

PERIHELION  105



Winter 2012

***Comet Class Association
Newsletter***

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NEWSLETTER NUMBER 105 Winter 2012 CONTENTS

Reports		Page
Chairman's Report	Clive Chapman	4
Secretary's Report	Nora Jaggars	6
Builders Report	Andy Simmons	8
Editor's Report	Brian Welham	28

Notices		Page
Winner of the Hossell Plate		11
Winner of the Fate Plate		12
Travellers trophies winners 20		

Articles		Page
Hawley Lake	John Sturgeon	24
Staunton Harold Open	Alan Bennet	26
View from the middle	Clive Chapman	13
Attenborough Open photos	Roger Day	15
The zippered sail	Gil Cummings	18

Information Comments Articles Results

Racing Results to Paul Hinde Money to Helen Leivers
Open meeting reports to Brian Welham and Sue Coppenhall
Newsletter articles and comments to Brian Welham
Racing rules Clinic to Keith Lamdin
General information to Nora Jaggars
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Chairman's Report

Hello All

I'm writing my report just after the floods in the south west have started to recede. Luckily apart from an extraordinary amount of surface water on the roads it has not affected me too much. My sailing has finished for the winter and it is a time to reflect on 2012. Personally in my club sailing I have done well winning several cups and series. I also won the "Old man's pot" I'm not sure what it was for but it is a lovely pewter tankard. My thanks to Shearwater Sailing Club for making me feel so welcome in my first sailing season.



On the open circuit my results have been mixed; occasionally making the top six but there have also been a few shockers. In the Association and National Championships' mid fleet seems to be the order of the day. (I thought being the chairman I would automatically get into the silver ware. Nobody else has read this script though). I was able to visit ten clubs this year and I hope I can visit more clubs next year. Like all of us, domestic issues often dictate our schedules.

As chairman I would like to thank all the clubs who have held Open's and supported the Comet Class Association this year. It is easy to forget sometimes of just how lucky we are to have so many Opens. We are the envy of much bigger Sailing Associations. My sincere thanks go to the organisers and their body of volunteers that enables us to visit all parts of the country.

Region	Helms sailing at least one open	Largest open entries	Number of home helms	Aphelion qualifiers
Central Region	42	Cransley 22	12	6
		Cotswold 20	10	
Northern	31	Attenborough 19	10	4
Southern	24	Maidenhead 16	3	7
Eastern	65	Staunton Harold 27	8	7
		Chipsted 17	11	
Western	19	Merthyr Tydfil 13	5	7

As you can see from the page opposite I have done some analysis on the attendances at the various open meetings this year. The Association Championships attracted 18 helms from 12 clubs with Severn SC entering 8 boats.

The National attracted 32 helms from 19 different clubs. The largest club entry was Crawley Mariners with 10 helms

The largest open meeting entry was at Staunton Harold with 27 helms.

There were 12 Orbital qualifiers.

In order to qualify for the Aphelion, helms have to attend three events in their region. The Eastern region with 65 different helms only realised seven Aphelion qualifiers. Taking the next step and travelling to a nearby open is something the clubs and the Association must focus on next year.

Well done to all the clubs who achieved 50% or more home helms at their opens. Many of these novice helms were youngsters (i.e not veterans or ancient mariners.) This is very encouraging for the future.

Andy Simmonds the Comet builder has an article in this Perihelion regarding Zippers. The committee propose these changes to the Measurement Rules are accepted in principle in order not to disqualify people with zippered sails at the beginning of the 2013 season. Further discussion within the committee will take place in our February meeting. Any amendments will be brought to the AGM in August for member's approval.

The highlights for me over the year were the clubs actively encouraging their novices to race as can be seen from the table. Crawley Mariners are to be congratulated in encouraging so many of their helms to enter the Nationals.

Was it a good year for the Comet Class? From a personal view I think it was. Your committee successfully supported its members in organising 21 opens and two championships events. We started the year with no rain and low water levels and ended the season with full lakes and reservoirs. As good as your committee is we couldn't control the wind. Some opens getting blasted and others deserted by the wind. My thanks go to the committee for their support and making my job easier as well as Brian for the excellent Perihelions this year and Sue for the web site.

For those of you who are able to sail during the winter keep warm and enjoy your sailing. I always liked the winter months for sailing. Leaves were off the trees which gave a truer wind, and only the die hards were racing.

I am looking forward to 2013 and meeting old friends and new members.

Happy New Year to you all.

