brian Herring. (Winsford Flash SC, 730)
- 9 Ros Stevenson. (Winsford Flash SC, 841)
- 10 Derek Gibbon. (Winsford Flash SC, 531)
- 11 Andy Cush. (Winsford Flash SC, 321)
- 12 Fiona Niddrie. (Winsford Flash SC, 745)
- 13 Tony Barrett. (Winsford Flash SC, 608)

Roy Symmers C115

Hunts SC Comet Open April 2012

The third open in the Comet calendar took place at Hunts, a number of the helms having already been raced against each other at the previous events. Five additional helms appeared and took part giving those that had already been sailing some extra competition.

The first race started with a force 2 westerly blowing. The first boat round the windward mark was the local boat of John Coppenhall, who had read the wind shifts well, followed by Nigel Austin, John Windibank and Eddie Pope. Coppenhall read the wind shifts well until the second lap of the course when he was overtaken by Pope who carried on to win. Coppenhall missed a major wind shift which allowed two chasing boats to catch up and overtake him; Windibank who ended second and Michael Ettershank crept up to finish third.

By the second race the wind had increased to force 3 with some gusts coming through. At the start Pope capsized and let the rest of fleet get away. Ettershank led at the first mark, a lead that he kept to the end. Close racing was occurring through out the rest of the fleet. On the second gybe mark a number of the boats capsized and dropped back from the main fleet. The positions for the minor places changed with Austin finishing second and Pope coming through to take third from Windibank.

The race for the first lady position between Annette Walter and Rhian Bevan was in the balance with each having a sixth place, Walter in the lighter conditions of the first race and Bevan in the stronger conditions of the second race.

The last race started in a force 3 with two boats having to return having been adjudged to have been over at the start. One was Pope who had to play catch up as Ettershank had taken the lead from the start. There was a major wind shift after the start and the two legs that had been beats had turned into fetches. However two of the other legs had turned into beats. This again led to close racing. Pope slowly crept through the fleet and gained on Ettershank before finally taking the lead and winning the race. This gave Pope the event from Ettershank. Austin finished third giving him third overall. Bevan was leading the ladies race and was in fourth place until a hail storm came through with a thunder storm in the distance. The wind dropped allowing both Coppenhall and Walter through to finish fourth and fifth in the race. Walter finished first lady.

John Coppenhall C532

20 Questions for Sara Stone

Those of you who are attending the Nationals and some of the Southern Open meetings will have seen Sarah acting as, driver, cook, trolley dolly, mentor, paymaster and anything else that our new junior Ian Stone needs to carry off the silverware. Sarah has kindly agreed to be grilled by me this time.

1 As the mother of one of our newer and talented Comet helms, how are you finding the other Comet sailors you meet at the Open meetings?

Everyone has been very friendly and welcoming. They are very helpful - often appearing just ahead of me on the road as we near the club we are travelling to so I don't get lost! Of course I had already met some Comet sailors when they came to Taplow Lake Sailing Club for Open Meetings and Ian joined in with a borrowed Comet.

2 How many children do you have?

I have two children – Ian, and Philip who has just turned 18.

3 Are they both keen on sailing?

They both learned to sail at the same time and spent many happy hours on the water at Taplow but Philip, although very skilful, never had the same passion for it and prefers basketball and cricket.

4 When did Ian get so keen on sailing dinghies?

When he was about 5 Ian really enjoyed sailing with his Granddad in the Enterprise. He was allowed to "steer" and Granddad controlled the sails. We often remember the day Granddad fell out the boat fortunately still holding onto the mainsheet and Ian calmly carried on "steering" asking Granddad if he was alright as he pulled himself back in the boat.

5 What were the first boats that he sailed?

My Dad bought a little Oppi for them to sail although Philip soon moved into a club Topper. When Ian became more proficient we bought two lovely turquoise decked Toppers for them to sail. We later realised this had been a big mistake because the majority of Toppers were then red or dark blue and his bright deck was very noticeable if he was over the start line although it did make it easier for us to pick him out in a large fleet.

6 How influential have his grandfather and grandmother been?

From the time he started racing Ian wanted to beat his Granddad and they still enjoy a tussle on the water. When we first started travelling to open meetings and training sessions, Mum and Dad would join us to help unload the boat from the car roof and rig it ready to sail. They would help decipher the sailing instructions and the courses as I had no experience to draw on. They were good at making repairs and Mum always had the necessary spares in her kit when we needed them.

7 Did you learn to sail with your parents when you were Ian's age?

No, I was 19 when they first started to sail and it wasn't something that interested me.

8 Do you sail yourself?

When Ian and Philip learnt, Mum and Dad signed me up for the course as well. I did sail a Topper occasionally after that and eventually went on to crew in a Miracle but I am much happier with my feet on dry land enjoying the view.

9 How helpful has it been to you and Ian being able to sail yourself?

Ian's knowledge of sailing soon far exceeded mine and I was relegated to driving, feeding and clothing.

10 I know Ian has been part of the RYA youth squads for some time. Which ones are they?

To begin with Ian was in the Topper Southern Zone Squad for a couple of years and then was lucky enough to get a place in the Topper National Intermediate Junior Squad for his last year before moving into Laser 4.7 Squad for a brief spell (he suddenly grew).

