

PERIHELION 112

Comet Class Association Newsletter



Autumn 2014

OFFICERS OF THE ASSOCIATION

President

KEITH LAMDIN
1, Japonica Court
Marine Parade East
Clacton on Sea
CO15 5AF (Comet 55)
Tel: 01255 421862

Secretary

NORAH JAGGERS
Green Bank,
9, Clinton Rise,
Beer, Seaton,
Devon EX12 3DZ
e-mail: cometdinghy.class@btinternet.com
Tel: 01297 20858

Results

MICHAEL ETTERS HANK
40 Fennfields Road
South Woodham Ferrers
Chelmsford
Essex CM3 5RZ (Comet 84)
Tel 01245 329797
e-mail: michaellettershank@yahoo.co.uk
cometresults@yahoo.co.uk

Committee

JOHN STURGEON
6 Adams Drive
Fleet
Hants GU51 3DZ (Comet 400 & C246)
e-mail: johnbsturgeon@hotmail.com
Tel: 01252 623253

Magazine Editor

BRIAN WELHAM
9 Murrell Court
St Neots
Cams. PE19 1LL (Comet 711)
e-mail: bwelham@sky.com
Tel: 01480-534624

Website Organizer

SUE COPPENHALL
e-mail webmaster@cometsailing.org.uk

Chairman

PAUL HINDE
40 Impney Way
Droitwich Spa
Worcs. WR9 7EJ (Comet 844)
e-mail: paul_hinde@yahoo.co.uk
Mobile: 07703 654899
Tel: 01905 778842

Treasurer RHIAIN BEVAN

30 Sycamore Close
Kettering
Northamptonshire NN16 9ST
(Comet 724)
e-mail: rhainbevan@hotmail.com
Tel: 07834 186247

Committee

BRIAN WETHERLEY
Elm Lea Farm
Cerne Wick
Cirencester Glos, GL7 5QH (Comet 654)
e-mail: theweatherleys@btinternet.com
Tel: 01285 861472

Committee (Trophies)

LIZ HOSSELL
3 Crump Way
Abbey Vale
Evesham
Worcs
WR11 3JG
Email: lizhossell@hotmail.com
Tel: mobile: 07801 656662

Committee

NIGEL FERN
3 Cheltenham Drive
Ashby de la Zouch
Leics
LE65 2YE (Comet 845)
E-mail: n.fern@ntlworld.com
Tel: 01530 469691

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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 Norah Jaggars
Class Association Sue Coppenhall webmaster@cometsailing.org.uk
Website:- www.cometsailing.org.uk

Chairman's Report

Firstly I would like to express my thanks to Clive for his work over the last three years as class chairman and the preceding years on the committee. I would also thank Helen for her work as treasurer, including processing all of our membership forms and keeping the members updated the e-mailed information about the class's racing events.



During the last year Clive has also spent some time working with a website design company revamping and updating the CCA website. This is going to be an ongoing process to keep it up to date. The aim is to make it the first point of reference for all information about the boat, the class association, and its events and activities.

In order to achieve this, the plan is to have a group of people with responsibility for updating various parts of the website, although the main contact for now is still the webmaster, Sue Coppenhall. At the moment there are some problems with the old e-mail address so please copy Clive and myself into any email to the webmaster so that the updates for the website won't be missed.

When considering the website, the most important question of all is "What do you, the membership of the Comet Class Association, want to see on the website?", please let myself and Clive know so that we can make the changes to the website. As with this newsletter, the website content will rely on your input. Please keep sending in your event reports and results,

handy hints, tales of non-racing sailing, and your photos from events. These photos will enable us to keep the gallery up to date and show everybody, not just Comet sailors, what has been going on and that the class is still active.

As some of you know, my work schedules get in the way of sailing at the weekends, however I have managed to attend almost all of the opens since this year's National Championship at Bewl Valley SC. Although it may have been a bit on the windy side for some at Bewl Valley, the majority of the following opens have been raced in little or no wind. While this involves a different approach to boat handling, it is disappointing to see some bad habits creeping in.

This year attracted a number of youngsters and new members to the class and the open meeting circuit, it would be a shame if these people pick up these habits or leave the class because they feel that they cannot compete. Don't forget that one bad review is worth one hundred good reviews.