Clive Chapman C704 & C821

Secretary's Report

Notes from the committee:

1. It's the last week in November. It's been raining for what seems like weeks and the wind has been around gale force for days on end. Not conducive to dinghy sailing, so take the opportunity to relive your glorious moments of the season which has just finished and start planning for next year!
2. The 2012 season ended at Staunton Harold with Eddie Pope being the worthy winner of the Orbital Trophy.
3. Eddie was also winner of the Northern and Central Aphelions. Ian Stone won the Eastern Aphelion, Ben Palmer the Southern Aphelion, and Peter Dalton the Western Aphelion. Congratulations to you all.
4. Yet again John Coppenhall was the helm who competed in the most events this year and was awarded the Pingewood Trophy. Well done John! John is Commodore of his club, Hunts, this year, so his achievement is even more remarkable.
5. Your Committee has decided not to have a stand at the London Boat Show at ExCel (12th – 20th January 2013), but will accept an invitation to compete in the Battle of the Classes, should that be reinstated. (it has not featured for the past 2 years.)
6. The Bloody Mary will be held at Queen Mary Reservoir on January 12th 2013. This is an excellent opportunity for you to race in a really large fleet. One again we would like to have a minimum of 6 Comets on the water.



7. We will have a stand at the Dinghy Show at Alexandra Palace over the weekend of 2nd and 3rd March. John Sturgeon is managing this for us and ensuring that all the paperwork, risk assessments etc are in place.
8. The Annual General Meeting will be on Sunday 25th August 2013 at Fishers Green Sailing Club.
9. The National Championships are planned for 24th – 26th August at Fishers Green Sailing Club. The club is also planning to hold an Open meeting as usual, on April 20th, so why not come along and try out the water! Fishers Green is in the Lee Valley, just north of the M25 between the A10 and M11.
10. The Association Championships will be on Sunday 26th and Monday 27th May at Cotswold Sailing Club. Cotswold SC is in the Cotswold Water Park, just south of Cirencester with easy access from the M4.
11. The programme for 2013 is taking shape and will start earlier than usual, before Easter, with a meeting at Sutton Bingham on Sunday April 23rd so make sure that it's in your diary!
12. Our thanks again to all the clubs which have hosted events for the Association during the year. Our Aphelion circuit depends on all the hard work behind the scenes by race officers, rescue boat crews and galley works. Thank you all.

Happy Christmas and a peaceful New Year to you all.

Norah Jagers Class Secretary

Builder's Report Dec 2012

I'm writing this in a very damp Devon in early December but on the bright side its only three weeks to Christmas and the days will start to get longer. Two new Comets will be built in the new year, both to be displayed at the Dinghy Show in March but one has already been sold and will be delivered to the Midlands on the way home on the Monday. At this time of year I'm always busy with boat repairs and sales of dinghy covers are always high in the autumn.



Last spring we were a bit embarrassed when we couldn't supply sails for a while. The big players like RS and Laser kept their stocks low and Hyde ended up with quite a waiting list for new sails in the spring. We've already ordered a batch for February delivery which can be taken to the Dinghy Show if pre ordered, but we need to order for April and May quite early in the year. We wouldn't hold anyone to it, but if you think you might want a new sail in the Spring please let me know soon.

All this talk of sails brings me neatly to a new development. A Zipper and a halyard as an option on a standard sail. The idea and technical side has been more than proven on the Xtra. The main reason to do this is for convenience. If you had a mast up cover, you just take the cover off, put the rudder on and raise the sail. Simple. I can't deny the standard mast with the sail rolled up on it is a bit hefty and seems to be getting heavier as the years go by. The sail will still be able to be reefed by winding it around the mast. A prototype zipper sail has been tried and tested and as the sail and sleeve itself are identical in size and shape to a standard sail, there will not be any performance advantage or indeed disadvantage. The conversion would require a small block to fasten to the mast top, a cleat to be fixed on to the side of the gooseneck and a Dyneema halyard.

As for prices, we are holding this year's price until 1st March i.e. £300 for a standard sail. A Zippered sail would be £340 and £365 as a conversion kit. If our suppliers do not raise prices next year, we will be able to hold those prices for later.

I have written the proposed rule changes required and the Committee should make a statement in due course.

Have a happy new 2013 and I'll see some of you at the Dinghy Show.

Andrew Simmons

Dates for your diary:

January 12 th	Bloody Mary
January 12 th – 20 th	London Boat Show
March 2 nd – 3 rd	Dinghy Show
March 23 rd	Sutton Bingham
April 13 th	Shearwater
April 20 th	Fishers Green
April 21 st	Hunts (<i>provisional</i>)
April 27 th	Burghfield
May 4 th	Maidenhead
May 11 th	Winsford Flash
May 12 th	Crawley Mariners (<i>provisional</i>)
May 26 th – 27 th	Association Championships, at Cotswold SC
August 24 th – 26 th	National Championships, at Fishers Green SC
August 25 th	Annual General Meeting, at Fishers Green.

The Hossell Plate 2012

The Hossell Plate was donated in 2002 by Liz and Phillip Hossell as an annual award 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.

This year the Committee has decided to award the Hossell Plate to an organisation, rather than an individual. This is a sailing club which celebrates it's 60th anniversary next year and held one of the original six Comet Opens twenty five years ago, on 27th June 1987. They have held an Open event every year since, and are the only club of the original six which still holds an Open meeting. They have one of the biggest Comet fleets in the country (currently 28 boats), have produced a Comet Chairman, two of the top Comet helms, who between them have been prominent in the Comet Hall of Fame over the last twenty five years, and have won the Team Trophy at the Nationals three times.

