



NEWSLETTER NUMBER 28
AUTUMN 1993

COMMITTEE MEMBERS

JOHN WINDIBANK	CHAIRMAN	2, Dogwood Close, Northfleet, Kent DA11 8PJ (0474 325653)
NORAH GOULD	SECRETARY	32, The Dell, Kingsclere, Nr Newbury, Berks RG15 8NL (0635 298074)
DEREK COLEMAN	TREASURER	5, Foxglove Close, Dunkeswell, Honiton, Devon EX14 0QE (0404 891897)
ERROL EDWARDS		60, Ridgeway Road, Fishponds, Bristol BS16 3EA (0272 354494)
MARGARET HYLTON		6, Wychwood, Little Kingshill, Great Missenden, Bucks HP16 0EJ (0494 863082) (Note: changed recently)
HENRY JAGGERS		Kingswood Riggs, Moirs Road, Shelbrook, Ashby de la Zouch, Leics L65 1TU (0530 563030)
ALAN BROWNING	NEWSLETTER EDITOR	41, Woodbourne, Farnham, Surrey GU9 9EE (0252 336389)

CONTENTS	PAGE
CHAIRMAN'S REPORT	2
NEW EDITOR'S NOTES	3
ANNUAL GENERAL MEETING	4
LANGUAGE PLEASE !!!	5
CHAIRMAN'S AGM ADDRESS	6
NATIONAL CHAMPIONSHIPS AT GUNFLEET	8
A SUNNY WEEK-END AT CLACTON (GUNFLEET)	9
GUNFLEET'S VIEW OF OUR NATIONALS	10
NATIONAL CHAMPIONSHIPS RESULTS	12
FIRST SIX AT THE OPEN MEETINGS	14
TRAVELLER'S RESULTS	15
WILL WE..WON'T WE	16
ICI OPEN	17
COMETS AND THAT DEVICE	18
CHIPSTEAD OPEN	19
PERIHELION	22
AYLESBURY OPEN	20
DINGHY LEISURE	21

FRONT COVER: PETER BRODIE FROM ROYAL VICTORIA Y.C. ISLE OF WIGHT
AT THE NATIONALS

CHAIRMAN'S REPORT

Perhaps I shouldn't have been surprised, but I thought we would have had more entries at the National Championships. Analysis of the reasons started at the AGM and the main reason expounded was the perfidious nature of the sea.

When I arrived at Gunfleet, stood on the cliffs and looked out across the sparkling water, Old Will (Shakespeare that is) sprang to mind. I thought "And gentlemen in England now abed, shall think themselves accursed they were not here". Sorry about that Will but you've got all the best lines and I needed a little help.

I can't remember many more perfect sailing days, the winds varied from a light 2-3 to a brisk 3-4 and a bit. The sea varied from flat to a bit lumoy and everyone had some conditions to suit them and this never-a-dull-moment Championships had it all. You don't after all get many inland races where the course is adjusted by a trawler after the start, with the leading boats playing "lets find the next buoy isn't this fun" or get speeches of Anthony (of Anthony and Cleopatra fame) proportions explaining why they had to abandon the race - - and most of you missed it all !

But lets get serious for a moment, congratulations to Guy Wilkins who has now won his 3rd National title in a row and to Steve Cook and Errol Edwards who won 3 championship races between them and pressed Guy all the way. Well done Robin Ballam who won his second Veterans Title this year and Christine Stack who won her first Ladies title and Jake Sutton who carried off the Junior title.

The club organised a really enjoyable event and none of us left empty-handed as they had arranged photographs of every competitor, presented to us at the prize-giving. Guy summed it up in his thank-you speech by saying how thoughtful and friendly the organisation had been. So thank you once again Gunfleet.

You will see from the new Officers list at the front of Perihelion, that Norah has been co-opted as Secretary to the Association. Errol is staying on as a committee member and Margaret has also been elected to the committee. The other changes I think you know about, note the dates in your diary of the 1994 National Championships, 17th 18th & 19th June at Queen Mary Sailing Club, Middlesex.

One last point from me, we have had over 110 competitors so far compete in our Open events this year, which is very satisfactory. The events have all been very friendly, and whatever your sailing experience I'm sure you would find the events enjoyable, after all 110 Comet sailors can't be wrong.

John Windibank, Chairman.

NEW EDITOR'S NOTES

After Stuart's 'farewell' in the previous issue, it's 'hello' from me as I try to carry on the traditions of Perihelion, and it seems to me the previous editors have given me a hard act to follow ! You may notice slight changes in print style, reflecting a different computer/printer setup, but still legible I hope. Thank you for the things you have sent me so far and I hope you will forgive the few changes I have made to them, adding verbs to sentences that have none; un-splitting infinitives; adding dashes here and there (eg prize-giving); specifying vague and even incorrect pronouns and adding a few full stops to make 5-line sentences more digestible. (Well, I am supposed to be the editor aren't I, not a copy slave).

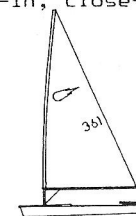
Have I any desire to give the newsletter a different slant ? One thing yes, I certainly want to hear more from non-racing owners, those who use the Comet in a wide variety of situations on holidays and touring. For example has anyone taken a Comet with them on a motor cruiser holiday on the Broads, river or canal ? For the racers I will try to ensure that at least those who took the first 6 places of all open meetings get a mention. I will try to include sail numbers too so that newcomers to the Comet scene can find out who the best sailors are when they meet them.

I would certainly like to see more response to the articles that some members spend their time to write. If you're incensed by something you see, or even agree with it, please send me a few lines (in writing) and I'll put them in if I can.

Another thing I am keen on is to see good drawings in open meeting notices. Some of the Comet logos and boats I see are very good, but some are atrocious. This offends my eye, particularly as notices appear on club notice boards. We want people to recognise Comets when they see them and I will willingly send anyone a set of computer-drawn logo shapes at various sizes to prick through, and a couple of near-scale drawings of the Comet too.