Paul Hinde C844

**PS The Members page password
on the new website is halleys2014**

Perihelion 113

Please send your contributions for the next issue of Perihelion by

1st Dec 2014

To Brian Welham, Class Editor, 9 Murrell Court St Neots Cambs PE19 1LL
e-mail bwelham@sky.com

Secretary's Report

Notes from the committee:



1. A lot has happened since my last report. Ian Coppenhall is our National Champion for 2014 and Helen Leivers is our Ladies Champion. Congratulations to them both.
2. Ian Stone is our Youth Champion this year, with Angus Kirk the highest placed youngster outside of the top 6. Crawley Mariners took home the Team Trophy.
3. Bewl Valley provided plenty of exciting sailing for the 31 helms who took part. Our thanks go to Mike Wilcock and Jo Mayes for all their hard work in making it such an enjoyable weekend. Mike's firework display was well up to standard!!
4. Your Annual General Meeting on Saturday 30th August 2014 resulted in some changes to the Committee. Paul Hinde is your new Chairman and Rhian Bevan your Treasurer. Liz Hossell has re-joined the committee to take charge of Trophies, and since the AGM Nigel Fern has agreed to be co-opted. Your Committee is:

Chairman:	Paul Hinde	
Secretary:	Norah Jagers	
Treasurer:	Rhian Bevan	
	Michael Ettershank	(Results)
	Clive Chapman	(Website)
	John Sturgeon	
	Brian Weatherley	
	Liz Hossell	(Trophies)
	Nigel Fern	

Michael will co-ordinate results, while Nigel brings computing expertise to the team, and Liz has good experience of trophy buying.

5. The Class Association thanked Clive and Helen for all their work as Chairman and Treasurer and gave each a small gift as a thank-you.

6. The motion to increase the membership fee from £17 to £18 for Full and Associate membership, and from £23 to £24 for Family membership was adopted, and the increases will apply from the 1st January 2015.
8. The motion to give Liz Hossell Honorary Membership in recognition of her valued and valuable support for many years was also carried.
10. The Annual General Meeting has asked the Committee to canvass you about the format of the National Championships. We hope to do this by email, and will be asking if you would prefer them to be: over a Bank Holiday weekend; on a non-holiday weekend, covering Friday – Sunday or Saturday – Monday; be 2 or 3 days. The meeting recognised that clubs which offer to hold the events may not be able to do so at holiday times. We will send out the survey after the next Committee meeting which will be at Redesmere.
11. The new website is up and running. Clive would like to hear from you what you would like to see on it. The new “members only” pages are for you to use for discussion and debate. Make the most of them! Paul and Nigel are helping to put photos of events onto the site, so make sure that you look for pictures of yourself
12. Once again, don't forget the Comet Facebook account. Do use it as a way of keeping up-to-date with events, find out who is planning to attend meetings, tips, travel plans, and much more.
13. The sailing season is gradually drawing to a close. We've seen the end of 3 of the Aphelions already. Thank you to all the clubs which have hosted events this season, and particularly to Mudeford which was able to re-schedule their Open meeting after it was hit by Hurricane Bertha.
14. The 2015 programme is beginning to take shape. You'll find more details in the Winter edition.

Norah Jagers Class Secretary

Comet Open at Baltic Wharf S.C. Bristol. September 28th 2014

Twelve helms that included three club members took part in the Comet Open at Baltic Wharf, Bristol on Sunday the 28th September. The day was bright with a very light northeasterly breeze that changed to north west during the afternoon. Eleven sailors competed with the standard rig with one sailing an Xtra. Throughout the day success was determined by looking for and making the most of pockets of light breeze, subtle setting of the sail, keeping forward for good trim and a good deal of patience.

A triangular course with a narrow congested start line demanded some fine judgement. Eddie Pope (Ogsten, 804) established a quick lead in the first race but by the end of the first lap Chris Robinson(867) and Izac Dodds (701) had narrowed the gap with Bob Dodds (869) making a spirited effort to catch the lead boats. Eddie maintained his lead, picking his way through the patches of breeze and completed the race with a comfortable lead.

The second race started after a break for lunch with all boats sedately passing through the line on a starboard tack. The course was lengthened slightly to include an additional mark that created a 'W' shape at the leeward end of the course. Once again Eddie Pope secured a lead with Paul Hinde (857) and Chris breaking away from the fleet in pursuit of Eddie. By the second lap, Brian Welham (711) had joined the lead boats Eddie managed to remain in front to secure a second win.