11 How many weekends in a year does this involve?

There were 6 RYA training weekends a year mostly over the winter period so Ian is well used to sailing in bitterly cold weather, often having to unfreeze ropes and blocks before they could go out.

12 How far do you have to travel?

The training was at places like Hayling Island, Grafham, Rutland, Pwhelli and Weymouth. Apart from North Wales it was never more than a 2 hour drive although even that meant very early mornings to get there. (we are based near Maidenhead)

13 Does this involve overnight stays?

The squad members were usually able to stay at the training clubs and apart from the volunteer house parents everyone else either stayed locally or went home.

14 What training is Ian currently receiving?

Ian didn't apply to join an RYA squad this year because the Laser squads are geared up to attending international events – much too costly for us to attend.

15 How old is Ian now?

Ian was just 15 in May.

16 How big is he?

He is 6' 5" tall.

17 Do you see any changes in his confidence away from sailing with his training in the RYA squads?

Finding something you are good at must help your confidence but mostly I think it has made him more independent. When he was away on training weekends there were no parents there to help them so they had to do everything themselves, take responsibility for all their kit and they all helped each other too.

18 When not running Ian and Philip around the country, what is your favourite pastime?

My treat is to read but I also like to do DIY and mend things – with two boys there are always things that need mending!

19 What made Ian choose to sail a Comet?

There were no other Topper sailors racing at Taplow and when a Comet was for sale at the Club Mum and Dad bought it. There were usually 3 other Comet sailors racing each week and it was good for Ian to have experienced sailors to challenge him and he learnt a great deal. Ian mostly sails a Laser at Maidenhead but does occasionally sail the Comet or just about anything else he can get his hands on – he isn't fussy.

20 Is there anything that you would like to say to the CCA members in this edition?

You say the Comet is fast, friendly and fun, and I think this is borne out by the number of years some of you have been sailing in this class. It doesn't seem to matter what your age and some of the boats, like Ian's, are far from new but you all go out and have fun, enjoying each other's company over lunch and when the racing is finished already looking forward to the next Open. As I write we are making plans for our first visit to Severn Sailing Club – river sailing could be interesting!

Thank you Sarah we look forward to seeing you about lots more this year - Ed

Editorial

Firstly, I would like to thank all those who have sent me reports from their open meetings and scold those who have not!

This issue has my 20 Questions back after a miss in P 102. I hope you find Sarah's responses interesting and I would to express my thanks to her for her co-operation. Ian, her son has been doing well this season by winning 4 of the 6 events he entered so far and getting second place in the other 2. It looks as if we have another Coppenhall in the making if we can keep him in the fleet.



I also must thank Keith Bullock for responding to the article about the Xtra rig by Keith Lamdin in Perihelion 102 which has been very fortuitous for us all. Keith Bullock has (like me) always been using his ingenuity to design and build devises that help us sail Comets better (Some of you will remember the "crane" which although it helped was thrown out at an AGM. I think this was from Keith) Nevertheless his novel kicker arrangement works very well and is certainly an advantage over the standard arrangement devised by Andrew. Looking at the photo I have reproduced for the magazine there are a couple of other mods. that might inspire others. Anyone who wants more information on the kicker and Bullock's Ballcock please contact me and I will pass you on to Keith if I cannot answer you questions.

You will note that Andrew Simmons has gone into print in this edition to clarify what he thinks are the advantages of the Xtra rig.

I have just returned from the "challenging" Association Championships at Severn Sailing Club where I feared we would have really awful weather and a flooding stream racing past the club. For those of you who don't know Severn Sailing Club which is however on the banks of the River Avon, the water is about 40 meters wide meaning that the max fleet for a start is 10 boats. Luckily on the Saturday the westerly that had been running at 30 plus knots on the previous day dropped to about 10 knots. This meant we could reach up and down the river with

or against the 4 knot current with the river about a foot above its normal level with the jetties under water. (Those of you who know me, know I hate getting my feet wet so this was a challenge in itself.) The club is on the east bank so the launch was from a lee shore.

I did learn to sail in the middle of the river when going with the stream and within touching distance of the bank (and weeds) when going up stream. But not soon enough to get a good result in any of the races on Saturday. We Comet sailors are not used to strong currents which did result in a General Recall because we were unable to stop at the line.

The second day produced winds of zero to one mph but the stream was hardly reduced. However, the level had dropped so we could launch with dry feet. There were only 2 races planned but with this very light wind from the north, making way into the stream was very difficult. On the first race some boats took 5 minutes from the starting gun before they crossed the line.

My only contribution to that day was a spectacular "garrotting" of our Treasurer, Helen Levers on the last mark when there were 18 boats trying to round it at the same time. After checking that she was OK I came home 17th (I only beat Helen who had been in the lead until she capsized at the mark!)

Norah has mentioned seeing Phil Hossell at Severn. I would like to add my best wishes to Phil for a continuation of the great rate of recovery he is achieving.

Sorry about this rambling but it is high in my mind at the moment. We are still looking for volunteers for the website and I am always looking for anything that may be of interest to our members to be included in this magazine.

PLEASE ENSURE THAT YOU SEND YOUR OPEN MEETING REPORTS FOR INCLUSION IN THE PERIHELIONS

**Brian Welham Comet 711
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Perihelion 104

Please send your contributions for the next issue of Perihelion by

5th Sept 2012

To Brian Welham, Class Editor, 19 Lake End Way
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