One definite change I am making, following on the precedent of the previous editors, is the style of the headings. Keith had the words set on to a sort of three-dimensional plaque and Stuart used a double rectangle wafting along in a sea of spots (meteorites ?). My computer editing package does not do either of these, so I must do my own thing with what I have, my computer-driven plotter. So I have set my headings inside an ellipse which represents the orbit of a comet. At the left of the ellipse, with a little artistic licence, are the Sun just inside the orbit and a comet at its perihelion. My headings thus have relevance to the newsletter title whilst employing one of my favourite shapes, the ellipse. It could also I suppose represent a Comet dinghy rounding a mark on the "wide-in, close-out" principle.

Alan Browning



ANNUAL GENERAL MEETING

MINUTES OF THE ANNUAL GENERAL MEETING, HELD AT GUNFLEET SAILING CLUB ON SATURDAY 14th AUGUST 1993

1. Apologies. Henry Jaggers, Nancy Gould, Derek Coleman

2. Minutes of the 1992 AGM. Approved.

3. Matters arising.

a) The Comet Class Association are to recommend strongly the wearing of personal buoyancy aids/life jackets whilst sailing Comets.

b) Cheaper insurance is available but is not always the best. No problems have been encountered with claims from Noble Insurance. Agreed that Nobel offered the best value-for-money despite small additional cost.

c) Championships 1994.

National Championships: 17-19 June 1994 at Queen Mary S.C.

Tidal championships: First w/e in Sept 1994 at Hampton Pier S.C.

There was some discussion about championship venues and the possibility of linking in some race training at these events. The committee is to look into the matter.

4. Adoption of the accounts.

Proposed Keith Lamdin,
seconded Errol Edwards

5. Election of Officers.

Chairman: John Windibank. Proposed Brian Hunt,
seconded Errol Edwards

Treasurer: Derek Coleman. Proposed John Windibank,
seconded Barry Hylton

Secretary: No proposals - Norah Gould co-opted

Committee: Henry Jaggers, Errol Edwards, Alan Browning and Margaret Hylton unanimously elected.

Auditor: R.A.Allen

6. Any Other Business.

On mast head cranes, views were voiced and it was generally felt that these were illegal under the class rules. Andrew Simmons agreed to make a statement in the Perihelion newsletter.

There was discussion on Fair Sailing after a recent Rule 75 (IYRU '93) protest at a Comet Open Meeting. Warning that Fair Sailing is to prevail at Comet Open Meetings.

The Committee is to discuss Alan Browning's proposals on membership and proposals put to the Association at the next AGM.

Errol Edwards.

LANGUAGE PLEASE !!!

RULE 75 (please refer to your Rule Book for the exact definition) covers gross breach of good manners and unsportsmanlike behaviour which I do feel includes unnecessary bad language and aggressive attitude. The odd mild expletive is excusable but a torrent of obscenities is not.

During the year I have become increasingly aware that this behaviour is on the increase, having been witness to several outbursts of this nature at Opens where we sail with other classes which include more women and children than we have in Comet fleets. As sailing is a self-disciplining sport it is up to us to prevent such behaviour becoming an everyday occurrence.

I am not the Mary Whitehouse of sailing - I do have a family of my own and they have certainly not led a sheltered existence. They have both attended college and have travelled extensively on their own, experiencing a considerable variety of lifestyles, but they agree that what we are beginning to see is unacceptable; unsportsmanlike and needs stopping now !

As the Comet is now definitely beginning to make ground as a versatile boat for a wide age range of men, women and young people, it does not want to cultivate the image that is associated with some other classes or it will lose the very people it is beginning to encourage.

As yet no-one has hurled abuse in my direction and I think with women they do think twice. Therefore, I do feel "MEN" that 'the ball is definitely in your court' to rectify this problem - are you happy to be on the receiving end of a list of offensive adjectives ? If not you must protest under RULE 75 at the time and not just shrug it off as unimportant. The sport is relying on you - give your little red flag an airing !

I do feel that a certain amount of this stems from the current method of teaching sailing which has now progressed from 'positive thinking' to 'aggression' and 'bashing your boat' to increase your aggression to win. I have a very old boat and I am not about to start hitting it - whatever I do wrong it is my fault and not the boat's.

Joking apart; this is a very serious matter, please give it your attention and do whatever you can in your club to prevent it becoming the 'norm'.

THANK YOU

Diana Thompson (Comet 50, Crawley Mariners Y.C.)

CHAIRMAN'S AGM ADDRESS

The past year was a very active one for the Comet Class Association, and I hope you have all found it as enjoyable as I have. Gunfleet S.C. have, as always, done a marvellous job for us with their superb organisation and publicity and I wish more members had been able to attend.

I was co-opted as Chairman following some subtle pressure from Derek Coleman and found that I had inherited a first class organisation and a good team.

The results of last year's competitions were:-

Orbital Trophy Guy Wilkins. 5 wins including both Championships
2nd Mark Wilkins. 5 wins

Northern Aphelion Trophy Mark Wilkins
Western Aphelion Trophy Nancy Gould
Eastern Aphelion Trophy Guy Wilkins

National and Tidal Champion Guy Wilkins

The Class supported the Leisure Exhibition at the National Exhibition Centre and Sailboat-93 at Crystal Palace. To enhance our exhibition contribution we purchased a video recorder and a television and had some new posters made from some of Dave Hudson's photographs. Margaret Hylton was co-opted on to the committee and provided us with videos and organised the manning rotas for us. Our efforts were well received at the N.E.C. where we were runners up in the "best stand to promote sailing" competition. Unfortunately we lost our posters but we hope to have more produced for next year.

The Class sailing programme is larger than ever with 16 open events and two championships. We have again organised Orbital and Aphelion Trophy events which were such a success last year and with the growing programme it should be possible to include a new Southern Aphelion Trophy next year. Attendances are up this year at every meeting and we are very pleased with the support.

The Class have, as requested, produced a new trophy insert and have a re-issue of the lapel badges. We are working on re-issuing Keith Lamdin's sailing articles as booklets, but as each issue will cost over £300, we are only planning one a year.