Race three followed straight after the second with a course similar to the morning's race. The breeze picked up slightly and boats began to move with the fleet becoming more dispersed around the course. Eddie once more quickly established a lead followed by some competitive jostling from John (532), Ben (597), Izac (701), Henry (800) and Chris (867) during the first lap.

Racing was finished by 4.00pm and both sailors and club members enjoyed a buffet and presentations.



**A beautiful warm but windless (well almost) late
September day**

The Day's Results:

- | | | |
|----------------------|-----------------------|-----------|
| 1. Eddie Pope. | (Ogsten SC, | 804) |
| 2. Izac Dodds | (Crawley Mariners SC, | 701) |
| 3. Bobb Dodds. | (Crawley Mariners SC, | 869) |
| 4. Chris Robinson | (Burghfield SC, | 867) |
| 5. John Coppenhall. | (Hunts SC, | 532) |
| 6. Ben Palmer. | (Baltic Wharf SC, | 597) |
| 7. Henry Jagers. | (Beer SC, | 800) |
| 8. Brian Welham. | (Hunts SC, | 711) |
| 9. Clive Chapman. | (Shearwater SC, | 821) |
| 10. Isla MacNeal. | (Baltic Wharf SC, | 284) Xtra |
| 11. Richard Steptoe. | (Baltic Wharf SC, | 494) |
| 12. Paul Hinde | (Severn SC, | 857) |

Rupert Diffey

Comet Class Open Meeting Merthyr Tydfil Sailing Club 21st September 2014

After several years where the water level has remained resolutely full to the brim this year we were glad to have a little more "beach" on which to park boats and cars. Unfortunately due to other commitments and injuries we could only muster three of our six local Comets today; but we had eleven visitors! The weather was very fine and a light northeasterly breeze made things interesting at times with the gusts and holes making their way down to water level from on high. Though the wind did get steadier after lunch.

For the first race in a light northerly wind a simple triangular course was laid with the first beat towards the "mainly northerly" light breeze. After the briefing everyone quickly got on the water. There was good a close start. By the end of the first lap Ben Palmer (597, Baltic Wharf SC) had got ahead of Henry Jagers (800, Beer SC) who was followed by Eddie Pope (804, Ogston SC). Over the second slow lap Henry managed to get ahead of Ben who was followed over the finish line in third place by Eddie, then Keith Bond (694, Merthyr Tydfil SC) and Clive Chapman (821, Shearwater SC).

We then all came ashore for some lunch and drinks under the glorious autumn sunshine on the patio overlooking the lake. The baked potatoes with chili and salad followed by apple and local blackberry crumble and custard went down very well. The second race of the day was designated to be the Bart's Bash race with a few club members taking part in a second handicap start after the Comets had cleared the line. The wind after lunch seemed to straighten up a little but remained light at the start. The race officer kept the same windward mark but decided for a simple windward leeward course with the outer mark to port in both directions to keep people apart. With this duly measured at



1620 metres, as close to one mile as makes no difference, by GPS we returned to our boats.

Again there was a great start by the majority of the fleet; most crossing the start line within ten seconds of the hoot. However, we were soon spread out by a few shifts and holes in the wind. Henry Jagers had got clear within a few boat lengths of the start and built that lead to over 45 seconds at the start of the second lap with a close group of Ben Palmer, Clive Chapman, Eddie Pope and Keith Bond crossing within ten seconds of each other. On the second downwind leg, Henry must have been blanketed by this mini fleet behind him as he was only ten seconds or so ahead. On the second beat back towards the line those boats that made their way over towards the west side of the lake must have had an advantageous gust as Henry, coming up closer to the east bank was overtaken by Eddie Pope then closely followed by Ben Palmer. On the third and final downwind leg these three boats were all within ten seconds of

each other and almost a minute ahead of the next nearest, but the order did not change. Eddie crossed the line first, closely followed by Henry then Ben.



The third race of the day was started as soon as the final handicap competitors had finished their Bart's Bash participation, or nearly sunk as one of the Solo's did. Again the whole fleet crossed the line within seconds of the start signal and in the slightly stronger breeze headed north. Downwind was more closely contested this time round with gusts and shifts keeping people on their toes jockeying for position. But as the fleet headed back over the line the wind had dropped again as Keith Bond started the second lap in first place followed by Henry Jaggars and John Coppenhall (532, Hunts SC). These positions were maintained downwind and to the end of the second lap. But Eddie Pope was now close on the tail of John Coppenhall. Going downwind Keith and Henry were literally side

by side. At the finish it was still neck and neck with Keith losing out to Henry by little more than half a foredeck! Eddie Pope was next to finish almost four and a half minutes later. John Coppenhall managed to hang on to fourth from Ben Palmer with Chris Robinson (867, Burghfield SC) only a second behind.