The club hosted the Comet Millennium celebration weekend and produced many of our best and more active sailors and committee members as well as an editor of Perihelion.

The winner of the Hossell Plate 2012 is

Chipstead Sailing Club

The FATE Plate

The FATE plate was presented by Peter and Wendy Hayes in 2004, for Endeavour in the Face of Adversity.

This year the Committee decided to award the FATE plate in recognition to someone who is very new to the Comet scene.

This is a teenager, aged 15, who only learned to sail last year. They have taken their Comet out in all kinds of weather, and have got back in after capsizes and carried on. They came in last in every race to start with and they are now beginning to move up the fleet.

They have taken part in their home Open event and, at the end of the season, travelled to another event, with support from other Comet sailors from their club.

The FATE plate 2012 is awarded to

Elinor Pawluk

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

Cover		Steve Gregory
P14	top 3	Norah Jagers
P14	rest	Jacqui Dracup
P15 16 & 17	all	Roger Day
P18 & 19	all	Gil Cummings
P27		Sue Bull

The view from the middle! (of the Nationals at Bewl)

7am Saturday morning and I'm on the road to the Comet Nationals at Bewl Valley Sailing club. I've checked the weather forecast and it looks like Saturday is going to be challenging, force four with gusts five plus. No problems on the road and I arrive safely. I immediately see many familiar faces and I'm pleased to say many new ones. I registered with Mike Wilcock the event organiser. He offered me a chocolate (Heroes!). Was this a sign for the rest of the day?

I unhitched the boat, parked the car, and then proceeded to rig C821. Briefing shortly followed. It was to be a trapezoid course. One race before lunch then two back to back afterwards.

I got a good start off from the pin end and reached the first mark in the top third of the fleet. When we reached the top part of the trapezoid the wind was stronger and gustier. The wind varied from a broad reach to down wind. When I could sail my own course I was fine but boats were gybing and careering off in all directions. One involuntary gybe and I was in the water. I righted it and sailed on. I came in 14th out of 32 and was ready for lunch. Ian Stone was first followed by Guy Wilkins and Chris Robertson. 11 boats failed to finish in the testing conditions.

Race two the committee boat had trouble holding station in the wind. A mid fleet start and I just about held on in the conditions until I had to avoid a Comet heading downwind with the helm hanging on for dear life trying desperately not to gybe. I was in the water again but this time I failed to right my boat. The wind on the hull was so strong I couldn't get the boat head to wind or get the boat upright. I quickly tired and was glad to see the safety boat who hauled me aboard.

C821 was towed back to the shallows where I eventually righted her. Nigel Austin had a great sail and won the race closely followed by Ian and Simon Thomson. Discretion was the better part of valour for race Three. I watched along with 14 other helms the spills and excitement of the race with Chris coming in first and Ian second and Guy third. Eddie Pope; Nigel; Jeff Smith and Brian Weatherley all mastered the strong conditions and had good results going into Sunday.

I went to the camp site and erected my tent. Camp Crawley had already been established and there were around a dozen of us camping.

Saturday night Bewl Valley SC hosted an excellent BBQ and music was a group supplying a big band sound (There were 11 musicians!) playing throughout the night. Mike Wilcock wearing his Guy Fawkes hat entertained us all with a firework display.

Sunday there were to be four races. Two in the morning and two after lunch. My two discards went with the wind! Most of the helms were pleased that the wind had eased and an attempt at racing could be made.

Race four was won by Guy followed by Alan Bennett then John Windibank both of whom were enjoying the lighter winds. Eddie; Guy; Ian; Simon; Ben Palmer; Nigel and Michael Ettershank dominated the top part of the fleet for the rest of the day. Guy having two firsts and a second. I managed a steady seventeenth.

The AGM followed the last race of the day and then Norah steered us to a good local hostelry which had fine ales and an excellent roast dinner.

Monday only two races! It was close at the top especially between Guy and Ian. If Simon or Alan could have a good day they were in with a chance however Guy won both races and Ian came second in both. Chris had a good last day.

Guy was a worthy National Comet Champion.

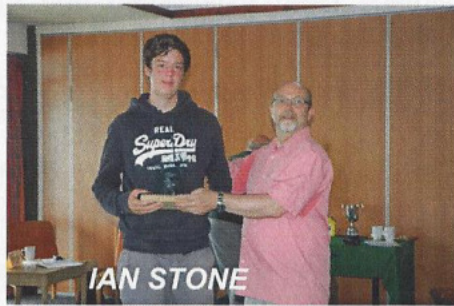
After nine races I was left in no doubt that I was a mid fleet sailor who has to enjoy the view from the middle. Bewl Valley SC and all the support crew that is necessary to run a three day national were excellent. They fed us, rescued us, and entertained us. Thank you Mike it was a memorable event. I shall return for their Open in 2013 as I'm sure will many of the other helms.