We could not run the Class without a lot of help and I would like to thank, on behalf of the Class, all the fleet captains and club secretaries who have helped with organising events and all those who turned out for us at the exhibitions.

Thank you to the Class Committee, they have all been tremendous. Errol and Stuart are both resigning and we have much to thank them for.

Stuart hands on the revamped Perihelion that he has run single-handed and with such competence that we all looked forward to each new issue. Stuart would also like to thank all the contri-

butors to Perihelion he has worked with over the years.

Errol leaves the Class stronger than ever with membership up again and we would all like to thank him for his efforts on our behalf.

Derek is a first class treasurer and has produced a clear report for us. Derek keeps us on track with the pennies and has been a tower of strength in all he does for us.

Norah too has shifted an enormous amount of work for us. When we coerced, I mean co-opted, her to organise the trophies for us she had no idea of the work involved. Well she does now and she took it all in her stride.

Thanks too, to Henry who is now the longest serving member on the committee and we are all grateful for his practical common sense.

Thank you Barry and Margaret and of course none of this would be possible without Andrew and his staff and a special mention for Karen who helps us in so many ways.

John Windibank, Chairman



Guy being launched, with assistance, on Saturday morning at Gunfleet.

NATIONAL CHAMPIONSHIPS AT GUNFLEET

Gunfleet S.C. hosted the Comet National Championships on August 13th to 15th, attracting 24 boats from as far afield as the Isle of Wight, Manchester, Bristol and Macclesfield. Racing was over an Olympic-style course with a committee boat start.

By the first points race the wind had freshened to a Southerly force 3 and the sea had developed a swell. After a tight but clean start John Windibank took the lead and held the first half, constantly being challenged by Stephen Cook who eventually overtook him to win. Guy Wilkins also passed Windibank, gaining a second place.

By Saturday morning the fleet were over-eager at the start, forcing a general recall. A trawler then ploughed through the course dragging the wing mark for a mile, producing confusion among the fleet. The race was re-scheduled for Sunday morning.

In the afternoon race Errol Edwards took an early lead with Wilkins and Windibank close behind. It seemed as if this would be Edwards race but on the last leg he failed to shadow Wilkins who broke away and took first place.

On Sunday morning the tide was flooding, the South-Westerly picked up to a force 4 and the sea developed a nasty swell. Casualties came thick and fast with several capsize and many retirements. Cook appeared in his element, followed by Wilkins. Steve Monks also enjoyed the conditions moving up to third place.

The fourth race was sailed back-to-back. Cook arrived at the first mark in second place but had to do a penalty after hitting it, ending up at the back of the fleet. Wilkins was first, Edwards second and Windibank third.

The wind dropped after lunch and the sea was flatter. Wilkins was now unbeatable overall and left Edwards to fight it out with Simon Thompson, who came second. Windibank took up his usual third place but hot on his heels were Jake Sutton and Peter Hayes.

Richard Walker, Gunfleet S.C.

A SUNNY WEEK-END AT CLACTON (GUNFLEET)

We had just arrived back from an action-packed week at the Miracle Nationals in Plymouth and only had 4 days to organise and start to think single-handers. Having spent a week at the front of a boat sailing as part of a team I had to adjust to making all my own decisions. This was to be my first time on the sea helming a single-hander - I had many reservations!

We left early Friday 13th August (a good job we are not superstitious) and arrived at Gunfleet S.C. at approx 12.00 noon just as the practise race was starting. We rigged our three boats, ordered food for the weekend and prepared for the first race at 2.00 pm having organised a deckchair for our daughter Juliet to make the best of the sun. After lunch we prepared for launching. The home Club's organisation of this greatly impressed me, two strong men chest deep in water held my boat, I jumped/crawled in and when ready they threw me out to sea! Now this is the good bit: at the end of the race, or when you had had enough, they waded chest deep to catch the boat as you turned head-to-wind, helped you de-rig and pull the boat up. I could really get to like this pampering!! Well now to the race - the wind was a bit brisk for me and I came in after 2 laps, others proceeded to capsize and enjoy themselves generally. Barry Hylton sent Margaret out to test their new demonstrator for buoyancy - Margaret said it was OK but decided to let someone else bring the boat in and swam the last 100 metres. We enjoyed our evening meal and then found our campsite which was only 10 minutes away. Robin Ballam was unable to find B&B and finished up in Keith Lamdin's hallway on a campbed for the weekend (quite true, I was on the floor in the next room, Ed.).

An early start was necessary on Saturday morning to cover the two races scheduled for that day. The weather was ideal for the other lady and myself but unfortunately a trawler decided to trail the windward mark off and the first race became a disaster as everyone set off for different buoys - this race was later declared null-n-void. The afternoon race was about a force 3 and most enjoyable and I didn't finish last! Saturday night we started with the AGM which finished quite quickly, everyone was obviously hungry, and this was followed by an excellent BBQ.

Sunday morning required an even earlier start due to the extra race being run. It was a bit windy and a horrible tide, but they assured us that it would moderate - so the other lady sailing and I decided we would go out. Well we stayed out for an hour but it did not abate so we came in, so did some of the men! I made an excellent decision then to de-rig the boat, shower, have a coffee and sunbathe for the rest of the day - this was definitely the right choice.

It was actually an exciting championship with a lot of close racing. I enjoyed the company, the food, the weather and the sailing was a very valuable experience for me. I know it has increased my confidence and knowledge of the Comet - our lake seems very small now and I quite miss the waves!

P.S. Our daughter has a lovely tan!

Diana Thompson (Comet 50, Crawley Mariners Y.C.)

GUNFLEET'S VIEW OF OUR NATIONALS

As Friday 13th August drew nearer I was getting decidedly nervous. Gunfleet Sailing Club had never held a three-day event before and being a national championship I knew just how much the entrants would be looking forward to this, their big event of the year. Despite all the preparation by so many willing and very able members there were still 2,000 questions racing around in my mind. Could we handle a committee-boat start? Would there be enough food? Would the bar run out of drink? What if there were a contentious protest? Could we squeeze all those visiting boats into the compound? Would the changing rooms be ready in time? Maybe the one thing I should have worried about a bit more was the buoys, but then I was running out of time.