Everyone was then helped to quickly recover their boats and get packed away for their journey home. The prize giving was accompanied by friendly chatter over sandwiches, tea and cakes. Many thanks again to the visitors for making the effort to visit us and all those who helped at the club adding greatly to a beautiful day in the autumn sunshine.

Mark Govier, Comet 460,

Helm	Sail	Club	Race 1	Race 2	Race 3	Total	Position
Henry Jaggars	800	Beer SC	1	2	1	2	1
Eddie Pope	804	Ogsten SC	3	1	3	4	2
Ben Palmer	597	Baltic Wharf SC	2	3	5	5	3
Keith Bond	694	Merthyr Tydfil SC	4	4	2	6	4
Chris Robinson	867	Burghfield SC	6	5	6	11	5
John Coppenhall	532	Hunts SC	8	8	4	12	6
Clive Chapman	821	Shearwater SC	5	7	7	12	7
Sean Carter	165	Cardiff Bay SC	7	9	8	15	8
Rhian Bevan	724	Cransley SC	12	6	11	17	9
David Elmes	755	Bristol Avon	9	12	9	18	10
Robert Wookey	581	Merthyr Tydfil SC	10	11	10	20	11
Mark Govier	460	Merthyr Tydfil SC	13	10	RTD	23	12
Mark Parnell	358	Bristol Avon	11	13	12	23	13
R Griffin	163	Bristol Avon	14	14	13	27	14

National Championship Winners 2014

Category	Competitor
National Champion	636 Ian Coppenhall
Lady Champion	857 Helen Leivers
Youth Champion	152 Ian Stone
1st Youth	299 Angus Kirk
1st Lady	857 Helen Leivers
1st Veteran	869 Bob Dodds
1st Ancient Mariner	789 Steve Harvey
Committee Prize	556 Andrew Beaumont
Endeavour	057 Steve Gregory

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

Front Cover	Dave Waymont
Page 9	Tom Diffey
Page 11	Mark Govier
Page 12	Mark Govier

Nominations please! For Fate and Hossell awards

Please can you send your nominations for the **FATE** and **Hossell Plates** to Norah or any of the committee before 23rd October 2014. Anyone who is a member of the Association is eligible – it isn't just for the helms who race on the circuit.

The **FATE** Plate, which was awarded by Peter and Wendy Hayes, is for Endeavour in the Face of Adversity. So, if you know someone who qualifies, please let us know.

The **Hossell** Plate, which was awarded by Liz and Phillip Hossell, is for the person, outside of the committee, who has been most active in promoting the Comet Class Association.

The **FATE** and **Hossell** Plate will be awarded after racing at our final event of the sailing season on 25th October at Redesmere Sailing Club.

Girls triumph at Mudeford

Ann, Annette & breezy Bertha, all claimed first place at this year's Comet Open Meeting at Mudeford, on Sunday 10th August.

First to know about Bertha's arrival was Mike Ettershank, (Comet 84) who had an unusual night fighting off her advances on his tent. Vrouwe Johanna (the Dutch barge 'club house' of Mudeford Sailing Club) was also not present due to her sinking this spring & delayed return from the repair yard. Other familiar Comet faces were also missing, so in retrospect, Ann & Annette (Comets 43 & 323) claimed joint first place for bold audacity & turning up to the 9.00 a.m. briefing (a non-event), in the face of Bertha's force 7 winds!