Clive Chapman C821

Some photos from the Nationals at Bewl



GUY WILKINS



IAN STONE



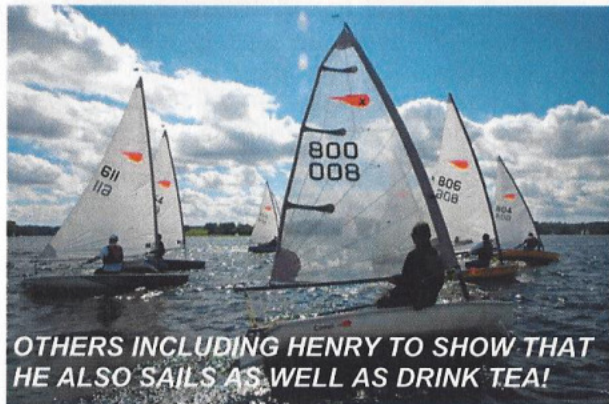
GUY



IAN



SIMON



OTHERS INCLUDING HENRY TO SHOW THAT HE ALSO SAILS AS WELL AS DRINK TEA!



ANNETTE

Attenborough Open June 2012

I was sent a disc of over 200 very good photos of this Open on what Roger Day described as "gusty" with the start delayed to recover capsizes before the start. There are so many good photos that for this winter edition I have extracted some of the capsized boats for our enjoyment in the cold of January. I hope those captured here will understand that we admire your persistence. I would have refused to venture out! **Ed**



Mike Leach



I don't know!



Kevin Milton

Mike L with Micheal Pritchard



Rescue did a sterling job and from the photos really enjoyed the day

I have lots of photos of the front of the fleet planing down the lake but we have all seen this before. I did not get one of Ian Walsh upside down but the evidence on top of the sail gives it away!



Peter Mountfield



Derek Harbour



Mike Leach



Kevin Milton



Jan Walsh



Josie Adams



Sometimes the classic recovery method was used.



Sometimes the capsizing never quite happened.....



.....and sometimes it all goes wrong and you end up with the boat upright and it is very difficult to get back in!

Zippered Standard Sail

My name is Gil Cumming and the owner of Comet 872. After almost 50 years of competitive dinghy sailing of which the last 25 were in Solos I decided the time had come for a change. Following the advice of my brother who designs boats such as National 12s and there being a Class of Comets nearby at Crawley Mariners Yacht Club, I purchased the Comet from which I have derived much pleasure. In fact I am considering buying a second Comet to sail at another club of which I am a member. However as I am responsible for raising the issue of a standard sail incorporating a zip perhaps I should explain how this originated.



After the first few outings in the Comet I became aware how inconvenient it was lowering and raising the mast to slide the sail on and off and having to fit the boom back on the gooseneck with all that involved. Partly for these reasons I stopped Laser sailing many years ago and moved to the Solo. Also having to lay the mast across the boat or on the ground the sail very quickly becomes marked.

It became apparent to me that if the standard sail had a zip similar to the Xtra sail then this would make rigging the boat somewhat easier – certainly for someone of my age. It meant that the mast could be left up on the boat with the boom, kicking strap and control lines permanently attached. It also saved lifting the mast in and out the boat. As you are aware the mast is quite heavy and can be awkward particularly in strong winds. Additionally the sail could be left rigged on the boom and stored flaked out under a boom up cover.

At my request Andy provided me with a standard sail incorporating the zip along the existing luff sleeve together with a pocket to take the halyard tail once the sail is hoisted. Very simply a small block or small forged twisted shackle is attached to the existing eye at the top of the mast through which is passed the halyard. Making sure the zip is undone the halyard is then fastened by a loop through the eye at the top of the sail. The zip is then fastened with the halyard contained in the luff sleeve and simply pulled up with the zip being pulled down at the same time by hand until the sail is fully up. The halyard, which is fully contained within the luff sleeve, is then cleated with the halyard tail being stored in the pocket on the sail.



This arrangement saves time and effort. Also there is no difference whatsoever in the performance of the zippered sail compared with the standard sail. It could be argued the zip may interfere with the wind flow across the luff sleeve. However I was not aware it made any difference as the tell tales flowed equally on both sides of the sail. If anything it could be argued the individual using the zippered sail is the one who is disadvantaged.

Admittedly there is the additional cost of the zip but in my opinion this is more than compensated for by the convenience afforded by being able to leave the boat permanently rigged along with the ease of raising and lowering the sail. Also not having to lay the sail on the ground to pull it on and off the mast must surely extend its useful life. Other items required are a small block or small forged twisted

Zippered Standard Sail cont.

shackle, cleat and halyard but these costs are minimal. Besides some of these items may well be among the bits a pieces accumulated in one's boat spares box over the years. To make full use of this arrangement requires a boom up cover but even without that lifting the bare mast in and out without the sail I found very much easier. The sail can still be wrapped round the mast as before and as already mentioned left attached to the boom and stored under a boom up cover.