Friday arrives, and with it some 24 Comets, helmspersons and families; the Club is a buzz and there is now no turning back. Breakfast has already been served by the galley crew, the second shift are preparing for lunch, the bar is removing its shutters and three rescue boat crews are putting their craft on the water. The race briefing is over and the committee boat, complete with crosstree, signal flags, air horn and a bucket in case things get exciting, purrs its way to the start line.

The first race goes without a hitch and as we arrive back to the Club everyone seems to be enjoying themselves. The galley girls are working flat out to serve lasagne and salad to the sailors, the bar is satisfying everyone's thirst and to top it all the Sun is shining.

The second race, in the afternoon, gets under way and the first casualty appears...one of the rescue boat crews is being seasick and is hurriedly transported to shore. Fortunately the Club photographer is on board and now doubles up as crew, but just as we start to feel that everything is going rather well the windward buoy takes a trip down the coast. Not too fast but it's definitely moving. One of the rescue boats heads on to the scene and tries to pull it back on station but oh dear....one Comet is chasing after it trying to round it on the last lap. Eventually the helm tacks to try to circumnavigate it but capsizes onto the buoy (still under tow), steps aboard the rescue boat, rights the craft, hops back aboard and is off. Oh oh, is this going to be the first protest, I do hope not for one of the protest committee

is in London behind a desk at this moment in time. Fortunately the Comet sailor is an understanding person and smiles politely afterwards.

Saturday, round two, and a quick word with the rescue boat crews: please make sure the anchors of the buoys are well bedded in. It is obvious that the competitors will not be on the water in time so up goes the 15 minute postponement, time ticks by and they are off, but oh too eager, they've jumped the gun....general recall. Meanwhile, a trawler ploughs its way through the course and drags the seaward mark a mile down the coast, and in the excitement of postponements and recalls no one notices. Well, that is till we see the fleet disappearing into the distance passing the original windward mark as they go....time to use the bucket! The race continues round the somewhat bizarre course before a lunch that is dominated by rumblings from the entrants. Some seem to think it was a reasonable course, particularly those at the front of the fleet, and others feel the race should be re-run, particularly those at the back of the fleet. The Sailing Secretary, who happens to be a member of the race committee, announces that a statement will be read out on the validity of the race before the Class A.G.M..

The afternoon race blurs in the mind with the morning's traumas hanging over us, but I don't think the buoys moved, they wouldn't dare. The announcement is made, the race will be re-run Sunday morning, crack of dawn, under rule 596 sub-section 268 paragraph b (and particularly because there is no R in the month) and everyone seems happy. That evening we celebrate in style with a bumper barbecue.

Sunday's weather decides it's time to freshen up. A fresh South/South-Westerly blows, producing some very lumpy seas. Many boats decide not to go on the water, the thought of two races back-to-back does sound a bit gruelling....a bigger bucket goes in the committee boat. The fleet goes off and capsizes are a little more frequent. Some are lapping it up, others are working out how many golf clubs they would get for a quick trade-in. Retirements come thick and fast and before you know where you are the next race is under way.

By now half the Comets watch from the safety of the shore as not only do these small single-handed dinghies fly past but also over 100 catamarans taking part in the three piers race. During the hubbub of lunch the wind eases, the Sun continues to shine and before we know where we are the final race is finishing. Boats are being packed up, positions calculated, it's time for the prize-giving. And for me it's a bit like waiting for the results of your driving test, you know some bits went very well, you know some bits could have gone better, but what is the verdict. The Chairman of the Comet Class Association stands up, there is a hush, and he says...."The Comets have had a wonderful time and all thoroughly enjoyed themselves"....a solid round of applause....the Club has 'passed' we did it yeah!

The visitors leave, the Club resumes its quiet way and a group of weary but happy members make their way home.

Richard Walker, Commodore Gunfleet Sailing Club.

NATIONAL CHAMPIONSHIPS RESULTS

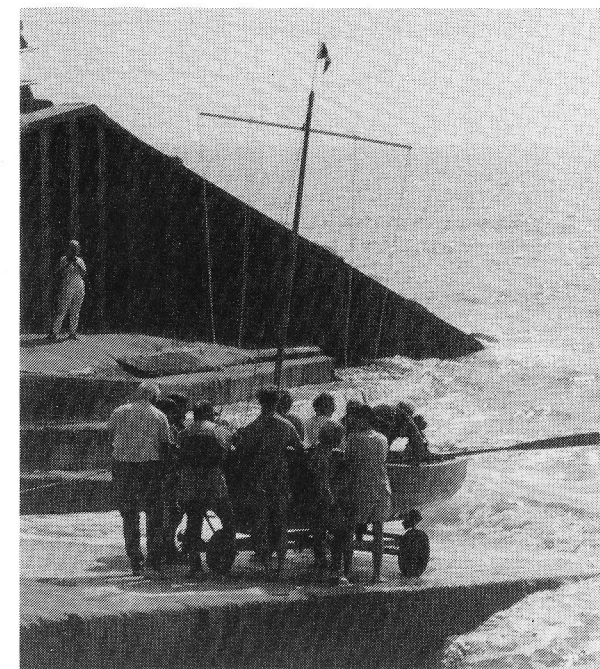
1	353	Guy Wilkins	Chipstead
2	334	Errol Edwards	Chew Valley
3	555	John Windibank	Chipstead
4	361	Jake Sutton	Frensham Pond
5	40	Stephen Cook	Seafarers
6	530	Bill Robson	Kingsmead
7	372	Steve Monks	Steeple Bay
8	188	Simon Thompson	Crawley Mariners
9	274	Peter Hayes	Redesmere
10	518	Robin Ballam	Crawley Mariners
11	117	Michael Thompson	Crawley Mariners
12	587	Peter Brodie	Royal Victoria
13	240	Brian Hunt	Walton-on-Thames
14	474	John Bradburn	Elton
15	189	Alex Reindorp	Harlow Blackwater
16	247	Barry O'Herlihy	Chipstead
17	453	Christine Stack	Aylesbury
18	50	Diana Thompson	Crawley Mariners
19	55	Keith Lamdin	Aylesbury
20	619	Margaret Hylton	Aylesbury
20	572	Debbie Degge	Redditch
20	139	Tracey Davies	Gunfleet