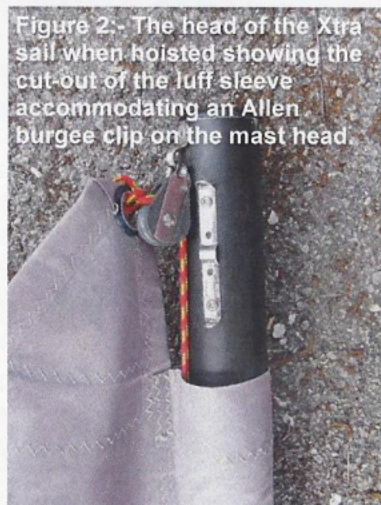
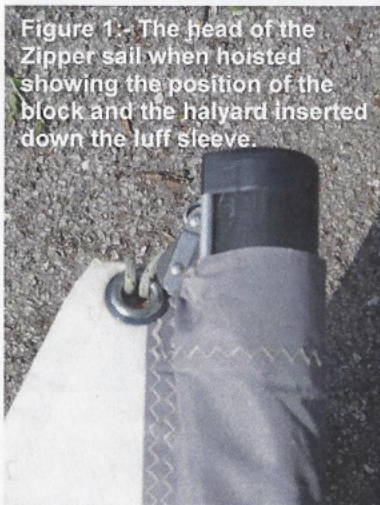
Note from author. Irritatingly, the day before (Saturday), was an almost perfect sailing day, with sun and strong winds. The Comets present gained 8th, 18th & 20th place, in a handicap fleet of 30 boats. Well done Mike, Phil & Annette. And at the end of the annual Mudeford Week sailing regatta, the Relay race on Friday afternoon was dominated by the Comets, who were placed 1st, 2nd, 4th & 5th (in a handicap fleet of 37 dinghies). Third place was taken by Ted Merchant, in his 'new' Comet Duo sail number 42. Hope we did you proud Andrew!

Ann Hooper

The Zipper Unzipped By Peter Mountfield

Despite having had surgery many years ago to treat a "slipped disc", I have nevertheless had to learn to take care of my back – indeed, one of the reasons I have continued to own and sail a Comet is because of the relatively low weight of the hull. Consequently, when the Zipper sail became available from Comet Dinghies at the beginning of last season (2013), I grabbed the opportunity it presented of reducing backstrain when rigging and unrigging my boat. The purpose of this article is to give some feedback after using a Zipper sail for at least 80% of the open and club races in which I have competed since the beginning of last season.

Although the modus operandi of the Zipper sail is closely similar to that of the Xtra sail, the requirement to ensure that the Zipper sail and sleeve are identical in size and shape to the Standard sail means that there are two essential differences between the Zipper sail and the Extra sail:- firstly, the luff sleeve and zip on the Zipper sail go right to the head of the sail (Figure 1), whereas on the Xtra sail, they finish 12 cm below the top of the sail



(Figure 2), and secondly, the diameter of the luff sleeve on the Zipper sail is smaller than that on the Xtra sail. The two mast sections and the boom are the same as used for the Standard sail, and the only modification required is for a jamming cleat to be riveted to the port side of the gooseneck fitting on the lower mast (exactly as required for the Xtra's lower mast).

As some of you may not be completely familiar with the Xtra sail, a brief description of how the Zipper sail is rigged may be helpful. A zip is incorporated on the port side of the luff sleeve. A small detachable block is secured by a pin and split ring to the eye at the top of the upper mast section, and a rope halliard is passed through this block in the direction of "stern-to-bow" so that the "fall" of the halliard is against the mast. The "hoist" side of the halliard is attached to the eye at the top of the sail by passing a loop through the eye and then back over a plastic bobble on the end of the halliard. Because the halliard fall is against the mast, the zip can be fastened with the fall inserted down the inside of the sleeve. After the sail has been hoisted, the halliard fall is then secured in the jamming cleat on the port side of the gooseneck fitting (Figure 3). The tail of the halliard fall is coiled and stowed in a pocket stitched onto the port side of the sail adjacent to the tack (Figure 3). Like the Standard sail, the Zipper sail does not have any battens, and therefore when required, the clew can be released from the outhaul and the Zipper sail wrapped round the mast.

Although the advantages offered by the Zipper sail have been described before by Andrew Simmons (see:- "Builder's Report December 2012", Perihelion 105, p8) and by Gil Cumming who conceived the idea for the sail (see:- "Zippered Standard Sail", Perihelion 105, p18), I will describe them again:-

- (1) Less "muscle" is required to step and unstep a bare mast than with a Standard sail attached.
- (2) For all stages of handling the Zipper sail when rigging and unrigging the boat, it is far easier to keep the sail in the boat and therefore off the ground especially if the sail is left on the boat at the end of the day (see (3) below) - and therefore easier to keep free of mud, grass stains, etc.
- (3) The time taken to rig and unrig the boat should be less than with a Standard sail, because the boat can be left in the dingy park with its mast up (and the halliard in place), the boom on the goose neck, and the mainsheet, outhaul and kicking strap in place. If the dinghy park is secure enough for the Zipper sail to be left in the boat, then with a boom-up cover (supplied by Comet Dinghies), the foot of the sail can be left attached to the boom at the tack and clew, with the rest of the sail in gentle folds on the boat. To rig the boat just requires the cover to be removed, the rudder fitted to the transom pintles, and the sail hoisted. Even if the sail is not left on the boat, it should take less time to rig and unrig the boat.