Unfortunately I do not have a photograph of the sail rigged on mast but will attend to this the next time I go sailing. Judging from the weather this may be some time yet as I am not by nature a winter sailor. However I attach several photos of the sail laid out from which you will see the zip and how it works.

Crawley Mariners raised no objection to my using the zippered sail for club racing and I understand another member is in course of ordering one. I appreciate that dispensation would be required for this sail to be used at open or championship events and I hope that the Class Association will give favourable consideration to adopting the zippered sail in due course.

Gil Cumming C872 gil.cumming@btinternet.com

Perihelion 106

Please send your contributions for the next issue of Perihelion by

5th Mar 2013

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

Winners and Qualifiers for the Northern, Central, Western and Eastern Aphellions (travellers) trophies for 2012

Northern Aphelion 2012 Final Results Overall

Sailed: 4, Discards: 1, To count: 3, To qualify: 3, Entries: 14, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Winsford Flash	Attenborough	Chester	Redesmere	Points
				19-May	23-Jun	14-Jul	06-Oct	
1st	804	Ogston	Eddie Pope	1	(3.5)	1	1	3
2nd	532	Hunts	John Coppenhall	3	(6)	2	3	8
3rd	579	North Staffs	David Jobling	2	(DNC)	6	2	10
4th	800	Beer	Henry Jaggars	(DNC)	8	3	4	15

Central Aphelion 2012 Final Results Overall

Sailed: 4, Discards: 1, To count: 3, To qualify: 3, Entries: 26, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Hunts	Banbury	Cransley	Cotswold	Points
				22-Apr	21-Jul	12-Aug	08-Sep	
1st	804	Ogston	Eddie Pope	(1)	1	1	1	3
2nd	84	Eyott	Michael Ethershank	2	4	2	(DNC)	8
3rd	711	Maidenhead	Brian Welham	(8)	2	6	3	11
4th	800	Beer	Henry Jaggars	(11)	3	7	4	14
5th	532	Hunts	John Coppenhall	5	(DNC)	8	5	18
6th	597	Baltic Wharf	Ben Palmer	(DNC)	6	4	11	21

Western Aphelion 2012

Final Results

Overall

Sailed: 4, Discards: 1, To count: 3, To qualify: 3, Entries: 15, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Shearwater	Sutton Bingham	Baltic Wharf	Merthyr Tydfil	Points
				14-Apr	06-May	09-Sep	23-Sep	
1st	668	Frampton on Severn	Peter Dalton	4	1	(DNC)	1	6
2nd	597	Baltic Wharf	Ben Palmer	2	3	(5)	2	7
3rd	867	Burghfield	Chris Robinson	3	(DNC)	3	4	10
4th	800	Beer	Henry Jagers	(8)	2	4	8	14
5th	821	Shearwater	Clive Chapman	6	4	(DNC)	7	17
6th	532	Hunts	John Coppenhall	7	(DNC)	6	5	18
7th	654	Cotswold	Brian Weatherley	9	(DNC)	8	9	26

22

Eastern Aphelion 2012

Final Results

Overall

Sailed: 5, Discards: 2, To count: 3, To qualify: 3, Entries: 41, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Fishers Green	Crawley Mariners	Chipstead	Bexhill	Staunton Harold	Points
				22-Apr	13-May	16-Jun	15-Jul	20-Oct	
1st	152	Maidenhead	Ian Stone	1	1	2	(DNC)	(DNC)	4
2nd	867	Burghfield	Chris Robinson	6	(DNC)	1	1	(9)	8
3rd	711	Maidenhead	Brian Welham	3	4	(DNC)	(DNC)	2	9
4th	869	Crawley Mariners	Bod Dodds	4	3	4	(DNC)	(DNC)	11
5th	84	Eyott	Michael Ethershank	7	(8)	6	(DNC)	5	18
6th	532	Hunts	John Coppenhall	8	7	5	(DNC)	(11)	20
7th	821	Shearwater	Clive Chapman	9	5	(DNC)	(DNC)	10	24

Southern Aphelion 2012

Final Results

Overall

Sailed: 4, Discards: 1, To count: 3, To qualify: 3, Entries: 23, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Burghfield	Maidenhead	Mudford	Hawley Lake	Points
				28-Apr	05-May	22-Jul	13-Oct	
1st	597	Baltic Wharf	Ben Palmer	(6)	1	1	3	5
2nd	869	Crawley Mariners	Bod Dodds	5	5	(DNC)	4	14
3rd	711	Maidenhead	Brian Welham	10	4	(DNC)	1	15
4th	84	Eyott	Michael Ethershank	4	8	(DNC)	5	17
5th	532	Hunts	John Coppenhall	11	9	(DNC)	2	22
6th	614	Hawley Lake	Carol Butcher	(DNC)	14	4	8	26
7th	821	Shearwater	Clive Chapman	7	13	(DNC)	6	26

Results for the Southern Aphelion and the Orbital trophies 2012

Orbital 2012

Final Results

Overall

Sailed: 23, Discards: 17, To count: 6, To qualify: 6, Entries: 75, Scoring system: Comet Orbital