1st Lady: Christine Stack
 1st Junior: Jake Sutton
 1st Veteran: Robin Ballam
 Special Award: Peter Brodie



Clockwise from left:

Christine Stack, Stephen Cook, Jake Sutton,
 Bill Robson, Peter Brodie, Robin Ballam,
 John Windibank, Guy Wilkins, Errol Edwards.



Launching the Gunfleet committee boat,
 and do I see Dinghy Leisure looking on ?



Setting off for the third race.

FIRST SIX AT THE OPEN MEETINGS

Western area

Shearwater

1	357	M Wilkins
2	539	T Best
3	436	N Gould
4	334	E Edwards
5	460	M Govier
6	427	K Moodey

ICI

1	357	M Wilkins
2	555	J Windibank
3	539	T Best
4	530	B Robson
5	460	M Govier
6	518	R Ballam

Aylesbury

1	572	D Degge
2	539	T Best
3	372	S Monks
4	63	C Robinson
5	277	P Brady
6	135	J Silvey

Sutton Bingham

1	357	M Wilkins
2	334	E Edwards
3	436	N Gould
4	188	S Thompson
5	73	A Brook
6	137	J Booth

Eastern Area

Fishers Green

1	555	J Windibank
2	500	H Jagers
3	353	G Wilkins
4	357	M Wilkins
5	539	T Best
6	518	R Ballam

Crawley

1	357	M Wilkins
2	539	T Best
3	160	K Bullock
4	530	B Robson
5	518	R Ballam
5	40	S Cook

Chipstead

1	357	M Wilkins
2	539	T Best
3	555	J Windibank
4	556	N Powell
5	334	E Edwards
6	530	B Robson

Steeple Bay

1	357	M Wilkins
2	555	J Windibank
3	372	S Monks
4	518	R Ballam
5	189	A Reindorp
6	188	S Thompson

Northern Area

Cam

1	572	D Degge
2	559	R Bryant
3	437	B Hardy
4	158	G Maile
5	357	M Wilkins
6	288	C Martin

Redditch

1	357	M Wilkins
2	334	E Edwards
3	372	S Monks
4	572	D Degge
5	500	H Jagers
6	437	B Hardy

Chasewater

1	334	E Edwards
2	460	M Govier
3	437	B Hardy
4	474	J Bradburn
5	500	H Jagers
6	324	N Ford

Note: These results are those that count for the Traveller's Trophies. Results accrued by sailors who are not members of the Comet Class Association are omitted.

TRAVELLER'S RESULTS

	SH	IC	AY	SU	FG	CR	CH	SB	CM	RD	CS	IN	NAT
B Baldwin				8									
R Ballam		7		10	6	5	10	4				11	10
I Beaumont												4	
T Best	2	3	2		5	2	2						
J Bradburn											4		14
P Brodie	9											6	12
F Cauter					13		19					19	
D Coleman		9		14			14						
S Cook		13				5							5
N Cross	10	19		9								17	
T Davies													20
L Dean		17					9	17					
D Degge			1						1	4		2	20
E Edwards	4		13	2			5			2	1	3	2
R Edwards												21	
R Ellis							29	16					
T Firth												5	
N Ford		21	10		19					9	6	15	
A Gilchrist					16	29							
M Gingell	13	18											
N Gould	3		8	3	8	29	18					26	
M Govier	5	6								8	2	8	
P Govier	12	12								7	7	13	
B Hardy	7									3	6	3	
P Hayes													9
B Hunt		21										18	13
H Jagers			12		2					5	5	14	
S Kibble					10	13							
K Lamdin													19
A Luxford				11				9					
J Mathieson	15	28											
S Monks			3		7		22	3		7	3	7	7
K Moody	6				14	29	9					16	
P Moppett		25				29							
C Newton	14			12									
B O'Herlihy					15		24						16
A Oxford						29	15						
J Putt	17			16									
B Robson		4					4	6				6	
C Stack				13								17	
J Sutton												4	
I Taylor	8						15	23				21	
J Taylor							14					21	
D Thompson		26				22	20					25	18
M Thompson		14				17	10	8				10	11
S Thompson		10		4		9	7	7	6			9	8
G Wilkins						3	29						1
M Wilkins	1	1		1	4	1	1	1	5	1		1	
J Windibank		2		8	1	8	3	2	10			12	3

SH-Shearwater, IC-ICI, AY-Aylesbury, SU-Sutton Bingham
FG-Fishers Green, CR-Crawley, CH-Chipstead, SB-Steeple Bay
CM-Cam, RD-Redditch, CS-Chasewater
IN-Inlands, NAT-Nationals

WILL WE...WON'T WE

Nic Cross, Vice Commodore of Shearwater S.C. was a very good salesman. During the Comet Inland Nationals he tried to encourage everyone to attend a combined Comet/Topper Open Meeting at his club in Somerset on 12th June. Two intrepid Crawley Mariners families thought it was a good idea.

On the eve of the event Michael Fish was heard to say 'this is not the weekend to be out in small boats'. With a force 8 forecast in the Severn Estuary a decision had to be made that night as an early start would be required.....

"Will We.. Won't We' go ? Joost and Bonnie had no doubt about it. 'we're going'. The decision made and travel details agreed it left us the remainder of Friday 11th June to work out how to get a Comet and a Topper to Somerset on, or trailed behind, a Volkswagen Polo.