That's the theory, so how have I found it in practice? Rigging is very easy, especially if you are used to the Xtra sail, and compared to the Standard sail, the reduced effort required to rig the boat is very noticeable. This reduction in effort becomes even more noticeable as the wind increases in strength,

particularly if you have been used to rolling a Standard sail round the mast before stepping it and/or getting someone to help you. Not only does the Zipper sail eliminate the strain and hassle of rolling the sail before stepping the mast, but also it means you don't have to rely on finding some help. Owners of the Xtra sail will have evolved their own particular technique for hoisting and zipping their sail. However, a near-catastrophic lesson I learnt with my Xtra sail directly applicable to the Zipper sail, was to exercise great care when using the zip slide, and always support both sides of each section of zip which is about to be joined. In between races, I always release the downhaul and kicking strap, and then unjam the halliard and check that the sail is still fully hoisted.

It is very easy to keep the sail off the ground when rigging and unrigging. For security reasons, I always take the sail home in its bag, and in dry conditions, I still find it easier to spread the sail out on the ground and roll it up around a length of plastic tubing from that position, rather than trying to roll it up from off the cockpit and deck of the boat. The advantage of a shorter rigging/unrigging time of course could not be realised when I was packing or unpacking the boat off its trailer (eg when attending an event away from my home club). On some of the occasions when I was able to leave the boat at the club with the mast up, either I forgot or couldn't be bothered to tape up the join between the upper and lower sections of the mast (as advised by Andy Simmons). Needless to say, on return, I would have to take the mast down, separate the two parts, and pour what seemed to be at least a mugful of rainwater out of the bottom mast which is as much a tribute to the water collecting efficiency of the top mast as it is a reflection of my own laziness!

Now the acid question – is there any noticeable effect on boat performance and boatspeed? Andrew Simmons pointed out in his article that the sail and sleeve are identical in size and shape to a standard sail. Gil Cumming wondered if the zip would interfere with the wind flow across the luff sleeve - I would guess that any adverse effect of this would be considerably less than that of a poorly executed tack or gybe, over-wide buoy rounding, missed windshift, or any other place-losing manoeuvre! However, there are two aspects of the design which deserve further consideration.



Figure 3:- The tack of the Zipper sail, the jamming cleat on the lower mast and the halyard pocket.

Firstly, the pocket provides an additional layer of material which is further stiffened (and bulked out) by the coiled up halyard tail (Figure 3). Clearly, the pocket will not exactly follow the shape which the sail surface would take if the pocket was not there. I would suggest that the ratio of the pocket area to that of the total sail area is so small that it will have no noticeable effect whatsoever on boatspeed in any conditions. The additional rigidity of the pocket (with the halyard inside) means that it will not respond to shifts in wind direction as readily as the "normal" sail surface – in other words, it will be more difficult for the pocket to "back" in very light conditions and indicate that the wind has "headed". However, I would also suggest that although the pocket is near the sail luff (which is where you would look for a "header"), it is far too small for a "header" not to appear elsewhere along the luff, and its position on the luff (ie very near to the tack) is not where you would usually be looking to detect a header.

The second point is the only potentially serious question which I have heard raised and therefore deserves careful analysis. Because of the different methods used to secure the head of the Zipper sail and the Standard sail to the top of the mast, can the Zipper sail be pulled as high up the mast as the Standard sail, and if not, then does that adversely affect the maximum luff tension which can be set by the downhaul and consequently the shape of the sail? In other words, the lower the head of the sail, the closer the tack will be to the boom, and the tack may not then have enough downwards travel when the downhaul is tightened in order to alter the luff tension and sail shape sufficiently.