Rank	SailNo	Club	HelmName	Qualifying Open Meeting Results					Association @ Severn	Nationals @ Bewl Valley	Points
1st	804	Ogston	Eddie Pope	1	1	1	1	1	(DNC)	(5)	6
2nd	152	Maidenhead	Ian Stone	1	1	2	1	2	(4)	2	9
3rd	867	Burghfield	Chris Robinson	1	1	1	1	3	(7)	(7)	10
4th	597	Baltic Wharf	Ben Palmer	2	1	3	1	2	(6)	(8)	12
5th	668	Frampton on Severn	Peter Dalton	4	3	1	2	1	3	(DNC)	14
6th	711	Maidenhead	Brian Welham	3	4	2	3	1	(8)	(DNC)	15
7th	84	Eyott	Michael Ethershank	2	4	4	2	5	2	(9)	19
8th	800	Beer	Henry Jagers	2	3	3	3	4	(11)	(18)	19
9th	869	Crawley Mariners	Bod Dodds	4	3	4	4	1	(5)	(10)	20
10th	532	Hunts	John Coppenhall	3	2	5	5	3	(DNC)	(16)	20
11th	821	Shearwater	Clive Chapman	6	7	4	5	7	(13)	(17)	35
12th	654	Cotswold	Brian Weatherley	9	9	10	8	9	(DNC)	13	58

23

Comet Open Meeting: Hawley Lake STC. 13th Oct 2012

The Hawley Open has a bit of a reputation for having some other attraction going on at the same time. Sometimes we have coincided with the Farnborough Airshow. One year we shared the lake with the Girl Guides. This year I was assured there was nothing else going on when I checked a couple of weeks ahead of the event. On arriving at the lake I was amazed to find an Army inter-unit triathlon in one corner of the lake and another Army raft building exercise at the other end. About half the lake was available to us and as it turned out this was where the best wind was for most of the day so we were able to have a successful event accompanied by rock music from the triathlon.

10 Comets entered and 4 Duos also raced the same course but starting 5 minutes later. Entries were from clubs all across the South, from Essex to Bath and from Sussex to Hunts. The wind was initially a bit gusty but as the day progressed it fell to a light breeze so the racing conditions favoured skill rather than strength. There were 3 races, one before lunch and 2 after. The race officer let each race run for about 50 minutes for the leaders except the last race, which was reduced to 40 minutes.

The forecast had suggested a south-westerly wind but for the first race it was WSW and the race officer started the race from between 2 islands and made the course a simple triangle.

John Coppenhall got off to a good start in race 1 closely followed by Bob Dodds and Brian Welham but at the end of lap 1 Steve Gregory was in the lead. At the end of lap 2 Bob Dodds was in the lead and Brian hit the finish mark when lying second and dropped back, however, by the end of the lap 3 Brian was in the lead which he held until the race finished after 6 laps, Bob was second and Ben Palmer was a close third.

For race 2 the wind had shifted to the south west and the Army triathlon had stopped using the lake so we moved the start to the club house. Brian Welham went straight into the lead with Michael Ettershank just behind. At the end of the first lap Chris Robinson was third but by the end of the 5 lap race Brian was still in the lead, Clive

Chapman in second place, and Michael came third. Bill Lynn retired from the race as his boat was slowly filling with water. It seems his trailer had damaged his boat. A sad end to his first Open, but he was not dismayed, and we should see him at events next year.

For the third race we were able to move the first mark further down the lake making a longer first leg beat. In this race Brian Welham got off to a rather late start but he went high and got to the first mark in the lead, which he did not relinquish during the race. Five competitors behind him kept changing places but finally John Coppenhall came second with Ben Palmer taking his second third place.

Clearly Brian won outright but there were 3 competitors on 6 points so we had to count back and it was the positions in the last race that determined the final order.

	Helm	Boat	Club	R1	R2	R3	Pts
1	Brian Welham	711	Maidenhead	1	1	1	2
2	John Coppenhall	532	Hunts	4	8	2	6
3	Ben Palmer	597	Baltic Wharf	3	9	3	6
4	Bob Dodds	869	Crawley	2	4	4	6
5	Michael Ettershank	84	Eyott SC	6	3	5	8
6	Clive Chapman	821	Shearwater	7	2	6	8
7	Chris Robinson	867	Burghfield	5	7	7	12
8	Carol Butcher	614	Hawley	8	5	8	13
9	Steve Gregory	57	Frensham	9	6	9	15
10	Bill Lynn	73	Shearwater	10	-	-	21

John Sturgeon C400 C246

STAUNTON HAROLD Open Sat 20 Oct 2012

A very good turn out of twenty seven Comets met for the final open of 2012 at Staunton Harold SC on Sat 20/10/12.

There had been no wind the previous day but on this day we were blessed with F2-3 SW dropping to F1-2 later but sun all day. The event was jointly held with the Solos who went off first.