The Taylors, who had done this before or something similar, and being extremely well organised, had no problem. We, the Moodys, recruited help (or hindrance) of Neil, Margaret, Andrew, Ian, Joost and Janny. Many ideas came forth and we ended up taking the roof bars off Janny's car and putting them and the Topper on top of the Polo and the Comet on a very heavy Miracle trailer. The combined weight of two boats and three people with all the 'gear' for heavy weather sailing meant that the Polo sat up and begged its way to Somerset, with the Taylors trying to keep up !!!

We set off in convoy early Saturday morning and arrived at Shearwater at 0930. Michael Fish was true to form....the lake was a mill pond and Joost's heart sank. Shearwater Lake is set in a valley lined with rhododendrons and fir trees, very picturesque but, with what little wind there was, was extremely fluky.

All who took part had an enjoyable day and the home club made everyone feel very welcome. The hot lunch was supplied by the local 'chippy' which we thought was a good idea, particularly if a club hasn't any cooking facilities and it's chilly weather.

There were three races for each class sailed on the same figure-of-8 course with separate starts 5 minutes apart. Only the middle race saw the emergence of the British Gas umbrellas (on the shore that is).

The results from the fleets of 24 Toppers and 18 Comets were:

Toppers: Bonnie 13th and Joost 15th. Joost retired in the last race due to gear failure.

Comets: Keith 5th and Ian 8th. Mark Wilkins, the Inland National Champion, won the event.

The overall winner of the day though, was the Volkswagen Polo (1048 cc).

The Moody family (Crawley Mariners Y.C.)

ICI OPEN

A bright day together with a force 3 breeze greeted the 23 visitors, including 3 lady helms, on their arrival at Taplow Lake. Coupled with the ICI boats, we saw a fleet of 29 boats on the start line with the prospect of an excellent day's racing.

The first race developed into a battle mainly between Mark Wilkins and Tony Best, with Best the early leader. Meanwhile, further down the fleet, a great deal of place changing was going on with Bill Robson and John Windibank fighting their way through. Wilkins, having gained the lead from Best and both having broken away from the pack, lost the lead briefly but regained it to finish first, two lengths clear. John Windibank finished third closely followed by an up-and-coming junior, Bill Robson, fourth.

The breeze had freshened for the second race making boat handling more exacting. Amidst numerous capsized boats Mark Wilkins sailed a sound tactical race to finish first yet again. Revelling in the windier conditions Bill Robson gained his best result of the day with a second place with Tony Best third and M.Govier fourth.

With first position overall assured Mark Wilkins opted not to sail the final race which left the places to be decided. John Windibank led this race virtually from start to finish, well clear of Best in second place, Brian Jones in third and Simon Thompson in fourth place.

With numerous battles going on in the lower orders throughout the day the racing standards are obviously improving and it is hoped that this fairly broad level of skill will encourage far more Comet sailors of both genders to have a go at the open meeting circuit. Remember, everyone finds their own level and there is always someone to race against. Not everyone is a hotshot.

Overall results:

1	357	Mark Wilkins	Chipstead
2	555	John Windibank	Chipstead
3	539	Tony Best	ICI
4	530	Bill Robson	Kingsmead
1st Veteran	518	Robin Ballam	Crawley Mariners
1st Junior	530	Bill Robson	Kingsmead

Tony Best

COMETS AND THAT DEVICE

I was asked by the Comet Class Committee at the AGM to clarify whether a certain device used on some Comets is permitted or not with regard to the Comet Class Rules.

For the majority of Comet owners who are not aware of this device, perhaps I should explain. The device is designed to be installed in the sail sleeve at the top between the mast and the top of the sail. It shackles to the existing lacing eye at the mast top and another shackle is used to fasten the sail head to the device. With the device fitted, the top of the sail is held up vertically, whereas on the standard setup the sail is pulled in to the back of the mast.

On a standard Comet the mast is positioned at the front of the sleeve for nearly all the luff length except at the top where the mast is forced by the lacing eye and shackle to position itself at the back of the sleeve. This creates a slightly baggy or full part of the sail at the top. This problem disappears when the device is used, thus in theory improving the performance of the sail.

The Comet is a compromise. It is light enough to put on a car roof, but not too light so as to be fragile and weak. The hull shape is fast but without being too unstable. The sail is designed to be efficient and powerful but still able to be reefed and be relatively inexpensive to replace if necessary. The Comet would be faster if it had a fuller cut and sail battens but you wouldn't be able to reef it!

If alternative sailmakers were allowed, the whole essence of Comet sailing would be destroyed. The Comet is a strict one-design class when any person can buy a standard Comet and be confident that their dinghy is instantly competitive. If a person wants a dinghy where the cut of the sail and choice of sailmaker depends on that person's weight, sailing water and depth of pocket then I am afraid the Comet isn't the dinghy for them.

For the record a Comet sail with window is £209. Sails for Europe, British Moth and Solo dinghies from Bruce Banks are priced £364, £370 and £378 respectively with battens extra for the Solo!

I apologise for going on a bit but as designer and sole builder of the Comet I do feel strongly about it. As far as I am concerned the Comet Class Rules do not permit the use of the device. The relevant rules are as follows:

Rule 1. Intention and Interpretation.

a. The intention of the Class Rules shall be to maintain a one-design class in which racing is a true test of sailing skill. The boats shall be as alike as possible in all aspects affecting speed and ease of handling. The boat's characteristics of simplicity, safety, moderate cost and low maintenance shall be maintained.

Rule 2. Protection of One-Design.

d. Any alteration of the hull, deck, spars or any part of a Comet, except as specified in these rules and in particular Rule 2.e., shall be prohibited.

e. Deviations from the official plans and specifications shall not be permitted, except in respect of the following:

- i. deck fittings (see Rule 16.c)
- ii. tiller extension (see Rule 20)
- iii. sail controls and rigging (see Rule 26)
- iv. repairs and painting (see Rule 28)

I won't reprint Rule 26 but the device in question is not listed.