Before considering this issue, I thought I would describe a relevant modification I had to make (which I stress would not necessarily apply to anyone else!). Figure 2 is a picture of the head of an Xtra sail, and shows the 12 cm gap mentioned above between the top of the luff sleeve and the top edge of the head of the sail. This cut-out in the Xtra sail's luff sleeve was originally incorporated to allow the halliard jamming cleat to be located at the top of the Xtra's mast (it is now installed on the side of the gooseneck), but it had the additional benefit of allowing an Allen burgee clip to be fitted to the top of the mast next to the halliard block (see Figure 2). I had also fitted an Allen burgee clip to the same position at the top of my Standard mast, and although the diameter of Standard sail's luff sleeve was less than that of the Xtra sail, the Standard sail sleeve could be "jiggled" over the clip by hand before shackling the head to the eye. However, when attempting to hoist the Zipper sail on this top mast, its head would nearly always jam under the lip of the lower end of the Allen clip, preventing the sail being hoisted further up the mast. The simple solution was to replace the Allen clip with a 14 cm length

of thin walled aluminium tube (4 mm internal diameter, crimped at one end) secured to the top of the mast, to act as a burgee holder (Thank you Andrew!) (Figure 4).



Figure 4- The burgee holder consisting of a 14 cm length of aluminium tube secured to the top mast.

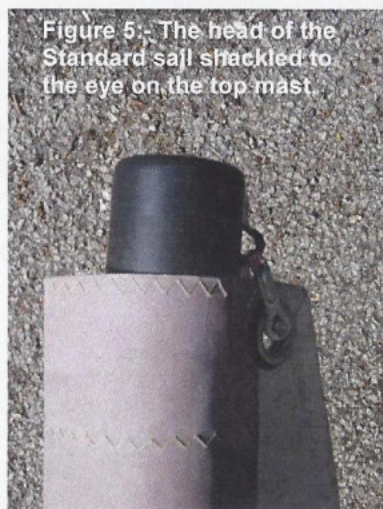


Figure 5- The head of the Standard sail shackled to the eye on the top mast

The top edge of the head of the Standard sail, when shackled to the eye, is about 4.0 cm from the top edge of the mast (Figure 5). The halliard block supplied by Comet Dinghies for the Zipper sail fits directly to the eye at the top of the mast (no interconnecting shackle is required), and when the Zipper sail is fully hoisted, the top edge of the head of the sail is about 4.5 cm from the top edge of the mast (Figure 1). Hence the tack of the Zipper sail is about 0.5 cm closer to the boom than the tack of the Standard sail which I believe means that the Zipper sail luff can still be pulled down tight enough.

To conclude, I think the Zipper sail has shown that the original overall design concept of the Comet is sufficiently robust to accommodate technical developments. It is a welcome alternative to the Standard sail, offering genuine practical rigging advantages over the Standard sail without any significant advantages or disadvantages to boat performance (and is of obvious benefit to anyone with a weak back!).