In race one Alan Bennett of the home club built up a substantial lead from the chasing fleet. On lap three the wind reduced and is allowed Brian Welham and Eddie Pope to close in on him so the last reach was a slow drag race to the finish. Alan managed to hold them off with Brian just 2 second behind and Eddie 4 seconds after in third. There were close battles throughout the fleet notably Michael Ettershank and Henry Jagggers coming in 4th and 5th.

With lunch taken the fleet set out for race 2. Tom Bull had got a 6th in race 1 but this time he had a very good first beat and moved ahead of the fleet to win by a considerable margin. Brian, Eddie, Henry, Michael and Alan had close racing finishing in that order. Rhiaian Bevan had her best race of the day finishing in 6th.

The overall winner of the event would now come from whoever won the last race, as if Alan won he would have 2 points. If Eddie won he would have 4 points and if Tom won he would have 2 points as well.

Alan had a very poor start with another (red) boat failing to keep clear above him. He was in the teens at the first mark. The likely suspects were fighting each other at the front and it looked like they were going to get away. May be it was local knowledge and a large amount of risk taking but Alan managed to pull up to 4th by the final lap. By the last mark but one before the run down to the reaching finish it was Eddie, then Alan, then Tom. Eddie gybed off but lost most of his wind. Alan and Tom got past him and held this position to the finish. A very close finish with the three possible winner contestants together.

Rick Whitehouse had his best result of the day in 5th. Alan had won on 2 points, Tom was second on 3 points, Brian third on 4 points and Eddie fourth on 6 points. There followed the prize giving of the event and the Comet Area and National travellers series.

Alan Bennett C126

Results.

1st	126	Alan Bennett	SHSC	1, 5, 1	= 2pts
2nd	464	Tom Bull	Cransley	6, 1, 2	= 3pts
3rd	711	Brian Welham	Maidenhead	2, 2, 7	= 4pts
4th	804	Eddie Pope	Ogston	3, 3, 3	= 6pts
5th	800	Henry Jagggers	Beer	5, 4, 4	= 8pts
6th	84	Michael Ettershank	Eyott	4, 9, 6	= 10 pts
7th	780	Rick Whitehouse	Combs	17, 10, 5	= 15 pts
8th	864	Peter Mountford	SHSC	7, 12, 9	= 16 pts
9th	349	Jonathan Latham	Winsford	8, 13, 8	= 16 pts
10th	724	Rhiaian Bevan	Cransley	15, 6, 11	= 17 pts
11th	867	Chris Robinson	Burghfield	11, 8, 14	= 19 pts
12th	821	Clive Chapman	Shearwater	13, 11, 10	= 21 pts
13th	845	Nigel Fern	SHSC	16, 7, 16	= 23 pts
14th	532	John Coppenhall	Hunts	12, 15, 12	= 24 pts
15th	669	Nigel Austin	Cransley	14, 14, 13	= 27 pts
16th	275	Luke Harmer	SHSC	9, 19, 19	= 28 pts
17th	654	Brian Weatherly	Cotswold	10, 18, 21	= 28 pts
18th	754	Mary Starkey	Upton Warren	18, 16, 17	= 33 pts
19th	564	Sarah Austin	Cransley	20, 17, 18	= 35 pts
20th	527	Dave Waymont	SHSC	21, 25, 15	= 36 pts.
21st	452	Peter Newton	SHSC	24, 20, 20	= 40 pts
22nd	843	Denise Weatherly	Cotswold	19, 24, 28	= 43 pts
23rd	205	Elinor Pawluk	Cransley	25, 22, 23	= 45 pts
24th	417	Julie Houghton	Cransley	25, 22, 23	= 45 pts
25th	311	Mary Davidson	Attenborough	23, 23, 24	= 46 pts
26th	746	Louise Craig	SHSC	27, 26, 25	= 51 pts
27th	527m	Eleanor Craig	SHSC	26, 27, 26	= 52 pts



Editorial

Hi,

I thought you might like to see Henry Jagers sunning himself on the deck of the Mudeford clubhouse as we would like to be during this cold and wet winter. So it's Christmas time again and I have another Perihelion to publish. I was very concerned only a few days ago as I had little new information for you but as you can see from Clive Chapmans and Any Simmons reports, there is a move afoot to allow a modification to the sail so that, like the Xtra rig it can be hoisted with the mast in place. However, Gil Cummings who has purchased this modification has kindly written an article explaining the background. Thank you Gil.



There are few things that I thought of for the magazine but they have been covered in earlier issues but just to remind you here are a couple of things you can do.

If you move your boat occasionally then you should use this time of year to check the bearings and tyres of your road trailer. If you, like I, keep the boat and launching trolley on the combi-trailer then why not prop up the axle so that the road wheels are not on the ground and the weight is off the suspension. It will prolong the quality of the trailer. If you are not sailing why not clean the boat to show you mean business next time you sail. I use neat cream cleaner (Cif) on one cloth and polish it with another. This will restore the colour and shine. I also use this to polish the mast sections which makes it easier to extract the top section when packing up. By the way the old Fairy Liquid shaped bottle (still available from other cheaper brands) makes very good cover for the foot of the mast so that it does not pick up grit when you raise it to the vertical..