Let's all accept the Comet for what it is, a great little dinghy at a very reasonable price. I'd be the first to admit the Comet isn't perfect but what dinghy is?

Keep telling your friends about the Comet, we can never sell enough!

Well done to all those who did the Nationals, there will be new photos and videos at the forthcoming boat shows. A special well done to Christine Stack from Aylesbury Sailing Club for her first time on the sea!

Andrew Simmons

CHIPSTEAD OPEN

A rare combination occurred for Chipstead's 7th Comet Open — sunshine and a pleasant Easterly wind of between force 2 and 3. Twenty-one home boats were joined by eleven visitors from as far away as Steeple Bay and Chew Valley.

The first race saw John Windibank hold the lead from a good start with Tony Best second and Bill Robson third.

With very different fortunes at the start of the second race, Sonja Riley made a clean getaway but in due course she was overhauled by Mark Wilkins and Nick Powell (556, Chipstead).

With everything to play for among the leading contenders, the final race was also closely contested. The outcome saw Wilkins win, followed by Best, Powell and Windibank.

The final positions overall were:

1	357	Mark Wilkins	Chipstead
2	539	Tony Best	ICI
3	555	John Windibank	Chipstead
1st lady	257	Sonja Riley	Chipstead
1st Junior	530	Bill Robson	Kingsmead
1st Veteran	539	Tony Best	ICI

The day's racing had provided the competitors with an exciting challenge and those watching with an excellent spectacle of one of the largest gatherings of Comets seen at an open meeting.

Ralph Rowe

AYLESBURY OPEN

On Sunday 25th July Aylesbury Sailing Club was delighted to welcome 10 visitors to their annual open meeting. Eleven club members also sailed bringing the total entry to 21. The event was won by Debbie Degge of Redditch S.C. in Comet 572.

The wind was strong and in the gusts there were many capsize. Certainly, helms could afford no lapses of concentration in the fluky conditions which are so typical of small inland waters.

In the first race a home boat led the way for the first lap. Chris Robinson had not sailed his Comet 63 this year so he was well pleased to find himself out front. Once Debbie had overtaken him though the race was for second place between Tony Best of ICI Slough S.C., in Comet 539, and Chris. On the last lap Tony pulled ahead of Chris, then Philip Brady of Sheffield Viking S.C., in Comet 277, continuing his climb through the fleet from 8th position on the first lap, sailed into 3rd position leaving Chris to take 4th.

During the second race the lead changed several times. Chris again started well and retained the lead until half way through the race. Then Steve Monks of Steeple Bay, in Comet 372, got ahead. Meanwhile, Debbie was working her way up from 4th position and once in the lead there was no stopping her. Tony, who had been 7th at the start of the second lap, came through from 4th on the last lap to take 2nd place, ahead of Chris.

The last race was a race for 2nd place overall as Debbie with two firsts could not be beaten. Chris, Tony and Philip were each in with a chance. However, it was Steve's race because he led all the way. Chris was 2nd and Tony 3rd. In the overall results Steve beat Chris by 1/4 point.

Final positions:

1st	572	Debbie Degge	Redditch	1.5	points
2nd	539	Tony Best	ICI Slough	4	points
3rd	372	Steve Monks	Steeple Bay	4.75	points
4th	63	Chris Robinson	Aylesbury	5	points
5th	277	Philip Brady	Sheffield Viking	8	points
6th	135	James Silvey	Aylesbury	10	points

Margaret Hylton

Dinghy Leisure

Comet

Just a SMALL Reminder!

new sail (standard £195-00, with window £209-00)

self bailers (Plastic £18-00, metal £28-00) race packs (128-00)

tiller extension (standard £11-90, telescopic £23-85)

gelcoat touch-up kit (£5-40)

cockpit grab rail kit (£7-35)

Comet clothing

buoyancy aids (£33-95)

wind tops (£24-95)

sweat shirts (£14-95)

Covers, spar bags, foil bags, hawks, ropes, blocks, shackles, pins, clips

trolleys, trailers, roof racks, easi-loaders

Repairs, trade-ins, new boats

postage
extra

But please note our new telephone number!

0494 863082

For a by return service from our full range of spares and accessories contact:

Margaret Hylton
The Comet Dealer

Sales, Demonstrations
Spares and Accessories

6 Wychwood, Little Kingshill
Great Missenden, Bucks HP16 0EJ
Tel: 0494 863082



AUTUMN REGATTA AT CHEW VALLEY LAKE SAILING CLUB

SUNDAY 24th OCTOBER 1993

First race: 11.00 A + B handicap

Second race: 14.00 Full Pursuit Race

All classes, especially Comets, welcome

Entry - FREE

For further details - Errol Edwards 0272 354494

PERIHELION

Articles

You will see that this issue does not contain an article on the skills of sailing the Comet but I am looking for something for the future. For the information of new Comet owners, we have had so far:

Setting your Comet sail	2 articles *
Sailing your Comet	5 articles *
Racing your Comet	4 articles *
Know the rules	5 articles *
The Comet for really raw beginners	4 articles

(* to be reissued in booklet form in due course)

It seems to me that there could be a need for some articles for those who have raced for some time but who seem to have reached their peak and would like to try to improve again. I have recently approached our three-times champion, Guy Wilkins, to ask if he will write something for us. He has agreed to help and we can look forward to something from him in issue 29. For his first article he has chosen the title "Race preparation: attitude and planning".

Racing Rules Clinic

There is not room in this issue, but next time there will be more replies from Keith Lamdin to member's queries on the racing rules. Hopefully this will become a regular item. Queries may be posted to me or, if diagrams are not essential, you could phone Keith direct on 0582 665194.