Peter Mountford C864

Comet National Championships 2014

Bowl Valley Sailing Club

Rank	Sail	Rig	HelimName	Club	Sex	Gp	Fri #1	Fri #2	Sat #1	Sat #2	Sat #3	Sat #4	Sun #1	Sun #2	Nett
1st	636	Std	Ian Copenhall	Hunts	M		-2	1	1	2	1	-5	1	2	8
2nd	152	Std	Ian Stone	Maidenhead	M	J	1	2	-7	3	3	-11	7	4	20
3rd	806	Xtra	Guy Wilkins	Chipstead	M	V	3	6	2	5	-11	1	-10	6	23
4th	126	Std	Alan Bennett	Staunton Harold	M	AM	-15	-12	5	4	7	8	2	3	29
5th	867	Std	Chris Robinson	Burghfield	M		4	4	4	1	13	-20	-14	9	35
6th	84	Std	Michael Eitershank	Up River	M		8	7	6	6	-14	-17	4	5	36
7th	809	Std	Simon Thompson	Crawley Mariners	M		DNC	DNC	8	14	6	3	3	7	41
8th	789	Std	Steve Harvey	Hayling Island	M	AM	13	-19	9	-15	8	4	8	1	43
9th	597	Std	Ben Palmer	Ballic Wharf	M		10	8	-14	11	2	2	12	-16	45
10th	804	Std	Eddie Pope	Ogston	M	AM	7	10	3	9	9	-14	-11	10	48
11th	869	Std	Bob Doods	Crawley Mariners	M	V	6	9	12	13	4	10	-23	-14	54
12th	718	Std	Nigel Austin	Cransley	M	V	9	5	10	7	10	13	DNC	DNC	54
13th	31	Std	Jeff Smith	Crawley Mariners	M	V	-17	13	13	8	15	7	-18	8	64
14th	864	Xtra	Peter Mountford	Staunton Harold	M	AM	5	3	15	12	-19	12	-26	19	66
15th	299	Std	Angus Kirk	Crawley Mariners	M	J	24	21	-27	18	5	6	5	-25	79
16th	701	Std	Isaac Doods	Crawley Mariners	M	J	19	16	-26	-23	12	15	6	13	81
17th	844	Std	Paul Hinde	Severn	M		12	DNF	11	17	-27	21	9	18	88
18th	361	Std	Joe Wilkins	Chipstead	M		DNC	DNC	18	16	18	9	17	12	90
19th	800	Xtra	Henry Jaggers	Beer	M	AM	DNC	DNC	17	20	16	24	15	11	103
20th	532	Std	John Copenhall	Hunts	M	AM	16	17	19	-26	-20	16	19	17	104
21st	845	Xtra	Nigel Fern	Staunton Harold	M	V	11	11	24	-28	21	-29	24	15	106
22nd	595	Std	Ben Wilkins	Chipstead	M		14	DNF	22	10	26	23	16	-28	111
23rd	518	Std	Michael T hompson	Crawley Mariners	M		20	14	25	25	-28	-26	13	20	117
24th	196	Std	Dan Gibson	Crawley Mariners	M	J	18	15	16	21	-30	-27	27	21	118
25th	400	Xtra	John Sturgeon	Hawley Lake	M	AM	DNC	DNC	21	19	17	19	21	23	120
26th	556	Std	Andrew Beaumont	Attenborough	M		21	DNF	23	-27	22	22	20	22	130
27th	821	Std	Ciive Gregory	Shearwater	M	AM	DNF	18	20	22	-29	18	28	DNC	133
28th	57	Std	Steve Chapman	Frensham Ponds	M		23	20	-29	-30	24	25	25	24	141
29th	857	Std	Helen Leivers	Severn	L	V	22	DNF	-28	24	25	-30	22	27	147
30th	383	Std	Clifford Webb	Chipstead	M	V	DNC	DNC	30	31	23	28	29	26	167
31st	237	Mino	Diana Thompson	Crawley Mariners	L		25	DNF	31	29	31	31	DNC	DNC	174
DNC	32				J	Junior			V	Veteran		AM			

Editorial

Hi,

It is a slightly smaller edition mainly due to the lack of reports of the Open Meetings (including the Nationals at Bewl). Unfortunately, I could not be there but with 32 entrants and a mixture of winds it was enjoyed by all those I have spoken to.



As you can see, Ian Coppenhall, although he now sails a Laser, has lost none of his skills but was chased firmly by our Junior Champion, Ian Stone.

Thank you to Mark Govier for his report from Merthyr with the usual brilliant photographs and thank you to Baltic Wharf for their report.

I am indebted to Peter Mountfield for his contribution about the zippered sail. This will be a godsend to those who find it difficult to step the mast with the sail already in place (especially in stronger winds). It allows the mast to be left in place after use with a "mast-up" cover.

You will have seen a report from Ann Hooper about the aborted open at Mudeford which I am grateful to and am hoping we will have a report later on the re-run event in September.

I found a couple of suitable photographs for the cover of boats launching at the Association Championships at Staunton early in the year but rejected the best as it had me prominently in the foreground and chose the one you see on the cover today only to see that one of the launching trolleys is for Comet 711 (my boat) (sorry!)

Brian Welham C711

Stop Press

Comet Class Association desk calendar for 2015 now available. Price £4.

Also available are dark blue baseball caps with the Comet logo at £7.

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cometdinghy.class@btinternet.com

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Contact Mickparnell7@hotmail.co.uk for photos or

07757097255

Training Sail

Training sail for Comet (no 69) free to good home provided new owner collects from Bexhill on Sea.

The sail is worn but serviceable. I've upgraded to an Xtra rig Hilary Walton 01424 214443

Wanted

Standard Rig Comet

Standard rig Comet wanted, preferably with road trailer and decent sail. Wanted to travel to opens, so that current boat can be left at my club.

Will pay up to £1000, possibly more if very good condition

Steve Gregory 01420 562880

Xtra or Standard rig

Comet Extra or Standard required with launching trolley – road trailer not necessarily needed but would be happy to have this. Would prefer to be within 50 miles of Christchurch Hampshire, but would travel further for the right boat.

Jon (01202 770602)

weston.6@tiscali.co.uk



Comet Class Association

Affiliated to the Royal Yachting Association