I have been wearing a watch for many years and strap it to my left wrist but this year (following some useful advice) I now put it on my right wrist for racing. The reason is that you most need the exact time in the last second before the start. You are most likely to be on starboard tack and the arm that you can move without affecting your steering or power is your right.

I have had some correspondence from one of our members who has noticed that at some open meetings the "wrong" helm has been given the higher place when differentiating the tie break. If you have also noticed this, then I am afraid that at Open meeting although the Association makes recommendations on the scoring, the meeting is held by that club and can use any method it chooses to break the tie. Over the years I have seen and been part of these practices!

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

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

COMET SPARES, REPAIRS AND ACCESSORIES

Don't forget all spares and accessories are held in stock and can often be with you in less than 24 hours if you order in the morning.

New Dinghies A selection always in stock

Comet	£3750
Comet Xtra	£3850
Comet Mino	£3700
Standard Sail	£300
Mino Sail	£270
Xtra Sail	£383

Xtra Conversion Kit & Sail £405 (This includes halyard and parts needed to convert your top mast and shorten your bottom mast and boom). To continue to be able to sail as a Std Comet you will need **a shorter Xtra bottom mast** £160

(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 £90
A shorter Xtra boom £130 *but the std boom can be used.*

Repairs

Accident damage and refurbishing gladly undertaken.

Write, phone or e-mail but include a daytime phone number

Comet Dinghies : Horsepond Meadow

South Molton, Devon EX36 4EJ

Tel 01769 574358

Fax 01769 574358

e-mail cometdinghies@btconnect.com

COMETS FOR SALE

Comet 835

Yellow hull white deck Mino rig Combi trolley. One careful lady owner, little used good condition. Price £1500 Location Anglesey North Wales.

Phone 01248 490172 dig-n-delve@hotmail.co.uk

Comet Cascade 626

Price £ 890 ono Hull colour, Orange, Yellow, White. Full Racing Gear. Relatively new cover Car Trailer and Launching Trolley with Light Board. Bag for sails. Ready to Race.

Contact: Len Dean 01344 773665 for more info.

len.dean@btinternet.com

Comet 266

£450 Green hull, white deck. Launching Trolley. Relatively new cover and sail. Lying @ Chester SC

Contact John Crosby

email: john.crosby@which.net tel: 0161 928 1073

Comet 188

Colour cream. Complete including praddel and windvane. 2 sails - newest 3 years old Combi trailer/trolley and spare wheel. Cockpit grabholes fitted. Holt deck cam cleats fitted. Boat cover 2 years old. All in good condition. Has been sailed at CMYC. £995

Reason for sale - bought another boat.

Contact Alan Todd - 020 8395 3913 mob 07941929576

e-mail - alant4@yahoo.com

Comet Mino 823 (PY 1193)

Built in 2004 for current owner - hardly used (less than 10 times).

With launching trolley, new cover in 2009.

Red hull, with integral small storage bin, praddel, padded toe strap.

£1950 ono. Tel 023 9246 0935 or 07814 668 212 or e-mail

kenosborne34@googlemail.com.

COMETS FOR SALE

Comet 404

White hull with silver grey deck. Aluminium keelband.

Folding launching trolley with nearly new top cover and new tyres. Telescopic tiller extension, praddel, spar bag and foil bag. One sail. Excellent condition. Located Haywards Heath, West Sussex. £850 Contact: maggie@bodens.force9.co.uk Tel: 07515 984640

Comet 104 Colour - Red.

£800 or near offer. Standard rig. End main.

2 sails - one used lightly and kept in a sailbag: it's very clean, the other is baggy and old. Launching trolley. Boat cover has ripped badly and needs replacing. Spars, foils, sheets etc. in good nick - I'll clean the deck up for you and give the hull a good polish.

Prior to purchase in 2007 the boat had only been sailed lightly and there was visible wear and crazing around the mast hole. I took her out hard in strong winds and it gave way - always a risk with older boats in those conditions. However this was expertly repaired by Andy Simmons at Comet, daggerboard casing leaks were sorted out and other dings touched up. There's no longer water to empty after a sail!

I've barely sailed since due to family pressures but have sailed in strong winds again with no problems - basically the repair's as good as new and the boat much improved since I bought it. Location Burghfield SC, just off the M4 at J12.

Reason for sale - buying another guitar...

Contact Kris Wilkins - mob 07864 287780

e-mail - yellowtubmarine@btinternet.com

Wanted

Used sail for club racing.

Comet 11 is currently without a sail so one is urgently required. I can collect from the North West area or the cost of P&P will be added to the purchase price.

If you have a spare sail you would consider selling please ring Angela on 07970 541 670 to discuss

COMET CLASS ASSOCIATION



Comet Class Association

Affiliated to the Royal Yachting Association