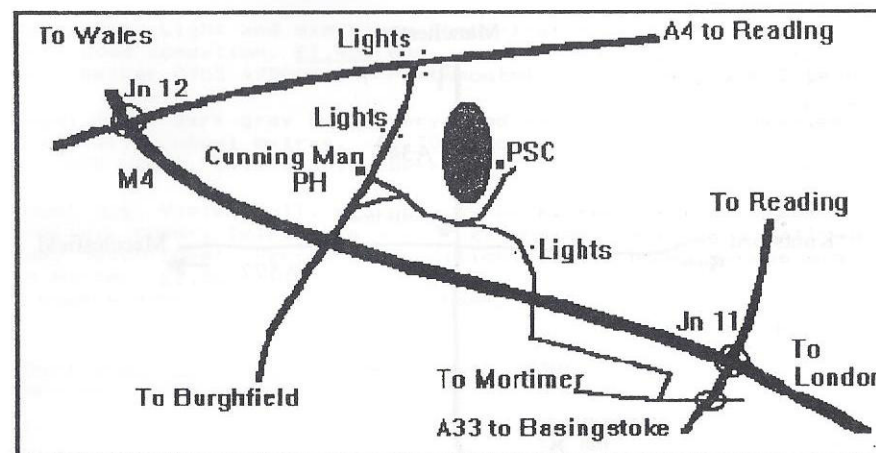
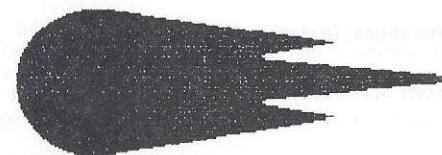
The next issue of Perihelion will be issued in December. Contributions to me by the end of November please.

Alan Browning

COMET OPEN

PINGEWOOD S C

3 OCTOBER 1993



Briefing 1050, First Race 1130
 Entry Fee £3.00
 Cooked Lunch & Snacks available

For more details call: John Vail 0734 812174
 or Mike Gould 0635 298074

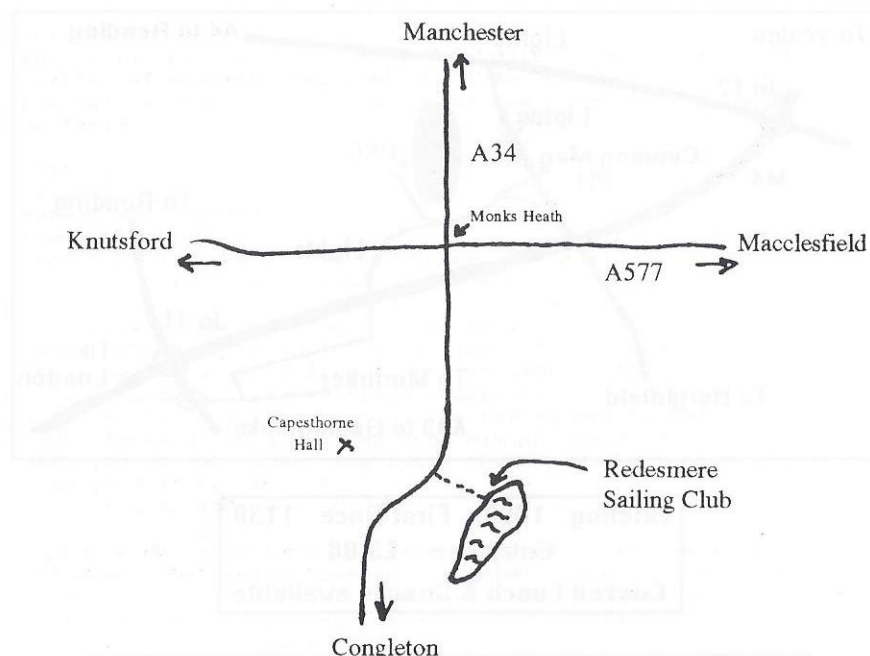
Comet Open at Redesmere

(20 miles south of Manchester on the A34)

October 9th

£4 entry fee. Three races, first one starts at 11.00 a.m

Further details from Steve Heyes 0625 583290 (after Sept 1st)



NOTICE BOARD

FOR SALE

Comet 27. Pale blue hull, blue deck. Good condition, sailed less than a dozen times in last two years. Trolley and two sails, one new with window. £900 ono.
Mrs Banks 0277 653502 (Billericay, Essex), business 071 935 4444, extension 4030

Comet 325. Red, grab rails, 3:1 outhaul, new cover, folding trolley. £1,100.
John Finch 0227 712246 (Canterbury, Kent)

Comet 350. Light blue deck, silver grey hull. Combi-trailer and trolley, many other extras. Sailed a few times. £1,300.
Bob Innes 0458 223360 (Sutton Bingham)

Comet 372. Dark grey hull, silver grey deck. Top cover and trolley. £1,300 ono.
Steve Monks 0277 821263 (Billericay, Essex)

Comet 396. Light and mid blue. Combi-trailer and most extras. Very good condition. £1,400 ono.
Bill Walker 0705 475005 (Nr Portsmouth), business 071 832 5430

Comet 452. Dark grey hull. Very good condition. Combi-trailer, grab rails, usual extras. £1,700 ono
Richard Lines 0491 873510 (Berks)

Comet 506. Violet hull, silver-grey deck, keel band. Includes trolley, cover, telescopic tiller extension, race pack, sail window, hatch cover. Very good condition, little used, garage stored in Winter. £1,500
A.Goudie 0325 320949 (County Durham).

Thule boat rack. Suitable for Comet. £30
Tony Best 0895 448909

Sail sale:

Ex-demo and repaired sails at special prices. All prices are ex-works and will include new numbers and sailbag. Carriage £10 extra.

Sail with window. Well used one season, no repairs or damage, £95

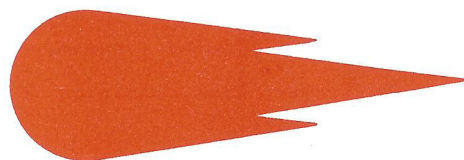
Sail without window. Small hole with 1" patch near foot, used one day only ! £120

AMS Marine 0769 574358

WANTED

Second-hand Comet, in the region of £500 - £600, preferably from the North West.

C.Sparkes 0925 754896, business 0925 832751 (Lymm, Cheshire)



Comet Class Association

Affiliated to the Royal Yachting Association